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AIRAC AIP - THAILAND
Amendment 02/26
8 JAN 26

This AIRAC AIP AMDT 02/26 contains:

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GEN 0.4	CHECKLIST OF AIP PAGES
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GEN 4.3	REGULATORY FEE
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AD 2-VTPO-8	Instrument Approach Chart - ICAO - NDB RWY 36 Instrument Approach Chart - ICAO - ILS or LOC RWY 36 Instrument Approach Chart - ICAO - ILS or LOC RWY 36 (Tabular description) Instrument Approach Chart - ICAO - ILS or LOC RWY 36 (Fix and point list table) Instrument Approach Chart - ICAO - RNP RWY 18 Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description) Instrument Approach Chart - ICAO - RNP RWY 36

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1.

DESTROY			INSERT		
GEN	0.2-3	22 JAN 2026	GEN	0.2-3	19 FEB 2026
	0.4-1	22 JAN 2026		0.4-1	19 FEB 2026
	0.4-2	22 JAN 2026		0.4-2	19 FEB 2026
	0.4-3	22 JAN 2026		0.4-3	19 FEB 2026
	0.4-4	22 JAN 2026		0.4-4	19 FEB 2026
	0.4-5	22 JAN 2026		0.4-5	19 FEB 2026
	0.4-6	22 JAN 2026		0.4-6	19 FEB 2026
	0.4-7	22 JAN 2026		0.4-7	19 FEB 2026
	0.4-8	22 JAN 2026		0.4-8	19 FEB 2026
	0.4-9	22 JAN 2026		0.4-9	19 FEB 2026
	0.4-10	22 JAN 2026		0.4-10	19 FEB 2026
	0.4-11	22 JAN 2026		0.4-11	19 FEB 2026
	1.7-1	30 OCT 2025		1.7-1	19 FEB 2026
	1.7-2	30 OCT 2025		1.7-2	19 FEB 2026
	1.7-3	30 OCT 2025		1.7-3	19 FEB 2026
	2.1-3	20 FEB 2025		2.1-3	19 FEB 2026
	3.2-3	22 JAN 2026		3.2-3	19 FEB 2026
	3.2-5	25 DEC 2025		3.2-5	19 FEB 2026
	3.2-6	25 DEC 2025		3.2-6	19 FEB 2026
	3.2-12	10 JUL 2025		3.2-12	19 FEB 2026
	3.2-21	22 JAN 2026		3.2-21	19 FEB 2026
	4.3-1	13 JUN 2024		4.3-1	19 FEB 2026

DESTROY			INSERT		
AD	2-VTCC-1-15	7 AUG 2025	AD	2-VTCC-1-15	19 FEB 2026
	2-VTCC-1-16	7 AUG 2025		2-VTCC-1-16	19 FEB 2026
	2-VTCC-1-17	28 NOV 2024		2-VTCC-1-17	19 FEB 2026
	2-VTCC-1-18	28 NOV 2024		2-VTCC-1-18	19 FEB 2026
	2-VTCC-1-19	28 NOV 2024		2-VTCC-1-19	19 FEB 2026
	2-VTCC-1-20	28 NOV 2024		2-VTCC-1-20	19 FEB 2026
	2-VTCC-1-21	7 AUG 2025		2-VTCC-1-21	19 FEB 2026
	2-VTCC-1-22	27 NOV 2025		2-VTCC-1-22	19 FEB 2026
	2-VTCC-1-23	7 AUG 2025		2-VTCC-1-23	19 FEB 2026
	2-VTCC-1-24	7 AUG 2025		2-VTCC-1-24	19 FEB 2026
	-	-		2-VTCC-1-25	19 FEB 2026
	-	-		2-VTCC-1-26	19 FEB 2026
	-	-		2-VTCC-1-27	19 FEB 2026
	2-VTSP-1-19	25 DEC 2025		2-VTSP-1-19	19 FEB 2026
	2-VTSP-1-20	25 JAN 2024		2-VTSP-1-20	19 FEB 2026
	2-VTSP-1-21	25 DEC 2025		2-VTSP-1-21	19 FEB 2026
	2-VTSP-1-22	25 DEC 2025		2-VTSP-1-22	19 FEB 2026
	2-VTSP-1-23	25 DEC 2025		2-VTSP-1-23	19 FEB 2026
	2-VTSP-1-24	25 DEC 2025		2-VTSP-1-24	19 FEB 2026
	2-VTSP-1-25	4 SEP 2025		2-VTSP-1-25	19 FEB 2026
	-	-		2-VTSP-1-27	19 FEB 2026
	-	-		2-VTSP-1-28	19 FEB 2026
	2-VTBU-1-1	4 SEP 2025		2-VTBU-1-1	19 FEB 2026
	2-VTBU-1-3	7 AUG 2025		2-VTBU-1-3	19 FEB 2026
	2-VTBU-1-4	4 SEP 2025		2-VTBU-1-4	19 FEB 2026
	2-VTBU-1-10	4 SEP 2025		2-VTBU-1-10	19 FEB 2026
	2-VTBU-2-1	4 SEP 2025		2-VTBU-2-1	19 FEB 2026
	2-VTBU-3-1	4 SEP 2025		2-VTBU-3-1	19 FEB 2026
	2-VTUW-1-1	27 NOV 2025		2-VTUW-1-1	19 FEB 2026
	2-VTBP-1-2	22 FEB 2024		2-VTBP-1-2	19 FEB 2026
	2-VTSR-1-1	7 OCT 2021		2-VTSR-1-1	19 FEB 2026
	2-VTPO-1-1	25 DEC 2025		2-VTPO-1-1	19 FEB 2026
	2-VTPO-1-2	25 DEC 2025		2-VTPO-1-2	19 FEB 2026
	2-VTPO-1-3	2 NOV 2023		2-VTPO-1-3	19 FEB 2026
	2-VTPO-1-4	2 NOV 2023		2-VTPO-1-4	19 FEB 2026
	2-VTPO-1-5	12 JUN 2025		2-VTPO-1-5	19 FEB 2026
	2-VTPO-1-8	25 DEC 2025		2-VTPO-1-8	19 FEB 2026
	2-VTPO-2-1	25 DEC 2025		2-VTPO-2-1	19 FEB 2026
	2-VTPO-6-1	26 DEC 2024		2-VTPO-6-1	19 FEB 2026
	2-VTPO-6-2	26 DEC 2024		2-VTPO-6-2	19 FEB 2026
	2-VTPO-6-3	26 DEC 2024		2-VTPO-6-3	19 FEB 2026

DESTROY		INSERT	
2-VTPO-6-4	26 DEC 2024	2-VTPO-6-4	19 FEB 2026
2-VTPO-8-1	20 MAR 2025	2-VTPO-8-1	19 FEB 2026
2-VTPO-8-3	26 DEC 2024	2-VTPO-8-3	19 FEB 2026
2-VTPO-8-4	26 DEC 2024	2-VTPO-8-4	19 FEB 2026
2-VTPO-8-5	26 DEC 2024	2-VTPO-8-5	19 FEB 2026
2-VTPO-8-7	26 DEC 2024	2-VTPO-8-7	19 FEB 2026
2-VTPO-8-8	26 DEC 2024	2-VTPO-8-8	19 FEB 2026
2-VTPO-8-9	26 DEC 2024	2-VTPO-8-9	19 FEB 2026
2-VTPO-8-10	26 DEC 2024	2-VTPO-8-10	19 FEB 2026
2-VTSM-1-1	2 OCT 2025	2-VTSM-1-1	19 FEB 2026
2-VTSM-1-2	7 AUG 2025	2-VTSM-1-2	19 FEB 2026
2-VTSM-1-3	7 AUG 2025	2-VTSM-1-3	19 FEB 2026
2-VTSM-1-4	7 AUG 2025	2-VTSM-1-4	19 FEB 2026
2-VTSM-1-5	7 AUG 2025	2-VTSM-1-5	19 FEB 2026
2-VTSM-1-6	7 AUG 2025	2-VTSM-1-6	19 FEB 2026
2-VTSM-1-7	7 AUG 2025	2-VTSM-1-7	19 FEB 2026
2-VTSM-1-8	7 AUG 2025	2-VTSM-1-8	19 FEB 2026
2-VTSM-1-9	7 AUG 2025	2-VTSM-1-9	19 FEB 2026
2-VTSM-1-10	2 OCT 2025	2-VTSM-1-10	19 FEB 2026
-	-	2-VTSM-1-11	19 FEB 2026
-	-	2-VTSM-1-12	19 FEB 2026
2-VTSM-2-1	2 OCT 2025	2-VTSM-2-1	19 FEB 2026
2-VTSM-2-5	2 OCT 2025	2-VTSM-2-5	19 FEB 2026
2-VTBO-1-1	25 DEC 2025	2-VTBO-1-1	19 FEB 2026
2-VTBO-1-3	27 NOV 2025	2-VTBO-1-3	19 FEB 2026
2-VTBO-1-4	25 DEC 2025	2-VTBO-1-4	19 FEB 2026
2-VTBO-1-7	25 DEC 2025	2-VTBO-1-7	19 FEB 2026
2-VTBO-2-1	25 DEC 2025	2-VTBO-2-1	19 FEB 2026
2-VTBO-8-1	23 MAR 2023	2-VTBO-8-1	19 FEB 2026
2-VTBO-8-2	15 JUL 2021	2-VTBO-8-2	19 FEB 2026

2. Hand amendments

NIL

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

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

AIP SUP	NIL
AIC	NIL
NOTAM	NIL

- END -

AIP AMENDMENT				AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by	NR/ Year	Publication date	Effective date	Inserted by
				3/25	06 FEB 2025	20 MAR 2025	
				4/25	06 MAR 2025	17 APR 2025	
				5/25	03 APR 2025	15 MAY 2025	
				6/25	01 MAY 2025	12 JUN 2025	
				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	
				13/25	13 NOV 2025	25 DEC 2025	
				1/26	11 DEC 2025	22 JAN 2026	
				2/26	08 JAN 2026	19 FEB 2026	

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GEN 0.4 CHECKLIST OF AIP PAGES

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0.1-2	13 JUN 24	2.2-8	12 SEP 19	3.4-4	22 JAN 26
0.1-3	18 JUL 19	2.2-9	12 SEP 19	3.4-5	22 JAN 26
0.2-1	21 APR 22	2.2-10	12 SEP 19	3.5-1	10 JUL 25
0.2-2	20 FEB 25	2.2-11	12 SEP 19	3.5-2	10 JUL 25
0.2-3	19 FEB 26	2.2-12	12 SEP 19	3.5-3	30 NOV 23
0.3-1	2 NOV 23	2.2-13	12 SEP 19	3.5-4	7 AUG 25
0.3-2	2 NOV 23	2.2-14	12 SEP 19	3.5-5	30 NOV 23
0.3-3	2 NOV 23	2.2-15	12 SEP 19	3.6-1	4 SEP 25
0.3-4	2 NOV 23	2.2-16	12 SEP 19	3.6-2	18 JUL 19
0.3-5	2 NOV 23	2.2-17	12 SEP 19	3.6-3	18 JUL 19
0.4-1	19 FEB 26	2.2-18	12 SEP 19	3.7-1	23 JAN 25
0.4-2	19 FEB 26	2.3-1	18 JUL 19	3.7-2	23 JAN 25
0.4-3	19 FEB 26	2.3-2	18 JUL 19	GEN 4.	
0.4-4	19 FEB 26	2.4-1	25 JAN 24	4.1-1	4 SEP 25
0.4-5	19 FEB 26	2.4-2	25 JAN 24	4.1-2	4 SEP 25
0.4-6	19 FEB 26	2.4-3	25 JAN 24	4.1-3	4 SEP 25
0.4-7	19 FEB 26	2.5-1	10 JUL 25	4.2-1	17 APR 25
0.4-8	19 FEB 26	2.5-2	10 JUL 25	4.2-2	17 APR 25
0.4-9	19 FEB 26	2.5-3	4 SEP 25	4.2-3	17 APR 25
0.4-10	19 FEB 26	2.6-1	18 JUL 19	4.3-1	19 FEB 26
0.4-11	19 FEB 26	2.6-2	18 JUL 19	PART 2 - EN-ROUTE (ENR)	
0.5-1	18 JUL 19	2.6-3	18 JUL 19	ENR 0.	
0.6-1	18 JUL 19	2.7-1	18 JUL 19	0.6-1	30 DEC 21
GEN 1.					
1.1-1	10 JUL 25	GEN 3.		0.6-2	18 JUL 19
1.1-2	20 FEB 25	3.1-1	27 NOV 25	ENR 1.	
1.1-3	20 FEB 25	3.1-2	12 SEP 19	1.1-1	18 JUL 19
1.1-4	20 FEB 25	3.1-3	12 SEP 19	1.2-1	7 AUG 25
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1.2-3	20 MAR 25	3.1-6	27 NOV 25	1.2-4	28 DEC 23
1.2-4	20 MAR 25	3.1-7	22 JAN 26	1.3-1	18 JUL 19
1.2-5	20 MAR 25	3.2-1	8 AUG 24	1.4-1	28 DEC 23
1.2-6	20 MAR 25	3.2-2	8 AUG 24	1.4-2	28 DEC 23
1.2-7	20 MAR 25	3.2-3	19 FEB 26	1.5-1	18 JUL 19
1.2-8	20 MAR 25	3.2-4	25 DEC 25	1.6-1	3 OCT 24
1.3-1	18 JUL 19	3.2-5	19 FEB 26	1.6-2	3 OCT 24
1.3-2	18 JUL 19	3.2-6	19 FEB 26	1.6-3	2 OCT 25
1.3-3	18 JUL 19	3.2-7	25 DEC 25	1.6-4	2 OCT 25
1.3-4	18 JUL 19	3.2-8	25 DEC 25	1.6-5	3 OCT 24
1.3-5	18 JUL 19	3.2-9	27 NOV 25	1.6-6	2 OCT 25
1.4-1	5 NOV 20	3.2-10	27 NOV 25	1.6-7	3 OCT 24
1.4-2	20 FEB 25	3.2-11	7 AUG 25	1.6-8	3 OCT 24
1.4-3	31 DEC 20	3.2-12	19 FEB 26	1.6-9	3 OCT 24
1.4-4	31 DEC 20	3.2-13	7 AUG 25	1.6-10	3 OCT 24
1.4-5	31 DEC 20	3.2-14	2 OCT 25	1.6-11	3 OCT 24
1.5-1	3 DEC 20	3.2-15	4 SEP 25	1.6-12	3 OCT 24
1.6-1	8 OCT 20	3.2-16	25 DEC 25	1.6-13	3 OCT 24
1.6-2	8 OCT 20	3.2-17	2 OCT 25	1.6-14	3 OCT 24
1.6-3	8 OCT 20	3.2-18	25 DEC 25	1.6-15	3 OCT 24
1.7-1	19 FEB 26	3.2-19	25 DEC 25	1.6-16	3 OCT 24
1.7-2	19 FEB 26	3.2-20	7 AUG 25	1.6-17	3 OCT 24
1.7-3	19 FEB 26	3.2-21	19 FEB 26	1.6-18	3 OCT 24
1.7-4	30 OCT 25	3.2-22	22 JAN 26	1.6-19	3 OCT 24
GEN 2.					
2.1-1	7 AUG 25	3.2-23	28 NOV 24	1.6-20	3 OCT 24
2.1-2	20 FEB 25	3.2-24	15 MAY 25	1.6-21	3 OCT 24
2.1-3	19 FEB 26	3.3-1	10 JUL 25	1.6-22	3 OCT 24
2.2-1	28 NOV 24	3.3-2	30 OCT 25	1.6-23	3 OCT 24
2.2-2	12 SEP 19	3.3-3	30 OCT 25	1.6-24	3 OCT 24
2.2-3	12 SEP 19	3.3-4	30 OCT 25	1.6-25	3 OCT 24
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		3.3-9	27 NOV 25	1.6-30	2 OCT 25
		3.3-10	27 NOV 25	1.6-31	2 OCT 25
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1.7-1	18 JUL 19	2.1-4	10 JUL 25	3.1-42	7 AUG 25
1.7-2	18 JUL 19	2.1-5	7 AUG 25	3.1-43	7 AUG 25
1.7-3	18 JUL 19	2.1-6	2 OCT 25	3.1-44	7 AUG 25
1.8-1	30 DEC 21	2.1-7	2 OCT 25	3.1-45	7 AUG 25
1.8-2	18 APR 24	2.1-8	2 OCT 25	3.1-46	7 AUG 25
1.8-3	18 APR 24	2.1-9	2 OCT 25	3.1-47	7 AUG 25
1.8-4	30 DEC 21	2.1-10	7 AUG 25	3.1-48	7 AUG 25
1.8-5	30 DEC 21	2.1-11	7 AUG 25	3.1-49	7 AUG 25
1.8-6	18 APR 24	2.1-12	7 AUG 25	3.1-50	7 AUG 25
1.8-7	18 APR 24	2.1-13	7 AUG 25	3.1-51	7 AUG 25
1.8-8	18 APR 24	2.1-14	7 AUG 25	3.1-52	7 AUG 25
1.8-9	10 JUL 25	2.1-15	7 AUG 25	3.1-53	7 AUG 25
1.8-10	10 JUL 25	2.1-16	7 AUG 25	3.1-54	7 AUG 25
1.9-1	30 OCT 25	2.1-17	7 AUG 25	3.1-55	7 AUG 25
1.9-2	30 OCT 25	2.1-18	7 AUG 25	3.1-56	7 AUG 25
1.9-3	27 NOV 25	2.1-19	7 AUG 25	3.1-57	7 AUG 25
1.9-4	30 OCT 25	2.1-20	7 AUG 25	3.1-58	7 AUG 25
1.9-5	30 OCT 25	2.1-21	7 AUG 25	3.1-59	7 AUG 25
1.9-6	30 OCT 25	2.1-22	7 AUG 25	3.1-60	7 AUG 25
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1.9-8	4 SEP 25	2.1-24	7 AUG 25	3.1-62	7 AUG 25
1.9-9	4 SEP 25	2.1-25	7 AUG 25	3.1-63	7 AUG 25
1.9-10	4 SEP 25	2.1-26	22 JAN 26	3.1-64	7 AUG 25
1.9-11	4 SEP 25	2.1-27	22 JAN 26	3.1-65	7 AUG 25
1.10-1	23 JAN 25	2.1-28	22 JAN 26	3.1-66	7 AUG 25
1.10-2	23 JAN 25	2.1-29	2 OCT 25	3.1-67	7 AUG 25
1.10-3	23 JAN 25	2.1-30	2 OCT 25	3.1-68	7 AUG 25
1.10-4	23 JAN 25	2.2-1	28 NOV 24	3.1-69	7 AUG 25
1.10-5	23 JAN 25			3.1-70	7 AUG 25
1.10-6	7 AUG 25	ENR 3.		3.1-71	7 AUG 25
1.10-7	23 JAN 25	3.1-1	7 AUG 25	3.1-72	7 AUG 25
1.10-8	23 JAN 25	3.1-2	7 AUG 25	3.2-1	18 JUL 19
1.10-9	23 JAN 25	3.1-3	7 AUG 25	3.3-1	7 AUG 25
1.10-10	23 JAN 25	3.1-4	7 AUG 25	3.3-2	7 AUG 25
1.10-11	23 JAN 25	3.1-5	7 AUG 25	3.3-3	7 AUG 25
1.10-12	23 JAN 25	3.1-6	7 AUG 25	3.3-4	7 AUG 25
1.10-13	23 JAN 25	3.1-7	7 AUG 25	3.3-5	7 AUG 25
1.10-14	23 JAN 25	3.1-8	15 MAY 25	3.3-6	7 AUG 25
1.10-15	23 JAN 25	3.1-9	16 MAY 24	3.3-7	7 AUG 25
1.10-16	23 JAN 25	3.1-10	10 JUL 25	3.3-8	7 AUG 25
1.10-17	23 JAN 25	3.1-11	7 AUG 25	3.3-9	7 AUG 25
1.10-18	10 JUL 25	3.1-12	7 AUG 25	3.3-10	7 AUG 25
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2-VTUV-8-9	15 MAY 25	2-VTPO-6-3	19 FEB 26	2-VTSM-8-2	10 JUL 25
2-VTUV-8-10	16 JUL 20	2-VTPO-6-4	19 FEB 26	2-VTSM-8-3	18 JUN 20
2-VTUV-8-11	21 APR 22	2-VTPO-8-1	19 FEB 26	2-VTSM-8-4	10 JUL 25
2-VTUV-8-12	20 MAY 21	2-VTPO-8-3	19 FEB 26	2-VTSM-8-5	18 JUN 20
2-VTUV-8-13	20 MAY 21	2-VTPO-8-4	19 FEB 26	2-VTSM-8-6	10 JUL 25
2-VTUV-8-15	21 APR 22	2-VTPO-8-5	19 FEB 26	2-VTSM-8-7	18 JUN 20
2-VTUV-8-16	20 MAY 21	2-VTPO-8-7	19 FEB 26	2-VTSM-8-8	10 JUL 25
2-VTUV-8-17	20 MAY 21	2-VTPO-8-8	19 FEB 26	2-VTSM-8-9	15 JUL 21
2-VTUV-9-1	21 APR 22	2-VTPO-8-9	19 FEB 26	2-VTSM-8-10	15 JUL 21
2-VTUV-9-2	21 APR 22	2-VTPO-8-10	19 FEB 26	2-VTSM-8-11	15 JUL 21
2-VTUV-9-3	21 APR 22			2-VTSM-8-13	15 JUL 21
2-VTUV-9-4	21 APR 22	SURAT THANI / SURAT THANI AIRPORT		2-VTSM-8-14	15 JUL 21
		2-VTSB-1-1	2 OCT 25	2-VTSM-8-15	15 JUL 21
SA KAE0 / WATTHANA NAKHON AIRPORT		2-VTSB-1-2	2 OCT 25	2-VTSM-8-17	15 JUL 21
2-VTBW-1-1	11 AUG 22	2-VTSB-1-3	7 AUG 25	2-VTSM-8-18	15 JUL 21
2-VTBW-1-2	7 AUG 25	2-VTSB-1-4	7 AUG 25	2-VTSM-8-19	15 JUL 21
2-VTBW-1-3	11 AUG 22	2-VTSB-1-5	10 JUL 25	2-VTSM-8-21	15 JUL 21
2-VTBW-1-4	28 DEC 23	2-VTSB-1-6	7 AUG 25	2-VTSM-8-22	15 JUL 21
2-VTBW-1-5	28 DEC 23	2-VTSB-1-7	7 AUG 25	2-VTSM-8-23	15 JUL 21
2-VTBW-1-6	28 DEC 23	2-VTSB-1-8	2 OCT 25		
		2-VTSB-1-9	7 AUG 25	TAK / TAK AIRPORT	
SAKON NAKHON / SAKON NAKHON AIRPORT		2-VTSB-2-1	2 OCT 25	2-VTPT-1-1	22 JAN 26
2-VTUI-1-1	8 SEP 22	2-VTSB-3-1	2 OCT 25	2-VTPT-1-2	22 JAN 26
2-VTUI-1-2	7 OCT 21	2-VTSB-6-1	18 JUL 19	2-VTPT-1-3	2 OCT 25
2-VTUI-1-3	31 OCT 24	2-VTSB-6-2	18 JUL 19	2-VTPT-1-4	2 OCT 25
2-VTUI-1-4	15 JUN 23	2-VTSB-6-3	18 JUL 19	2-VTPT-1-5	22 JAN 26
2-VTUI-1-5	15 JUN 23	2-VTSB-6-5	30 JAN 20	2-VTPT-1-6	22 JAN 26
2-VTUI-1-6	15 JUN 23	2-VTSB-6-6	18 JUL 19	2-VTPT-2-1	18 JUL 19
2-VTUI-1-7	10 JUL 25	2-VTSB-6-7	18 JUL 19	2-VTPT-6-1	10 JUL 25
2-VTUI-1-8	15 MAY 25	2-VTSB-6-8	18 JUL 19	2-VTPT-7-1	10 JUL 25
2-VTUI-1-9	25 DEC 25	2-VTSB-7-1	18 JUL 19	2-VTPT-8-1	22 JAN 26
2-VTUI-1-10	30 NOV 23	2-VTSB-7-2	18 JUL 19	2-VTPT-9-1	10 JUL 25
2-VTUI-1-11	25 DEC 25	2-VTSB-7-3	18 JUL 19		
2-VTUI-2-1	31 OCT 24	2-VTSB-7-5	18 JUL 19	TAK / MAE SOT AIRPORT	
2-VTUI-8-1	25 DEC 25	2-VTSB-7-6	18 JUL 19	2-VTPM-1-1	7 AUG 25
2-VTUI-8-2	15 MAY 25	2-VTSB-7-7	18 JUL 19	2-VTPM-1-2	26 JAN 23
2-VTUI-8-3	25 DEC 25	2-VTSB-7-8	18 JUL 19	2-VTPM-1-3	26 JAN 23
2-VTUI-8-4	25 DEC 25	2-VTSB-8-1	23 MAR 23	2-VTPM-1-4	26 JAN 23
2-VTUI-8-5	15 MAY 25	2-VTSB-8-2	23 MAR 23	2-VTPM-1-5	4 SEP 25
2-VTUI-8-6	15 MAY 25	2-VTSB-8-3	10 JUL 25	2-VTPM-1-6	26 JAN 23
2-VTUI-8-7	25 DEC 25	2-VTSB-8-5	23 MAR 23	2-VTPM-1-7	26 JAN 23
2-VTUI-8-8	15 MAY 25	2-VTSB-8-6	23 MAR 23	2-VTPM-1-8	26 DEC 24
2-VTUI-8-9	25 DEC 25	2-VTSB-8-7	23 MAR 23	2-VTPM-1-9	26 DEC 24
		2-VTSB-8-8	23 MAR 23	2-VTPM-1-10	26 DEC 24
				2-VTPM-2-1	1 DEC 22

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

Annex 1 – Personnel Licensing 14th Edition, Amendment 179	
Chapter 1	Definitions and General Rules Concerning Licences
1.2.4.1	<p>(1) Thailand has four classes of medical assessment which are Class 1 Medical Certificate for</p> <ul style="list-style-type: none"> a) Multi-crew Pilot Licence - Aeroplane; b) Commercial Pilot Licence - aeroplane, helicopter, and airship; c) Air Transport Pilot Licence – aeroplane, helicopters; d) Student Remote Pilot licence; e) Remote Pilot Licence - aeroplane, airship glider, rotorcraft, powered-lift, balloon <p>(2) Class 2 Medical Certificate for</p> <ul style="list-style-type: none"> a) Student Pilots Licence; b) Private Pilot Licence – aeroplane, helicopter, airship; c) Glider Pilot Licence; d) Free Balloon Pilot Licence; e) Light Aircraft Pilot Licence - aeroplane, helicopter, glider, balloon <p>(3) Class 3 Medical Certificate for</p> <ul style="list-style-type: none"> a) Student Remote Pilot Licence; b) Remote Pilot Licence – aeroplane, airship, glider, rotorcraft, power-lifted, ballon; c) Student Air Traffic Controller Licence; d) Air Traffic Controller Licence <p>(4) Class 4 Medical Certificate for</p> <ul style="list-style-type: none"> a) Ultralight Aircraft Pilot Licence; b) Ultralight Aircraft Pilot Licence
Chapter 2	Licences and Ratings for Pilots and Remote Pilots
2.1.10	Pilot Licence for Balloon and Glider are allowed to perform duties as a pilot in commercial air transport until they have attained their 70th birthday
Chapter 6	Medical Provisions for Licensing
6.3.2.6.1	For class 1 medical certificate: ECG shall be included every year (revalidation and renewal) and every 6 months for applicant over the age of 60.
6.5.2.6.1	For class 3 medical certificate: ECG shall be included every 2 year (revalidation and renewal) and every year for applicant over the age of 50.
6.5.2.9	Chest radiography shall be required at initial, revalidation or renewal examinations.
Annex 2 Rules of the Air 11th Edition, Amendment 48	
Chapter 3	General Rules
3.3.1.2	A flight plan shall be submitted for the operation of any flight in the Bangkok FIR.
Annex 3 Meteorological Service for International Air Navigation 20th Edition, Amendment 82	
NIL	
Annex 4 Aeronautical Charts 11th Edition, Amendment 62	
NIL	
Annex 5 Units of Measurement to be used in Air and Ground Operations 5th Edition, Amendment 17	
NIL	
Annex 6 Operation of Aircraft - Part I - International Commercial Air Transport - Aeroplanes 12th Edition, Amendment 50	
Chapter 13	Security

Annex 6 Operation of Aircraft - Part I - International Commercial Air Transport - Aeroplanes 12th Edition, Amendment 50	
13.2.3	Thailand has established (AOCR), Section 26, states that the flight crew compartment door " shall be closed and locked form the time that the first passenger gets inside the aircraft to the time that the last passenger gets outside the aircraft".
Annex 6 Operation of Aircraft - Part II - International General Aviation - Aeroplanes 5th Edition, Amendment 42	
NIL	
Annex 6 Operation of Aircraft - Part III - International Operations - Helicopters 11th Edition, Amendment 26	
NIL	
Annex 7 Aircraft Nationality and Registration Marks 6th Edition, Amendment 7	
NIL	
Annex 8 Airworthiness of Aircraft 13th Edition, Amendment 110	
NIL	
Annex 9 Facilitation 17th Edition, Amendment 30	
NIL	
Annex 10 Aeronautical Telecommunications - Volume I Radio Navigation Aids 8th Edition, Amendment 94	
NIL	
Annex 10 Aeronautical Telecommunications - Volume II Communication Procedures including those with PANS Status 7th Edition, Amendment 94	
NIL	
Annex 10 Aeronautical Telecommunications - Volume III Communication Systems 2nd Edition, Amendment 93	
NIL	
Annex 10 Aeronautical Telecommunications - Volume IV Surveillance and Collision Avoidance Systems 5th Edition, Amendment 91	
NIL	
Annex 10 Aeronautical Telecommunications - Volume V Aeronautical Radio Frequency Spectrum Utilization 3rd Edition, Amendment 91	
NIL	
Annex 11 Air Traffic Services 15th Edition, Amendment 54	
NIL	
Annex 12 Search and Rescue 9th Edition, Amendment 19	
NIL	

Annex 13 Aircraft Accident and Incident Investigation 13th Edition, Amendment 19
NIL
Annex 14 Aerodromes - Volume I Aerodrome Design and Operations 9th Edition, Amendment 18
NIL
Annex 14 Aerodromes - Volume II Heliports 5th Edition, Amendment 10
NIL
Annex 15 Aeronautical Information Services 16th Edition, Amendment 44
NIL
Annex 16 Environmental Protection Volume I - Aircraft Noise 8th Edition, Amendment 14
NIL
Annex 16 Environmental Protection Volume II - Aircraft Engine Emissions 5th Edition, Amendment 11
NIL
Annex 16 Environmental Protection Volume III - Aircraft Engine Emissions 1st Edition, Amendment 2
NIL
Annex 18 The Safe Transport of Dangerous Goods by Air 4th Edition, Amendment 12
NIL
Annex 19 Safety Management 2nd Edition, Amendment 1
NIL
Doc 4444 Procedure for Air Navigation Services - Air Traffic Management 16th Edition, Amendment 12
NIL
Doc 8168 Procedure for Air Navigation Services - Aircraft Operations Volume I - Flight Procedures 6th Edition, Amendment 11
NIL
Doc 8168 Procedure for Air Navigation Services - Aircraft Operations Volume II - Construction of Visual and Instrument Flight Procedures 7th Edition, Amendment 10
NIL
Doc 8168 Procedure for Air Navigation Services - Aircraft Operation Volume III - Aircraft Operating Procedures 1st Edition, Amendment 3
NIL

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

NIL

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

NIL

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

NIL

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

NIL

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

NIL

6. Public holidays

NAME	Date
New Year's Day	1 January 2026
Additional holiday Announced by Thai Govt.	2 January 2026
Makha Bucha Day	3 March 2026
Chakri Memorial Day	6 April 2026
Songkran Festival Days	13 - 15 April 2026
National Labor Day	1 May 2026
Royal Coronation Ceremony	4 May 2026
The Royal Ploughing Ceremony	As determined by the Bureau of the Royal Household
Visakha Bucha Day	31 May 2026
Substitution for Visakha Bucha Day	1 June 2026
H.M. Queen Suthida Bajrasudhabimalalakshana's Birthday	3 June 2026
H.M. King Maha Vajiralongkorn Phra Vajiraklaochoayuhua's Birthday	28 July 2026
Asarnha Bucha Day	29 July 2026
Buddhist Lent Day	30 July 2026
H.M. Queen Sirikit The Queen Mother's Birthday and National Mother Day	12 August 2026
H.M. King Bhumibol Adulyadej The Great Memorial Day	13 October 2026
King Chulalongkorn Memorial Day	23 October 2026
H.M. King Bhumibol Adulyadej The Great's Birthday, National Day and National Father Day	5 December 2026
Substitution for H.M. King Bhumibol Adulyadej The Great's Birthday, National Day and National Father Day	7 December 2026
Constitution Day	10 December 2026
New Year's Eve	31 December 2026

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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	22 JAN 2026	
		U-Tapao Rayong Pattaya Intl	AD 2-VTBU-2-1	In AIP	19 FEB 2026	
		Hat Yai Intl	AD 2-VTSS-2-1	In AIP	7 AUG 2025	
		Buri Ram	AD 2-VTUE-2-1	In AIP	21 MAR 2024	
		Chumphon	AD 2-VTSE-2-1	In AIP	20 APR 2023	
		Khon Kaen	AD 2-VTUK-2-1	In AIP	30 OCT 2025	
		Krabi	AD 2-VTSG-2-1	In AIP	2 OCT 2025	
		Lampang	AD 2-VTCL-2-1	In AIP	30 OCT 2025	
		Loei	AD 2-VTUL-2-1	In AIP	2 NOV 2023	
		Mae Hong Son	AD 2-VTCH-2-1	In AIP	2 OCT 2025	
		Pai	AD 2-VTCI-2-1	In AIP	18 JUL 2019	
		Nakhon Phanom	AD 2-VTUW-2-1	In AIP	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	22 JAN 2026	
		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	19 FEB 2026
			Surat Thani	AD 2-VTSB-2-1	In AIP	25 DEC 2025
		1 : 20,000	Samui	AD 2-VTSM-2-1	In AIP	19 FEB 2026
			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	19 FEB 2026	
		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-VTUD-2-3	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-3	In AIP	20 APR 2023
		Khon Kaen	AD 2-VTUK-2-3	In AIP	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-VTUU-2-5	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-5	In AIP	20 APR 2023
		Lampang	AD 2-VTCL-2-5	In AIP	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	19 FEB 2026
		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	19 FEB 2026
		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-VTUU-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	

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
		Hat Yai Intl			
Standard Departure Chart - Instrument (SID) - ICAO	1 : 600,000	RNAV RWY08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PAD-PA1D PIMER1D TAXEB1D	AD 2-VTSS-6-1	In AIP	10 JUL 2025
	1 : 600,000	RNAV RWY26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PAD-PA1C PIMER1C TAXEB1C	AD 2-VTSS-6-5	In AIP	10 JUL 2025
		Khon Kaen			
	1 : 600,000	RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SED-NO1C	AD 2-VTUK-6-1	In AIP	21 APR 2022
	1 : 600,000	RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SED-NO1D	AD 2-VTUK-6-5	In AIP	21 APR 2022
		Krabi			
	1 : 500,000	RWY 14 - SURAT2H TRANG2D PHUKET2F	AD 2-VTSG-6-1	In AIP	7 AUG 2025
	1 : 500,000	RWY 32 - SURAT2G TRANG2C PHUKET2E	AD 2-VTSG-6-3	In AIP	7 AUG 2025
	1 : 600,000	RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G	AD 2-VTSG-6-5	In AIP	17 JUN 2021
	1 : 600,000	RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F	AD 2-VTSG-6-7	In AIP	17 JUN 2021
		Lampang			
	1 : 500,000	RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D	AD 2-VTCL-6-1	In AIP	20 FEB 2025
	1 : 500,000	RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C	AD 2-VTCL-6-5	In AIP	20 FEB 2025
		Loei			
	1 : 500,000	RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A	AD 2-VTUL-6-1	In AIP	26 DEC 2024
	1 : 500,000	RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B	AD 2-VTUL-6-5	In AIP	26 DEC 2024
		Mae Hong Son			
	1 : 500,000	RNAV RWY 29 - BOKIB1L BOKIB1R DOMKA1L DOMKA1R	AD 2-VTCH-6-1	In AIP	20 FEB 2025
		Nakhon Ratchasima			
	1 : 600,000	RNAV RWY 06 - SAMBY1A SITTA1A VOBOT1A	AD 2-VTUQ-6-1	In AIP	21 APR 2022
1 : 600,000	RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B	AD 2-VTUQ-6-3	In AIP	21 APR 2022	
	Nakhon Si Thammarat				
1 : 500,000	RNAV RWY 01 - GIFBY1A TAWIT1A PEDOR1A PUYOL1A WADEZ1A	AD 2-VTSF-6-1	In AIP	13 AUG 2020	
1 : 500,000	RNAV RWY 19 - GIFBY1B TAWIT1B PEDOR1B PUYOL1B WADEZ1B	AD 2-VTSF-6-3	In AIP	13 AUG 2020	

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		Narathiwat			
	1 : 500,000	RNAV RWY 02 – ERVES1A NUBKA1A	AD 2-VTSC-6-1	In AIP	8 AUG 2024
	1 : 500,000	RNAV RWY 20 - ERVES1B NUBKA1B	AD 2VTSC-6-3	In AIP	8 AUG 2024
		Phitsanulok			
	1 : 700,000	RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBL1A PIBIK1A POLOB1A REMER1A	AD 2-VTPP-6-1	In AIP	26 DEC 2024
	1 : 700,000	RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBL1B PIBIK1B POLOB1B REMER1B	AD 2-VTPP-6-5	In AIP	26 DEC 2024
		Phrae			
	1 : 600,000	RNAV RWY 01 - AIZAK1E IDKOR1E OTBAD1E SUNGO1E	AD 2-VTCP-6-1	In AIP	10 JUL 2025
	1 : 600,000	RNAV RWY 19 - AIZAK1A IDKOR1A OTBAD1A SUNGO1A	AD 2-VTCP-6-3	In AIP	26 DEC 2024
		Ranong			
	1 : 500,000	RNAV RWY 02 - PAYUN1A	AD 2-VTSR-6-1	In AIP	20 MAY 2021
	1 : 500,000	RNAV RWY 02 - KAOYA1A NEETA1A	AD 2-VTSR-6-3	In AIP	20 MAY 2021
	1 : 500,000	RNAV RWY 20 - PAYUN1B	AD 2-VTSR-6-5	In AIP	20 MAY 2021
	1 : 500,000	RNAV RWY 20 - KAOYA1B NEETA1B	AD 2-VTSR-6-7	In AIP	20 MAY 2021
		Roi Et			
	1 : 500,000	RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A RURAR1A SED-NO1A	AD 2-VTUV-6-1	In AIP	21 APR 2022
	1 : 500,000	RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B RURAR1B SED-NO1B	AD 2-VTUV-6-5	In AIP	21 APR 2022
		Sukhothai			
	1 : 700,000	RNAV RWY 18 - PEBL1C TOPAS1C	AD 2-VTPO-6-1	In AIP	19 FEB 2026
	1 : 700,000	RNAV RWY 36 - PEBL1D TOPAS1D	AD 2-VTPO-6-3	In AIP	19 FEB 2026
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1D EMVEL1D IDNAR1D LAMUL1D NIXET1D SEG-RA1D TAVAT1D TOGIM1D	AD 2-VTSB-6-1	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 22 - ADLAL1D EMVEL1C IDNAR1C LAMUL1C NIXET1C NIX-ET1X SEGRA1C TAVAT1C TOGIM1C	AD 2-VTSB-6-3	In AIP	30 JAN 2020
		Samui			
	1 : 550,000	RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UP-NEP1A	AD 2-VTSM-6-1	In AIP	18 JUN 2020
	1 : 550,000	RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B	AD 2-VTSM-6-5	In AIP	18 JUN 2020
		Mae Sot			
	1 : 400,000	RNAV RWY 09 - KADAV1A KADAV1B KADAV1C VEGRA1A	AD 2-VTPM-6-1	In AIP	26 DEC 2024

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO		Sakon Nakhon			
	1 : 500,000	VOR RWY 05	AD 2-VTUI-8-1	In AIP	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	19 FEB 2026
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTPO-8-3	In AIP	19 FEB 2026
	1 : 600,000	RNP RWY 18	AD 2-VTPO-8-7	In AIP	19 FEB 2026
	1 : 500,000	RNP RWY 36	AD 2-VTPO-8-9	In AIP	19 FEB 2026
		Surat Thani			
	1 : 500,000	ILS or LOC z RWY 22	AD 2-VTSB-8-1	In AIP	23 MAR 2023
	1 : 500,000	RNP RWY 04	AD 2-VTSB-8-5	In AIP	23 MAR 2023
	1 : 500,000	RNP RWY 22	AD 2-VTSB-8-7	In AIP	23 MAR 2023
		Samui			
	1 : 500,000	VOR RWY 17 - CAT A, B	AD 2-VTSM-8-1	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 17 - CAT C	AD 2-VTSM-8-3	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 35 - CAT A, B	AD 2-VTSM-8-5	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 35 - CAT C	AD 2-VTSM-8-7	In AIP	18 JUN 2020
	1 : 500,000	RNP RWY 17 - CAT A, B	AD 2-VTSM-8-9	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 17 - CAT C	AD 2-VTSM-8-13	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 35 - CAT A, B	AD 2-VTSM-8-17	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 35 - CAT C	AD 2-VTSM-8-21	In AIP	15 JUL 2021
		Mae Sot			
	1 : 500,000	VOR RWY 27	AD 2-VTPM-8-1	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 27	AD 2-VTPM-8-3	In AIP	26 DEC 2024
		Trang			
	1 : 500,000	VOR RWY 08	AD 2-VTST-8-1	In AIP	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	19 FEB 2026

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	22 JAN 2026

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

GEN 4.3 REGULATORY FEE

1. Regulatory fee by The Civil Aviation Authority of Thailand

The Civil Aviation Authority of Thailand collect an arrival and departure fee to support the performance of regulatory and safety oversight functions.

2. Establishment of arrival and departure fee

In order to support the performance of regulatory functions, The Civil Aviation Authority of Thailand will collect the International arrival and departure fee from air operators on the basis of numbers of arriving and departing passenger international flights.

3. Charge application

Air operators shall collect and remit the International arrival and departure fee by calculated from the number of arriving and departing passengers on international flights, at the rate of 25 (twenty-five) Thai baht (THB) per passenger per flight including transit and transfer passengers.

*In calculating numbers of International Arrival and Departure Fees under paragraph 1, the following passengers shall not be included:

- a) A transit passenger who stay in the transit area not more than 12 hours;
- b) A transit passenger in an international departure flight, who stay in the transit area more than 12 hours;
- c) A transfer passenger in an international departure flight.

The following air operators are required to collect and remit the fee:

- a) Operators with Thai Air Operators Certificate providing scheduled and/or non-scheduled air transport services on international routes; and
- b) Foreign air operators providing scheduled and/or non-scheduled air transport services on international routes.

4. Payment

Information on methods of payment is available on The Civil Aviation Authority of Thailand website at www.caat.or.th. Fees unpaid or not fully paid by the date shall be liable for a surcharge of two percent per month.

5. Enquires

Point of Contact

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E-mail: Annongporn.j@caat.or.th

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5. OPERATION PROCEDURES OF AIRCRAFT STAND NR 20R FOR GROUND HANDLING AGENTS

- 5.1 All vehicles and ground equipment shall not move passing the right-wing tip of the aircraft.
- 5.2 When operating at the front-right of aircraft, all vehicles and ground equipment shall go in-out at the front only.
- 5.3 When operating at the rear of aircraft, all vehicles and ground equipment shall go in-out at the rear only.

6. PUSH BACK PROCEDURE

- 6.1 When flight formalities have been completed and the aircraft is ready for push back, the pilot shall contact ATC for start-up and push back clearance.
- 6.2 All aircraft shall start-up with only one engine at idle power during push back from the stand at a safe position for taxiing by push-back tug and shall taxi with minimum breakaway thrust.
- 6.3 In order to avoid jet blast damage to the other aircraft, equipment and personnel on nearby stands, the following aircraft maneuvering procedures are to be observed:
 - 6.3.1 When the pilot is ready for start-up and push back, he shall seek confirmation from the ground crew that there is no hazard to his aircraft starting up.
 - 6.3.2 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.
 - 6.3.3 Pilots are reminded that they should always use minimum power when starting engine on the apron and when taxiing. It is especially important when starting to taxi that breakaway thrust is kept to a minimum.
 - 6.3.4 When the anti-collision beacons of the aircraft have been switched on, no vehicular movement is permitted behind the aircraft.
- 6.4 Aircraft shall be parked nose-in either to the terminal building on a stand attached to a passenger loading bridge or on a remote stand.
- 6.5 Aircraft above code letter A and B will need to be pushed back from the stand towards the Taxiway Center Line considering the Standard Taxi Routes by using push-back tug.
- 6.6 The procedures of push back aircraft will vary when it becomes necessary to expedite the flow of traffic. ATC will issue specific instructions to the pilots and make sure that the pilots also understand the instructions.
- 6.7 Power-back is not permitted at any parking stands.

7. SELF- MANEUVERING

- 7.1 Self-maneuvering is permitted only for aircraft code letter A, B, or aircraft with wingspan up to 24 meters (79 feet).
- 7.2 Marshalling service shall be provided and shall have wing walker personnel guiding on both side of the aircraft wing tips.
- 7.3 Self-maneuvering can be conducted when the next adjacent aircraft parking stand is vacant.
- 7.4 Pilots are reminded that they should always use minimum power during self- maneuvering operations.

8. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

8.1 GENERAL

- 8.1.1 The Airport Collaborative Decision Making (A-CDM) process at Chiang Mai International Airport designed to optimize resource management through the utilization of advanced tools and technologies. This process prioritizes collaboration among key stakeholders, including Airport Operator (AP), Air Traffic Controller (ATC), Air Traffic Flow Management Unit (ATFMU), Ground Handlers (GH), Aircraft Operator (AO) and other partners, to ensure adherence to the highest standards of safety, security, environmental sustainability, and community welfare.
- 8.1.2 All flights operated at Chiang Mai International Airport are required to participate in the A-CDM to optimize airport operations by sharing accurate and timely information among airport partners. The process can help balance the number of flights with an ability to handle, both under normal situation and under any occurrence requiring co-decision making.

8.2 DEFINITION OF TERMS COMMONLY USED IN A-CDM

- 8.2.1 Target Off-Block Time (TOBT) - The time that an Aircraft Operator (AO) or Ground Handler (GH) estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle available and ready to start-up and push back immediately upon reception of clearance from the Aerodrome Control Tower (TWR).
- 8.2.2 Target Start-Up Approval Time (TSAT) - The time provided by ATC taking into account TOBT, CTOT and/or the traffic situation that an aircraft can expect start-up / push back approval.

8.2.3 Calculated Take-Off Time (CTOT) - A time calculated and issued by the ATFMU, as a result of tactical slot allocation, at which a flight is expected to become airborne.

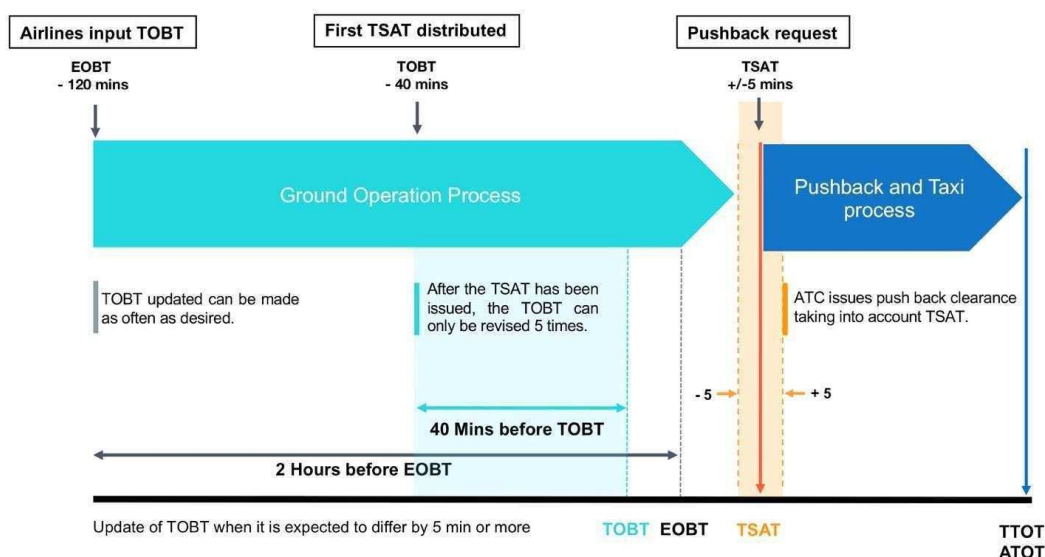
8.3 A-CDM OPERATIONAL ASPECTS

8.3.1 INTRODUCTION

This section details the key operational aspects of the Airport Collaborative Decision Making (A-CDM) process at Chiang Mai International Airport, focusing on Target Off-Block Time (TOBT), Target Start-Up Approval Time (TSAT), and start-up and push back procedures. It defines the roles and responsibilities necessary to ensure efficient and coordinated pre-departure operations, helping to minimize delays and optimize airport efficiency.

8.3.2 Chiang Mai A-CDM Procedure Overview

The chart below describes the simple overview of the Pre-Departure process at Chiang Mai International Airport from the time that airlines input the TOBT to the time that aircraft is airborne. It includes the responsibilities and procedures in brief, as described below.



8.3.3 Target Off-Block Time (TOBT) Procedures

8.3.3.1 General

The TOBT is the essential contribution of airlines to the A-CDM process which establishes the Pre-Departure Sequence taking into account operators preferences and operational constraints. Airlines or person responsible for the TOBT are required to access and manually input the TOBT into the A-CDM Portal in order that the start-up approval time (TSAT) can be expected.

8.3.3.2 Person Responsible for TOBT

Aircraft operator (AO) is responsible for the input of and adherence to the TOBT. However, AO may prefer to delegate this function to ground handler (GH). It is the responsibility of the AO/GH to communicate and ensure that the pilot of a flight has the correct TOBT and TSAT prior to requesting ATC clearance. AO need to ensure that a timely, accurate and stable TOBT is provided. If it becomes obvious that the TOBT cannot be respected, it shall be updated by the person responsible for the TOBT as early as possible.

8.3.3.3 TOBT Input and Revision

The following has to be taken into account for the input and/or revision of the TOBT:

- The initial TOBT can be entered up to 120 minutes (2 hours) before the Estimated Off-Block Time (EOBT).
- TOBT entries cannot be set to a time earlier than the current time.
- TOBT updates can be made as frequently as necessary until the TSAT is issued (40 minutes before TOBT).
- After the TSAT is issued, the TOBT can be revised up to 5 times to maintain operational stability.
- Any new TOBT must differ by at least 5 minutes (+/- 5 minutes) from the last entered TOBT to ensure a consistent Pre-Departure Sequence.

8.3.3.4 Flights with Calculated Take-Off Time (CTOT)

Flights with CTOT will usually take priority when calculating TSATs in order to minimize potential CTOT delay.

8.3.3.5 TOBT Deletion

- a) Only users authorized to input or revise TOBT can delete a TOBT.
- b) If the TOBT is deleted, the TSAT will be automatically deleted.
- c) The TOBT must be deleted in the following situations:
 - When the TOBT cannot be estimated, such as due to technical problems with the aircraft., or
 - When the permitted number of TOBT inputs (5 times) after the generation of the TSAT has been exceeded.
- d) If a new TOBT is available, the process shall continue, and the responsible person must input the new TOBT.

8.3.3.6 TOBT Reporting Channels

The TOBT is reported or updated by the following ways:

- A-CDM Portal Web Based Application (<https://acdm.airportthai.co.th/>)
- A-CDM Portal Mobile Application

8.3.4 Target Start-Up Approval Time (TSAT) Procedures

8.3.4.1 General

The TSAT is calculated based on the following key parameters:

- Target Off-Block Time (TOBT)
- Calculated Take-Off Time (CTOT)
- Operation Capacity
- Variable Taxi Time (VTT)
- Parking Stand
- Departure Runway

8.3.4.2 TSAT Distribution and Management

- a) The TSAT is displayed and distributed 40 minutes prior to the TOBT.
- b) After TSAT has been distributed, the TOBT can only be revised not more than 5 times to ensure a stable sequence and accurate CTOT allocation.
- c) Any subsequent TOBT revision will trigger a recalculation of the TSAT. An incorrect TOBT can lead to disadvantages in further sequencing and/or CTOT allocation for regulated flights.
- d) The TSAT may be subject to change and can be revised due to air traffic management considerations.
- e) The AO or GH is responsible for updating and ensuring that the pilot has the correct TOBT and TSAT before requesting ATC clearance.

8.3.4.3 TSAT Reporting Channels

The TSAT will be issued to airlines or person responsible for TOBT via:

- a) A-CDM Portal Web Based Application (<https://acdm.airportthai.co.th/>)
- b) A-CDM Portal Mobile Application

8.3.5 Start-Up and Push Back Procedures

8.3.5.1 General

Start-up and push back approval are issued taking into account the TOBT and TSAT. The sequence of the start-up and push back request is no longer a factor. The following rules apply:

8.3.5.2 Start-Up and Push Back Procedures

- a) To ensure the pilot receives accurate TOBT and TSAT before requesting start-up and push back clearance, the AO or GH shall communicate and confirm the times with the pilot in advance.
- b) Pilots shall ensure that the aircraft is ready for push back at the TOBT.
- c) If there is any change to the TSAT, the AO/GH shall update the pilot as soon as possible.
- d) The pilot shall contact Ground Control for start-up and push back at TSAT +/- 5 minutes (TSAT window). The following scenarios may occur:
 - Before the TSAT window: The flight will be asked to call again when it is within the TSAT window.
 - Within the TSAT window: The flight will be planned for the outbound sequence and can expect start-up approval directly or within a few minutes, depending on the actual operational situation.
 - After the TSAT window: The TSAT for the flight has expired. The flight will be denied start-up approval. The pilot must contact the AO/GH to update the TOBT and then contact ATC again once the TOBT update has resulted in a new TSAT.
- e) Ground Control will issue start-up and push back clearance taking the TSAT into account.

- f) If a flight is unable to push back due to the aircraft not being ready, the TSAT will be cancelled. The pilot must notify the AO/GH to update the TOBT for a new TSAT.

Note: When a departing aircraft is occupying a gate that has been assigned to an arriving aircraft, the departing aircraft may be instructed by ground control to push back onto the taxiway without engine start-up to allow the arriving aircraft to taxi in. An Expected Taxi Time will be provided accordingly.

8.4 A-CDM IN ADVERSE CONDITION

8.4.1 Adverse conditions, such as severe weather events, technical disruptions, or unexpected incidents, can significantly impact airport capacity and the overall flow of air traffic. In such situations, A-CDM partners must follow established procedures within their respective roles to effectively manage disruptions, minimize delays, and ensure operational continuity.

8.4.2 In the event of adverse conditions, the A-CDM process will continue as usual. However, to ensure smooth and efficient operations, additional cooperation and TOBT management may be required.

8.4.2.1 Pilots shall contact ATC within the TSAT window (+/- 5 minutes from TSAT) to request start-up clearance and push back approval from the stand. If there is a change in TSAT, ATC will inform the pilots accordingly

8.4.2.2 GH/AO must update TOBT at the end of the turnaround, especially during adverse conditions, to ensure accurate departure sequencing and minimize delays.

8.5 A-CDM CONTINGENCY OPERATIONS

8.5.1 In scenarios where the A-CDM (Airport Collaborative Decision Making) system is not operational, either due to the A-CDM Portal and Mobile application being unavailable, or a failure in connectivity between the A-CDM system and the iDEP/TopSky systems, significant disruptions can occur. Under such circumstances, Contingency Operations will be activated.

8.5.2 Pilots shall adhere to the push back procedures outlined in AIP Thailand VTCC AD 2.20.

8.5.3 ATC will issue start-up and push back instructions in accordance with prevailing traffic conditions.

8.6 CONTACT

Apron Management Unit

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VTCC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCC AD 2.22 FLIGHT PROCEDURE

1. VFR HELICOPTER ROUTES WITHIN CHIANG MAI INTERNATIONAL AIRPORT AREA

Helicopter Operating Procedures as follow;

1.1 Helicopters flying VFR shall operate on the VFR helicopter routes under VMC while entering, leaving or transiting over Chiang Mai controlled airspace, in accordance with the attached chart, except when directed by air traffic controllers.

1.2 Helicopters shall maintain 500 ft above ground level when following the VFR helicopter routes and make position reports of each reporting point on the VFR helicopter routes, unless otherwise advised by air traffic controllers.

1.3 Helicopters intending to fly via positions/points which not prescribed on the VFR helicopter routes shall advise air traffic controllers.

1.4 ATC instructions for helicopters operating on the VFR helicopter routes shall be issued as follows: (aircraft call sign) CLEARED TO (destination or point) VIA HELICOPTER ROUTES, MAINTAIN (altitude) REPORT ESTABLISHED [or REPORT OVER (point)]

1.5 Helicopters are responsible for obstacle and terrain clearance, if any manoeuvres deviate from the assigned VFR helicopter routes, regarding obstacle or terrain, the helicopter pilots shall advise air traffic controllers for such manoeuvres and, afterwards, resume on the VFR helicopter routes as soon as practicable.

1.6 Helicopters shall maintain own separation from other VFR traffic within Chiang Mai International Airport area, including Class G airspace. Air traffic controllers will provide traffic information, regarding known traffic, when available.

1.7 Air traffic controllers may instruct helicopters to fly via published VFR reporting points or instruct the helicopters to hold over any positions/points deemed necessary, depending on traffic conditions.

1.8 If helicopters encounter visibility below VMC minima during flight, the helicopter pilots shall advise air traffic controllers without delay

1.9 Helicopters shall maintain two-way communication with Chiang Mai Tower or Chiang Mai Approach while in Chiang Mai controlled

airspace and shall change over to other units only when instructed to do so by the controllers.

1.10 Before taking off from heliports or helipads within Chiang Mai controlled airspace, helicopters shall contact Chiang Mai Tower on frequency 118.1 MHz or Chiang Mai Approach frequency 129.6 MHz. If such communication could not be done, helicopter pilots/operators shall use other available means, e.g. telephones, to receive departure instructions and necessary information prior to take-off.

1.11 After take-off, two-way radio communication shall be established as soon as possible. If helicopters are unable to contact the ATC units before reaching altitude 500 ft above ground level, e.g. due to communication equipment failure, the helicopters shall return to land for solving the problem and notify Chiang Mai Tower by telephone.

1.12 In case where helicopters departing from outside Chiang Mai controlled airspace are unable to contact Chiang Mai Approach or Chiang Mai Tower before entering Chiang Mai controlled airspace, the helicopters shall enter the VFR helicopter routes via the nearest reporting point and fly on the VFR helicopter routes to the destination as filed in the flight plan or as latest notified to air traffic controllers.

1.13 The completion of landings at heliports or helipads within Chiang Mai controlled airspace shall be notified to Chiang Mai Tower by radio or telephone as soon as practicable.

1.14 Table of VFR reporting points for helicopters within Chiang Mai Control Zone

No.	Reporting Point	Landmark	Radial/DME from CMA VOR	Lat/Long
1.	MAE RIM	Dararassamee Police Camp	R-354/9.0D	185456.84N 985631.35E
2.	MAE JO	Mae Jo Junction	R-021/8.1D	185334.55N 990037.99E
3.	PA LAN	Bor Hin Intersection	R-039/8.3D	185228.96N 990305.72E
4.	SAN NA MENG	West of the 8 Building	R-055/6.4D	184945.62N 990305.78E
5.	SAN KLANG	San Klang Village	R-088/5.2D	184611.43N 990305.67E
6.	BO SANG	Bo Sang Intersection	R-092/6.8D	184550.47N 990452.92E
7.	TOT	TOT Office Building	R-131/6.7D	184139.58N 990305.75E
8.	DOI TI	Doi Ti Junction	R-159/13.9D	183259.96N 990305.68E
9.	TON TONG	South of School	R-185/13.6D	183220.64N 985639.70E
10.	THA WANG PRAO	Tha Wang Prao Intersection	R-203/15.1D	183150.66N 985146.99E
11.	NAM PRAE	Reservoir	R-228/6.8D	184121.00N 985226.00E
12.	ROYAL FLORA	Royal Park Rajapruek	R-242/2.3D	184449.59N 985531.47E

1.15 VFR helicopter routes for departure and arrival at Chiang Mai International Airport (VTCC)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
VTCC – NORTHWEST BOUND AND NORTHBOUND	SAN KLANG	SAN NA MENG	PA LAN	MAE JO	MAE RIM
VTCC – NORTHEAST BOUND	SAN KLANG	SAN NA MENG			
VTCC – EASTBOUND	SAN KLANG				
VTCC – SOUTHEAST BOUND AND SOUTHBOUND	SAN KLANG	TOT	DOI TI		
VTCC – WESTBOUND AND SOUTHWEST BOUND	ROYAL FLO-RA	NAM PRAE	THA WANG PRAO		

1.16 VFR helicopter routes for departure and arrival at Dararassamee Police Camp (HDR) and Ban Rim Tai

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HDR – EASTBOUND	MAE JO	PA LAN	SAN NA MENG	BO SANG		
HDR – SOUTHEAST BOUND AND SOUTH-BOUND	MAE JO	PA LAN	SAN NA MENG	SAN KLANG	TOT	DOI TI
HDR – SOUTHWEST BOUND	MAE JO	PA LAN	SAN NA MENG	SAN KLANG	TOT	DOI TI
	TON TONG	THA WANG PRAO				

1.17 VFR helicopter routes for departure and arrival at Khun Nane (HKN) and Three King RTA Camp (HTK)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HKN – NORTHEAST BOUND	PA LAN					
HKN – EASTBOUND	PA LAN	SAN NA MENG	BO SANG			
HKN – SOUTHEAST BOUND AND SOUTHBOUND	PA LAN	SAN NA MENG	SAN KLANG	TOT	DOI TI	
HDR – SOUTHWEST BOUND	PA LAN	SAN NA MENG	SAN KLANG	TOT	DOI TI	TON TONG
	THA WANG PRAO					

1.18 VFR helicopter routes for departure and arrival at Pra Pin Klao RTA Camp (HPK) and Battalion Development 3 (HPN)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HPK – NORTHWEST BOUND AND NORTH-BOUND	PA LAN	MAE JO	MAE RIM			
HPK – NORTHEAST BOUND	PA LAN					
HPK – EASTBOUND	PA LAN	SAN NA MENG	BO SANG			
HPK – SOUTHEAST BOUND AND SOUTH-BOUND	PA LAN	SAN NA MENG	SAN KLANG	TOT	DOI TI	
HPK – SOUTHWEST BOUND	PA LAN	SAN NA MENG	SAN KLANG	TOT	DOI TI	TON TONG
	THA WANG PRAO					

1.19 VFR helicopter routes for departure and arrival at Phamuang Force, Nong Hor (HNH)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HNH – WESTBOUND NORTHWEST BOUND AND NORTHBOUND	SAN NA MENG	PA LAN	MAE JO	MAE RIM		
HNH – NORTHEAST BOUND	SAN NA MENG					
HNH – EASTBOUND	SAN NA MENG	BO SANG				
HNH – SOUTHEAST BOUND AND SOUTH- BOUND	SAN NA MENG	SAN KLANG	TOT	DOI TI		
HNH – SOUTHWEST BOUND	SAN NA MENG	SAN KLANG	TOT	DOI TI	TON TONG	THA WANG PRAO

1.20 VFR helicopter routes for departure and arrival at Kawila RTA Camp (HKW) and Pa Dad helipad (HPD)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HKW – NORTHWEST BOUND AND NORTH- BOUND	SAN KLANG	SAN NA MENG	PA LAN	MAE JO	MAE RIM
HKW – NORTHEAST BOUND	SAN KLANG	SAN NA MENG			
HKW – EASTBOUND	SAN KLANG				
HKW – SOUTHEAST BOUND AND SOUTH- BOUND	SAN KLANG	TOT	DOI TI		
HKW – SOUTHWEST BOUND	SAN KLANG	TOT	DOI TI	TON TONG	THA WANG PRAO

1.21 VFR helicopter routes for departure and arrival at Rue See Base (HRS)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HRS –NORTHBOUND	SAN KLANG	SAN NA MENG	PA LAN	MAE JO	MAE RIM
HRS – NORTHEAST BOUND	SAN KLANG	SAN NA MENG			
HRS – EASTBOUND	SAN KLANG				
HRS – SOUTHBOUND SOUTHEAST BOUND AND SOUTHWEST BOUND	NAM PRAE	THA WANG PRAO			

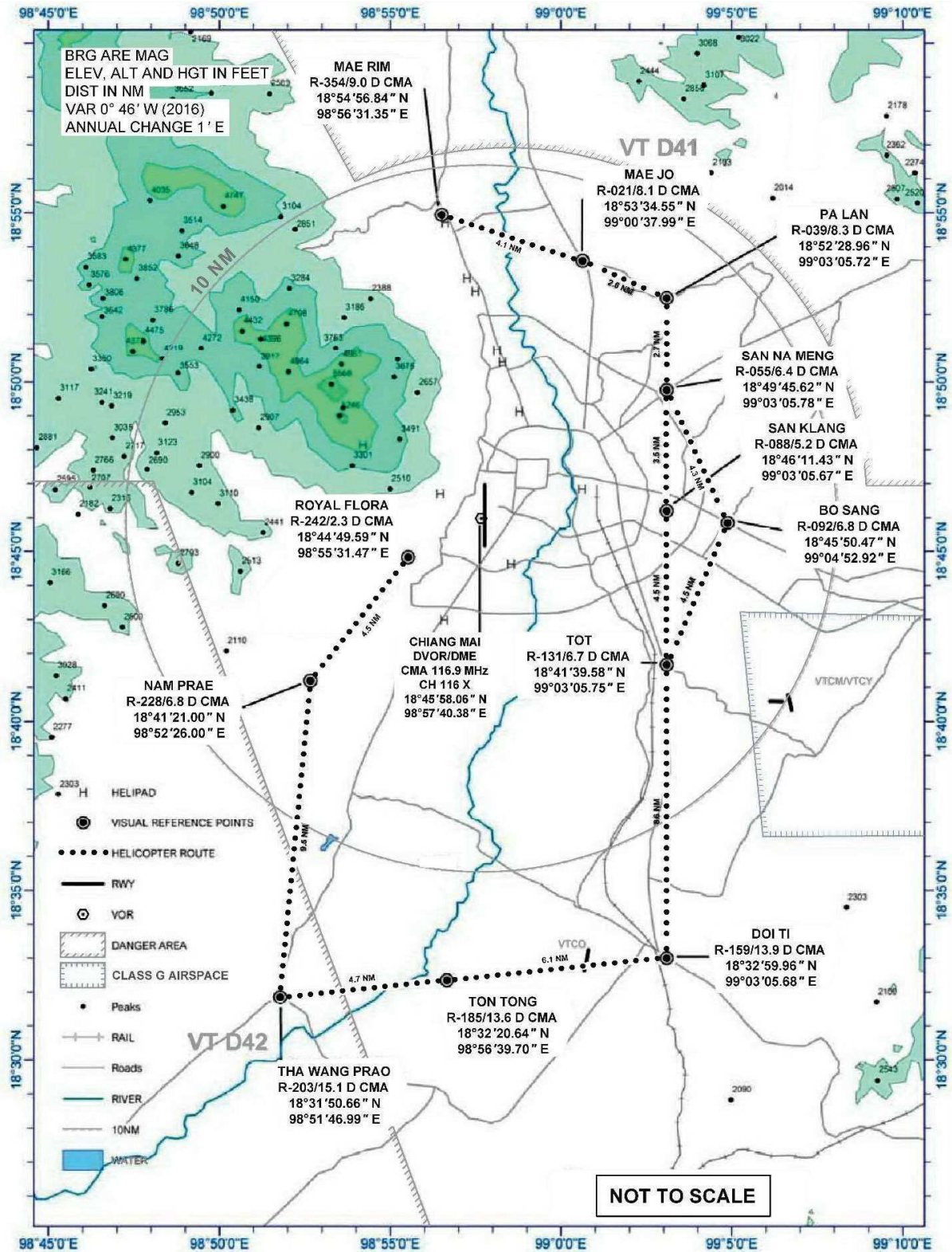
1.22 VFR helicopter routes for departure and arrival at EGAT Hang Dong (HEG)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HEG – NORTHBOUND	TOT	SAN KLANG	SAN NAMENG	PA LAN	MAE JO	MAE RIM
HEG – NORTHEAST BOUND	TOT	SAN KLANG	SAN NAMENG			
HEG – EASTBOUND	TOT	SAN KLANG				
HEG – SOUTHBOUND SOUTHEAST BOUND AND SOUTHWEST BOUND	NAM PRAE	THA WANG PRAO				

HELICOPTER AERODROME ELEV 1036 ft
ROUTES

APP : 129.6 , 305.4
TWR : 118.1 , 236.6

CHIANG MAI / Chiang mai Intl (VTCC)
VMC ONLY



2. SPEED CONTROL PROCEDURE IN CHIANG MAI TMA

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

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

VTCC AD 2.23 ADDITIONAL INFORMATION

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

1.1 All aircrafts wishing to operate at Chiang Mai International Airport shall adhere to the following procedures

1.1.1 All flights, including flight selecting Chiang Mai International Airport as alternate aerodromes shall have handling agent at Chiang Mai International Airport.

1.1.2 Nose-in parking is applicable to all aircrafts.

1.1.3 All aircrafts ready to taxi out shall prepare their own tow bars.

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

2. BIRD CONCENTRATIONS

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

2.1 Bird concentrations in the vicinity of an aerodrome.

2.1.1 The number of varieties of birds are found in Chiang Mai International Airport throughout the year. The larger number of birds commonly found, and highly endangered kinds are as follows:

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

2.1.2 There could be an increase in bird activities during the usual migratory months of September to April and November to June. During this period, migratory birds may use the airport as their feeding ground.

2.1.3 Various active dispersal devices generating lights, sound or cracking effects are used for bird dispersal to mitigate wildlife hazards where necessary within Chiang Mai International Airport (such as pyrotechnic, horn, etc.).

2.1.4 There could be some activities to reduce birds and make the area unattractive for birds such as mowing the grass and other plants, removing aquatic weeds from drainage.

2.2 Grass mowing program

2.2.1 Grass mowing in the airside may take place daily during 0100 - 1000 UTC (Daytime) and 1400 – 2300 (Nighttime)

2.2.2 The mowing work is carried out in the following areas:

- grass areas outside the boundary of runways strip and the critical area

- grass areas outside the boundary of taxiways strip. For safety reasons, the work will stop when taxiing aircraft approaches.
- 2.2.3 Presence of workers and machines are under ATC and AOT staff supervision.
- 2.2.4 All grass mowing activities will attract birds; therefore, pilots are advised to exercise with caution.

VTCC AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome chart - ICAO	AD 2-VTCC-2-1
Aircraft Parking/Docking Chart – ICAO	AD 2-VTCC-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTCC-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 18/36	AD 2-VTCC-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 18	AD 2-VTCC-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 18 (Tabular description 1)	AD 2-VTCC-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RWY 18 (Tabular description 2)	AD 2-VTCC-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RWY 36	AD 2-VTCC-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RWY 36 (Tabular description 1)	AD 2-VTCC-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RWY 36 (Tabular description 2)	AD 2-VTCC-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ENBAT2S PANTA2S PUMAM2S	AD 2-VTCC-6-9
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ENBAT2S PANTA2S PUMAM2S (Tabular description)	AD 2-VTCC-6-10
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - KABMU2S MONLO2S	AD 2-VTCC-6-11
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - KABMU2S MONLO2S (Tabular description)	AD 2-VTCC-6-12
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S	AD 2-VTCC-6-13
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S (Tabular description)	AD 2-VTCC-6-14
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S (Waypoint list table)	AD 2-VTCC-6-15
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - LAMUN2W VISES2W	AD 2-VTCC-6-17
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - LAMUN2W VISES2W (Tabular description)	AD 2-VTCC-6-18
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N	AD 2-VTCC-6-19
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N (Tabular description 1)	AD 2-VTCC-6-20
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N (Tabular description 2)	AD 2-VTCC-6-21
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N (Waypoint list table)	AD 2-VTCC-6-22
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C	AD 2-VTCC-6-23
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C (Tabular description 1)	AD 2-VTCC-6-24
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C (Tabular description 2)	AD 2-VTCC-6-25
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C (Waypoint list table)	AD 2-VTCC-6-26
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - LAMUN2N VISES2N	AD 2-VTCC-6-27
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - LAMUN2N VISES2N (Tabular description)	AD 2-VTCC-6-28
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ADLUS2N	AD 2-VTCC-6-29
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ADLUS2N (Tabular description)	AD 2-VTCC-6-30
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B	AD 2-VTCC-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B (Radio communication failure table)	AD 2-VTCC-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B (Tabular description 1)	AD 2-VTCC-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B (Tabular description 2)	AD 2-VTCC-7-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B (Tabular description 3)	AD 2-VTCC-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B (Waypoint list table)	AD 2-VTCC-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2X LAMUN2X VISES2X	AD 2-VTCC-7-7

Chart name	Page
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2X LAMUN2X VISES2X (Radio communication failure table)	AD 2-VTCC-7-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2X LAMUN2X VISES2X (Tabular description)	AD 2-VTCC-7-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ENBAT2A MARNI2A PANTA2A PUMAM2A	AD 2-VTCC-7-11
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ENBAT2A MARNI2A PANTA2A PUMAM2A (Radio communication failure table)	AD 2-VTCC-7-12
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ENBAT2A MARNI2A PANTA2A PUMAM2A (Tabular description)	AD 2-VTCC-7-13
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ENBAT2A MARNI2A PANTA2A PUMAM2A (Waypoint list table)	AD 2-VTCC-7-14
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A	AD 2-VTCC-7-15
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A (Radio communication failure table)	AD 2-VTCC-7-16
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A (Tabular description 1)	AD 2-VTCC-7-17
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A (Tabular description 2)	AD 2-VTCC-7-18
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - LAMUN2A VISES2A	AD 2-VTCC-7-19
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - LAMUN2A VISES2A (Radio communication failure table)	AD 2-VTCC-7-20
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - LAMUN2A VISES2A (Tabular description)	AD 2-VTCC-7-21
Instrument Approach Chart - ICAO - VOR a RWY 18	AD 2-VTCC-8-1
Instrument Approach Chart - ICAO - VOR a RWY 18 (Fix and point list table)	AD 2-VTCC-8-2
Instrument Approach Chart - ICAO - VOR RWY 36	AD 2-VTCC-8-3
Instrument Approach Chart - ICAO - VOR RWY 36 (Fix and point list table)	AD 2-VTCC-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 36	AD 2-VTCC-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 36 (Fix and point list table)	AD 2-VTCC-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 36	AD 2-VTCC-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 36 (Tabular description)	AD 2-VTCC-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 36 (Fix and point list table)	AD 2-VTCC-8-9
Instrument Approach Chart - ICAO - RNP RWY 18	AD 2-VTCC-8-11
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description)	AD 2-VTCC-8-12
Instrument Approach Chart - ICAO - RNP RWY 36	AD 2-VTCC-8-13
Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)	AD 2-VTCC-8-14

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- 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.

12. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

12.1 GENERAL

12.1.1 The Airport Collaborative Decision Making (A-CDM) process at Phuket International Airport is designed to optimize resource management through the utilization of advanced tools and technologies. This process prioritizes collaboration among key stakeholders, including Airport Operator (AP), Air Traffic Controller (ATC), Air Traffic Flow Management Unit (ATFMU), Ground Handlers (GH), Aircraft Operator (AO) and other partners, to ensure adherence to the highest standards of safety, security, environmental sustainability and community welfare.

12.1.2 All flights operated at Phuket International Airport are required to participate in the A-CDM to optimize airport operations by sharing accurate and timely information among airport partners. The process can help balance the number of flights with an ability to handle, both under normal situation and under any occurrence requiring co-decision making.

12.2 DEFINITION OF TERMS COMMONLY USED IN A-CDM

12.2.1 Target Off-Block Time (TOBT) - The time that an Aircraft Operator (AO) or Ground Handler (GH) estimates that an aircraft will be ready, all doors closed, boarding bridge removed, pushback vehicle available and ready to start-up and push back immediately upon reception of clearance from the Aerodrome Control Tower (TWR).

12.2.2 Target Start-Up Approval Time (TSAT) - The time provided by ATC taking into account TOBT, CTOT and/or the traffic situation that an aircraft can expect start-up / push back approval.

12.2.3 Calculated Take-Off Time (CTOT) - A time calculated and issued by the appropriate Central Management unit, as a result of tactical slot allocation, at which a flight is expected to become airborne.

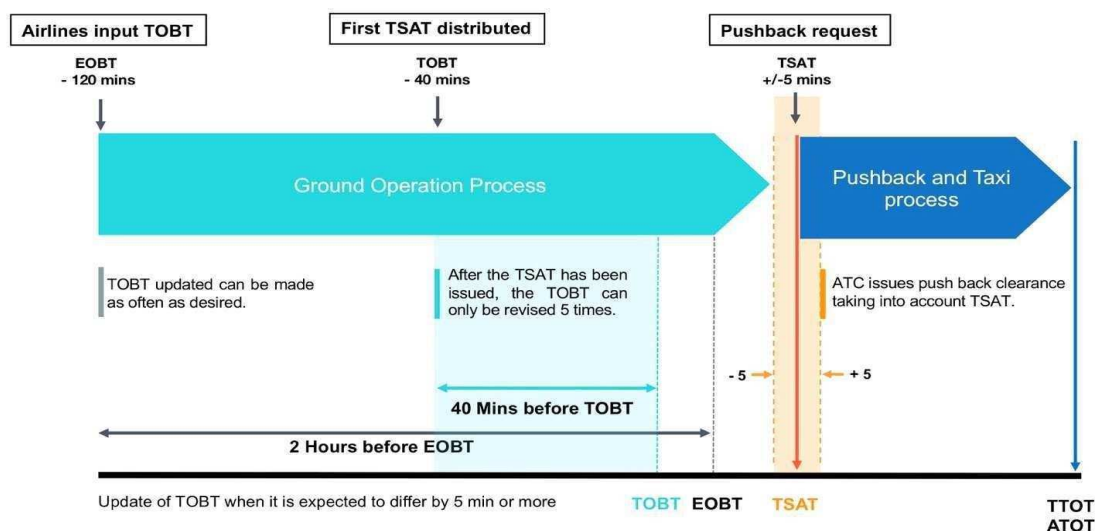
12.3 A-CDM OPERATIONAL ASPECTS

12.3.1 INTRODUCTION

This section details the key operational aspects of the Airport Collaborative Decision Making (A-CDM) process at Phuket International Airport, focusing on Target Off-Block Time (TOBT), Target Start-Up Approval Time (TSAT), and start-up and pushback procedures. It defines the roles and responsibilities necessary to ensure efficient and coordinated pre-departure operations, helping to minimize delays and optimize airport efficiency.

12.3.2 Phuket A-CDM Procedure Overview

The chart below describes the simple overview of the Pre-Departure process at Phuket International Airport from the time that airlines input the TOBT to the time that aircraft is airborne. It includes the responsibilities and procedures in brief, as described below.



12.3.3 Target Off-Block Time (TOBT) Procedures

12.3.3.1 General

The TOBT is the essential contribution of airlines to the A-CDM process which establishes the Pre-Departure Sequence taking into account operators preferences and operational constraints. Airlines or person responsible for the TOBT are required to access and manually input the TOBT into the A-CDM Portal in order that the start-up approval time (TSAT) can be expected.

12.3.3.2 Person Responsible for TOBT

Aircraft operator (AO) is responsible for the input of and adherence to the TOBT. However, AO may prefer to delegate this function to ground handler (GH). It is the responsibility of the AO/GH to communicate and ensure that the pilot of a flight has the correct TOBT and TSAT prior to requesting ATC clearance. AO need to ensure that a timely, accurate and stable TOBT is provided. If it becomes obvious that the TOBT cannot be respected, it shall be updated by the person responsible for the TOBT as early as possible.

12.3.3.3 TOBT Input and Revision

The following has to be taken into account for the input and/or revision of the TOBT:

- The initial TOBT can be entered up to 120 minutes (2 hours) before the Estimated Off-Block Time (EOBT).
- TOBT entries cannot be set to a time earlier than the current time.
- TOBT updates can be made as frequently as necessary until the TSAT is issued (40 minutes before TOBT).
- After the TSAT is issued, the TOBT can be revised up to 5 times to maintain operational stability.
- Any new TOBT must differ by at least 5 minutes (+/- 5 minutes) from the last entered TOBT to ensure a consistent Pre-Departure Sequence.

12.3.3.4 Flights with Calculated Take-Off Time (CTOT)

Flights with CTOT will usually take priority when calculating TSATs in order to minimize potential CTOT delay.

12.3.3.5 TOBT Deletion

- Only users authorized to input or revise TOBT can delete a TOBT.
- If the TOBT is deleted, the TSAT will be automatically deleted.
- The TOBT must be deleted in the following situations:

- When the TOBT cannot be estimated, such as due to technical problems with the aircraft., or
- When the permitted number of TOBT inputs (5 times) after the generation of the TSAT has been exceeded.

d) If a new TOBT is available, the process shall continue, and the responsible person must input the new TOBT.

12.3.3.6 TOBT Reporting Channels

The TOBT is reported or updated by the following ways:

- A-CDM Portal Web Based Application (<https://acdm.airportthai.co.th>)
- A-CDM Portal Mobile Application

12.3.4 Target Start-Up Approval Time (TSAT) Procedures

12.3.4.1 General

The TSAT is calculated based on the following key parameters:

- Target Off-Block Time (TOBT)
- Calculated Take-Off Time (CTOT)
- Operation Capacity
- Variable Taxi Time (VTT)
- Parking Stand
- Departure Runway

12.3.4.2 TSAT Distribution and Management

- a) The TSAT is displayed and distributed 40 minutes prior to the TOBT.
- b) After TSAT has been distributed, the TOBT can only be revised not more than 5 times to ensure a stable sequence and accurate CTOT allocation.
- c) Any subsequent TOBT revision will trigger a recalculation of the TSAT. An incorrect TOBT can lead to disadvantages in further sequencing and/or CTOT allocation for regulated flights.
- d) The TSAT may be subject to change and can be revised due to air traffic management considerations.
- e) The AO or GH is responsible for updating and ensuring that the pilot has the correct TOBT and TSAT before requesting ATC clearance.

12.3.4.3 TSAT Reporting Channels

The TSAT will be issued to airlines or person responsible for TOBT via:

- a) A-CDM Portal Web Based Application (<https://acdm.airportthai.co.th>)
- b) A-CDM Portal Mobile Application

12.3.5 Start-Up and Push Back Procedures

12.3.5.1 General

Start-up and push back approval are issued taking into account the TOBT and TSAT. The sequence of the start-up and push back request is no longer a factor. The following rules apply:

12.3.5.2 Start-Up and Push Back Procedures

- a) To ensure the pilot receives accurate TOBT and TSAT before requesting start-up and push back clearance, the AO or GH shall communicate and confirm the times with the pilot in advance.
- b) Pilots shall ensure that the aircraft is ready for push back at the TOBT.
- c) After obtaining ATC clearance, the pilot shall monitor the designated Ground Control frequency according to the aircraft parking stand.
- d) If there is any change to the TSAT, Ground Control will update the pilot as soon as possible.
- e) The pilot shall contact Ground Control for start-up and push back at TSAT +/- 5 minutes (TSAT window). The following scenarios may occur:
 - Before the TSAT window: The flight will be asked to call again when it is within the TSAT window.
 - Within the TSAT window: The flight will be planned for the outbound sequence and can expect start-up approval directly or within a few minutes, depending on the actual operational situation.
 - After the TSAT window: The TSAT for the flight has expired. The flight will be denied start-up approval. The pilot must contact the AO/GH to update the TOBT and then contact ATC again once the TOBT update has resulted in a new TSAT.
- f) Ground Control will issue start-up and push back clearance by taking the TSAT into account.
- g) If a flight is unable to push back due to the aircraft not being ready, the TSAT will be cancelled. The pilot must notify the AO/GH to update the TOBT for a new TSAT.

Note: When a departing aircraft is occupying a gate that has been assigned to an arriving aircraft, the departing aircraft may be instructed by ground control to push back onto the taxiway without engine start-up to allow the arriving aircraft to taxi in. An Expected Taxi Time will be provided accordingly.

12.4 A-CDM IN ADVERSE CONDITION

12.4.1 Adverse conditions, such as severe weather events, technical disruptions, or unexpected incidents, can significantly impact airport capacity and the overall flow of air traffic. In such situations, A-CDM partners must follow established procedures within their respective roles to effectively manage disruptions, minimize delays, and ensure operational continuity.

12.4.2 In the event of adverse conditions, the A-CDM process will continue as usual. However, to ensure smooth and efficient operations, additional cooperation and TOBT management may be required.

12.4.2.1 Pilots shall contact ATC within the TSAT window (+/- 5 minutes from TSAT) to request start-up clearance and push back approval from the stand. If there is a change in TSAT, ATC will inform the pilots accordingly

12.4.2.2 GH/AO must update TOBT at the end of the turnaround, especially during adverse conditions, to ensure accurate departure sequencing and minimize delays.

12.5 NON A-CDM OPERATIONS

12.5.1 In case of unavailability or maintenance of A-CDM system, TSAT will not be provided and Non A-CDM Operation shall be performed.

12.5.2 During period of Non A-CDM Operations, pilot shall request for ATC clearance when the aircraft is ready for push back. ATC will then issue start-up and push back clearance on a first-come-first-serve basis.

12.6 CONTACT

A-CDM Contact Desk

- Tel: +667 635 1875 / +667 635 1886
- E-mail: acdm-hkt@airportthai.co.th

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:

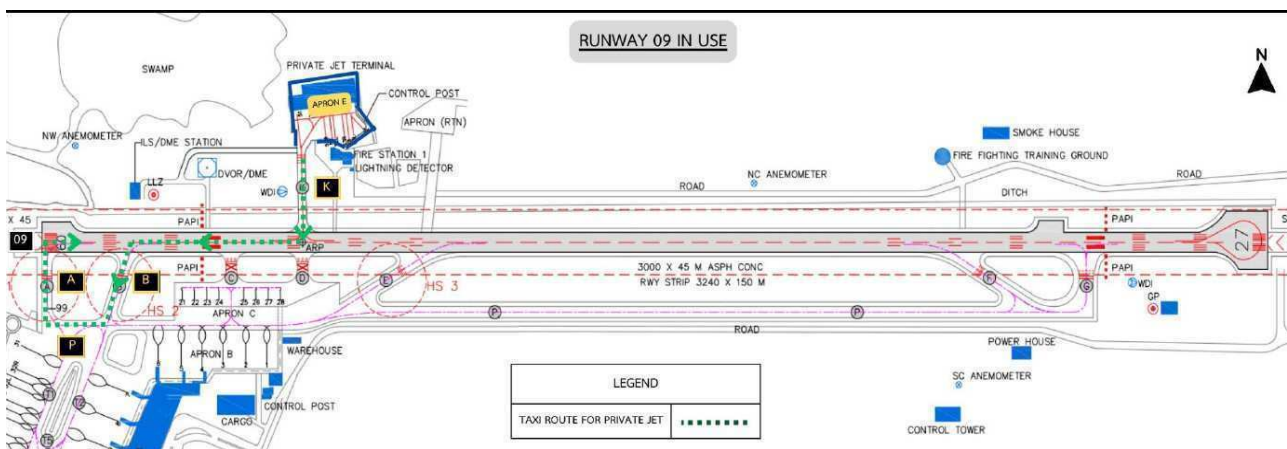
Species	Weight (kg)	Period
Haliastur indus (Brahminy Kite)	0.32 - 0.67	All year (mostly in April - October)
Milvus migrans (Black Kite)	0.56 - 0.94	All year (mostly in April - October)
Spilornis cheela (Crested Serpent Eagle)	0.42 - 1.8	All year (mostly in April - October)
Tyto alba (Barn Owl)	0.43 - 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

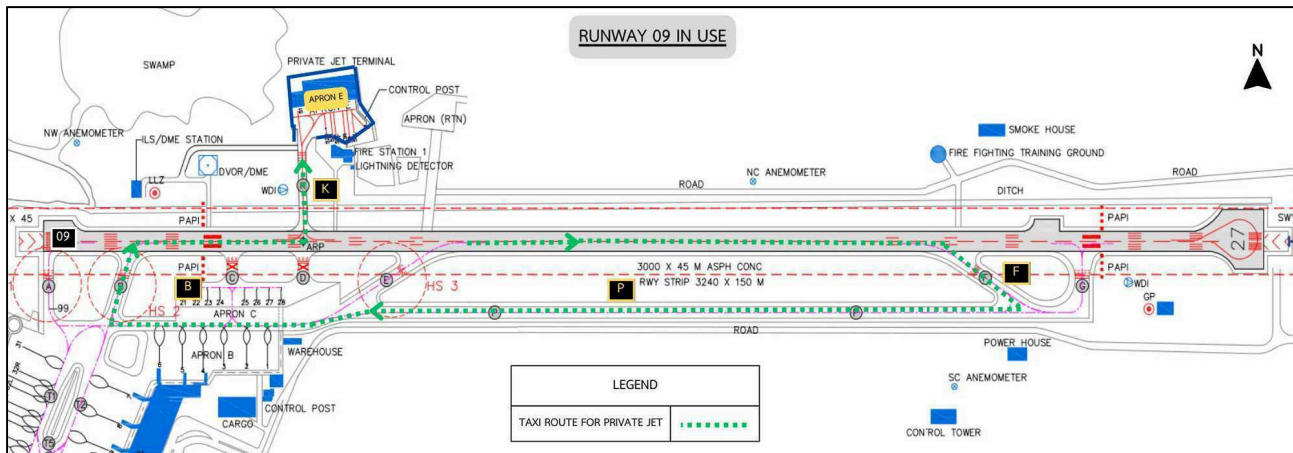
- a) Runway 09 in use: aircraft shall taxi via Taxiway K then enter and taxi down on runway to vacate at Taxiway B and taxi via Taxiway P, A to holding point runway 09 or as directed by ATC. (For aircraft departure from intersection Taxiway K, runway remaining distance is 2340 m)



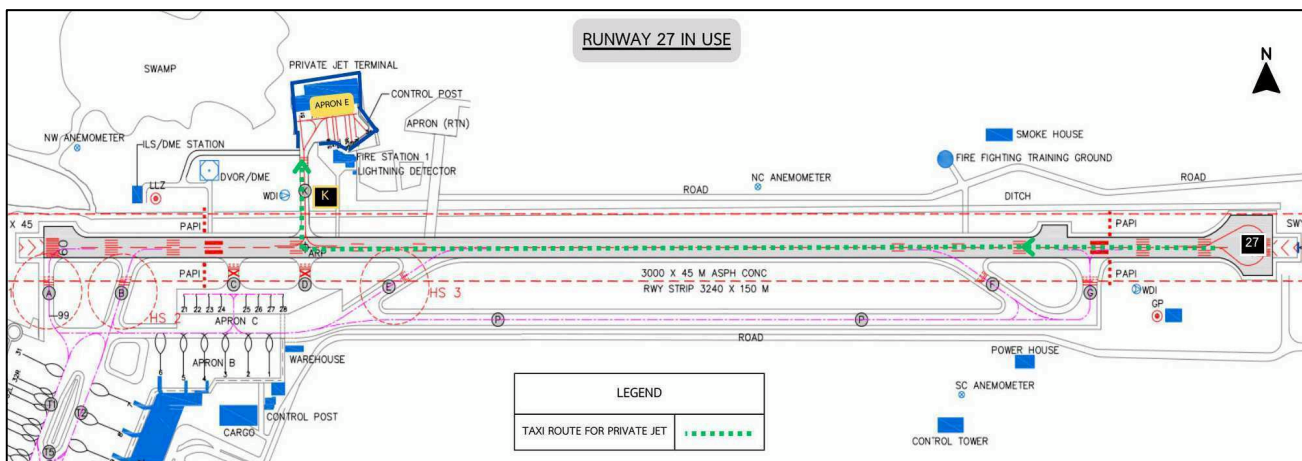
- b) Runway 27 in use: aircraft shall taxi via Taxiway K then enter and taxi down on runway to vacate at Taxiway B and taxi via Taxiway P and G (or H, J) to holding point runway 27 or as directed by ATC. (For aircraft departure from intersection Taxiway G, runway remaining distance is 2500 m)

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-compliance 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

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSP-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTSP-2-3
Aircraft Parking/Docking Chart - ICAO (Verso)	AD 2-VTSP-2-4
Aerodrome Ground Movement Chart - ICAO	AD 2-VTSP-2-5
Aerodrome Obstacle Chart - ICAO - Type A - RWY 09/27	AD 2-VTSP-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONET11A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A	AD 2-VTSP-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONET11A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A (Tabular description 1)	AD 2-VTSP-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONET11A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A (Tabular description 2)	AD 2-VTSP-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONET11A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A (Waypoint list table)	AD 2-VTSP-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONET11B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B	AD 2-VTSP-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONET11B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B (Tabular description 1)	AD 2-VTSP-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONET11B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B (Tabular description 2)	AD 2-VTSP-6-8
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONET11B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B (Waypoint list table)	AD 2-VTSP-6-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONET11C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C	AD 2-VTSP-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONET11C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C (Tabular description 1)	AD 2-VTSP-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONET11C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C (Tabular description 2)	AD 2-VTSP-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONET11C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C (Tabular description 3)	AD 2-VTSP-7-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONET11C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C (Waypoint list table)	AD 2-VTSP-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONET11D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D	AD 2-VTSP-7-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONET11D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D (Tabular description 1)	AD 2-VTSP-7-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONET11D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D (Tabular description 2)	AD 2-VTSP-7-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONET11D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D (Tabular description 3)	AD 2-VTSP-7-10
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONET11D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D (Waypoint list table)	AD 2-VTSP-7-11
Instrument Approach Chart - ICAO - VOR Y RWY 09	AD 2-VTSP-8-1
Instrument Approach Chart - ICAO - VOR Y RWY 27	AD 2-VTSP-8-3
Instrument Approach Chart - ICAO - VOR Z RWY 09	AD 2-VTSP-8-5
Instrument Approach Chart - ICAO - VOR Z RWY 27	AD 2-VTSP-8-7
Instrument Approach Chart - ICAO - ILS or LLZ RWY 27	AD 2-VTSP-8-9
Instrument Approach Chart - ICAO - RNP z RWY 09	AD 2-VTSP-8-11
Instrument Approach Chart - ICAO - RNP z RWY 09 (Tabular description)	AD 2-VTSP-8-12
Instrument Approach Chart - ICAO - RNP z RWY 27	AD 2-VTSP-8-13
Instrument Approach Chart - ICAO - RNP z RWY 27 (Tabular description)	AD 2-VTSP-8-14
Instrument Approach Chart - ICAO - RNP y RWY 09 (AR)	AD 2-VTSP-8-15
Instrument Approach Chart - ICAO - RNP y RWY 09 (AR) (Tabular description)	AD 2-VTSP-8-16
Instrument Approach Chart - ICAO - RNP y RWY 09 (AR) (Waypoint list table)	AD 2-VTSP-8-17
Instrument Approach Chart - ICAO - RNP y RWY 27 (AR)	AD 2-VTSP-8-19

Chart name	Page
Instrument Approach Chart - ICAO - RNP y RWY 27 (AR) (Tabular description)	AD 2-VTSP-8-20
Instrument Approach Chart - ICAO - RNP y RWY 27 (AR) (Waypoint list table)	AD 2-VTSP-8-21

VTBU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBU - RAYONG / U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT

VTBU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	124047N 1010018E Centre of the runway, 1752.5 m from THR RWY18
2	Direction and distance from (city)	34 km W of Rayong
3	Elevation/Reference temperature	18 m (59 ft) / 34°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0° 38' W (2025) / 0° 2' E
6	AD Administration, address, telephone, telefax, telex, AFS	Military: Base Operations Division Naval Air Station Royal Thai Naval Air Division 70 moo.2 Phala Banchang Rayong 21130 Thailand Tel: +663 824 5193 (Dispatcher) +663 824 5190, +668 8669 9221 (TWR) +663 824 5196 (APP) Fax: +663 824 5193 (Dispatcher) Civil: U-Tapao Airport Authority U-Tapao Rayong Pattaya International Airport 70 moo.2 Phala Banchang Rayong 21130 Thailand Tel: +663 824 5600 (Airport Authority) Fax: +663 824 5600 (Airport Authority) AFS: VTBUZPZX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Royal Thai Navy

VTBU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VTBU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Handling weights up to 3 t
2	Fuel/oil types	Jet A-1, AVGAS, JP8
3	Fuelling facilities/capacity	1 JET A-1 Refueller @ 40,000 L 2 JET A-1 Refueller @ 12,000 L 1 Hydrant Dispenser for JET A-1 1 JET A-1 Refueller @ 45,000 L 1 JET A-1 Refueller @ 12,000 L 3 Hydrant Cart for JP-8 1 AVGAS DC Motor dispenser from drum 200 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTBU AD 2.5 PASSENGER FACILITIES

1	Hotels	5 km from AD and in the city
2	Restaurants	In Pattaya city and Banchang
3	Transportation	Airport buses and limousines
4	Medical facilities	First aid station and queen Sirikit Hospital in the AD
5	Bank and Post Office	2 km from AD
6	Tourist Office	In Pattaya city
7	Remarks	NIL

VTBU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	24 HR: Category 10
2	Rescue equipment	2 boats of 10 people, Rescue truck, Ambulance
3	Capability for removal of disabled aircraft	Available up to A320
4	Remarks	U-Tapao Airport Authority Tel: +669 7326 6074

VTBU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Apron A and D Surface: Concrete Strength: PCR 460/R/A/W/T Apron B and C Surface: Concrete Strength: PCR 360/R/A/W/T
2	Taxiway width, surface and strength	Width: 23 m Surface: Concrete TWY A, B, E and H Strength: PCR 700/R/A/W/T TWY C, D and G Strength: PCR 520/R/A/W/T TWY F Strength: PCR 460/R/A/W/T TWY I Strength: PCR 130/R/A/W/T
3	Altimeter checkpoint location and elevation	Location at Apron Elevation 18 m (59 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTBU 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	Taxi guidance signs, all RWY and TWY intersections and holding positions.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, CL, Aiming Point and Edge RWY LGT: THR, RWY Edge and RWY End TWY marking: NIL TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTBU AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
RWY 18 Left base	Hill 2.2 NM NNE, 896 ft. from VOR no marking/LGT	NIL	NIL	NIL	NIL
High tension line distance 840 M. from RWY THR 18, elevation of the high tension line 18 M.					

VTBU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Base Operation Section Naval Air Station Subdivision Royal Thai Naval Air Division
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Weather Section 24 HR
4	Type of landing forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +663 824 5489 E-mail: weather.utapao@gmail.com
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 pictures
8	Supplementary equipment available for providing information	Doppler Weather Radar (DWR) X-band
9	ATS units provided with information	U-Tapao TWR U-Tapao APP
10	Additional information (limitation of service, etc.)	NIL

VTBU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	184.00°	3505x60	PCR 700/R/A/W/T Asphalt	124144.26N 1010022.66E	THR 59.0 ft (18.0 m)
36	004.00°	3505x60	PCR 700/R/A/W/T Asphalt	123950.42N 1010013.26E	THR 24 ft (8 m)

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
0.3%	305x60	305x300	4235x300	NIL	NIL
-0.3%	305x60	305x300	4235x300	NIL	NIL

VTBU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18	3505	3810	3810	3505	NIL
36	3505	3810	3810	3505	NIL

DEPARTURE PROCEDURES FOR IFR AIRCRAFT WITH RNP1 CAPABILITY
FLIGHT PLAN FILING : BUT R201 BKK ...FPL RTE...

- a) RNAV SID FOR RWY 18 : BKK1A
- b) RNAV SID FOR RWY 36 : BKK1B

VTBU AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS IN THE VICINITY OF U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT

It has been observed that migratory birds appear on or in the vicinity of U-Tapao Rayong Pattaya 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 or presumed resident birds are present in variable number every month.

Pilots are requested to report bird strikes to the staff of the airport via

Airside Operations:

Phone +663 824 5040

E-mail: airsideops.utp@gmail.com

Aerodrome and Aviation Standards Division:

Phone +663 824 4524

E-mail: standard@utapao.com, standardutp@gmail.com

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

SPECIES	WEIGHT (kg)	PERIOD
Glareola maldivarum (Oriental Pratincole)	0.05 - 0.2	April - September
Vanellus indicus (Red-wattled Lapwing)	0.15	All year (Mostly in April - September)
Charadrius alexandrius (Kentish Plover)	0.06	All yaer (Mostly in October - February)
Columba livia (Rock Pigeon)	0.4	All year (Mostly in April - October)
Acridotheres grandis (White -vented Myna)	0.1	All year (Mostly in April - September)
Acridotheres tristis (Common Myna)	0.1	All year (Mostly in April - September)
Coracias affinis (Indochinese Roller)	0.2	All year
Anastomus oscitans (Asian Openbill)	1.0 - 1.3	All year (Mostly in May - August)
Ardea intermedia (Intermediate Egret)	0.4 - 1.0	All year
Pernis ptilorhynchus (Oriental Honey-buzzard)	0.75 - 1.49	All year (Mostly in August - January)
Streptopelia tranquebarica (Red Collared Dove)	0.09	All year (Mostly in June - September)
Geopelia striata (Zebra Dove)	0.08	All year (Mostly in May - August)
Apus nipalensis (House Swift)	0.015	All year (Mostly in October - January)
Cypsiurus balasiensis (Asian Palm Swift)	0.012	October - January
Hirundo rustica (Barn Swallow)	0.02	November - February
Anthus rufulus (Paddyfield Pipit)	0.02	All year
Haliastur indus (Brahminy Kite)	0.3 - 0.6	All year (Mostly in July - December)
Tyto alba (Barn owl)	0.9	All year

VTBU AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTBU-2-1
Aerodrome Ground Movement Chart - ICAO	AD 2-VTBU-2-3
Aerodrome Ground Movement Chart - ICAO (Verso)	AD 2-VTBU-2-4
Aerodrome Obstacle Chart - ICAO Type A - RWY 18/36	AD 2-VTBU-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - BKK1A	AD 2-VTBU-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - BKK1A (Tabular description)	AD 2-VTBU-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - BKK1B	AD 2-VTBU-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - BKK1B (Tabular description)	AD 2-VTBU-6-4
Instrument Approach Chart - ICAO - NDB RWY 36	AD 2-VTBU-8-1
Instrument Approach Chart - ICAO - VOR RWY 18	AD 2-VTBU-8-3
Instrument Approach Chart - ICAO - VOR RWY 18 (Fix and point list table)	AD 2-VTBU-8-4
Instrument Approach Chart - ICAO - VOR RWY 36	AD 2-VTBU-8-5
Instrument Approach Chart - ICAO - VOR RWY 36 (Fix and point list table)	AD 2-VTBU-8-6
Instrument Approach Chart - ICAO - ILS or LOC y RWY18	AD 2-VTBU-8-7
Instrument Approach Chart - ICAO - ILS or LOC y RWY18 (Tabular description)	AD 2-VTBU-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 18	AD 2-VTBU-8-9
Instrument Approach Chart - ICAO - ILS or LOC z RWY18 (Tabular description)	AD 2-VTBU-8-10
Instrument Approach Chart - ICAO - RNP RWY 18	AD 2-VTBU-8-11
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description)	AD 2-VTBU-8-12
Instrument Approach Chart - ICAO - RNP RWY 36	AD 2-VTBU-8-13
Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)	AD 2-VTBU-8-14

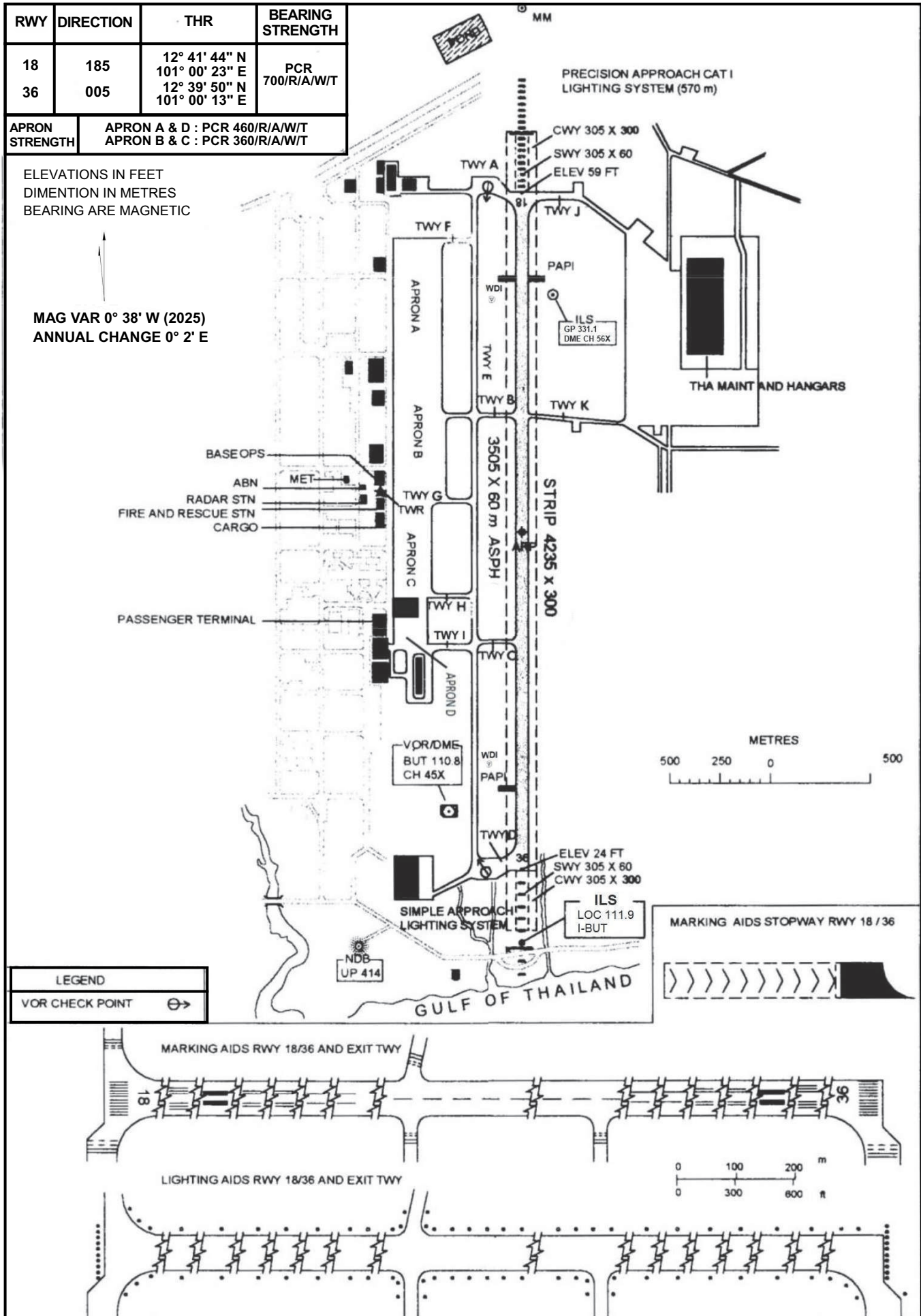
AERODROME CHART - ICAO

12° 40' 47" N
101° 00' 18" E

ELEV 59 ft

TWR 118.3
GND 121.9

RAYONG / U-TAPOO
INTL AIRPORT



CHANGE: ARP
CHANGE: PCR

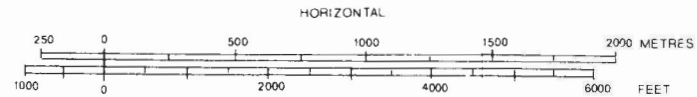
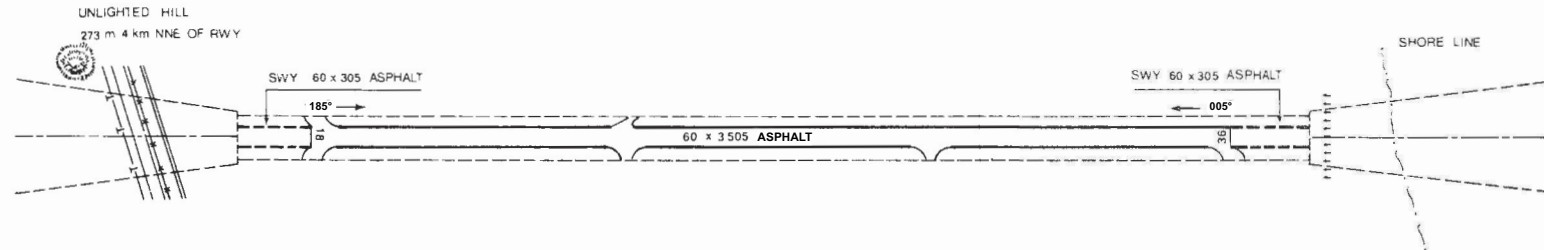
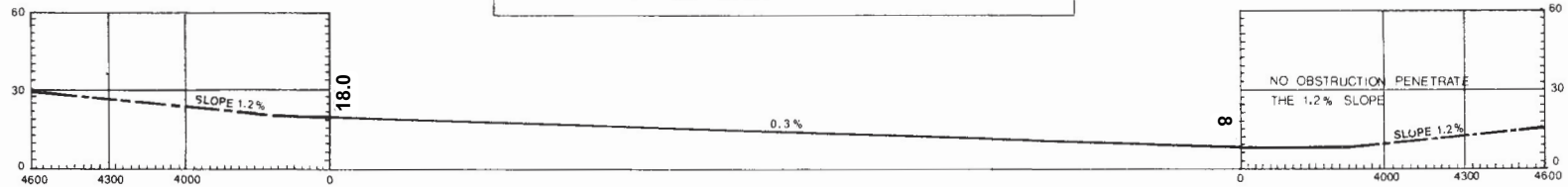
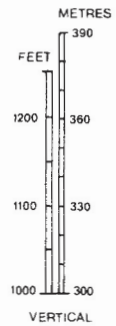
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AERODROME OBSTACLE CHART - ICAO
TYPE A - OPERATION LIMITATIONS

RAYONG / UTAPAO INTERNATIONAL AIRPORT

DIMENSIONS AND ELEVATIONS IN METERS
MAGNETIC VARIATION 0° 38' W 2025
ANNUAL CHANGE 0° 2' E

OPERATIONAL DATA			
RWY 18			RWY 36
3 505	TAKE - OFF RUN AVAILABLE		3 505
3 810	TAKE - OFF DISTANCE AVAILABLE		3 810
3 810	ACCELERATE STOP DISTANCE AVAILABLE		3 810
3 505	LANDING DISTANCE AVAILABLE		3 505



LEGEND	
BOUNDARY FENCE	—•••••—
HIGH WAY	====
HIGH TENSION LINE	—T—T—T—

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VTUW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUW - NAKHON PHANOM / NAKHON PHANOM AIRPORT

VTUW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	172307.22N 1043830.80E
2	Direction and distance from (city)	15 km W from city
3	Elevation/Reference temperature	587 ft / 40 °C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	1°13' W (2025) /0°1' E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Nakhon Phanom Airport Nakhon Phanom Airport Tambon Nasai, Amphoe Muang Nakhon Phanom Province 48000 Thailand Tel: +664 253 1586 Fax: +664 253 1587 AFS: VTUWYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUW AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0000-1400
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	0000-1400
6	MET Briefing Office	NIL
7	ATS	0000-1400
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Udon Thani Air Traffic Control Centre (1st floor of tower building) Tel: +664 223 0124 +669 2262 3477 Fax: +664 224 2797

VTUW AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTUW AD 2.5 PASSENGER FACILITIES

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

VTUW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTUW AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 61/R/C/X/T
2	Taxiway width, surface and strength	TWY A, B, C, D and P Width: 23 M Surface: Asphaltic concrete Strength: PCN 41/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 571 FT (174.15 M)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTBP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBP - PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT

VTBP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	114718.30N 0994816.65E
2	Direction and distance from (city)	3 KM SE of Prachuap Khirikhan Province
3	Elevation/Reference temperature	17 ft/25.5°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	NIL
6	AD Administration, address, telephone, telefax, telex, AFS	Wing 5, Prachuap Air Force Base Prachuap Khirikhan Province Thailand Tel: +663 260 3919 Fax: +662 534 6000 Ext.60550 AFS: VTBPYXYX
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Operator: Royal Thai Air Force

VTBP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1100 every day
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	0100-0900 every day
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	2300-1100 every day
7	ATS	2300-1100 every day
8	Fuelling	0100-0900 MON-FRI
9	Handling	0100-0900 MON-FRI
10	Security	H24
11	De-icing	NIL
12	Remarks	Outside these HR services are available O/R. Request to be submitted to TWR not later than 0900 UTC.

VTBP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JP8
3	Fuelling facilities/capacity	2 Trucks 8000 L, 75 L/MIN
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTBP AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	In the city
3	Transportation	Car hire from and to the city
4	Medical facilities	First aid at Aerodrome. Hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	Office in the city
7	Remarks	NIL

VTBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within ATS HR; 1 fire fighting trucks with 10,000 L Of water 1,500 L of form, Within ATS HR; 1 fire fighting trucks with 4,000 L Of water 500 L of form, Command post vehicle 1
2	Rescue equipment	Yes, 1 boat of 15 persons
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTBP AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Asphalt Strength: PCN 45/F/B/X/T
2	Taxiway width, surface and strength	Width: TWY A 50 ft, TWY B 30 ft Surface: Asphalt Strength: PCN 43/F/A/X/T (TWY A), PCN 45/F/B/X/T (TWY B)
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 11 ft
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTBP 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 and at all holding position. Parking follow the signalman.
2	RWY and TWY markings and LGT	RWY: Designation, THR, centre line and distance Markers lighted. Runway edge light provided For RWY 08/26 only. TWY: Taxiway edge light, Centre line and holding positions at all TWY/RWY intersections marked.
3	Stop bars	NIL

VTSR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSR - RANONG / RANONG AIRPORT

VTSR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	094639.44N 0983507.74E
2	Direction and distance from (city)	24 KM N from city
3	Elevation/Reference temperature	57 FT
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.51°W(2016)/0.01°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Ranong Aiport Ranong Airport Phetchakasem Road Ranong Province 85000 Thailand Tel: +667 782 4581-3 Fax: +667 782 4580 AFS: VTSRYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTSR AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0000-1100
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	0000-1100
6	MET Briefing Office	NIL
7	ATS	0000-1100
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Phuket International Airport (3rd floor of domestic terminal building) Tel: +667 632 7205 +669 2262 2141 Fax: +667 656 3048

VTSR AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTSR AD 2.5 PASSENGER FACILITIES

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

VTSR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTSR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 41/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Concrete and asphalt Strength: PCN 41/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

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	171415N 0994906E 1050 m From THR 18
2	Direction and distance from (city)	27 km From Sukhothai
3	Elevation/Reference temperature	184 ft (56 m) / 33.3°C
4	Geoid Undulation at AD ELEV PSN	-123 ft (-37 m)
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: pirat@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: +665 561 6228 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	AVBL at Fire Fighting Truck (Foam 600 L., Water 5400 L.) and Water Truck 12000 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: Supervisor-Airport Rescue and Fire Fighting-THS Station Tel: +665 564 7225 Ext.7297, Tel: +665 564 7223

VTPO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 44/R/C/W/T
2	Taxiway width, surface and strength	Width: 30 m Surface: Concrete and asphalt Strength: PCN 40/F/C/X/T
3	Altimeter checkpoint location and elevation	ALC location: At Apron Elevation: 56 m (185 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTPO 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	Taxi guidance sign and guide line
2	RWY and TWY markings and LGT	RWY and TWY: Marked and Lighted
3	Stop bars	NIL
4	Remarks	NIL

VTPO AD 2.10 AERODROME OBSTACLES

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

VTPO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Sukhothai, Northern Meteorological Center, 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 Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 564 7225 ext. 7251

6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Barometer, Anemometer and Thermometer Screen
9	ATS units provided with information	Sukhothai TWR
10	Additional information (limitation of service, etc.)	NIL

VTPO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	180°	2100x45	PCN 40/F/C/X/T Asphalt	171449.85N 0994906.69E -123 ft (-37 m)	184 ft (56 m)
36	360°	2100x45	PCN 40/F/C/X/T Asphalt	171341.56N 0994905.30E -123 ft (-37 m)	183 ft (56 m)

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

VTPO AD 2.13 DECLARED DISTANCES

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

VTPO AD 2.14 APPROACH AND RUNWAY LIGHTING

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

VTPO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building. FLG W/G EV 3 Sec. 0000-1100
2	LDI location and LGT Anemometer location and LGT	- At MET Station, 1000 m from THR 18
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	Electric Generator 15 sec.
5	Remarks	NIL

VTPO AD 2.16 HELICOPTER LANDING AREA

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

VTPO AD 2.17 ATS AIRSPACE

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

VTPO AD 2.18 ATS COMMUNICATION FACILITIES

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

VTPO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG/VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	THS	292 KHZ	H24	171406.8N 0994919.3E		1. Route coverage checked on bearing 021° from THS to PR altitude 9 000 FT flown to 57 NM found satisfactory 2. Coverage 50 NM clockwise orbit data refer from commissioning checked as follows: <ul style="list-style-type: none"> – Bearing 041°-100° at altitude 4 000 FT – Bearing 101°-190° at altitude 2 000 FT – Bearing 191°-040° at altitude 5 000 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
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

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPO-2-1
Aerodrome Ground Movement Chart - ICAO	AD 2-VTPO-2-3
Aerodrome Obstacle Chart - ICAO Type A - RWY 18/36	AD 2-VTPO-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - PEBL1C TOPAS1C	AD 2-VTPO-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - PEBL1C TOPAS1C (Tabular description)	AD 2-VTPO-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - PEBL1D TOPAS1D	AD 2-VTPO-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - PEBL1D TOPAS1D (Tabular description)	AD 2-VTPO-6-4
Instrument Approach Chart - ICAO - NDB RWY 36	AD 2-VTPO-8-1
Instrument Approach Chart - ICAO - ILS or LOC RWY 36	AD 2-VTPO-8-3
Instrument Approach Chart - ICAO - ILS or LOC RWY 36 (Tabular description)	AD 2-VTPO-8-4
Instrument Approach Chart - ICAO - ILS or LOC RWY 36 (Fix and point list table)	AD 2-VTPO-8-5
Instrument Approach Chart - ICAO - RNP RWY 18	AD 2-VTPO-8-7
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description)	AD 2-VTPO-8-8
Instrument Approach Chart - ICAO - RNP RWY 36	AD 2-VTPO-8-9
Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)	AD 2-VTPO-8-10

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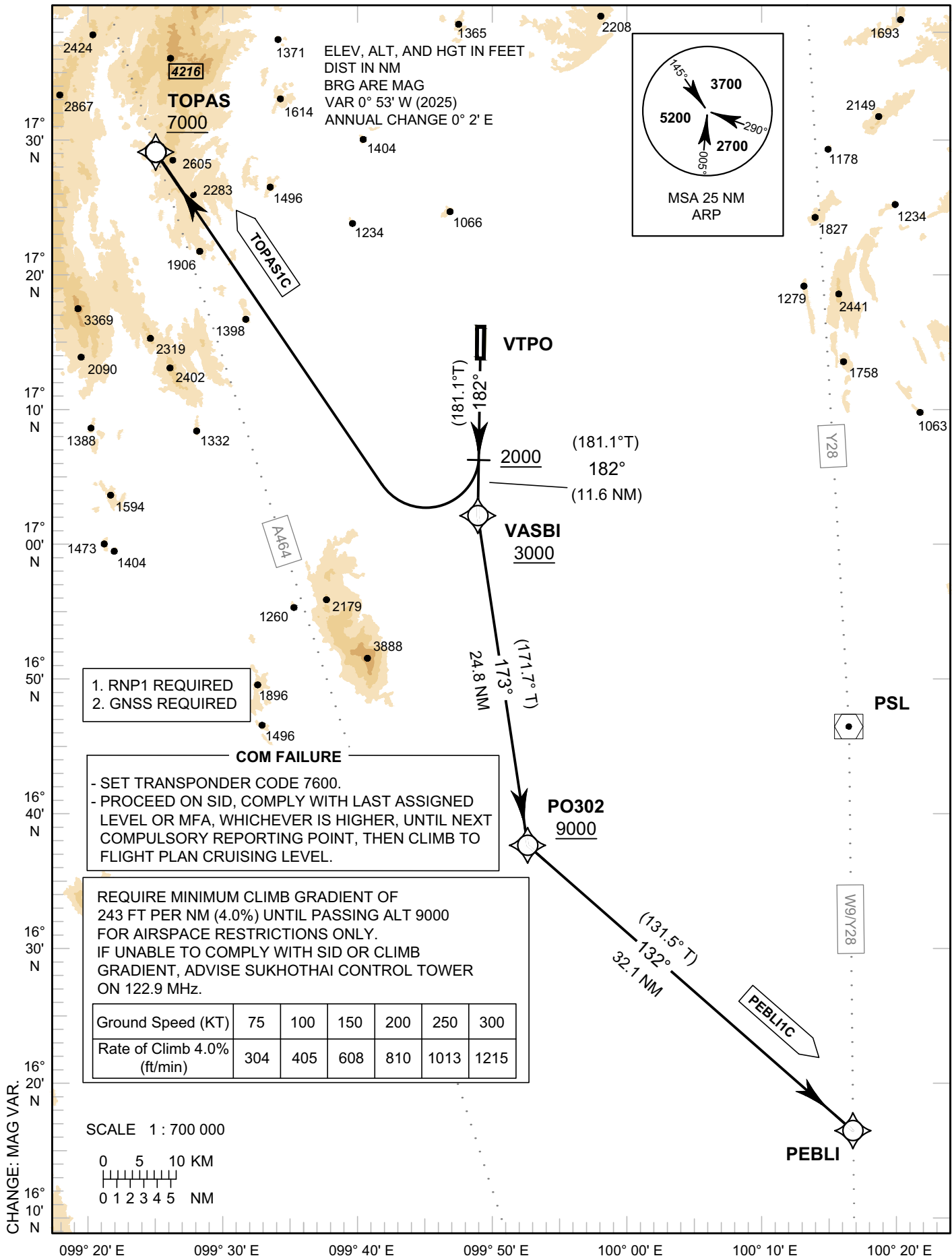
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITIONAL ALTITUDE
11000 FT

APP : 120.7
TWR : 122.9

SUKHOTHAI / Sukhothai (VTPO)
RNAV RWY18

PEBL1C TOPAS1C



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

SUKHOTHAI / Sukhothai (VTPO)
RNAV RWY18

PEBL1C TOPAS1C

TABULAR DESCRIPTION

RNAV RWY18											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
PEBL1C TO W9/Y28											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP 1
020	CF	VASBI	-	182°(181.1°)	+0.9	11.6	-	+3000	-	-	RNP 1
030	TF	PO302	-	173°(171.7°)	+0.9	24.8	-	+9000	-	-	RNP 1
040	TF	PEBLI	-	132°(131.5°)	+0.9	32.1	-	-	-	-	RNP 1
TOPAS1C TO A464											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP 1
020	CA	-	-	182°(181.1°)	+0.9	-	-	+2000	-	-	RNP 1
030	DF	TOPAS	-	-	+0.9	-	R	+7000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY18		
Waypoint Identifier	Coordinates	
DER RWY18	17° 13' 41.56" N	099° 49' 05.30" E
PEBLI	16° 16' 05.94" N	100° 17' 36.21" E
PO302	16° 37' 29.85" N	099° 52' 35.46" E
TOPAS	17° 29' 16.19" N	099° 23' 58.16" E
VASBI	17° 02' 05.51" N	099° 48' 51.12" E

CHANGE: DER RWY18 COORDINATES. MAG VAR.

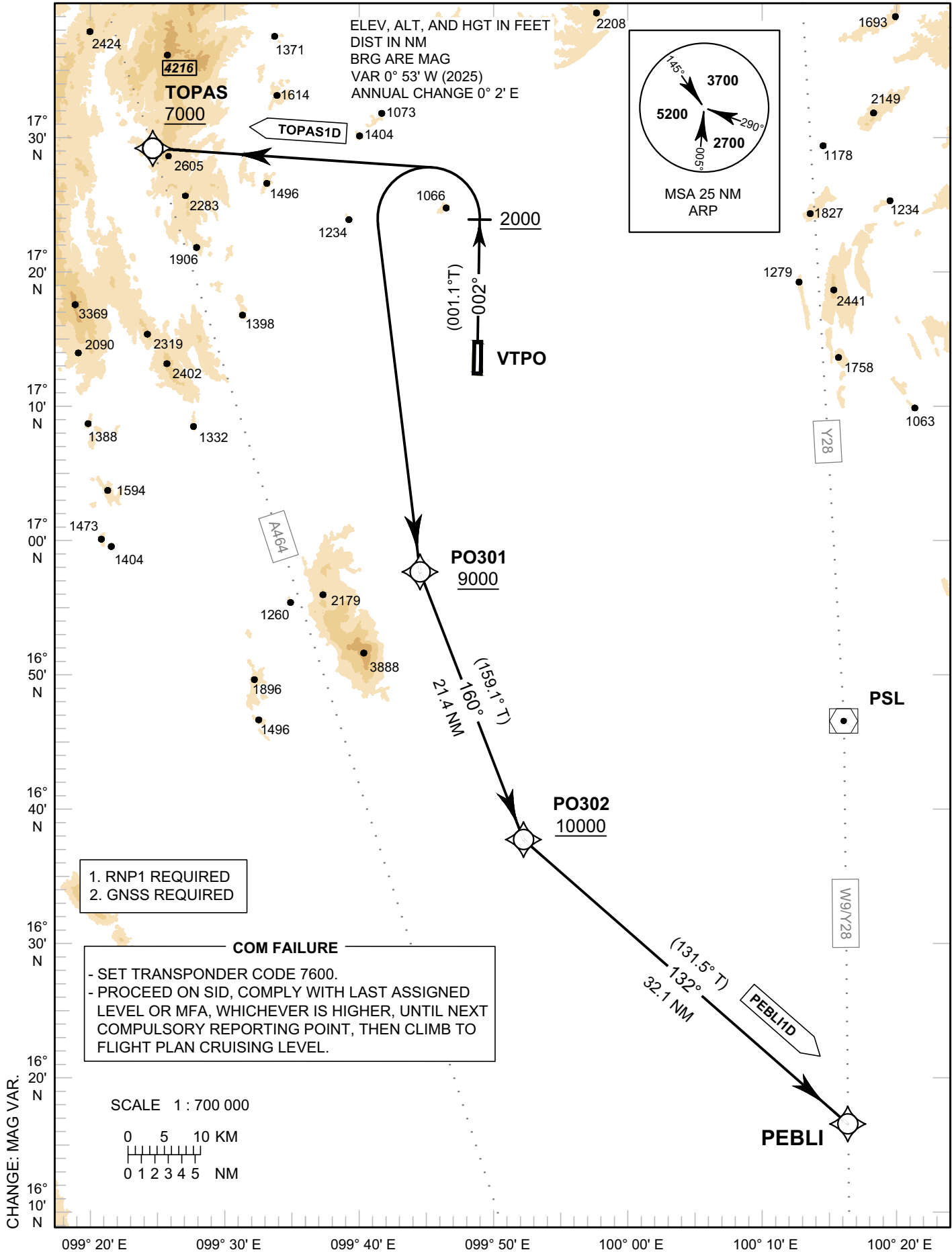
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITIONAL ALTITUDE
11000 FT

APP : 120.7
TWR : 122.9

SUKHOTHAI / Sukhothai (VTPO)
RNAV RWY36

PEBL1D TOPAS1D



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

SUKHOTHAI / Sukhothai (VTPO)
RNAV RWY36

PEBL1D TOPAS1D

TABULAR DESCRIPTION

RNAV RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
PEBL1D TO W9/Y28											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNP 1
020	CA	-	-	002°(001.1°)	+0.9	-	-	+2000	-	-	RNP 1
030	DF	PO301	-	-	+0.9	-	L	+9000	-	-	RNP 1
040	TF	PO302	-	160°(159.1°)	+0.9	21.4	-	+10000	-	-	RNP 1
050	TF	PEBLI	-	132°(131.5°)	+0.9	32.1	-	-	-	-	RNP 1
TOPAS1D TO A464											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNP 1
020	CA	-	-	002°(001.1°)	+0.9	-	-	+2000	-	-	RNP 1
030	DF	TOPAS	-	-	+0.9	-	L	+7000			RNP 1

WAYPOINT LIST

RNAV RWY36		
Waypoint Identifier	Coordinates	
DER RWY36	17° 14' 49.85" N	099° 49' 06.69" E
PEBLI	16° 16' 05.94" N	100° 17' 36.21" E
PO301	16° 57' 32.70" N	099° 44' 39.09" E
PO302	16° 37' 29.85" N	099° 52' 35.46" E
TOPAS	17° 29' 16.19" N	099° 23' 58.16" E

CHANGE: DER RWY36 COORDINATES. MAG VAR.

INSTRUMENT
APPROACH
CHART-ICAO

AERODROME ELEV 184 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 120.7
TWR : 122.9

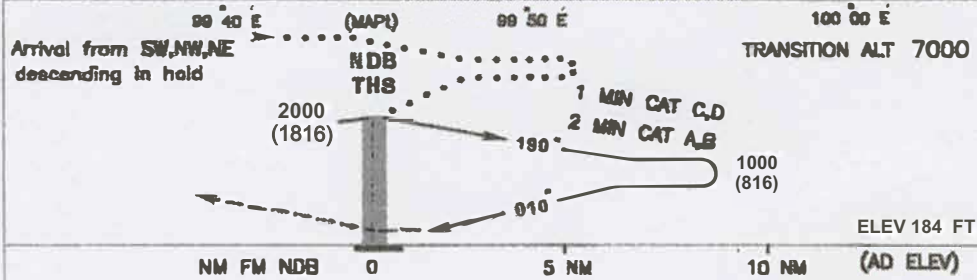
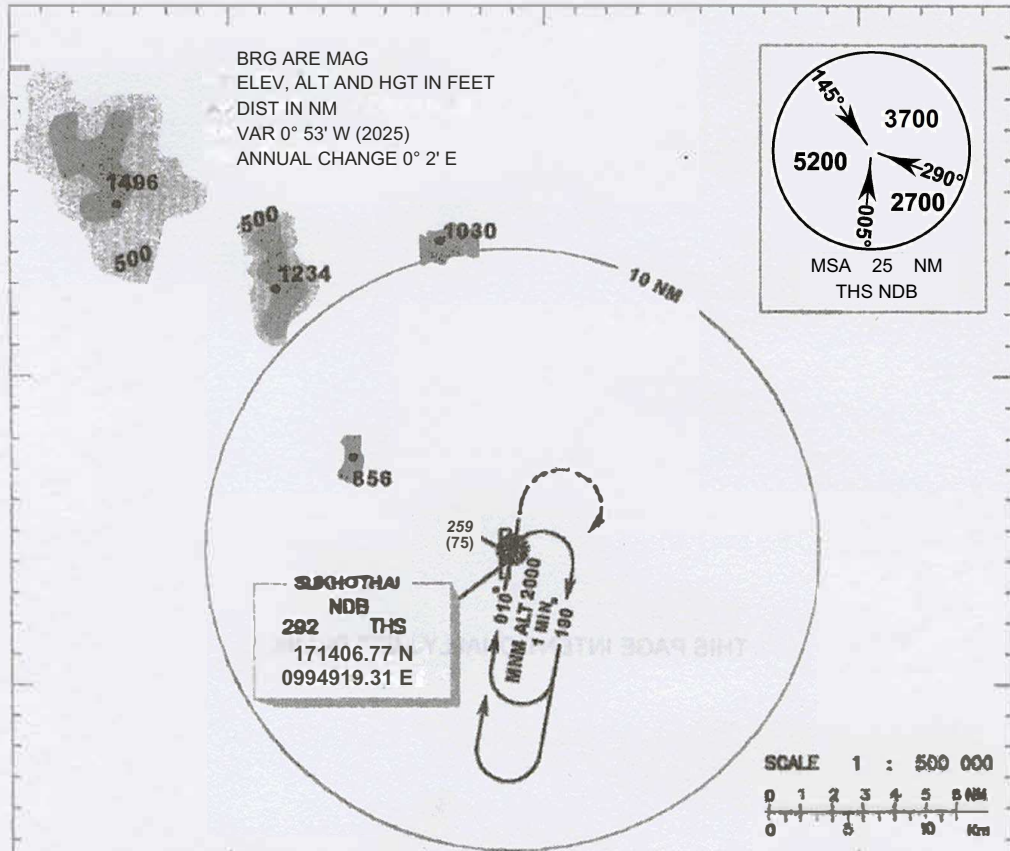
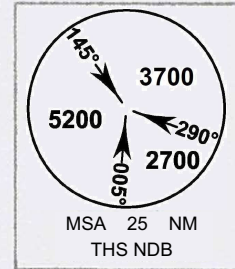
SUKHOTHAI / Sukhothai
NDB
RWY 36

88 40 E 89 50 E 100 00 E

17 30 N
17 20 N
17 10 N

17 30 N
17 20 N
17 10 N

BRG ARE MAG
ELEV, ALT AND HGT IN FEET
DIST IN NM
VAR 0° 53' W (2025)
ANNUAL CHANGE 0° 2' E



MISSED APPROACH : At NDB climb straight ahead to 1000(816) ft ,then turn right climbing to NDB at 2000(1816) ft and hold.

CHANGE: AD ELEV. MAG VAR.

OCA / H	A	B	C	D
Straight-in Approach	580 (396)			
Circling	800 (616)	910 (726)		

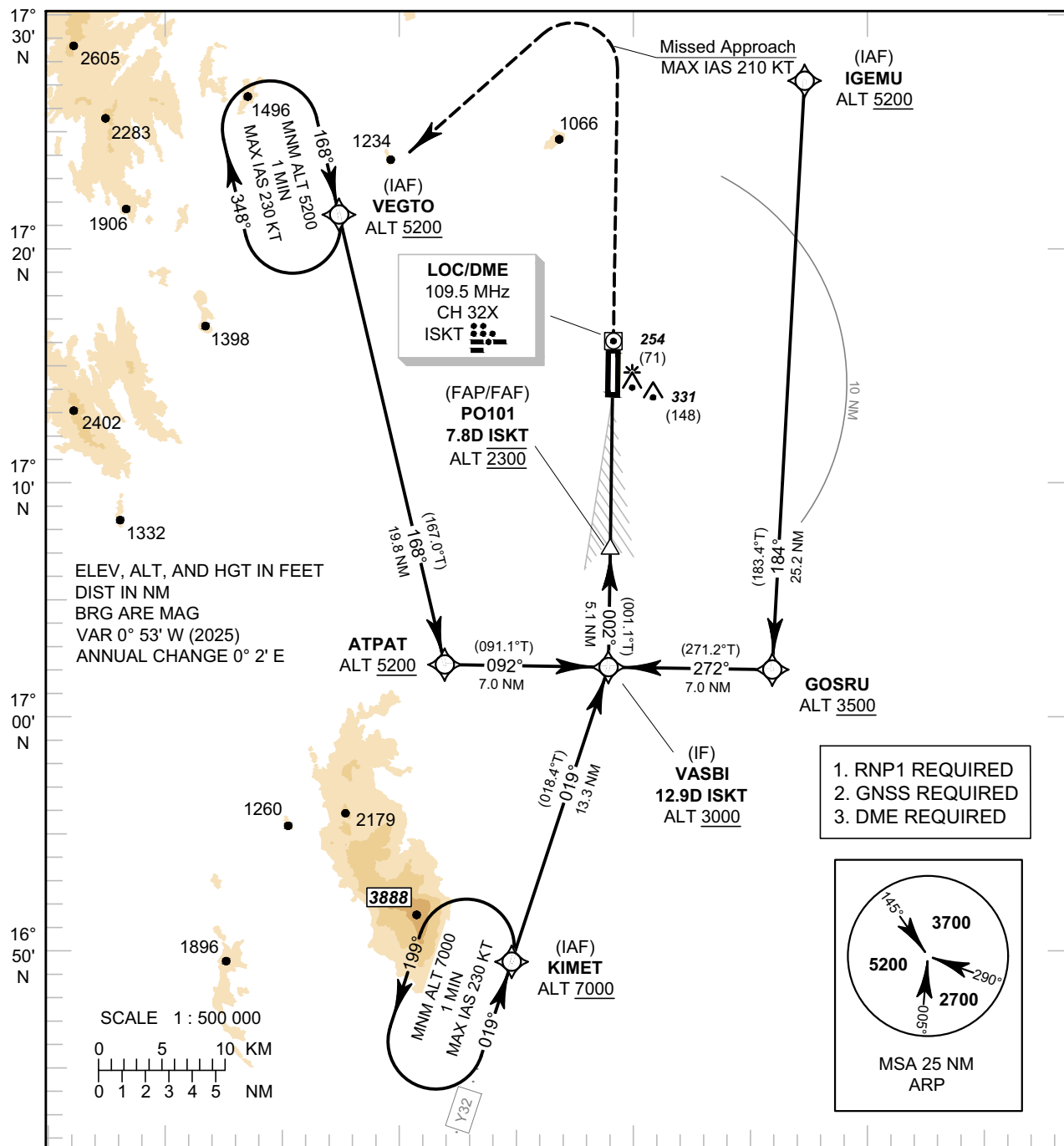
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INSTRUMENT APPROACH CHART - ICAO

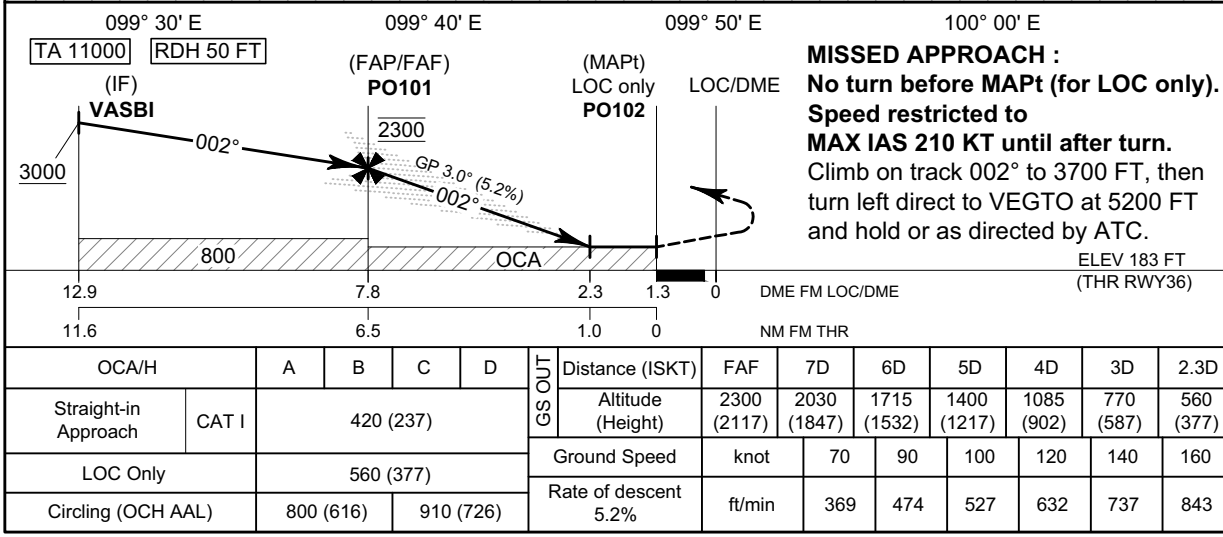
AERODROME ELEV 184 FT
HEIGHTS RELATED TO THR RWY36 - ELEV 183 FT

APP : 120.7
TWR : 122.9

SUKHOTHAI / Sukhothai (VTPO)
ILS or LOC RWY36



CHANGE: AD ELEV. THR ELEV. MAG VAR.



MISSED APPROACH :
No turn before MAPt (for LOC only).
Speed restricted to **MAX IAS 210 KT** until after turn.
Climb on track 002° to 3700 FT, then turn left direct to VEGTO at 5200 FT and hold or as directed by ATC.

OCA/H		A	B	C	D	GS OUT	Distance (ISKT)	FAF	7D	6D	5D	4D	3D	2.3D
Straight-in Approach	CAT I	420 (237)					Altitude (Height)	2300 (2117)	2030 (1847)	1715 (1532)	1400 (1217)	1085 (902)	770 (587)	560 (377)
		560 (377)				Ground Speed		knot	70	90	100	120	140	160
LOC Only		560 (377)				Rate of descent 5.2%	ft/min	369	474	527	632	737	843	
Circling (OCH AAL)		800 (616)	910 (726)											

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 184 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 183 FT

SUKHOTHAI / Sukhothai (VTPO)
ILS or LOC RWY36

TABULAR DESCRIPTION

ILS or LOC RWY36											
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) VEGTO	-	-	+0.9	-	-	+5200	-	-	RNP 1
020	TF	ATPAT	-	168°(167.0°)	+0.9	19.8	-	+5200	-	-	RNP 1
030	TF	(IF) VASBI	-	092°(091.1°)	+0.9	7.0	-	+3000	-	-	RNP 1
010	IF	(IAF) IGEMU	-	-	+0.9	-	-	+5200	-	-	RNP 1
020	TF	GOSRU	-	184°(183.4°)	+0.9	25.2	-	+3500	-	-	RNP 1
030	TF	(IF) VASBI	-	272°(271.2°)	+0.9	7.0	-	+3000	-	-	RNP 1
010	IF	(IAF) KIMET	-	-	+0.9	-	-	+7000	-	-	RNP 1
020	TF	(IF) VASBI	-	019°(018.4°)	+0.9	13.3	-	+3000	-	-	RNP 1
010	IF	(IF) VASBI	-	-	+0.9	-	-	+3000	-	-	RNP 1
TRANSITION TO ILS or LOC											
020	TF	(FAF) PO101	-	002°(001.1°)	+0.9	5.1	-	@2300	-	-	ILS
030	TF	(MAP@THR36) PO102	Y	002°(001.1°)	+0.9	6.5	-	@233	-	-3.0 / 50	ILS
040	CA	-	-	002°(001.1°)	+0.9	-	-	+3700	-	-	RNP 1
050	DF	(IAF) VEGTO	-	-	+0.9	-	L	+5200	-210	-	RNP 1
060	HM	(IAF) VEGTO	Y	168°(167.0°)	+0.9	1 minute	R	+5200	-230	-	RNP 1

WAYPOINT LIST

ILS or LOC RWY36		
Waypoint Identifier	Coordinates	
ATPAT	17° 02' 13.61" N	099° 41' 32.84" E
GOSRU	17° 01' 57.14" N	099° 56' 09.39" E
IGEMU	17° 27' 13.10" N	099° 57' 44.02" E
KIMET	16° 49' 27.60" N	099° 44' 29.32" E
PO101	17° 07' 10.05" N	099° 48' 57.31" E
PO102	17° 13' 41.56" N	099° 49' 05.30" E
VASBI	17° 02' 05.51" N	099° 48' 51.12" E
VEGTO	17° 21' 33.09" N	099° 36' 53.92" E

CHANGE: AD ELEV. THR ELEV. MAG VAR. PO102 COORDINATES.

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 184 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 183 FT

SUKHOTHAI / Sukhothai (VTPO)
ILS or LOC RWY36

Fix / Point		Coordinates	
(IF) VASBI	12.9D ISKT	17° 02' 05.51" N	099° 48' 51.12" E
(FAF) PO101	7.8D ISKT	17° 07' 10.05" N	099° 48' 57.31" E
(MAPt@THR36) PO102	1.3D ISKT	17° 13' 41.56" N	099° 49' 05.30" E
LOC	ISKT	17° 14' 58.02" N	099° 49' 06.84" E
DME	ISKT	17° 14' 57.85" N	099° 49' 09.24" E
GP	ISKT	17° 13' 51.06" N	099° 49' 02.10" E

CHANGE: AD ELEV. THR ELEV. PO102 COORDINATES.

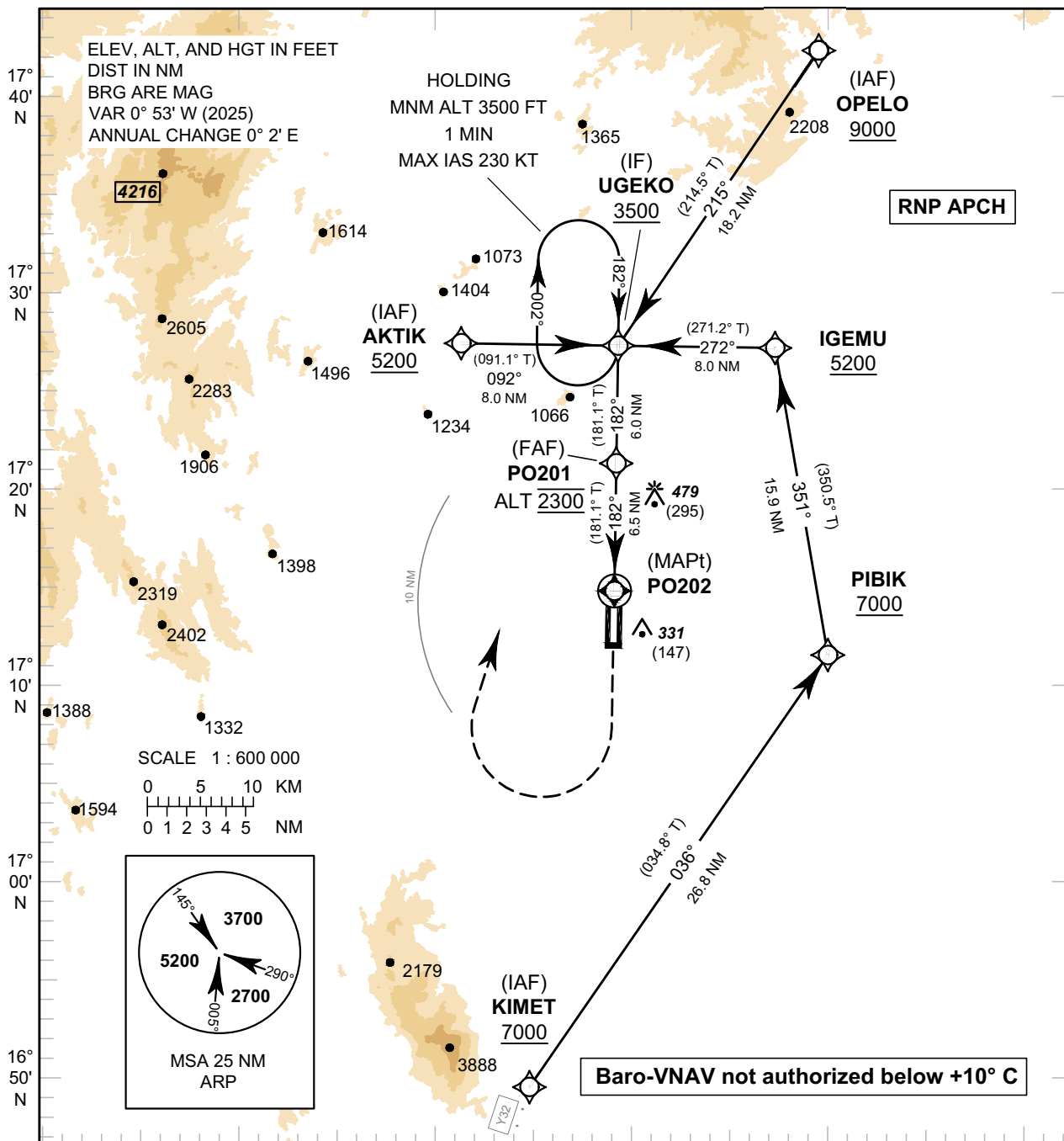
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**INSTRUMENT
APPROACH
CHART - ICAO**

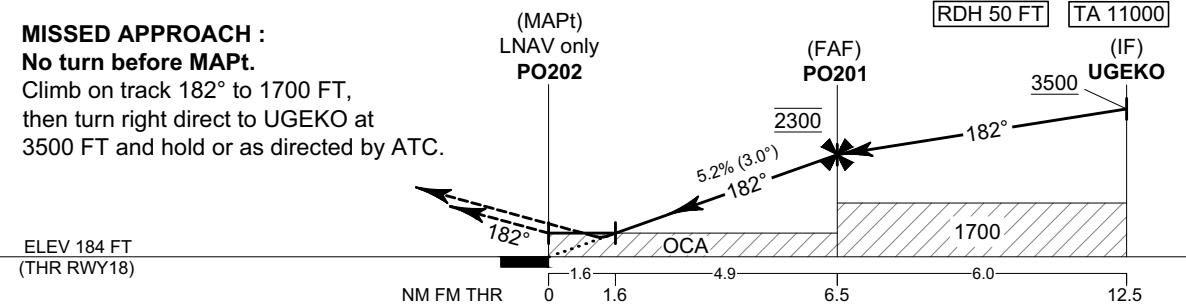
**AERODROME ELEV 184 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 184 FT**

APP : 120.7
TWR : 122.9

**SUKHOTHAI / Sukhothai (VTPO)
RNP RWY18**



CHANGE: AD ELEV. THR ELEV. MAG VAR.



OCA/H	A	B	C	D	NM to NEXT WPT	1.6 NM	2 NM	3 NM	4 NM	5 NM	6 NM	FAF
LNAV/VNAV	470 (286)				Altitude (Height)	730 (546)	865 (681)	1180 (996)	1495 (1311)	1810 (1626)	2125 (1941)	2300 (2116)
LNAV	730 (546)				Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	800 (616)	910 (726)			Rate of descent	5.2%	369	474	527	632	737	843

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 184 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 184 FT

SUKHOTHAI / Sukhothai (VTPO)
RNP RWY18

TABULAR DESCRIPTION

RNP RWY18											
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) OPELO	-	-	+0.9	-	-	+9000	-	-	RNP APCH
020	TF	(IF) UGEKO	-	215°(214.5°)	+0.9	18.2	-	+3500	-	-	RNP APCH
010	IF	(IAF) KIMET	-	-	+0.9	-	-	+7000	-	-	RNP APCH
020	TF	PIBIK	-	036°(034.8°)	+0.9	26.8	-	+7000	-	-	RNP APCH
030	TF	IGEMU	-	351°(350.5°)	+0.9	15.9	-	+5200	-	-	RNP APCH
040	TF	(IF) UGEKO	-	272°(271.2°)	+0.9	8.0	-	+3500	-	-	RNP APCH
010	IF	(IAF) AKTIK	-	-	+0.9	-	-	+5200	-	-	RNP APCH
020	TF	(IF) UGEKO	-	092°(091.1°)	+0.9	8.0	-	+3500	-	-	RNP APCH
010	IF	(IF) UGEKO	-	-	+0.9	-	-	+3500	-	-	RNP APCH
020	TF	(FAF) PO201	-	182°(181.1°)	+0.9	6.0	-	@2300	-	-	RNP APCH
030	TF	(MAPt@THR18) PO202	Y	182°(181.1°)	+0.9	6.5	-	@234	-	-3.0 / 50	RNP APCH
040	CA	-	-	182°(181.1°)	+0.9	-	-	+1700	-	-	RNP APCH
050	DF	(IF) UGEKO	-	-	+0.9	-	R	+3500	-	-	RNP APCH
060	HM	(IF) UGEKO	Y	-	+0.9	1 minute	R	+3500	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY18		
Waypoint Identifier	Coordinates	
AKTIK	17° 27' 31.99" N	099° 40' 59.98" E
IGEMU	17° 27' 13.10" N	099° 57' 44.02" E
KIMET	16° 49' 27.60" N	099° 44' 29.32" E
OPELO	17° 42' 24.27" N	100° 00' 07.57" E
PIBIK	17° 11' 30.33" N	100° 00' 27.77" E
PO201	17° 21' 21.34" N	099° 49' 14.64" E
PO202	17° 14' 49.85" N	099° 49' 06.69" E
UGEKO	17° 27' 22.72" N	099° 49' 22.01" E

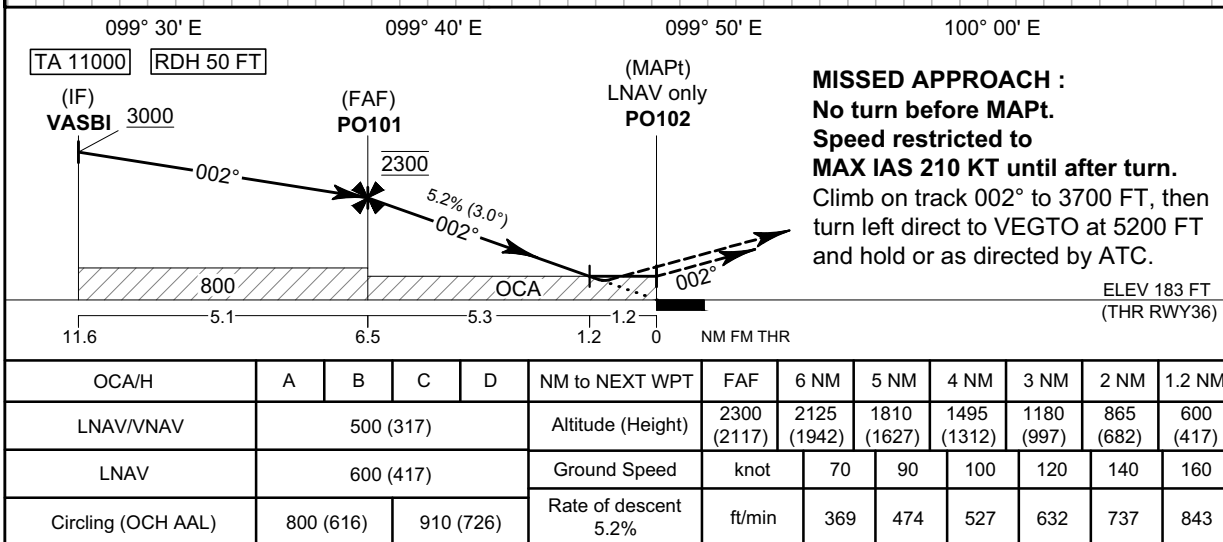
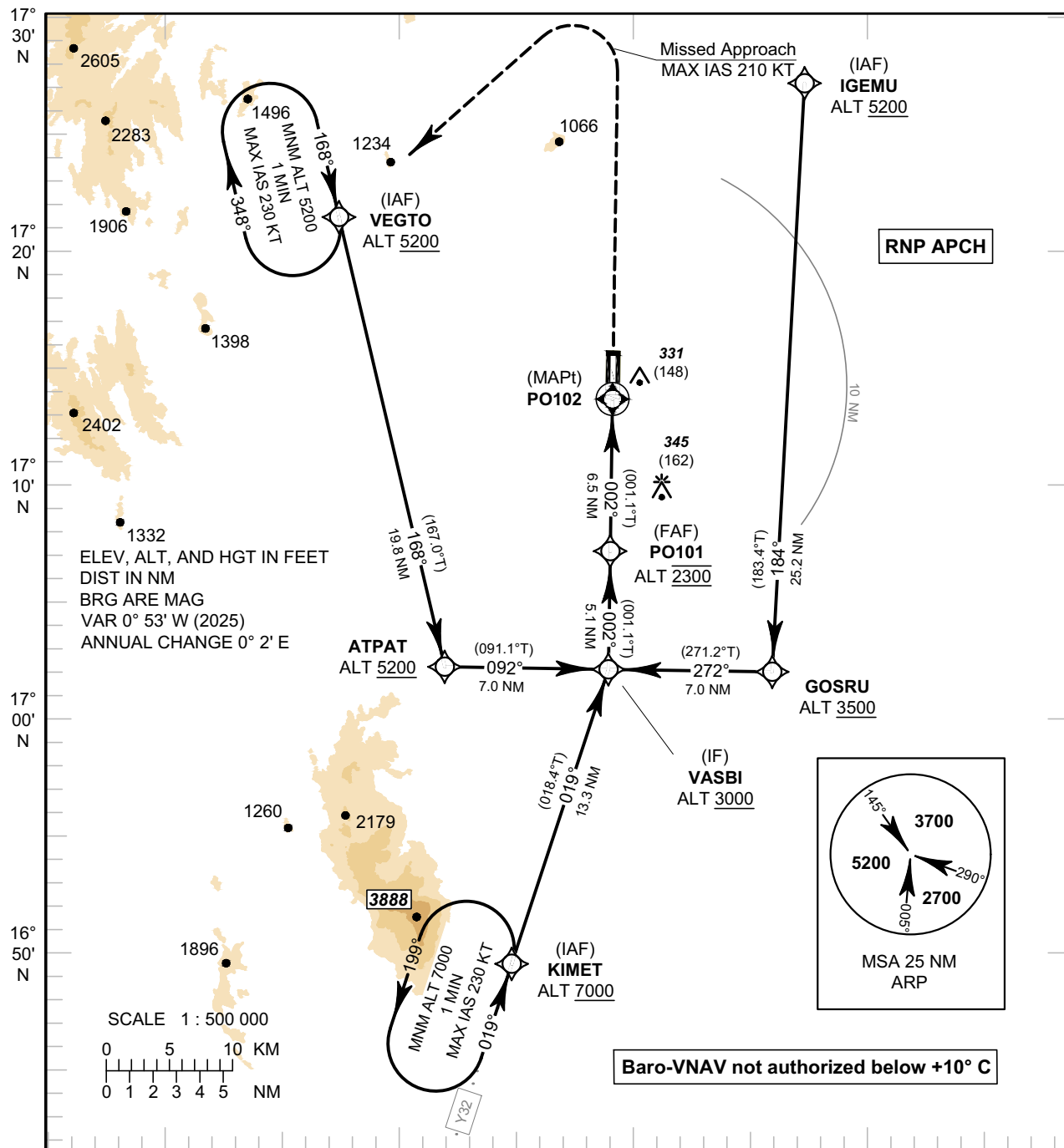
CHANGE: AD ELEV. THR ELEV. MAG VAR. PO202 COORDINATES.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 184 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 183 FT**

APP : 120.7
TWR : 122.9

**SUKHOTHAI / Sukhothai (VTPO)
RNP RWY36**



INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 184 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 183 FT

SUKHOTHAI / Sukhothai (VTPO)
RNP RWY36

TABULAR DESCRIPTION

RNP RWY36											
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) VEGTO	-	-	+0.9	-	-	+5200	-	-	RNP APCH
020	TF	ATPAT	-	168°(167.0°)	+0.9	19.8	-	+5200	-	-	RNP APCH
030	TF	(IF) VASBI	-	092°(091.1°)	+0.9	7.0	-	+3000	-	-	RNP APCH
010	IF	(IAF) IGEMU	-	-	+0.9	-	-	+5200	-	-	RNP APCH
020	TF	GOSRU	-	184°(183.4°)	+0.9	25.2	-	+3500	-	-	RNP APCH
030	TF	(IF) VASBI	-	272°(271.2°)	+0.9	7.0	-	+3000	-	-	RNP APCH
010	IF	(IAF) KIMET	-	-	+0.9	-	-	+7000	-	-	RNP APCH
020	TF	(IF) VASBI	-	019°(018.4°)	+0.9	13.3	-	+3000	-	-	RNP APCH
010	IF	(IF) VASBI	-	-	+0.9	-	-	+3000	-	-	RNP APCH
020	TF	(FAF) PO101	-	002°(001.1°)	+0.9	5.1	-	@2300	-	-	RNP APCH
030	TF	(MAPt@THR36) PO102	Y	002°(001.1°)	+0.9	6.5	-	@233	-	-3.0 / 50	RNP APCH
040	CA	-	-	002°(001.1°)	+0.9	-	-	+3700	-	-	RNP APCH
050	DF	(IAF) VEGTO	-	-	+0.9	-	L	+5200	-210	-	RNP APCH
060	HM	(IAF) VEGTO	Y	168°(167.0°)	+0.9	1 minute	R	+5200	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY36		
Waypoint Identifier	Coordinates	
ATPAT	17° 02' 13.61" N	099° 41' 32.84" E
GOSRU	17° 01' 57.14" N	099° 56' 09.39" E
IGEMU	17° 27' 13.10" N	099° 57' 44.02" E
KIMET	16° 49' 27.60" N	099° 44' 29.32" E
PO101	17° 07' 10.05" N	099° 48' 57.31" E
PO102	17° 13' 41.56" N	099° 49' 05.30" E
VASBI	17° 02' 05.51" N	099° 48' 51.12" E
VEGTO	17° 21' 33.09" N	099° 36' 53.92" E

CHANGE: AD ELEV. THR ELEV. MAG VAR. PO102 COORDINATES.

VTSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSM - SURAT THANI / SAMUI AIRPORT

VTSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	093256N 1000345E Centre line of RWY, 860 m from THR 35
2	Direction and distance from (city)	17 km, from city
3	Elevation/Reference temperature	19.5 m (64 ft) / 31.6°C
4	Geoid Undulation at AD ELEV PSN	-24 m (-78 ft)
5	MAG VAR/Annual change	0°26' W(2025)/0°2' E/year
6	AD Administration, address, telephone, telefax, telex, AFS	Bangkok Airport Management Company Limited Samui Airport Amphoe Koh Samui Surat Thani Province 84320 Thailand Tel: +667 742 8526 Fax: +667 725 6270 E-mail: usmairport@bangkokairportmanagement.co.th, usmairport-admin@bangkokairportmanagement.co.th Website:www.samuiairport.com AFS: VTSMYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: BANGKOK AIRPORT MANAGEMENT COMPANY LIMITED

VTSM AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500
2	Customs and immigration	Available within AD hours
3	Health and sanitation	Available within AD hours
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1500
6	MET Briefing Office	NIL
7	ATS	2300-1500
8	Fuelling	Available within AD hours
9	Handling	Available within AD hours
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VTSM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A1
3	Fuelling facilities/capacity	Bangkok Aviation Fuel Service Public Co.,Ltd. (BAFS) Website: www.bafsthai.com Tel: +662 834 8954 Regional Airport Manager Email: teerakan@bafs.co.th Tel. +668 9134 5690 1 Fuel Truck @ 15,000 L 2 Fuel Trucks @ 12,000 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 including ambulance services for Medevac flight in cooperation with Bangkok Hospital Samui as following: Bangkok Airways Ground Services Co., Ltd (PGGS) Ground Handling Inquiry E-mail: office@pg-gs.com, phuwanai@pg-gs.com, phornphan@pg-gs.com Phone: +668 1065 8400 and +666 5269 1515

VTSM AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity of AD
2	Restaurants	At AD
3	Transportation	Limousine service Car rental service
4	Medical facilities	First aid at AD
5	Bank and Post Office	Money Exchange: Available Post Office: NIL
6	Tourist Office	Tourist Office Centre (Office in town) Open H24 Phone: +667 743 0018 Airport Emergency Tourist Police Centre At AD Open: 0200-1000
7	Remarks	NIL

VTSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 6
2	Rescue equipment	2 x TITAN 4x4 (5,400 L water, 600 L foam). NISSAN (UD) (5,700 L water, 570 L foam).
3	Capability for removal of disabled aircraft	Available up to A319
4	Remarks	For removal of disabled aircraft by contracted external resource, please contact aerodrome coordinator: - Airport Manager Rescue and Fire Fighting Tel: +667 742 8500 Ext. 31448 - Airport Operations Manager Tel: +667 742 8500 ext. 31339 - Airport Fire Station Tel: +667 742 8500 ext. 31526

VTSM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	- East Apron Surface: Concrete Strength: PCR 440/R/B/W/T - West Apron Surface: Concrete Strength: PCR 400/R/A/W/T
2	Taxiway width, surface and strength	- Taxiway A Width: 30 m Surface: Concrete Strength: PCR 440/R/C/W/T - Taxiway B Width: 30 m Surface: Concrete Strength: PCR 400/R/A/W/T - Taxiway C Width: 30 m Surface: Concrete Strength: PCR 480/R/D/W/T - Taxiway D Width: 30 m Surface: Concrete Strength: PCR 410/R/C/W/T - Taxiway E Width: 30 m Surface: Concrete Strength: PCR 450/R/C/W/T - Taxiway F Width: 30 m Surface: Concrete Strength: PCR 570/R/C/W/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTSM 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	Taxi guidance signs and guide lines at TWY and Apron
2	RWY and TWY markings and LGT	RWY: Marked and lighted
3	Stop bars	NIL
4	Remarks	NIL

VTSM AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
RWY17/APCH	Building 28.5 m (93.5 ft) No Markings No LGT	093335.23N 1000346.24E	Hill 630 m	093324N 1000423E	See Aerodrome obstacle chart type A for details
RWY35/TKOF	Building 40 m (131 ft) No Markings No LGT	093415.23N 1000334.55E			

VTSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Samui, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1500 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 742 8520
6	Flight documentation Language(s) used	Thai/English
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Barometer, Anemometer and Thermometer Screen
9	ATS units provided with information	Samui TWR
10	Additional information (limitation of service, etc.)	NIL

VTSM 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 THE geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
17	174.48°	2100x45	PCR 680/F/C/X/T Asphalt	093319.40N 1000342.26E	43 ft
35	354.48°	2100x45	PCR 680/F/C/X/T Asphalt	093227.55N 1000347.31E	56 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
0% / 0.8% 1300 m / 800 m	225x45	60x150	2085x150	NIL	See below
-0.8% / 0% 800 m / 1300 m (See of Type A chart)	60x45	60x150	2020x150	NIL	See below

Remarks

Infringement of RWY strips

Infringement maximum of 52.5 m start at 376 m to 480 m from runway threshold 35, located on left side of runway 35.

VTSM AD 2.13 DECLARED DISTANCES

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

VTSM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
17	NIL	Green	PAPI Right 3° (49.30 ft)	White 2 Pairs 646m	2100 m,30 m White FM 0-1200 m, Red/White FM 1200-1800 m, Red FM 1800-2100 m, LIH	2100 m,60 m Red FM 0-200 m, White FM 200-1500 m, Yellow FM 1500-2100 m, LIH	Red	NIL	RTIL
35	NIL	Green	PAPI Left 3.2° (46.92 ft)	White 2 Pairs 647m	2100 m,30 m White FM 0-1200 m, Red/White FM 1200-1800 m, Red FM 1800-2100 m, LIH	2100 m,60 m Red FM 0-300 m, White, FM 300-1500 m, Yellow FM 1500-2100 m, LIH	Red	NIL	RTIL

VTSM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTSM AD 2.16 HELICOPTER LANDING AREA

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

VTSM AD 2.17 ATS AIRSPACE

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

VTSM AD 2.18 ATS COMMUNICATION FACILITIES

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

VTSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	SMU	117.6 MHz CH123X	H24	093249.3N 1000342.3E	24m	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: <ul style="list-style-type: none"> - Radial 000°-015° beyond 25 NM altitude should not below 4 000 ft. - Radial 016°-040° beyond 25 NM altitude should not below 6 000 ft. - Radial 041°-060° beyond 20 NM altitude should not below 11 000 ft. - Radial 061°-070° beyond 25 NM altitude should not below 9 000 ft. - Radial 071°-120° beyond 40 NM altitude should not below 11 000 ft. - Radial 121°-180° beyond 40 NM altitude should not below 5 000 ft. - Radial 181°-210° beyond 25 NM altitude should not below 8 000 ft. - Radial 211°-260° beyond 20 NM altitude should not below 9 000 ft. - Radial 261°-280° beyond 25 NM altitude should not below 7 000 ft. - Radial 281°-360° beyond 40 NM altitude should not below 8 000 ft.

VTSM AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTSM AD 2.21 NOISE ABATEMENT PROCEDURES

1. ICAO Noise Abatement Departure Procedure RWY17/35

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

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

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

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

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

2. Noise Mitigating Measures

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

- a) Preferential use of Runway
- b) APU Restrictions
- c) Reverse Thrust Use

2.2 Preferential use of Runway

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

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

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

2.3 APU Restrictions

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

2.4 Reverse Thrust Use

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

3. Noise Level Limits

3.1 Noise Operating Restrictions

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

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

3.2 Marginally Compliant Chapter 3 (MCC3) Aircraft

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

3.3 Exempted MCC3 Aircraft

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

VTSM AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN SAMUI TMA

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

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

2. IFR DEPARTURES OTHER THAN VIA SID

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

3. VISUAL DEPARTURES

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

To execute a visual departure

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

4. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 17:

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

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

No turn before DER.

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

- Runway 35:

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

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

No turn before DER.

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

VTSM AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

1.1 Bird concentrations in the vicinity of Samui International Airport.

It has been noted that the vicinity of Samui International Airport frequently has the presence of both migratory and resident bird species. While migratory species mostly occur from October to June, resident birds are present throughout the year, and their populations fluctuate due to a variety of factors.

Resident bird species that have potential hazard to aircraft are as follows:

Species	Weight (KG)	Zone	Period
Rock Pigeon	0.201-1.000	Threshold 35	All year
Common Myna	0.051-0.200	All over	All year
Large - billed Crow	> 5.000	All over	All year
Spotted Dove	0.201-1.000	All over	All year
Asian Openbill	> 5.000	All over	All year
Pink-necked Green Pigeon	0.201-1.000	All over	All year
Medium Egret	> 5.000	All over	All year
Brahminy Kite	> 5.000	All over	All year

Species	Weight (KG)	Zone	Period
Red-wattled Lapwing	1.000-5.000	Threshold 35	All year

Migratory bird species that have potential hazard to aircraft are as follows:

Species	Weight (KG)	Zone	Period
Blue-tailed Bee-eater	0.051-0.200	All over	December-June
Chinese Pond-Heron	> 5.000	All over	October-April
Pacific Golden-Plover	1.000-5.000	All over	October-March
Oriental Pratincole	0.051-0.200	All over	December-June

1.2 Wildlife hazards management

Samui International Airport implements measures to reduce bird populations and the attractiveness of the area to birds in order to ensure the safety of aircraft operations. These measures consist of reducing food sources, habitats, and potential breeding and roosting areas.

Pilots are requested to report bird strikes to the Safety Manager of the airport via wildlife control staff as follows:
E-mail: usmairport-airside@bangkokairportmanagement.co.th

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

Civil Aviation Authority of Thailand (CAAT) has granted an exemption, as per letter no. 09/5257 dated 21 May 2025, for non-compliance with certain requirements. Samui Airport is exempt from compliance with the CAAT Requirements No.37 – Aerodrome Standards, as follows:

- Runway strips – Article 146 and 152
- Reservoir – Article 149
- Obstacle Limitations Requirements – Article 268 and 272
- Runway End Safety Area (RESA) – Article 165, 169, 170 and 172
- Taxiway Minimum Separation Distance – Article 195
- Simple Approach Lighting System – Article 451
- Siting of Equipment and Installations in Operational Areas (DVOR/DME) – Article 1056

This exemption is valid for the period up to 21 May 2026

VTSM AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSM-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTSM-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTSM-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 35/17	AD 2-VTSM-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A	AD 2-VTSM-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A (Tabular description)	AD 2-VTSM-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A (Waypoint list table)	AD 2-VTSM-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B	AD 2-VTSM-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B (Tabular description)	AD 2-VTSM-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B (Waypoint list table)	AD 2-VTSM-6-7
Instrument Approach Chart - ICAO - VOR RWY 17 - CAT A, B	AD 2-VTSM-8-1
Instrument Approach Chart - ICAO - VOR RWY 17 - CAT A, B (Fix and point list table)	AD 2-VTSM-8-2
Instrument Approach Chart - ICAO - VOR RWY 17 - CAT C	AD 2-VTSM-8-3
Instrument Approach Chart - ICAO - VOR RWY 17 - CAT C (Fix and point list table)	AD 2-VTSM-8-4
Instrument Approach Chart - ICAO - VOR RWY 35 - CAT A, B	AD 2-VTSM-8-5
Instrument Approach Chart - ICAO - VOR RWY 35 - CAT A, B (Fix and point list table)	AD 2-VTSM-8-6
Instrument Approach Chart - ICAO - VOR RWY 35 - CAT C	AD 2-VTSM-8-7
Instrument Approach Chart - ICAO - VOR RWY 35 - CAT C (Fix and point list table)	AD 2-VTSM-8-8
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT A, B	AD 2-VTSM-8-9
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT A, B (Tabular description)	AD 2-VTSM-8-10
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT A, B (Waypoint list table)	AD 2-VTSM-8-11
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT C	AD 2-VTSM-8-13
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT C (Tabular description)	AD 2-VTSM-8-14
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT C (Waypoint list table)	AD 2-VTSM-8-15
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT A, B	AD 2-VTSM-8-17
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT A, B (Tabular description)	AD 2-VTSM-8-18
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT A, B (Waypoint list table)	AD 2-VTSM-8-19
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT C	AD 2-VTSM-8-21
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT C (Tabular description)	AD 2-VTSM-8-22
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT C (Waypoint list table)	AD 2-VTSM-8-23

Aerodrome Chart - ICAO

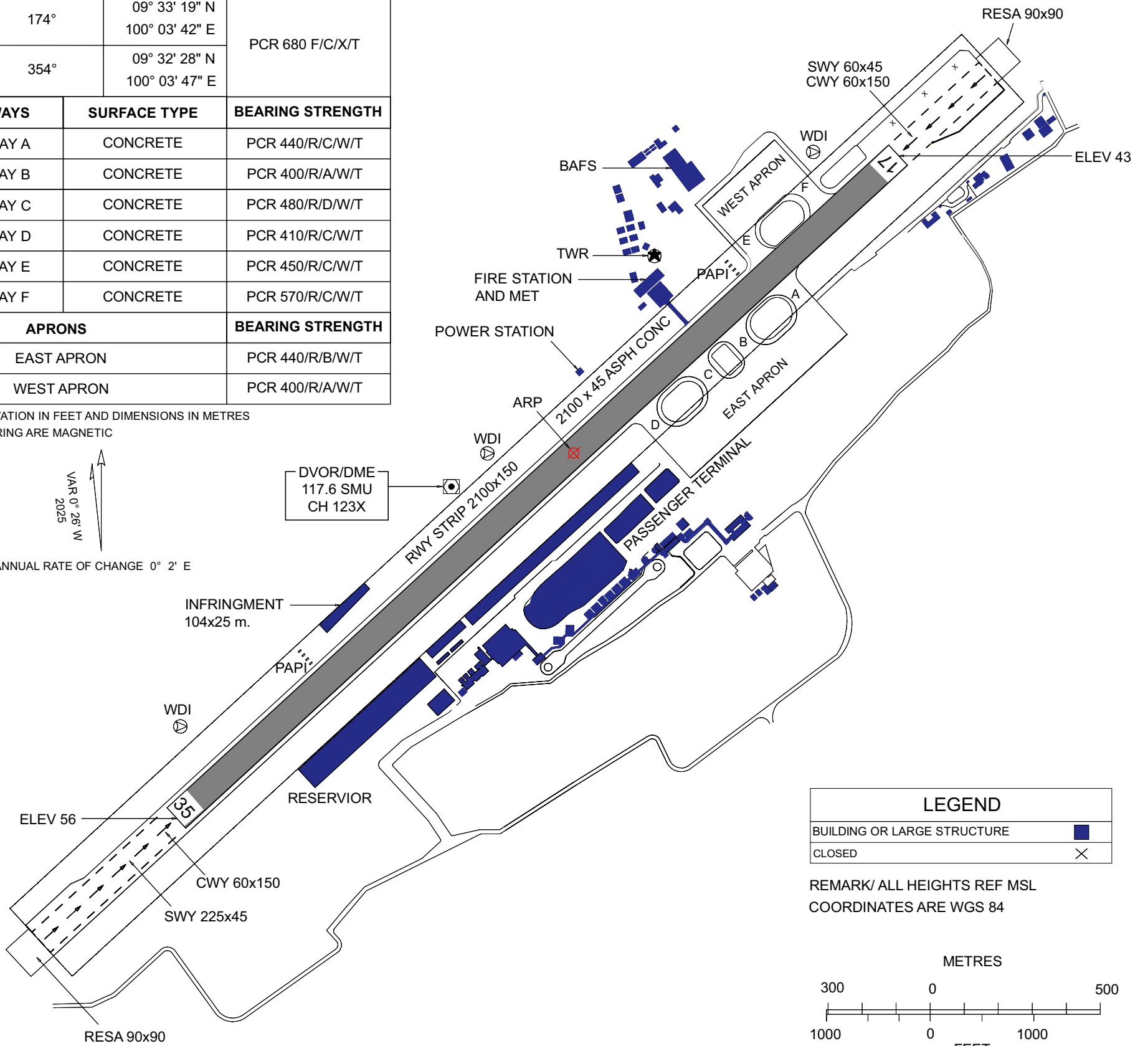
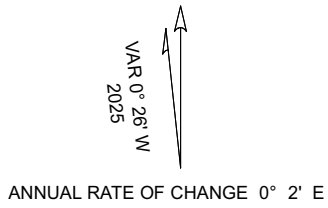
09 32 56 N
100 03 45 E ELEV 64 ft.

TWR 118.9
121.5

Surat Thani / Samui Airport

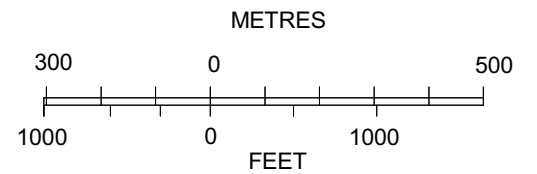
RWY	DIRECTION	THR	BEARING STRENGTH
17	174°	09° 33' 19" N 100° 03' 42" E	PCR 680 F/C/X/T
35	354°	09° 32' 28" N 100° 03' 47" E	
TAXIWAYS		SURFACE TYPE	BEARING STRENGTH
TAXIWAY A		CONCRETE	PCR 440/R/C/W/T
TAXIWAY B		CONCRETE	PCR 400/R/A/W/T
TAXIWAY C		CONCRETE	PCR 480/R/D/W/T
TAXIWAY D		CONCRETE	PCR 410/R/C/W/T
TAXIWAY E		CONCRETE	PCR 450/R/C/W/T
TAXIWAY F		CONCRETE	PCR 570/R/C/W/T
APRONS			BEARING STRENGTH
EAST APRON			PCR 440/R/B/W/T
WEST APRON			PCR 400/R/A/W/T

ELEVATION IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



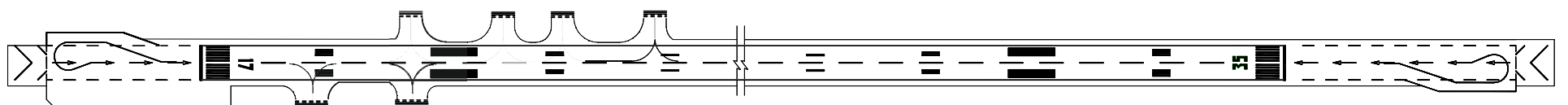
LEGEND	
BUILDING OR LARGE STRUCTURE	■
CLOSED	×

REMARK/ ALL HEIGHTS REF MSL
COORDINATES ARE WGS 84

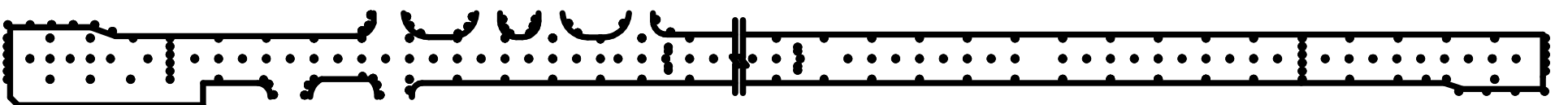


SCALE 1 : 20,000

MARKING AIDS RWY 17/35 AND EXIT TWY



LIGHTING AIDS RWY 17/35 AND EXIT TWY



CHANGE : REVISED CHART. MAG VAR UPDATED. TWR FREQ. TRACKS & BEARINGS. INFRINGEMENT CHANGED. WDI ADDED.

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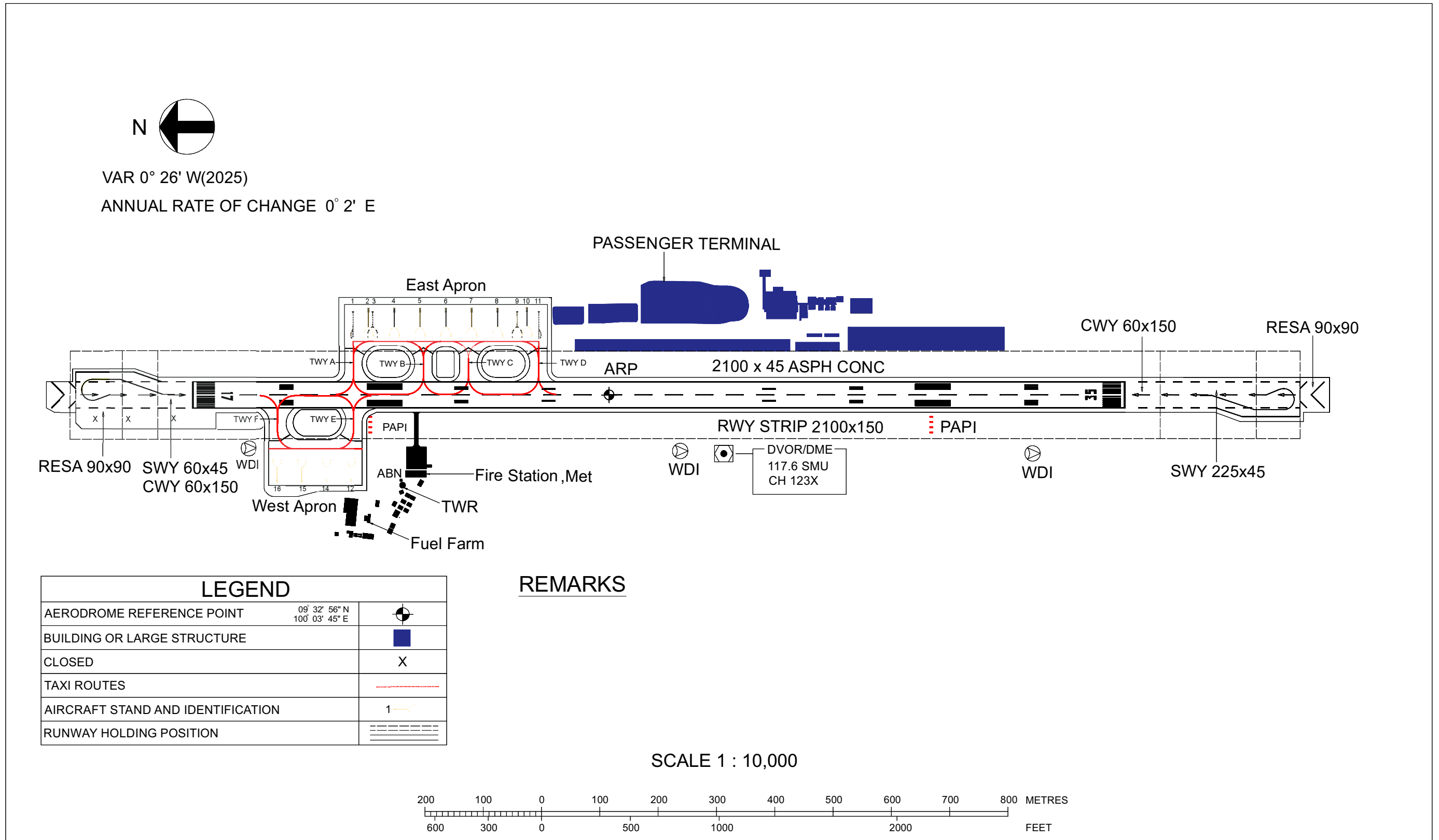
**AERODROME GROUND
MOVEMENT CHART**

09 32 56 N
100 03 45 E

EAST ELEV 47 ft
WEST ELEV 46 ft

TWR 118.9
GND 121.9

Surat Thani / Samui Airport



CHANGE : REVISED CHART. MAG VAR UPDATED. RUNWAY 35/17 DECLARED DISTANCES. INFRINGEMENT 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	121633N 1021914E Centre line of RWY, 800 m From THR RWY 23
2	Direction and distance from (city)	32 km , NW of city (Trat)
3	Elevation/Reference temperature	109 ft (33 m)/30.8°C
4	Geoid Undulation at AD ELEV PSN	-75 ft (-23 m)
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
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2	Taxiway width, surface and strength	N/A
3	Altimeter checkpoint location and elevation	Location: At THR RWY 23 Elevation: 65 ft (20 m)
4	VOR checkpoints	N/A
5	INS checkpoints	N/A
6	Remarks	ACFT parking on RWY

VTBO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

VTBO AD 2.10 AERODROME OBSTACLES

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

VTBO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Trat, 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	121612.64N 1021848.49E -75 ft (-23 m)	THR 109 ft (33 m)
23	231.28°	1800x45	PCR 420/F/B/X/T Concrete and asphalt	121649.29N 1021934.96E -75 ft (-23 m)	THR 65 ft (20 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
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- 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

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTBO-2-1
Instrument Approach Chart - ICAO - RNP RWY 23	AD 2-VTBO-8-1
Instrument Approach Chart - ICAO - RNP RWY 23 (Tabular description)	AD 2-VTBO-8-2

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AERODROME CHART - ICAO 12°16'33"N
102°19'14"E

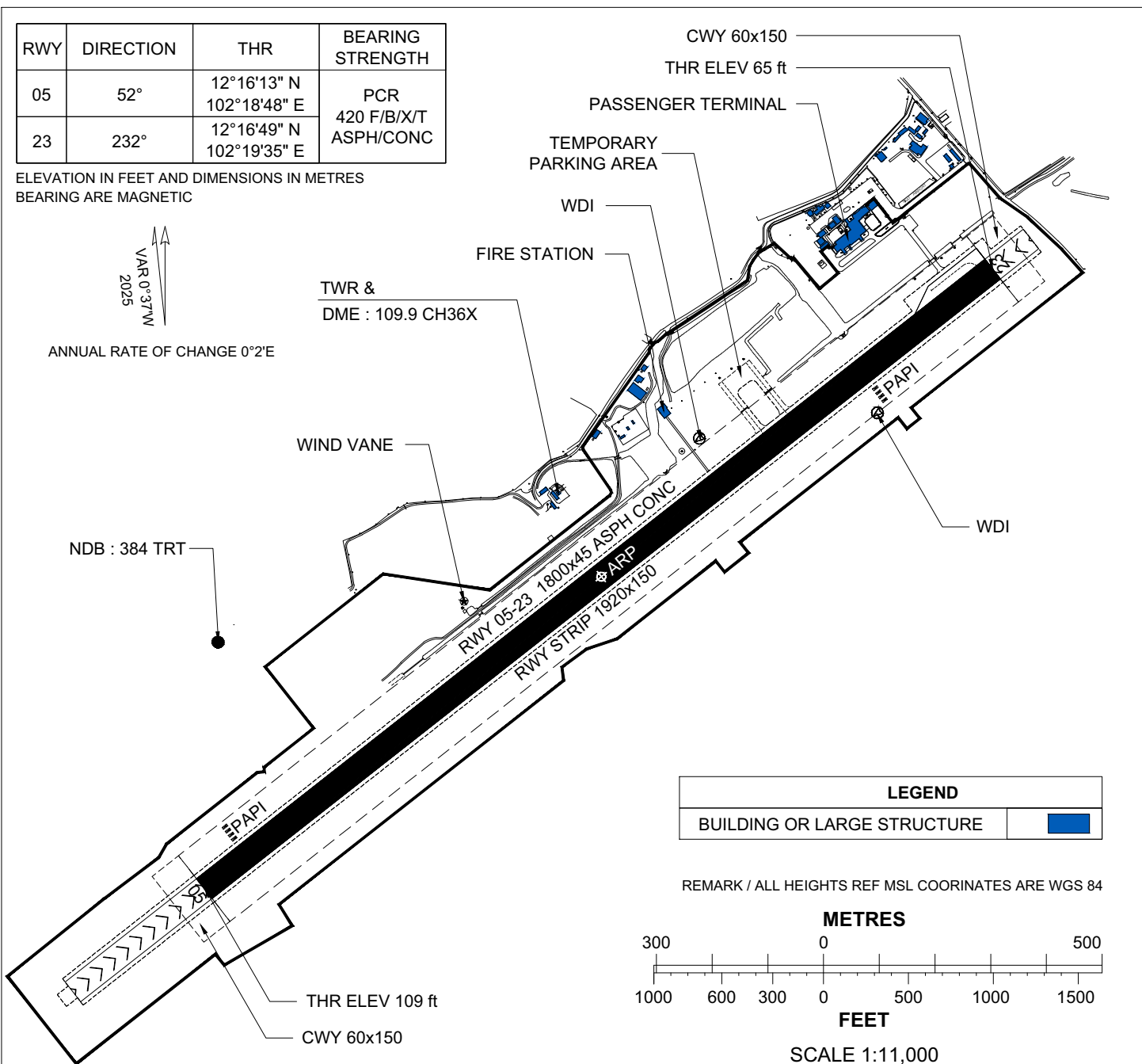
ELEV 109 ft
(33 m)

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
23	232°	12°16'49" N 102°19'35" E	ASPH/CONC

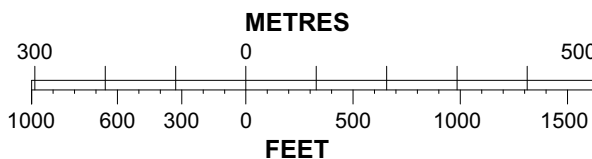
ELEVATION IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



TWR &
DME : 109.9 CH36X

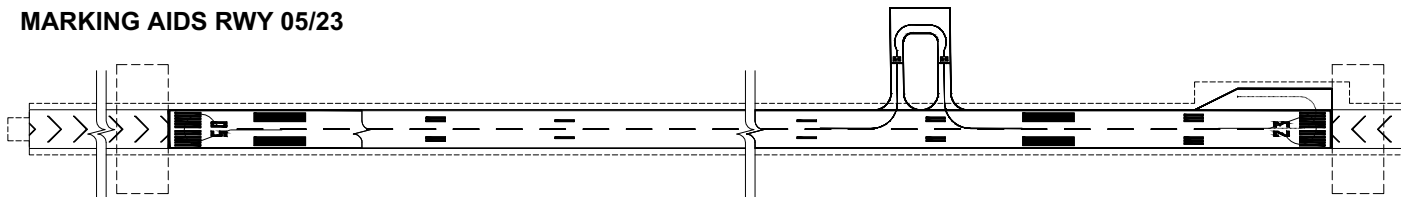
LEGEND	
BUILDING OR LARGE STRUCTURE	

REMARK / ALL HEIGHTS REF MSL COORINATES ARE WGS 84

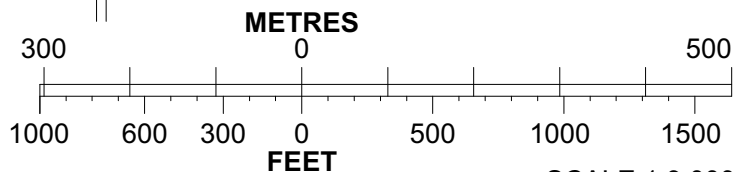
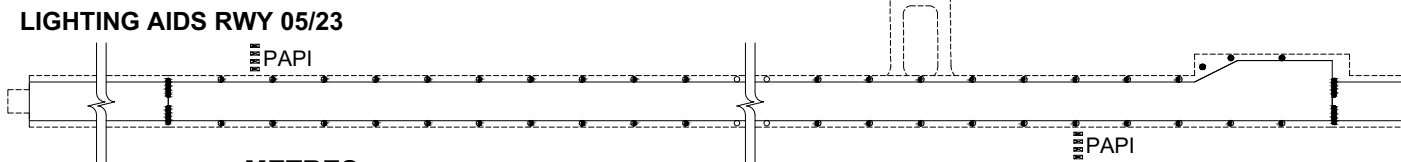


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MARKING AIDS RWY 05/23



LIGHTING AIDS RWY 05/23



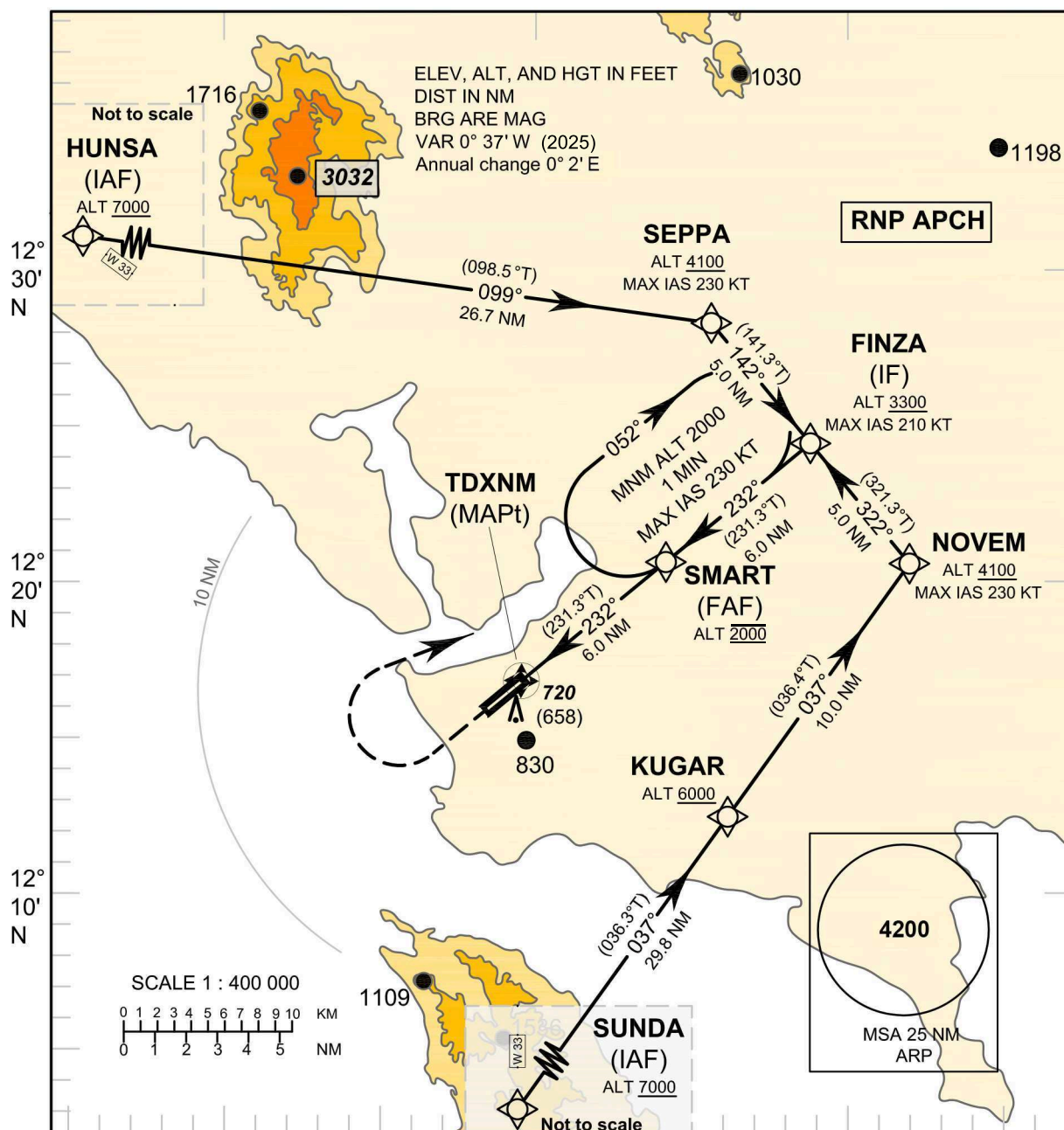
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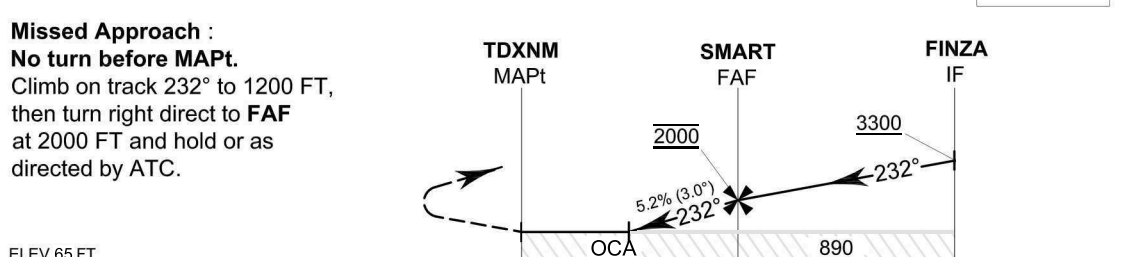
INSTRUMENT APPROACH CHART-ICAO **AERODROME ELEV 109 FT**
HEIGHTS RELATED TO
THR RWY23 - ELEV 65 FT

APP : 120.25
TWR : 122.9

TRAT / Trat (VTBO)
RNP RWY23



102° 10' E 102° 20' E 102° 30' E



ELEV 65 FT (THR RWY 23)

NM FM THR 23 0 2.5 3.5 6.0 12.0

OCA/H	A	B	C	D	NM to NEXT WPT	2.5 NM	3 NM	4 NM	5 NM	FAF		
LNAV	890 (825)				Altitude (Height)	890 (825)	1060 (995)	1375 (1310)	1690 (1625)	2000 (1935)		
					Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1240 (1131)		1330 (1221)		Rate of descent FAF - MAPt 5.2%	(ft/min)	369	474	527	632	737	843

CHANGE : MAG VAR, AD ELEV, THR ELEV.

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 109 FT
HEIGHTS RELATED TO
THR RWY23 - ELEV 65 FT

TART / Trat (VTBO)
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	SUNDA (IAF)	-	-	+0.6	-	-	+7000	-	-	RNP APCH
020	TF	KUGAR	-	037°(036.3°)	+0.6	29.8	-	+6000	-	-	RNP APCH
030	TF	NOVEM	-	037°(036.4°)	+0.6	10.0	L	+4100	- 230	-	RNP APCH
040	TF	FINZA (IF)	-	322°(321.3°)	+0.6	5.0	-	+3300	- 210	-	RNP APCH
010	IF	HUNSA (IAF)	-	-	+0.6	-	-	+7000	-	-	RNP APCH
020	TF	SEPPA	-	099°(098.5°)	+0.6	26.7	R	+4100	- 230	-	RNP APCH
030	TF	FINZA (IF)	-	142°(141.3°)	+0.6	5.0	-	+3300	- 210	-	RNP APCH
010	IF	FINZA (IF)	-	-	+0.6	-	-	+3300	- 210	-	RNP APCH
020	TF	SMART (FAF)	-	232°(231.3°)	+0.6	6.0	-	@2000	-	-	RNP APCH
030	TF	TDXNM (MAPt)	Y	232°(231.3°)	+0.6	6.0	-	@890	-	-	RNP APCH
040	CA	-	-	232°(231.3°)	+0.6	-	-	+1200	-	-	RNP APCH
050	DF	SMART (FAF)	-	-	+0.6	-	R	+2000	-	-	RNP APCH
060	HM	SMART (FAF)	Y	232°(231.3°)	+0.6	1 minute	R	+2000	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY23

Waypoint Identifier	Coordinates	
SUNDA	11° 48' 14.01" N	102° 08' 14.08" E
KUGAR	12° 12' 21.61" N	102° 26' 16.32" E
NOVEM	12° 20' 25.98" N	102° 32' 19.57" E
HUNSA	12° 32' 15.73" N	101° 59' 00.42" E
SEPPA	12° 28' 15.82" N	102° 25' 56.90" E
FINZA	12° 24' 20.91" N	102° 29' 08.28" E
SMART	12° 20' 35.16" N	102° 24' 21.55" E
TDXNM (THR23)	12° 16' 49.29" N	102° 19' 34.96" E

CHANGE : MAG VAR, AD ELEV, THR ELEV.