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Chatuchak, Bangkok 10900 Thailand

AIRAC AIP - THAILAND
Amendment 03/26
5 FEB 26

This AIRAC AIP AMDT 03/26 contains:

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GEN 0.4	CHECKLIST OF AIP PAGES
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GEN 3.6	SEARCH AND RESCUE
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	AD 2.20 LOCAL AERODROME REGULATIONS
AD 2-VTCC-1	AD 2.4 HANDLING SERVICES AND FACILITIES
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTCC-6	Standard Departure Chart - Instrument (SID) - ICAO - RWY 18
	Standard Departure Chart - Instrument (SID) - ICAO - RWY 36
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ENBAT2S PANTA2S PUMAM2S
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ENBAT2S PANTA2S PUMAM2S (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - KABMU2S MONLO2S
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - KABMU2S MONLO2S (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - LAMUN2W VISES2W
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - LAMUN2W VISES2W (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N (Tabular description 1)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N (Tabular description 2)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C (Tabular description 1)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C (Tabular description 2)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - LAMUN2N VISES2N
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - LAMUN2N VISES2N (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ADLUS2N
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ADLUS2N (Tabular description)
AD 2-VTCC-7	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B (Tabular description 1)

Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B (Tabular description 2)

Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B (Tabular description 3)

Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2X LAMUN2X VISES2X

Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2X LAMUN2X VISES2X (Tabular description)

Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ENBAT2A MARNI2A PANTA2A PUMAM2A

Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ENBAT2A MARNI2A PANTA2A PUMAM2A (Tabular description)

Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A

Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A (Tabular description 1)

Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A (Tabular description 2)

Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - LAMUN2A VISES2A

Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - LAMUN2A VISES2A (Tabular description)

AD 2-VTCC-8

Instrument Approach Chart - ICAO - VOR a RWY 18

Instrument Approach Chart - ICAO - VOR a RWY 18 (Fix and point list table)

Instrument Approach Chart - ICAO - VOR RWY 36

Instrument Approach Chart - ICAO - VOR RWY 36 (Fix and point list table)

Instrument Approach Chart - ICAO - ILS or LOC y RWY 36

Instrument Approach Chart - ICAO - ILS or LOC y RWY 36 (Fix and point list table)

Instrument Approach Chart - ICAO - ILS or LOC z RWY 36

Instrument Approach Chart - ICAO - ILS or LOC z RWY 36 (Tabular description)

Instrument Approach Chart - ICAO - RNP RWY 18

Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description)

Instrument Approach Chart - ICAO - RNP RWY 36

Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)

AD 2-VTCT-1

AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

AD 2.24 CHARTS RELATED TO AN AERODROME

AD 2-VTCT-2

Aerodrome Chart - ICAO

Aircraft Parking/Docking Chart - ICAO

Aerodrome Ground Movement Chart - ICAO

AD 2-VTCT-6

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03 - BENVI1A DUBEN1A NUMDO1A PONUK1A

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03 - BENVI1A DUBEN1A NUMDO1A PONUK1A (Tabular description)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B (Tabular description)

AD 2-VTCT-8

Instrument Approach Chart - ICAO - VOR RWY 03

Instrument Approach Chart - ICAO - VOR RWY 03 (Fix and point list table)

Instrument Approach Chart - ICAO - VOR RWY 21

Instrument Approach Chart - ICAO - VOR RWY 21 (Fix and point list table)

	Instrument Approach Chart - ICAO - ILS or LOC y RWY 03
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 03 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 03
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 03 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 03
	Instrument Approach Chart - ICAO - RNP RWY 03 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 21
	Instrument Approach Chart - ICAO - RNP RWY 21 (Tabular description)
AD 2-VTBU-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBU-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - BKK1A
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - BKK1A (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - BKK1B
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - BKK1B (Tabular description)
AD 2-VTBU-8	Instrument Approach Chart - ICAO - NDB RWY 36
	Instrument Approach Chart - ICAO - VOR RWY 18
	Instrument Approach Chart - ICAO - VOR RWY 18 (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR RWY 36
	Instrument Approach Chart - ICAO - ILS or LOC y RWY18
	Instrument Approach Chart - ICAO - ILS or LOC y RWY18 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY18
	Instrument Approach Chart - ICAO - RNP RWY 18
	Instrument Approach Chart - ICAO - RNP RWY 36
	Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)
AD 2-VTBL-1	AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA
	AD 2.10 AERODROME OBSTACLES
	AD 2.23 ADDITIONAL INFORMATION
AD 2-VTPP-1	AD 2.13 DECLARED DISTANCES
AD 2-VTSM-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTSM-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B (Tabular description)
AD 2-VTSM-8	Instrument Approach Chart - ICAO - VOR RWY 17 - CAT A, B
	Instrument Approach Chart - ICAO - VOR RWY 17 - CAT C
	Instrument Approach Chart - ICAO - VOR RWY 35 - CAT A, B
	Instrument Approach Chart - ICAO - VOR RWY 35 - CAT C
	Instrument Approach Chart - ICAO - RNP RWY 17 - CAT A, B
	Instrument Approach Chart - ICAO - RNP RWY 17 - CAT A, B (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 17 - CAT C

Instrument Approach Chart - ICAO - RNP RWY 17 - CAT C (Tabular description)

Instrument Approach Chart - ICAO - RNP RWY 35 - CAT A, B

Instrument Approach Chart - ICAO - RNP RWY 35 - CAT A, B (Tabular description)

Instrument Approach Chart - ICAO - RNP RWY 35 - CAT C

Instrument Approach Chart - ICAO - RNP RWY 35 - CAT C (Tabular description)

1.

DESTROY			INSERT		
GEN	0.2-3	19 FEB 2026	GEN	0.2-3	19 MAR 2026
	0.4-1	19 FEB 2026		0.4-1	19 MAR 2026
	0.4-2	19 FEB 2026		0.4-2	19 MAR 2026
	0.4-3	19 FEB 2026		0.4-3	19 MAR 2026
	0.4-4	19 FEB 2026		0.4-4	19 MAR 2026
	0.4-5	19 FEB 2026		0.4-5	19 MAR 2026
	0.4-6	19 FEB 2026		0.4-6	19 MAR 2026
	0.4-7	19 FEB 2026		0.4-7	19 MAR 2026
	0.4-8	19 FEB 2026		0.4-8	19 MAR 2026
	0.4-9	19 FEB 2026		0.4-9	19 MAR 2026
	0.4-10	19 FEB 2026		0.4-10	19 MAR 2026
	0.4-11	19 FEB 2026		0.4-11	19 MAR 2026
	3.2-3	19 FEB 2026		3.2-3	19 MAR 2026
	3.2-4	25 DEC 2025		3.2-4	19 MAR 2026
	3.2-5	19 FEB 2026		3.2-5	19 MAR 2026
	3.2-8	25 DEC 2025		3.2-8	19 MAR 2026
	3.2-10	27 NOV 2025		3.2-10	19 MAR 2026
	3.2-12	19 FEB 2026		3.2-12	19 MAR 2026
	3.2-14	2 OCT 2025		3.2-14	19 MAR 2026
	3.2-16	25 DEC 2025		3.2-16	19 MAR 2026
	3.2-17	2 OCT 2025		3.2-17	19 MAR 2026
	3.2-21	19 FEB 2026		3.2-21	19 MAR 2026
	3.6-1	4 SEP 2025		3.6-1	19 MAR 2026
AD	2-VTBD-1-8	22 JAN 2026	AD	2-VTBD-1-8	19 MAR 2026
	2-VTBD-1-9	22 JAN 2026		2-VTBD-1-9	19 MAR 2026
	2-VTBD-1-17	22 JAN 2026		2-VTBD-1-17	19 MAR 2026
	2-VTBD-1-18	22 JAN 2026		2-VTBD-1-18	19 MAR 2026
	2-VTCC-1-2	27 NOV 2025		2-VTCC-1-2	19 MAR 2026
	2-VTCC-1-26	19 FEB 2026		2-VTCC-1-26	19 MAR 2026
	2-VTCC-1-27	19 FEB 2026		2-VTCC-1-27	19 MAR 2026
	2-VTCC-6-1	7 AUG 2025		2-VTCC-6-1	19 MAR 2026
	2-VTCC-6-5	7 AUG 2025		2-VTCC-6-5	19 MAR 2026
	2-VTCC-6-9	7 AUG 2025		2-VTCC-6-9	19 MAR 2026
	2-VTCC-6-10	26 DEC 2024		2-VTCC-6-10	19 MAR 2026

DESTROY		INSERT	
2-VTCC-6-11	7 AUG 2025	2-VTCC-6-11	19 MAR 2026
2-VTCC-6-12	26 DEC 2024	2-VTCC-6-12	19 MAR 2026
2-VTCC-6-13	7 AUG 2025	2-VTCC-6-13	19 MAR 2026
2-VTCC-6-14	26 DEC 2024	2-VTCC-6-14	19 MAR 2026
2-VTCC-6-17	7 AUG 2025	2-VTCC-6-17	19 MAR 2026
2-VTCC-6-18	26 DEC 2024	2-VTCC-6-18	19 MAR 2026
2-VTCC-6-19	7 AUG 2025	2-VTCC-6-19	19 MAR 2026
2-VTCC-6-20	26 DEC 2024	2-VTCC-6-20	19 MAR 2026
2-VTCC-6-21	26 DEC 2024	2-VTCC-6-21	19 MAR 2026
2-VTCC-6-23	7 AUG 2025	2-VTCC-6-23	19 MAR 2026
2-VTCC-6-24	26 DEC 2024	2-VTCC-6-24	19 MAR 2026
2-VTCC-6-25	26 DEC 2024	2-VTCC-6-25	19 MAR 2026
2-VTCC-6-27	7 AUG 2025	2-VTCC-6-27	19 MAR 2026
2-VTCC-6-28	26 DEC 2024	2-VTCC-6-28	19 MAR 2026
2-VTCC-6-29	7 AUG 2025	2-VTCC-6-29	19 MAR 2026
2-VTCC-6-30	26 DEC 2024	2-VTCC-6-30	19 MAR 2026
2-VTCC-7-1	7 AUG 2025	2-VTCC-7-1	19 MAR 2026
2-VTCC-7-3	26 DEC 2024	2-VTCC-7-3	19 MAR 2026
2-VTCC-7-4	26 DEC 2024	2-VTCC-7-4	19 MAR 2026
2-VTCC-7-5	26 DEC 2024	2-VTCC-7-5	19 MAR 2026
2-VTCC-7-7	7 AUG 2025	2-VTCC-7-7	19 MAR 2026
2-VTCC-7-9	26 DEC 2024	2-VTCC-7-9	19 MAR 2026
2-VTCC-7-11	7 AUG 2025	2-VTCC-7-11	19 MAR 2026
2-VTCC-7-13	26 DEC 2024	2-VTCC-7-13	19 MAR 2026
2-VTCC-7-15	7 AUG 2025	2-VTCC-7-15	19 MAR 2026
2-VTCC-7-17	26 DEC 2024	2-VTCC-7-17	19 MAR 2026
2-VTCC-7-18	26 DEC 2024	2-VTCC-7-18	19 MAR 2026
2-VTCC-7-19	7 AUG 2025	2-VTCC-7-19	19 MAR 2026
2-VTCC-7-21	26 DEC 2024	2-VTCC-7-21	19 MAR 2026
2-VTCC-8-1	7 AUG 2025	2-VTCC-8-1	19 MAR 2026
2-VTCC-8-2	26 DEC 2024	2-VTCC-8-2	19 MAR 2026
2-VTCC-8-3	7 AUG 2025	2-VTCC-8-3	19 MAR 2026
2-VTCC-8-4	26 DEC 2024	2-VTCC-8-4	19 MAR 2026
2-VTCC-8-5	7 AUG 2025	2-VTCC-8-5	19 MAR 2026
2-VTCC-8-6	26 DEC 2024	2-VTCC-8-6	19 MAR 2026
2-VTCC-8-7	7 AUG 2025	2-VTCC-8-7	19 MAR 2026
2-VTCC-8-8	26 DEC 2024	2-VTCC-8-8	19 MAR 2026
2-VTCC-8-11	7 AUG 2025	2-VTCC-8-11	19 MAR 2026
2-VTCC-8-12	26 DEC 2024	2-VTCC-8-12	19 MAR 2026
2-VTCC-8-13	7 AUG 2025	2-VTCC-8-13	19 MAR 2026
2-VTCC-8-14	26 DEC 2024	2-VTCC-8-14	19 MAR 2026

DESTROY		INSERT	
2-VTCT-1-4	7 AUG 2025	2-VTCT-1-4	19 MAR 2026
2-VTCT-1-13	7 AUG 2025	2-VTCT-1-13	19 MAR 2026
2-VTCT-2-1	7 AUG 2025	2-VTCT-2-1	19 MAR 2026
2-VTCT-2-3	7 AUG 2025	2-VTCT-2-3	19 MAR 2026
2-VTCT-2-5	7 AUG 2025	2-VTCT-2-5	19 MAR 2026
2-VTCT-6-1	26 DEC 2024	2-VTCT-6-1	19 MAR 2026
2-VTCT-6-2	26 DEC 2024	2-VTCT-6-2	19 MAR 2026
2-VTCT-6-3	26 DEC 2024	2-VTCT-6-3	19 MAR 2026
2-VTCT-6-4	26 DEC 2024	2-VTCT-6-4	19 MAR 2026
2-VTCT-8-1	2 NOV 2023	2-VTCT-8-1	19 MAR 2026
2-VTCT-8-2	26 DEC 2024	2-VTCT-8-2	19 MAR 2026
2-VTCT-8-3	2 NOV 2023	2-VTCT-8-3	19 MAR 2026
2-VTCT-8-4	26 DEC 2024	2-VTCT-8-4	19 MAR 2026
2-VTCT-8-5	2 NOV 2023	2-VTCT-8-5	19 MAR 2026
2-VTCT-8-6	26 DEC 2024	2-VTCT-8-6	19 MAR 2026
2-VTCT-8-7	2 NOV 2023	2-VTCT-8-7	19 MAR 2026
2-VTCT-8-9	2 NOV 2023	2-VTCT-8-9	19 MAR 2026
2-VTCT-8-11	2 NOV 2023	2-VTCT-8-11	19 MAR 2026
2-VTCT-8-12	2 NOV 2023	2-VTCT-8-12	19 MAR 2026
2-VTCT-8-13	2 NOV 2023	2-VTCT-8-13	19 MAR 2026
2-VTCT-8-14	2 NOV 2023	2-VTCT-8-14	19 MAR 2026
2-VTBU-1-10	19 FEB 2026	2-VTBU-1-10	19 MAR 2026
2-VTBU-6-1	16 JUN 2022	2-VTBU-6-1	19 MAR 2026
2-VTBU-6-2	18 JUL 2019	2-VTBU-6-2	19 MAR 2026
2-VTBU-6-3	16 JUN 2022	2-VTBU-6-3	19 MAR 2026
2-VTBU-6-4	18 JUL 2019	2-VTBU-6-4	19 MAR 2026
2-VTBU-8-1	10 JUL 2025	2-VTBU-8-1	19 MAR 2026
2-VTBU-8-3	16 JUN 2022	2-VTBU-8-3	19 MAR 2026
2-VTBU-8-4	10 JUL 2025	2-VTBU-8-4	19 MAR 2026
2-VTBU-8-5	23 MAR 2023	2-VTBU-8-5	19 MAR 2026
2-VTBU-8-7	16 JUN 2022	2-VTBU-8-7	19 MAR 2026
2-VTBU-8-8	10 JUL 2025	2-VTBU-8-8	19 MAR 2026
2-VTBU-8-9	14 JUL 2022	2-VTBU-8-9	19 MAR 2026
2-VTBU-8-11	16 JUN 2022	2-VTBU-8-11	19 MAR 2026
2-VTBU-8-13	16 JUN 2022	2-VTBU-8-13	19 MAR 2026
2-VTBU-8-14	16 JUN 2022	2-VTBU-8-14	19 MAR 2026
2-VTBL-1-2	17 APR 2025	2-VTBL-1-2	19 MAR 2026
2-VTBL-1-4	17 APR 2025	2-VTBL-1-4	19 MAR 2026
2-VTBL-1-10	17 APR 2025	2-VTBL-1-10	19 MAR 2026
2-VTPP-1-6	28 NOV 2024	2-VTPP-1-6	19 MAR 2026
2-VTSM-1-12	19 FEB 2026	2-VTSM-1-12	19 MAR 2026

DESTROY		INSERT	
2-VTSM-6-1	18 JUN 2020	2-VTSM-6-1	19 MAR 2026
2-VTSM-6-2	18 JUN 2020	2-VTSM-6-2	19 MAR 2026
2-VTSM-6-5	18 JUN 2020	2-VTSM-6-5	19 MAR 2026
2-VTSM-6-6	18 JUN 2020	2-VTSM-6-6	19 MAR 2026
2-VTSM-8-1	18 JUN 2020	2-VTSM-8-1	19 MAR 2026
2-VTSM-8-3	18 JUN 2020	2-VTSM-8-3	19 MAR 2026
2-VTSM-8-5	18 JUN 2020	2-VTSM-8-5	19 MAR 2026
2-VTSM-8-7	18 JUN 2020	2-VTSM-8-7	19 MAR 2026
2-VTSM-8-9	15 JUL 2021	2-VTSM-8-9	19 MAR 2026
2-VTSM-8-10	15 JUL 2021	2-VTSM-8-10	19 MAR 2026
2-VTSM-8-13	15 JUL 2021	2-VTSM-8-13	19 MAR 2026
2-VTSM-8-14	15 JUL 2021	2-VTSM-8-14	19 MAR 2026
2-VTSM-8-17	15 JUL 2021	2-VTSM-8-17	19 MAR 2026
2-VTSM-8-18	15 JUL 2021	2-VTSM-8-18	19 MAR 2026
2-VTSM-8-21	15 JUL 2021	2-VTSM-8-21	19 MAR 2026
2-VTSM-8-22	15 JUL 2021	2-VTSM-8-22	19 MAR 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	A49/24, A30/25
AIC	06/25
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	
				3/26	05 FEB 2026	19 MAR 2026	

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GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
PART 1 - GENERAL (GEN)					
GEN 0.					
0.1-1	18 JUL 19	2.2-7	12 SEP 19	3.4-3	22 JAN 26
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
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0.2-2	20 FEB 25	2.2-11	12 SEP 19	3.5-2	10 JUL 25
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2-VTSS-8-14	16 MAY 24				
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2-VTUO-1-3	13 JUN 24	2-VTUK-1-4	30 OCT 25	2-VTCL-1-4	8 AUG 24
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2-VTUO-1-5	26 DEC 24	2-VTUK-1-6	30 OCT 25	2-VTCL-1-6	17 APR 25
2-VTUO-1-6	15 MAY 25	2-VTUK-1-7	30 OCT 25	2-VTCL-1-7	23 JAN 25
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2-VTUO-8-11	26 DEC 24	2-VTUK-8-10	21 APR 22	2-VTCL-7-5	20 FEB 25
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2-VTSE-8-12	18 JUL 19	2-VTSG-6-8	18 JUL 19	2-VTUL-6-5	26 DEC 24
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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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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	19 MAR 2026	
		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	19 MAR 2026
		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	19 MAR 2026
		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-VTTF-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	

5.5 Aerodrome Obstacle Chart - ICAO Type B

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

5.6 Precision Approach Terrain Chart - ICAO

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

5.7 Area Chart - ICAO

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

5.8 Standard Departure Chart - Instrument (SID) - ICAO

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		Don Mueang Intl			
		RNAV RWY 21L - ALBOS3C BON-VO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C	AD 2-VTBD-6-1	In AIP	2 OCT 2025
		RNAV RWY21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	AD 2-VTBD-6-9	In AIP	2 OCT 2025
		RNAV RWY 21R - ALBOS3A BON-VO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A	AD 2-VTBD-6-15	In AIP	2 OCT 2025
		RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	AD 2-VTBD-6-23	In AIP	25 DEC 2025
		RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B	AD 2-VTBD-6-29	In AIP	2 OCT 2025
		RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	AD 2-VTBD-6-35	In AIP	25 DEC 2025
		RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D	AD 2-VTBD-6-43	In AIP	2 OCT 2025

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
		RNAV RWY 03R - BONVO1D DOS-BU1D GORS1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	AD 2-VTBD-6-49	In AIP	25 DEC 2025
		Chiang Mai Intl			
		RWY 18	AD 2-VTCC-6-1	In AIP	19 MAR 2026
		RWY 36	AD 2-VTCC-6-5	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 18 - ENBAT2S PANTA2S PUMAM2S	AD 2-VTCC-6-9	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 18 - KABMU2S MONLO2S	AD 2-VTCC-6-11	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S	AD 2-VTCC-6-13	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 18 - LAMUN2W VISES2W	AD 2-VTCC-6-17	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N	AD 2-VTCC-6-19	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C	AD 2-VTCC-6-23	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 36 - LAMUN2N VISES2N	AD 2-VTCC-6-27	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 36 - ADLUS2N	AD 2-VTCC-6-29	In AIP	19 MAR 2026
Standard Departure Chart - Instrument (SID) - ICAO		Mae Fah Luang-Chiang Rai Intl			
	1 : 750,000	RNAV RWY 03 - BENVI1A DUBEN1A NUMDO1A PONUK1A	AD 2-VTCT-6-1	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B	AD 2-VTCT-6-3	In AIP	19 MAR 2026
		Phuket			
	1 : 800,000	RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONET11A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A	AD 2-VTSP-6-1	In AIP	10 JUL 2025
	1 : 800,000	RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONET11B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B	AD 2-VTSP-6-6	In AIP	10 JUL 2025
		Suvarnabhumi Intl			
		RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K	AD 2-VTBS-6-1	In AIP	2 OCT 2025
		RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F	AD 2-VTBS-6-15	In AIP	2 OCT 2025

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

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
		RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P	AD 2-VTBS-6-119	In AIP	2 OCT 2025
		U-Tapao Rayong Pattaya Intl			
	1 : 700,000	RNAV RWY 18 - BKK1A	AD 2-VTBU-6-1	In AIP	19 MAR 2026
	1 : 700,000	RNAV RWY 36 - BKK1B	AD 2-VTBU-6-3	In AIP	19 MAR 2026

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 UPNEP1A	AD 2-VTSM-6-1	In AIP	19 MAR 2026
	1 : 550,000	RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B	AD 2-VTSM-6-5	In AIP	19 MAR 2026
		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
Standard Departure Chart - Instrument (SID) - ICAO		Ubon Ratchathani			
	1 : 750,000	RNAV RWY 05 - ASABO1B ENLEP1B POTEV1B SAGAL1B VENPO1B	AD 2-VTUU-6-1	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 23 - ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A	AD 2-VTUU-6-3	In AIP	7 AUG 2025
		Udon Thani			
	1 : 500,000	RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SURGU1B TERCO1B	AD 2-VTUD-6-1	In AIP	21 APR 2022
	1 : 500,000	RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SURGU1D TERCO1D	AD 2-VTUD-6-5	In AIP	21 APR 2022
		Betong			
	1 : 500,000	RNAV RWY 07 - ERVES1A PETAC1A	AD 2-VTSY-6-1	In AIP	29 DEC 2022
	1 : 500,000	RNAV RWY 25 - ERVES1B PETAC1B	AD 2-VTSY-6-3	In AIP	29 DEC 2022

5.9 Standard Arrival Chart - Instrument (STAR) - ICAO

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Standard Arrival Chart - Instrument (STAR) - ICAO		Don Mueang Intl			
		RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A	AD 2-VTBD-7-1	In AIP	2 OCT 2025
		RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B	AD 2-VTBD-7-9	In AIP	2 OCT 2025
		Chiang Mai Intl			
	1 : 750,000	RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B	AD 2-VTCC-7-1	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 18 - ADLUS2X LAMUN2X VISES2X	AD 2-VTCC-7-7	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 36 - ENBAT2A MARNI2A PANTA2A PUMAM2A	AD 2-VTCC-7-11	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A	AD 2-VTCC-7-15	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 36 - LAMUN2A VISES2A	AD 2-VTCC-7-19	In AIP	19 MAR 2026
		Phuket Intl			
	1 : 800,000	RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C UR- GAD1C	AD 2-VTSP-7-1	In AIP	20 MAY 2021
	1 : 800,000	RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D UR- GAD1D	AD 2-VTSP-7-7	In AIP	20 MAY 2021
		Suvarnabhumi Intl			
		RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D	AD 2-VTBS-7-1	In AIP	2 OCT 2025
		RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C	AD 2-VTBS-7-11	In AIP	2 OCT 2025
		Hat Yai Intl			
	1 : 600,000	RNAV RWY08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIM- ER1B TAMOS1B TAXEB1B	AD 2-VTSS-7-1	In AIP	10 JUL 2025
	1 : 600,000	RNAV RWY26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIM- ER1A TAMOS1A TAXEB1A	AD 2-VTSS-7-5	In AIP	10 JUL 2025
		Krabi			
	1 : 600,000	RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E	AD 2-VTSG-7-1	In AIP	17 JUN 2021

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Standard Arrival Chart - Instrument (STAR) - ICAO		Lampang			
	1 : 500,000	RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B	AD 2-VTCL-7-1	In AIP	20 FEB 2025
	1 : 500,000	RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A	AD 2-VTCL-7-5	In AIP	20 FEB 2025
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1B EMVEL1B IDNAR1B IKERA1B LAMUL1B SEG-RA1B TAVAT1B TOGIM1B	AD 2-VTSB-7-1	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 22 - ADLAL1A EMVEL1A IDNAR1A IKERA1A LAMUL1A SEG-RA1A TAVAT1A TOGIM1A	AD 2-VTSB-7-5	In AIP	18 JUL 2019
		Ubon Ratchathani			
	1 : 750,000	RNAV RWY 05 – ASABO1C ENLEP1C POTEV1C VENPO1C VESUD1C	AD 2-VTUU-7-1	In AIP	4 SEP 2025
	1 : 750,000	RNAV RWY 23 – ASABO1D ENLEP1D OBKIB1D POTEV1D VENPO1D	AD 2-VTUU-7-3	In AIP	7 AUG 2025
		Udon Thani			
	1 : 500,000	RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POV-EX1A SURGU1A	AD 2-VTUD-7-1	In AIP	28 JAN 2021
	1 : 500,000	RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C	AD 2-VTUD-7-5	In AIP	25 MAR 2021
		Mae Sot			
	1 : 400,000	RNAV RWY 27 - KADAV1W TORAN1W URGUM1W VEGRA1W	AD 2-VTPM-7-1	In AIP	26 DEC 2024

5.10 Instrument Approach Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date	
Instrument Approach Chart - ICAO		Don Mueang Intl				
	1 : 500,000	VOR RWY 21L	AD 2-VTBD-8-1	In AIP	2 OCT 2025	
	1 : 500,000	VOR RWY 21R	AD 2-VTBD-8-3	In AIP	2 OCT 2025	
	1 : 500,000	VOR RWY 03R	AD 2-VTBD-8-5	In AIP	2 OCT 2025	
	1 : 500,000	ILS or LOC y RWY 03L	AD 2-VTBD-8-7	In AIP	2 OCT 2025	
	1 : 500,000	ILS or LOC y RWY 21L	AD 2-VTBD-8-9	In AIP	2 OCT 2025	
	1 : 500,000	ILS or LOC y RWY 21R CAT II	AD 2-VTBD-8-11	In AIP	2 OCT 2025	
	1 : 500,000	ILS or LOC z RWY 21L	AD 2-VTBD-8-13	In AIP	25 DEC 2025	
	1 : 500,000	ILS or LOC z RWY 21R CAT II	AD 2-VTBD-8-17	In AIP	25 DEC 2025	
	1 : 500,000	ILS or LOC z RWY 03L	AD 2-VTBD-8-21	In AIP	25 DEC 2025	
	1 : 500,000	RNP RWY 21L	AD 2-VTBD-8-25	In AIP	25 DEC 2025	
	1 : 500,000	RNP RWY 21R	AD 2-VTBD-8-27	In AIP	25 DEC 2025	
	1 : 500,000	RNP RWY 03L	AD 2-VTBD-8-29	In AIP	25 DEC 2025	
	1 : 500,000	RNP RWY 03R	AD 2-VTBD-8-31	In AIP	25 DEC 2025	
			Chiang Mai Intl			
	1 : 500,000	VOR a RWY 18	AD 2-VTCC-8-1	In AIP	19 MAR 2026	
	1 : 500,000	VOR RWY 36	AD 2-VTCC-8-3	In AIP	19 MAR 2026	
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTCC-8-5	In AIP	19 MAR 2026	
	1 : 500,000	ILS or LOC z RWY 36	AD 2-VTCC-8-7	In AIP	19 MAR 2026	
	1 : 500,000	RNP RWY 18	AD 2-VTCC-8-11	In AIP	19 MAR 2026	
	1 : 500,000	RNP RWY 36	AD 2-VTCC-8-13	In AIP	19 MAR 2026	
			Mae Fah Luang-Chiang Rai Intl			
	1 : 550,000	VOR RWY 03	AD 2-VTCT-8-1	In AIP	19 MAR 2026	
	1 : 550,000	VOR RWY 21	AD 2-VTCT-8-3	In AIP	19 MAR 2026	
	1 : 550,000	ILS or LOC y RWY 03	AD 2-VTCT-8-5	In AIP	19 MAR 2026	
	1 : 750,000	ILS or LOC z RWY 03	AD 2-VTCT-8-7	In AIP	19 MAR 2026	
	1 : 750,000	RNP RWY 03	AD 2-VTCT-8-11	In AIP	19 MAR 2026	
	1 : 750,000	RNP RWY 21	AD 2-VTCT-8-13	In AIP	19 MAR 2026	
			Phuket Intl			
	1 : 600,000	VOR Y RWY 09	AD 2-VTSP-8-1	In AIP	4 SEP 2025	
	1 : 600,000	VOR Y RWY 27	AD 2-VTSP-8-3	In AIP	4 SEP 2025	
	1 : 700,000	VOR Z RWY 09	AD 2-VTSP-8-5	In AIP	4 SEP 2025	
	1 : 500,000	VOR Z RWY 27	AD 2-VTSP-8-7	In AIP	4 SEP 2025	
	1 : 500,000	ILS or LLZ RWY 27	AD 2-VTSP-8-9	In AIP	4 SEP 2025	
	1 : 500,000	RNP z RWY 09	AD 2-VTSP-8-11	In AIP	4 SEP 2025	
	1 : 500,000	RNP z RWY 27	AD 2-VTSP-8-13	In AIP	4 SEP 2025	
	1 : 500,000	RNP y RWY 09 (AR)	AD 2-VTSP-8-15	In AIP	4 SEP 2025	

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO	1 : 500,000	RNP y RWY 27 (AR)	AD 2-VTSP-8-19	In AIP	4 SEP 2025
		Suvarnabhumi Intl			
	1 : 500,000	ILS or LOC z RWY 01 CAT II	AD 2-VTBS-8-1	In AIP	2 OCT 2025
	1 : 500,000	ILS or LOC z RWY 02R CAT II	AD 2-VTBS-8-5	In AIP	2 OCT 2025
	1 : 500,000	ILS or LOC z RWY 19 CAT II	AD 2-VTBS-8-9	In AIP	2 OCT 2025
	1 : 500,000	ILS or LOC z RWY 20L CAT II	AD 2-VTBS-8-13	In AIP	2 OCT 2025
	1 : 500,000	RNP RWY 01	AD 2-VTBS-8-17	In AIP	2 OCT 2025
	1 : 500,000	RNP RWY 02L	AD 2-VTBS-8-19	In AIP	2 OCT 2025
	1 : 500,000	RNP RWY 02R	AD 2-VTBS-8-21	In AIP	2 OCT 2025
	1 : 500,000	RNP RWY 19	AD 2-VTBS-8-23	In AIP	2 OCT 2025
	1 : 500,000	RNP RWY 20L	AD 2-VTBS-8-25	In AIP	2 OCT 2025
	1 : 500,000	RNP RWY 20R	AD 2-VTBS-8-27	In AIP	2 OCT 2025
		U-Tapao Rayong Pattaya Intl			
	1 : 500,000	NDB RWY 36	AD 2-VTBU-8-1	In AIP	19 MAR 2026
	1 : 500,000	VOR RWY 18	AD 2-VTBU-8-3	In AIP	19 MAR 2026
	1 : 500,000	VOR RWY 36	AD 2-VTBU-8-5	In AIP	19 MAR 2026
	1 : 500,000	ILS or LOC y RWY 18	AD 2-VTBU-8-7	In AIP	19 MAR 2026
	1 : 500,000	ILS or LOC z RWY 18	AD 2-VTBU-8-9	In AIP	19 MAR 2026
	1 : 500,000	RNP RWY 18	AD 2-VTBU-8-11	In AIP	19 MAR 2026
	1 : 500,000	RNP RWY 36	AD 2-VTBU-8-13	In AIP	19 MAR 2026
		Hat Yai Intl			
	1 : 500,000	VOR A	AD 2-VTSS-8-1	In AIP	10 JUL 2025
	1 : 500,000	VOR RWY 26	AD 2-VTSS-8-3	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC y RWY 26	AD 2-VTSS-8-5	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC z RWY 26	AD 2-VTSS-8-7	In AIP	16 MAY 2024
	1 : 500,000	RNP RWY 08	AD 2-VTSS-8-9	In AIP	16 MAY 2024
	1 : 500,000	RNP RWY 26	AD 2-VTSS-8-11	In AIP	16 MAY 2024
		Buri Ram			
	1 : 500,000	NDB RWY 04	AD 2-VTUE-8-1	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 04	AD 2-VTUE-8-3	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 22	AD 2-VTUE-8-5	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 04	AD 2-VTUE-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 22	AD 2-VTUE-8-10	In AIP	26 DEC 2024

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

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO		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	19 MAR 2026
	1 : 500,000	VOR RWY 17 - CAT C	AD 2-VTSM-8-3	In AIP	19 MAR 2026
	1 : 500,000	VOR RWY 35 - CAT A, B	AD 2-VTSM-8-5	In AIP	19 MAR 2026
	1 : 500,000	VOR RWY 35 - CAT C	AD 2-VTSM-8-7	In AIP	19 MAR 2026
	1 : 500,000	RNP RWY 17 - CAT A, B	AD 2-VTSM-8-9	In AIP	19 MAR 2026
	1 : 500,000	RNP RWY 17 - CAT C	AD 2-VTSM-8-13	In AIP	19 MAR 2026
	1 : 500,000	RNP RWY 35 - CAT A, B	AD 2-VTSM-8-17	In AIP	19 MAR 2026
	1 : 500,000	RNP RWY 35 - CAT C	AD 2-VTSM-8-21	In AIP	19 MAR 2026
		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 3.6 SEARCH AND RESCUE

1. Responsible services

The Search and Rescue service in the Kingdom of Thailand are provided by military and civil organizations and coordinate Search and Rescue Group, Office of the Permanent Secretary, Ministry of Transport. Assistance to civil aircraft in distress is provided in accordance with International Standards and Recommended Practices of ICAO Annex 12. The overall responsibility for making the necessary facilities available rests with Search and Rescue Group, Office of the Permanent Secretary, Ministry of Transport and SAR unit.

The postal and telegraphic address of Rescue Co-ordination Centre as follows:

Bangkok Search And Rescue Co-Ordination Centre
Office of the Permanent Secretary, Ministry of Transport
71 Soi Ngarmduplee, Rama IV Road
Thung Mahamek, Sathorn
BANGKOK 10120 THAILAND
Tel: +662 285 5450
+662 285 5451
+662 286 0506
Fax: +662 287 3186
AFS: VTBRYCYA (MEOSAR - International/Local Communication)
E-mail: bkkrc@yahoo.com, bkkrc@mot.go.th

2. Area of responsibility

Bangkok SRR boundary coincides with Bangkok FIR

3. Types of service

The Bangkok Rescue Co-ordination Centre is co-located with the Mission Control Centre (MCC) and controls two LEOLUTs (Low Earth Orbit Local User Terminal). Both LEOLUTs provide full capability processing of 121.5 MHz, 243.0 MHz and 406 MHz frequency bands, including G-SAR processing of the transponded 406 MHz SARR data. The local coverage area of the LEOLUTs includes the Bay of Bengal, parts of the Indian Ocean, and the South China Sea, as well as the land area of South Asia, including all of the Kingdom of Thailand and the Malaysian Peninsula.

Details of related rescue units are given in Table 3.1 Search and Rescue Units. In addition to the various elements by the Militaries, The Bangkok Radio whose responsible of contacting with merchant marine and the Royal Thai Police (Marine Police) are also available for co-ordinate in Search and Rescue mission, when required.

The aeronautical Bangkok Area Control Centre, all ATS units and COM facilities, maritime and public telecommunication service are also available to the Search and Rescue units.

All SAR aircraft and maritime craft carry survival equipment, capable of being dropped, consisting of inflatable rubber dinghies equipped with medical supplies.

Aircraft and maritime craft are equipped to communicate on 121.5 MHz, 123.1 MHz, 243.0 MHz and 500 KHz, 2182/5680 KHz.

HF/SSB: 6215 KHz/6312 KHz (DSC)

VHF: CH 16 and CH 70 (DSC)

NAME	LOCATION	FACILITIES
Bangkok	1355N 10037E	MRG, HEL-M
Sattahip Naval Base	1239N 10058E	MRG, HEL-H,RV
Songkhla Naval Base	0711N 10037E	MRG, HEL-H,RV
Suratthani (Air wing 71)	0808N 09908E	SRG, HEL-M
Chiangmal (Air wing 41)	184618N 0985758E	MRG, HEL-M
Ubon Ratchathani (Air wing 21)	151453N 1045219E	SRG, HEL-M
Phuket (Air section 3th fleet)	0636N 09818E	MRG, HEL-M

4. Search and Rescue agreements

As the neighbouring country and being the member of Association of South East Asian Nation and Annex 12 for the Convention, the government of the Kingdom of Thailand have ratified the agreement for the facilitation of search for aircraft in distress and rescue

survivors of aircraft accidents with the government of the Republic of Singapore and the The Civil Aviation Authority of Thailand, Malaysia. This agreement provided for facilitation of the over flight and landing of search and rescue aircraft without prior permission after dispatch of a flight plan and rescue assistance to aircraft in distress and survivors of aircraft accidents within the common boundary and or respective SAR.

Requests for the entry of aircraft, equipment and personal from other state to engage in the search for aircraft in distress or to rescue survivors of aircraft accident should be transmitted directly to the Bangkok Rescue Co-ordination Centre, in accordance with the standing plan for the conduct of Search and Rescue in its area. Defraying for the costs of accommodation and transportation of crew members and fuelling service are being responsible of the requesting state.

5. Conditions of availability

The SAR service and facilities in the Kingdom of Thailand are available without charge to neighboring states upon request to The Civil Aviation Authority of Thailand at all times. For the condition of availability for international use, there are no dedicated SAR aircraft and SAR vessels. All aircraft and vessels of militaries and civil agencies are being provided on request in conducting of SAR mission. The other facilities and personnel of military, such as Royal Thai Police, Department of Forestry and local Administration Organization will also conduct SAR mission as well.

6. Procedures and signals used

6.1 Procedures and signals used by aircraft

Procedure for Pilots-in-Command observing an accident or intercepting a distress call/or message are outlined in ICAO Annex 12, Chapter 5.

6.2 Communications

6.2.1 Transmission and reception of distress messages within Bangkok FIR Search and Rescue Area are handled in accordance with ICAO Annex 10, Volume II, Chapter 5, paragraph 5.3.

6.2.2 For Communications during search and rescue operations, the codes and abbreviations published in ICAO Abbreviations and Codes (Doc 8400/4) are used.

6.2.3 Information concerning positions, call signs, frequencies, and hours of operation of Thai aeronautical stations and navigation aids is published in section **AD 2** and **ENR 2**.

6.2.4 Air Traffic Service Units guard on the international frequencies 121.5 and 243.0 MHZ continuously, during the hours of services. Coastal Radio operates on 24 hours basic and guards on international distress frequencies.

Search and Rescue signals

The search and rescue signals to be used are those prescribed in ICAO Annex 12, Chapter 5, Appendix.

No.	Message	Code symbol
1.	Require assistance	V
2.	Require medical assistance	X
3.	No or Negative	N
4.	Yes or Affirmative	Y
5.	Proceeding in this direction	↑
Instructions for use: 6.2.4.1 signals not less than 8 FT (2.5 M) 6.2.4.2 care to lay out signals exactly as shown. 6.2.4.3 as much colour contrast as possible between signals and background 6.2.4.4 every effort to attract by other means such as radio, flares, smoke, reflected light. etc.		Make Take Provide Make

VTBD AD 2.10 AERODROME OBSTACLES

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

VTBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

VTBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
-0.05% 0% -0.05% (350m 2 850m 500m)	NIL	150x150	3820x260	240x120	NIL	NIL	NIL
+0.056% 0% -0.05% (500m 2 850m 350m)	NIL	150x150	3820x260	240x110	NIL	NIL	NIL

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

VTBD AD 2.13 DECLARED DISTANCES

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

VTBD AD 2.14 APPROACH AND RUNWAY LIGHTING

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

VTBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At the top of TWR-S Building FLG WG EV 3 Sec IBN: NIL HN: IMC
2	LDI location and LGT Anemometer location and LGT	WDI : 1 WDI 375 m FM THR RWY 21R AND 179 m FM RWY 21R CL, BTN RWY 21R AND 21L illuminated : 1 WDI left side of THR RWY 21L, 158 m FM RWY CL illuminated
3	TWY edge and centre line lighting	Edge: All TWY Centre Line: TWY D, E, F, J, O, R, S, C, C (south)
4	Secondary power supply/switch-over time	-Secondary power supply to all lighting at RWY 21L/03R Switch-over time: 0 Sec -Secondary power supply to all lighting at RWY 21R/03L Switch-over time: 0 Sec
5	Remarks	NIL

VTBD 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	Helicopters to approach using active runway and land as instructed by ATC.

VTBD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Don Mueang Aerodrome Traffic Zone (ATZ) a circle, radius 5 NM centred on VTBD ARP (135452N 1003620E)
2	Vertical limits	<u>2000ft</u> AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Don Mueang Tower English, Thai
5	Transition altitude	11000 ft MSL
6	Remarks	NIL

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

11. ALLOCATION OF AIRCRAFT PARKING BAYS

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

12. TAXIING PROCEDURES

12.1 Arriving Aircraft

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

12.2 Departing Aircraft

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

12.3 Requirements for One Engine Out Taxi Operation for Code E Aircraft

12.3.1 Prior to the commencement of One Engine Out Taxi Operation, an airline must submit its Operating Manual and Risk Assessment to the CAAT (Civil Aviation Authority of Thailand) for approval, before notifying the Airport Authority.

12.3.2 One-Engine-Out Taxi Operations shall not be conducted during periods of adverse weather, when Low Visibility Procedures (LVP) are in effect, or under any unusual or emergency conditions.

12.3.3 The operation shall not be carried out on taxiways that are contaminated, slippery, contain standing water or have significant gradients that may adversely affect aircraft controllability.

12.3.4 One-Engine-Out Taxi Operations shall be conducted in such a manner that no delay occurs to engine start-up or transition to the required engine configuration for take-off at the holding position.

13. OPERATION OF MODE S TRANSPONDERS ON GROUND

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

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

13.3 Flight crew should select XPDR or the equivalent according to specific installation. It must also be ensured that the transponder is operational/activate (i.e. OUT OF STAND-BY, or OFF POSITION) and the assigned mode A code is selected in accordance with the following.

13.3.1 For a departing flight, upon received pushback clearance.

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

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

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

13.4.2 For arrival, until aircraft have vacated the runway.

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

13.5.1 For departure, when receiving pushback clearance.

13.5.2 For arrival, until aircraft have completely parked.

13.6 Tracking and identifications of airport surface vehicles.

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

14. PROVISION OF AERODROME AIR TRAFFIC SERVICES

14.1 Aerodrome air traffic services are generally sectorized as follows:

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

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

15. HOT SPOT (HS) AREAS

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

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

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

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

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

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

VTCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCC - CHIANG MAI/CHIANG MAI INTERNATIONAL AIRPORT

VTCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

VTCC AD 2.3 OPERATIONAL HOURS

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

VTCC AD 2.4 HANDLING SERVICES AND FACILITIES

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

3	Fuelling facilities/capacity	<p>Fuelling provide by PTT Public Company Limited. Tel: +665 328 1600 JET A-1 1 JET A-1 Hydrant Dispenser 5 JET A-1 Storage Tank Capacity 2,550,000 L 2 JET A-1 Refueller Truck @ 18,000 L 1 JET A-1 Refueller Truck @ 12,000 L 3 JET A-1 Dispenser Truck</p> <p>AV GAS 100 LL 1 AV GAS DC Motor Trailer from drum 200 L 5 AV GAS 100LL (Drum200 L) Capacity 1,000 L</p>
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	<p>Chiang Mai International Airport has provided ground handling agents as the following number:</p> <p>a) Thai Airways International Public Co.,Ltd (TG) Website:www.thaiairways.com Tel: +665 392 2284 E-mail: cnxzmoffice@thaiairways.com cnx.operation@thaiairways.com cnxkk@thaiairways.com</p> <p>b) BAGS Ground Services Co.,Ltd Website:www.bags-groundservices.com Tel: +665 392 2461</p> <p>c) Chiang Mai Ground Handling Services Co., Ltd. Tel: +668 0495 9391 E-mail: cgs.groundservices@gmail.com</p> <p>d) Hs Aviation Co., Ltd. Tel: +668 1901 2070 , +668 5485 3307 Website:www.hsavia.aero E-mail: ops@hsavia.aero</p> <p>e) Thai Ground Handling Website:www.thai-handling.com Tel: +668 0502 5184 E-mail: groundops@thai-handling.com</p>

VTCC AD 2.5 PASSENGER FACILITIES

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

VTCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

- 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

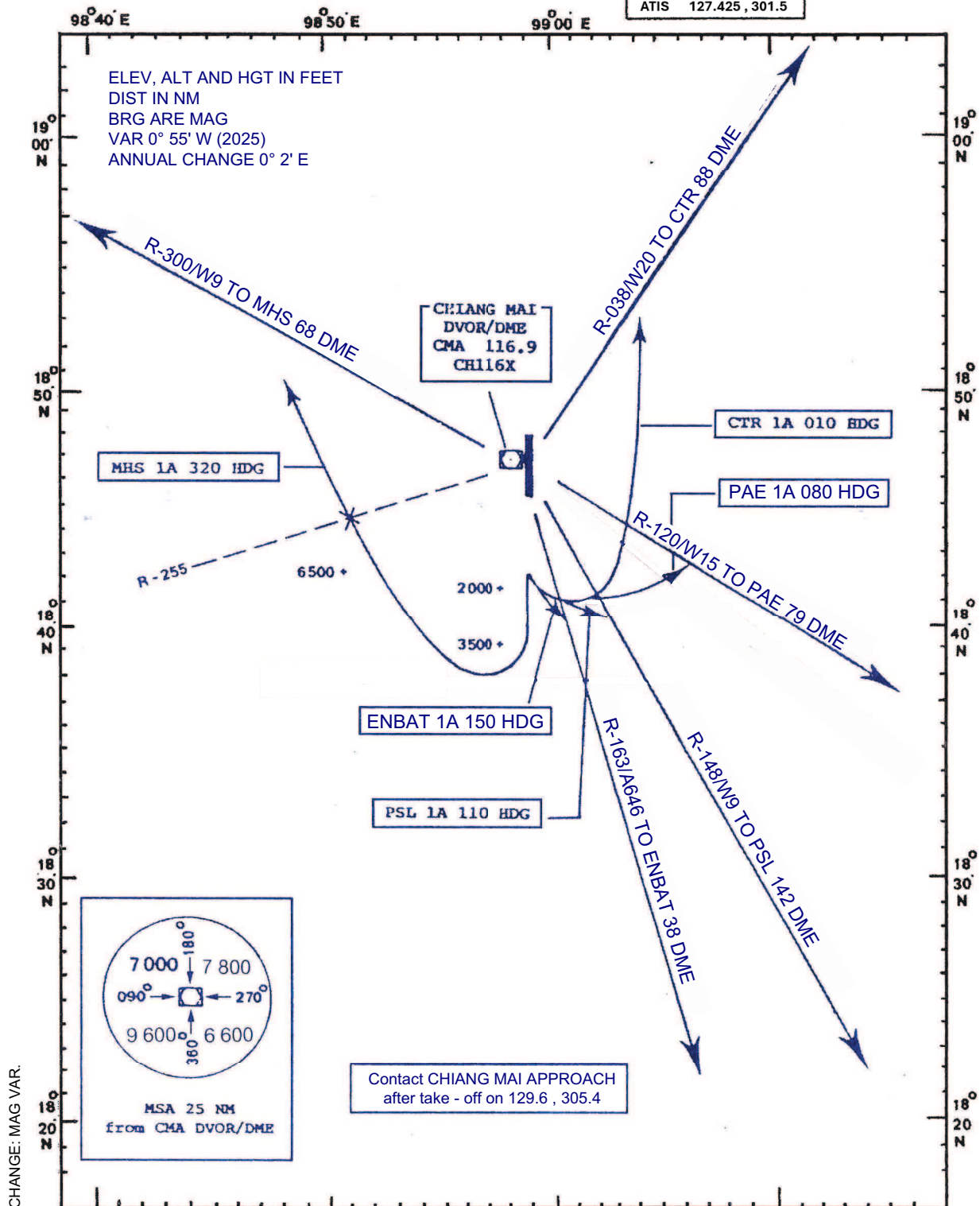
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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11 000 ft

TWR	118.1, 236.6
APP	129.6, 305.4
GND	121.9, 275.8
ATIS	127.425, 301.5

CHIANG MAI
RWY 18

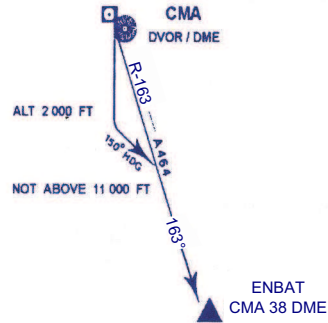


STANDARD INSTRUMENT DEPARTURE (SID) CHIANG MAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 18

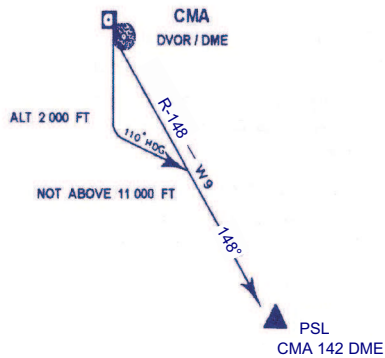
ENBAT ONE ALFA (ENBAT 1A)

Take off, climb runway heading until 2 000 FT, or above, then turn left heading 150° to intercept and proceed on CMA R-163 not above 11 000 FT.
Expect radar control.
Contact Chiang Mai Approach on 129.6, 305.4 MHZ after take off.



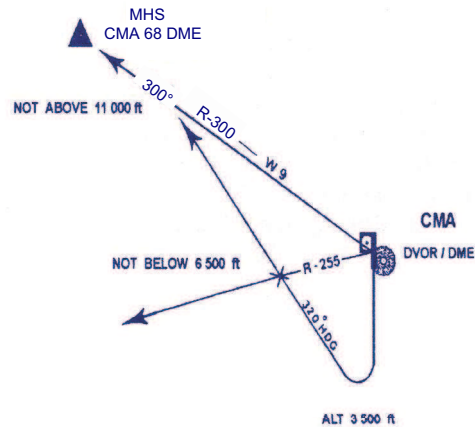
PHITSANULOK ONE ALFA (PSL 1A)

Take off, climb runway heading until 2 000 ft, or above, then turn left heading 110° to intercept and proceed on CMA R-148 not above 11 000 ft. Expect radar control.
Contact Chiang Mai Approach on 129.6, 305.4 MHZ after take-off.



MAE HONG SON ONE ALFA (MHS 1A)

Take off, climb runway heading until 3 500 ft, or above, then turn right heading 320° to cross CMA R-255 not below 6 500 ft, and intercept and proceed on CMA R-300 not above 11 000 ft.
Expect radar control.
Contact Chiang Mai Approach on 129.6, 305.4 MHZ after take-off.



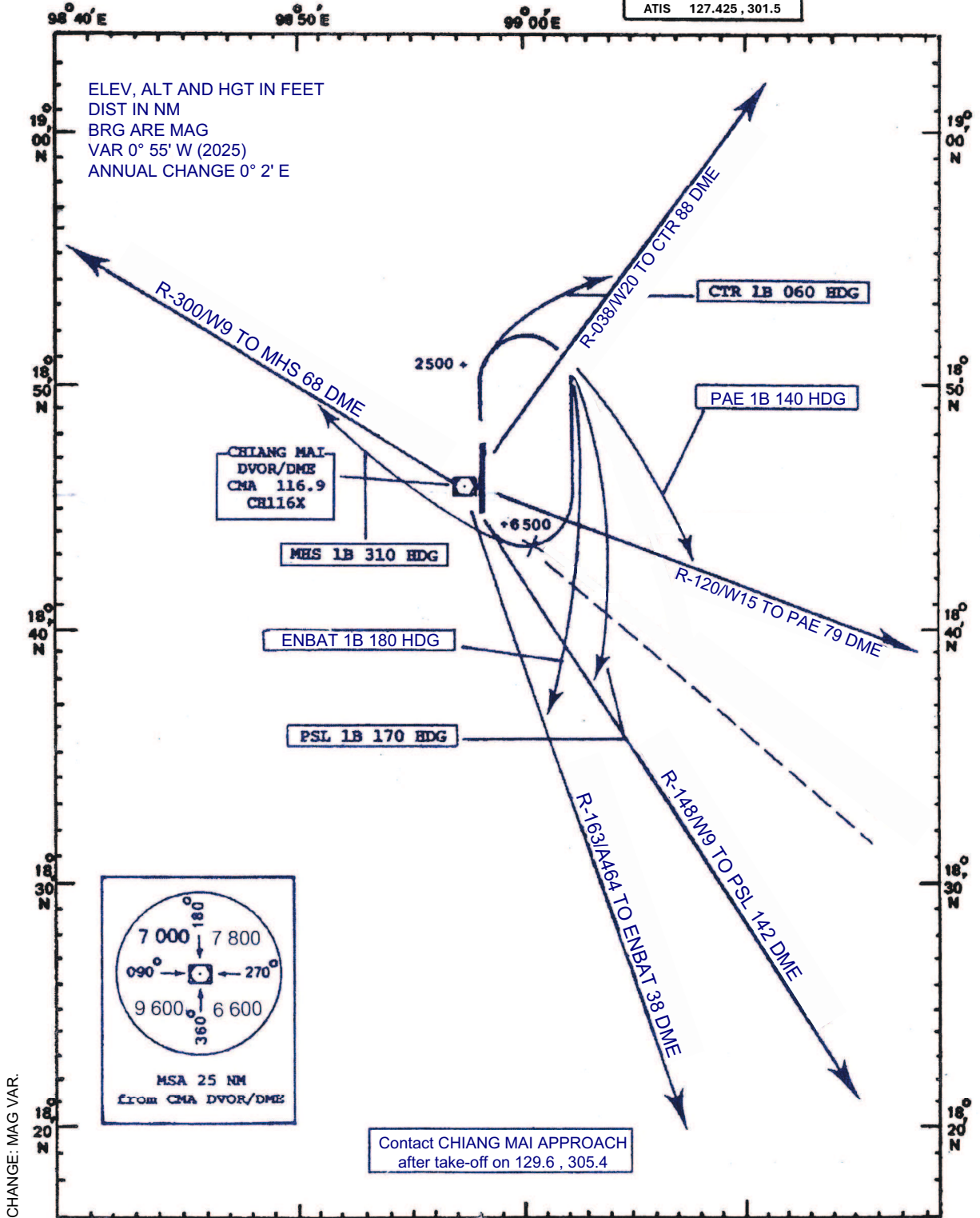
CHANGE: REVISED CHART.

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

**TRANSITION ALTITUDE
11 000 ft**

TWR	118.1, 236.6
APP	129.6, 305.4
GND	121.9, 275.8
ATIS	127.425, 301.5

**CHIANG MAI
RWY 36**

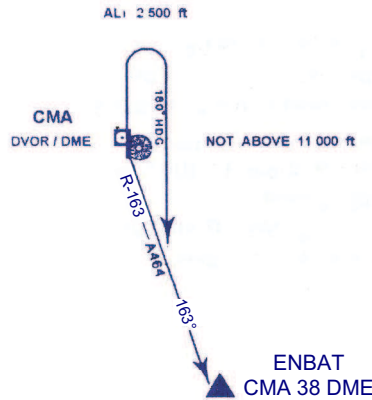


STANDARD INSTRUMENT DEPARTURE (SID) CHIANG MAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 36

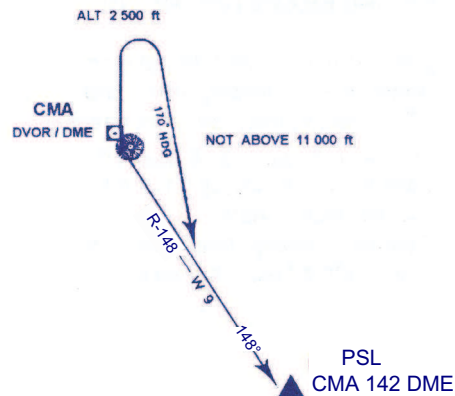
ENBAT ONE BRAVO (ENBAT 1B)

Departure gradient 3.3% take off, climb runway heading until 2 500 FT, or above, then turn right heading 180° to intercept and proceed on CMA R-163 not above 11 000 FT. Expect radar control. Contact Chiang Mai Approach on 129.6, 305.4 MHZ after take-off.



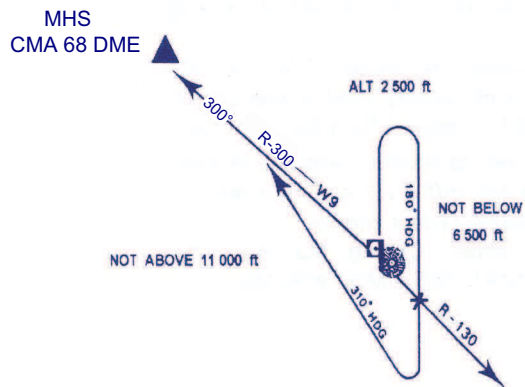
PHITSANULOK ONE BRAVO (PSL 1B)

Departure gradient 3.3% take off, climb runway heading until 2 500 FT, or above, then turn right heading 170° to intercept and proceed on CMA R-148 not above 11 000 FT. Expect radar control. Contact Chiang Mai Approach on 129.6, 305.4 MHZ after take-off.



MAE HONG SON ONE BRAVO (MHS 1B)

Departure gradient 3.3% take off, climb runway heading until 2 500 FT, or above, then turn right heading 180° to cross CMA R-130 not below 6 500 FT turn right heading 310° to intercept and proceed on CMA R-300 not above 11 000 FT. Expect radar control. Contact Chiang Mai Approach on 129.6, 305.4 MHZ after take-off.



CHANGE: REVISED CHART.

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

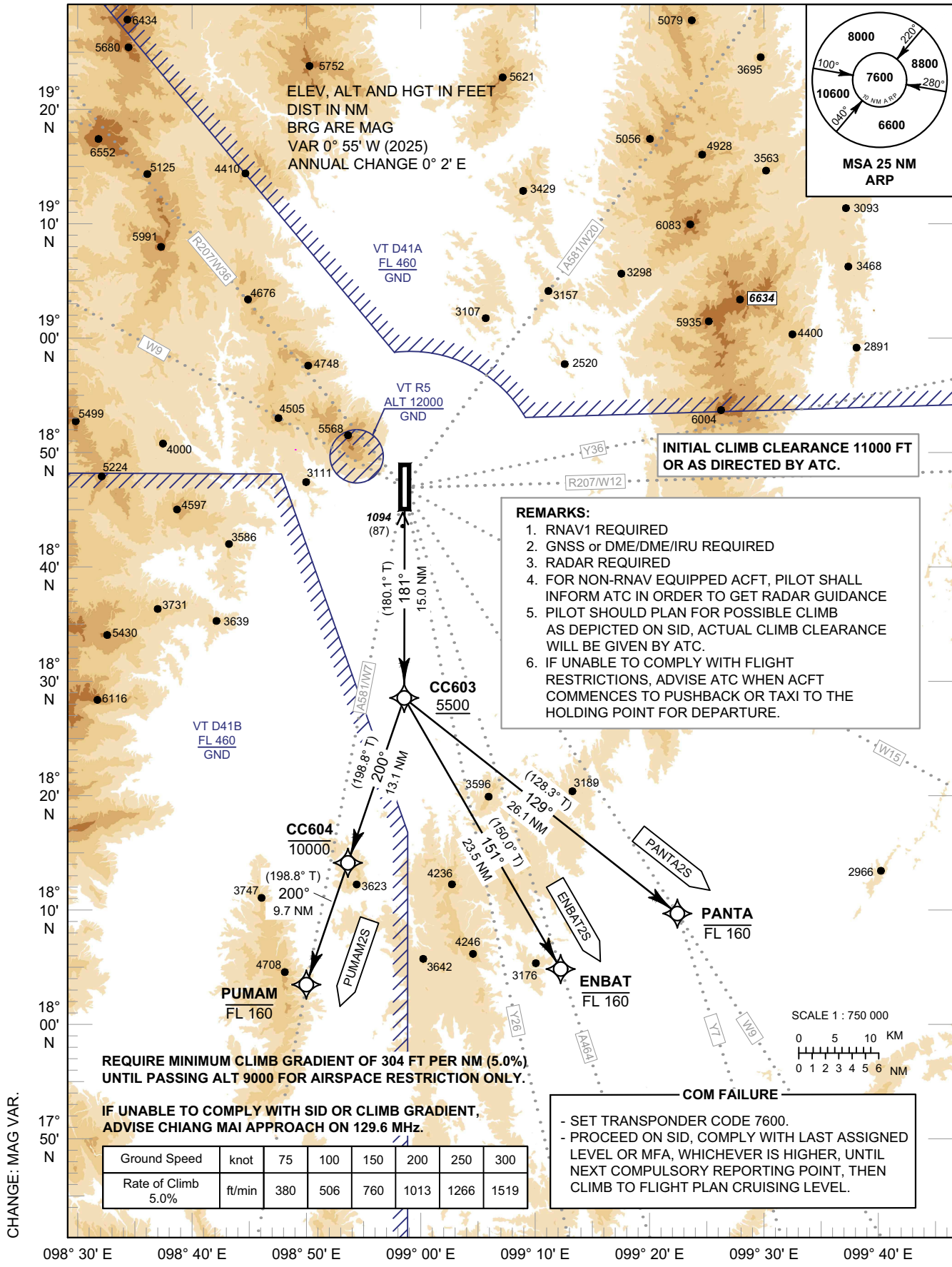
TRANSITION ALTITUDE
11000 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

RNAV RWY18

ENBAT2S PANTA2S PUMAM2S



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ENBAT2S PANTA2S PUMAM2S

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
ENBAT2S TO A464											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC603	-	181° (180.1°)	+0.9	15.0	-	+5500	-	-	RNAV 1
030	TF	ENBAT	-	151° (150.0°)	+0.9	23.5	-	-FL160	-	-	RNAV 1
PANTA2S TO W9, Y7											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC603	-	181° (180.1°)	+0.9	15.0	-	+5500	-	-	RNAV 1
030	TF	PANTA	-	129° (128.3°)	+0.9	26.1	-	-FL160	-	-	RNAV 1
PUMAM2S TO A581/W7											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC603	-	181° (180.1°)	+0.9	15.0	-	+5500	-	-	RNAV 1
030	TF	CC604	-	200° (198.8°)	+0.9	13.1	-	-10000	-	-	RNAV 1
040	TF	PUMAM	-	200° (198.8°)	+0.9	9.7	-	-FL160	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY18			
Waypoint Identifier	Coordinates		Pronunciation
DER RWY18	18° 45' 10.94" N	098° 57' 46.26" E	-
CC603	18° 30' 07.44" N	098° 57' 44.02" E	-
CC604	18° 17' 41.37" N	098° 53' 17.46" E	-
ENBAT	18° 09' 41.04" N	099° 10' 04.36" E	EN - BAT
PANTA	18° 13' 51.17" N	099° 19' 17.05" E	PAN - TA
PUMAM	18° 08' 30.55" N	098° 50' 01.09" E	PU - MAM

CHANGE: MAG VAR.

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

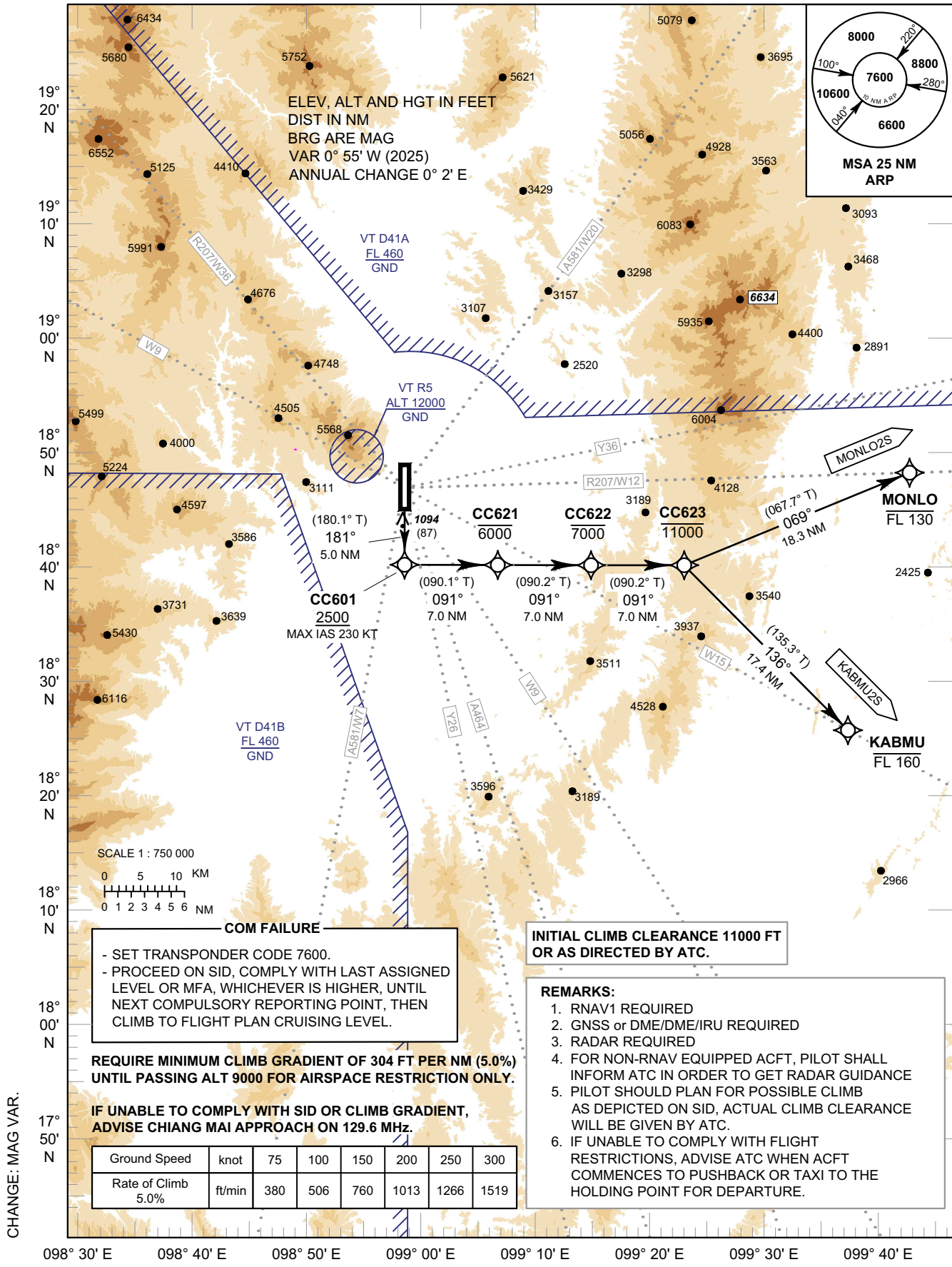
TRANSITION ALTITUDE
11000 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

KABMU2S MONLO2S



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

KABMU2S MONLO2S

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
KABMU2S TO W15											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC601	-	181° (180.1°)	+0.9	5.0	-	+2500	-230	-	RNAV 1
030	TF	CC621	-	091° (090.1°)	+0.9	7.0	-	-6000	-	-	RNAV 1
040	TF	CC622	-	091° (090.2°)	+0.9	7.0	-	-7000	-	-	RNAV 1
050	TF	CC623	-	091° (090.2°)	+0.9	7.0	-	-11000	-	-	RNAV 1
060	TF	KABMU	-	136° (135.3°)	+0.9	17.4	-	-FL 160	-	-	RNAV 1
MONLO2S TO R207/W12											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC601	-	181° (180.1°)	+0.9	5.0	-	+2500	-230	-	RNAV 1
030	TF	CC621	-	091° (090.1°)	+0.9	7.0	-	-6000	-	-	RNAV 1
040	TF	CC622	-	091° (090.2°)	+0.9	7.0	-	-7000	-	-	RNAV 1
050	TF	CC623	-	091° (090.2°)	+0.9	7.0	-	-11000	-	-	RNAV 1
060	TF	MONLO	-	069° (067.7°)	+0.9	18.3	-	-FL 130	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY18		
Waypoint Identifier	Coordinates	Pronunciation
DER RWY18	18° 45' 10.94" N 098° 57' 46.26" E	-
CC601	18° 40' 09.78" N 098° 57' 45.52" E	-
CC621	18° 40' 08.64" N 099° 05' 07.89" E	-
CC622	18° 40' 07.21" N 099° 12' 30.27" E	-
CC623	18° 40' 05.49" N 099° 19' 52.64" E	-
KABMU	18° 27' 38.58" N 099° 32' 47.05" E	KAB - MU
MONLO	18° 47' 02.20" N 099° 37' 43.35" E	MON - LOH

CHANGE: MAG VAR.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

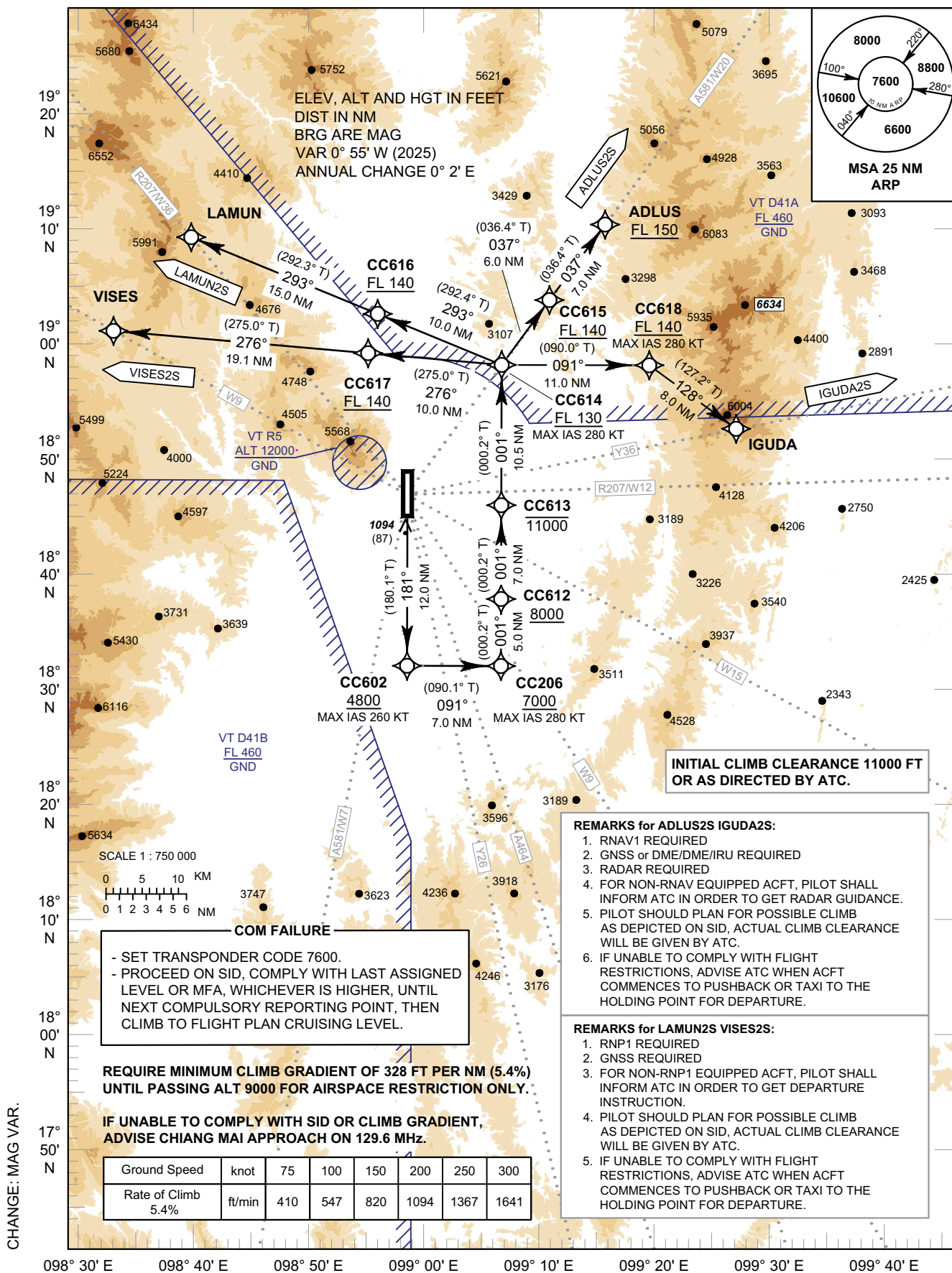
TRANSITION ALTITUDE
11000 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

RNAV RWY18

ADLUS2S IGUDA2S LAMUN2S VISES2S



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2S IGUDA2S LAMUN2S VISES2S

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
ADLUS2S TO A581/W20											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC602	-	181° (180.1°)	+0.9	12.0	-	+4800	-260	-	RNAV 1
030	TF	CC206	-	091° (090.1°)	+0.9	7.0	-	+7000	-280	-	RNAV 1
040	TF	CC612	-	001° (000.2°)	+0.9	5.0	-	+8000	-	-	RNAV 1
050	TF	CC613	-	001° (000.2°)	+0.9	7.0	-	-11000	-	-	RNAV 1
060	TF	CC614	-	001° (000.2°)	+0.9	10.5	-	+FL 130	-280	-	RNAV 1
070	TF	CC615	-	037° (036.4°)	+0.9	6.0	-	+FL 140	-	-	RNAV 1
080	TF	ADLUS	-	037° (036.4°)	+0.9	7.0	-	+FL 150	-	-	RNAV 1
LAMUN2S TO R207/W36											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP 1
020	CF	CC602	-	181° (180.1°)	+0.9	12.0	-	+4800	-260	-	RNP 1
030	TF	CC206	-	091° (090.1°)	+0.9	7.0	-	+7000	-280	-	RNP 1
040	TF	CC612	-	001° (000.2°)	+0.9	5.0	-	+8000	-	-	RNP 1
050	TF	CC613	-	001° (000.2°)	+0.9	7.0	-	-11000	-	-	RNP 1
060	TF	CC614	-	001° (000.2°)	+0.9	10.5	-	+FL 130	-280	-	RNP 1
070	TF	CC616	-	293° (292.4°)	+0.9	10.0	-	+FL 140	-	-	RNP 1
080	TF	LAMUN	-	293° (292.3°)	+0.9	15.0	-	-	-	-	RNP 1
VISES2S TO W9											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP 1
020	CF	CC602	-	181° (180.1°)	+0.9	12.0	-	+4800	-260	-	RNP 1
030	TF	CC206	-	091° (090.1°)	+0.9	7.0	-	+7000	-280	-	RNP 1
040	TF	CC612	-	001° (000.2°)	+0.9	5.0	-	+8000	-	-	RNP 1
050	TF	CC613	-	001° (000.2°)	+0.9	7.0	-	-11000	-	-	RNP 1
060	TF	CC614	-	001° (000.2°)	+0.9	10.5	-	+FL 130	-280	-	RNP 1
070	TF	CC617	-	276° (275.0°)	+0.9	10.0	-	+FL 140	-	-	RNP 1
080	TF	VISES	-	276° (275.0°)	+0.9	19.1	-	-	-	-	RNP 1
IGUDA2S TO Y36											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC602	-	181° (180.1°)	+0.9	12.0	-	+4800	-260	-	RNAV 1
030	TF	CC206	-	091° (090.1°)	+0.9	7.0	-	+7000	-280	-	RNAV 1
040	TF	CC612	-	001° (000.2°)	+0.9	5.0	-	+8000	-	-	RNAV 1
050	TF	CC613	-	001° (000.2°)	+0.9	7.0	-	-11000	-	-	RNAV 1
060	TF	CC614	-	001° (000.2°)	+0.9	10.5	-	+FL 130	-280	-	RNAV 1
070	TF	CC618	-	091° (090.0°)	+0.9	11.0	-	+FL 140	-280	-	RNAV 1
080	TF	IGUDA	-	128° (127.1°)	+0.9	8.0	-	-	-	-	RNAV 1

CHANGE: MAG VAR.

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

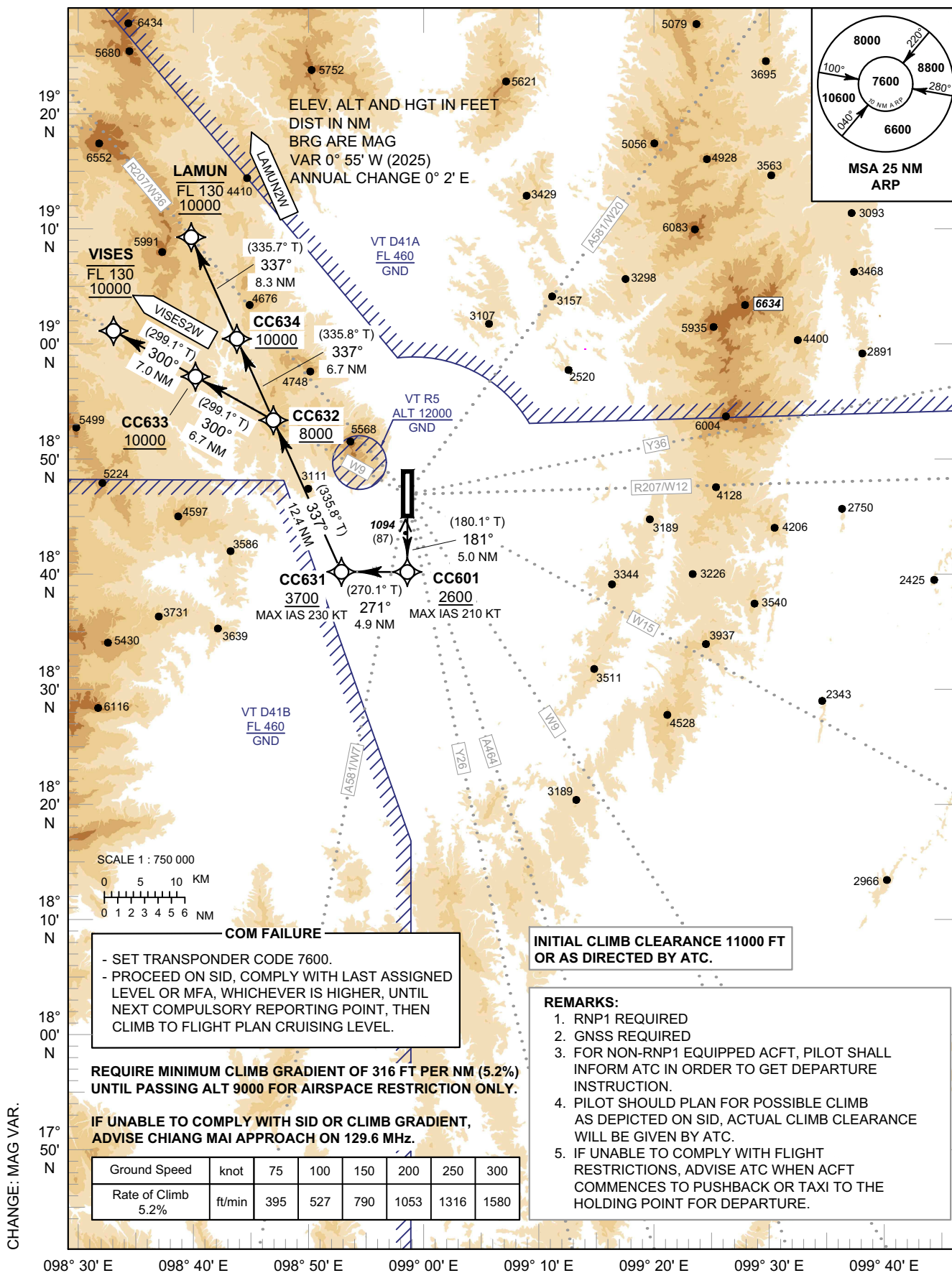
TRANSITION ALTITUDE
11000 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

RNAV RWY18

LAMUN2W VISES2W



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

LAMUN2W VISES2W

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
LAMUN2W TO R207/W36											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP 1
020	CF	CC601	-	181° (180.1°)	+0.9	5.0	-	+2600	-210	-	RNP 1
030	TF	CC631	-	271° (270.1°)	+0.9	4.9	-	+3700	-230	-	RNP 1
040	TF	CC632	-	337° (335.8°)	+0.9	12.4	-	+8000	-	-	RNP 1
050	TF	CC634	-	337° (335.8°)	+0.9	6.7	-	+10000	-	-	RNP 1
060	TF	LAMUN	-	337° (335.7°)	+0.9	8.3	-	-FL 130 +10000	-	-	RNP 1
VISES2W TO W9											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP 1
020	CF	CC601	-	181° (180.1°)	+0.9	5.0	-	+2600	-210	-	RNP 1
030	TF	CC631	-	271° (270.1°)	+0.9	4.9	-	+3700	-230	-	RNP 1
040	TF	CC632	-	337° (335.8°)	+0.9	12.4	-	+8000	-	-	RNP 1
050	TF	CC633	-	300° (299.1°)	+0.9	6.7	-	+10000	-	-	RNP 1
060	TF	VISES	-	300° (299.1°)	+0.9	7.0	-	-FL 130 +10000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY18		
Waypoint Identifier	Coordinates	Pronunciation
DER RWY18	18° 45' 10.94" N 098° 57' 46.62" E	-
CC601	18° 40' 09.78" N 098° 57' 45.52" E	-
CC631	18° 40' 10.39" N 098° 52' 35.01" E	-
CC632	18° 51' 31.24" N 098° 47' 13.47" E	-
CC633	18° 54' 46.44" N 098° 41' 05.35" E	-
CC634	18° 57' 36.98" N 098° 44' 20.42" E	-
LAMUN	19° 05' 13.14" N 098° 40' 44.26" E	LA - MUN
VISES	18° 58' 11.41" N 098° 34' 38.14" E	VE - SES

CHANGE: MAG VAR.

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

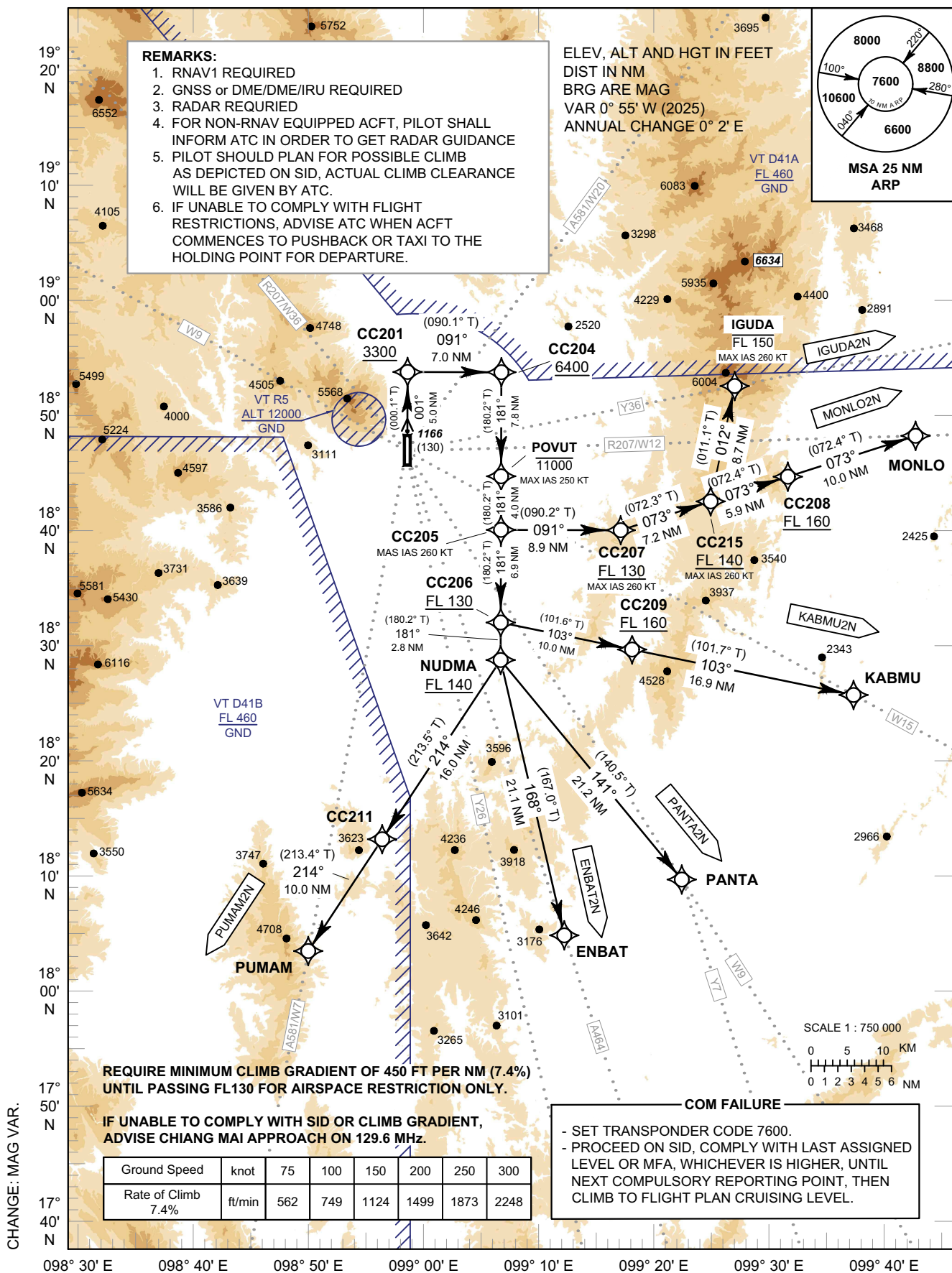
TRANSITION ALTITUDE
11000 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

RNAV RWY36

ENBAT2N IGUDA2N KABMU2N
MONLO2N PANTA2N PUMAM2N



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2N IGUDA2N KABMU2N
MONLO2N PANTA2N PUMAM2N

TABULAR DESCRIPTION (1)

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
ENBAT2N TO A464											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.9	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.9	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.9	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.9	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.9	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.9	2.8	-	+FL 140	-	-	RNAV 1
080	TF	ENBAT	-	168° (167.0°)	+0.9	21.1	-	-	-	-	RNAV 1
KABMU2N TO W15											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.9	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.9	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.9	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.9	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.9	6.9	-	+FL 130	-	-	RNAV 1
070	TF	CC209	-	103° (101.6°)	+0.9	10.0	-	+FL 160	-	-	RNAV 1
080	TF	KABMU	-	103° (101.7°)	+0.9	16.9	-	-	-	-	RNAV 1
MONLO2N TO R207/W12											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.9	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.9	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.9	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.9	4.0	-	-	-260	-	RNAV 1
060	TF	CC207	-	091° (090.2°)	+0.9	8.9	-	+FL 130	-260	-	RNAV 1
070	TF	CC215	-	073° (072.3°)	+0.9	7.2	-	FL 140	-260	-	RNAV 1
080	TF	CC208	-	073° (072.4°)	+0.9	5.9	-	+FL 160	-	-	RNAV 1
090	TF	MONLO	-	073° (072.4°)	+0.9	10.0	-	-	-	-	RNAV 1

CHANGE: MAG VAR.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2N IGUDA2N KABMU2N
MONLO2N PANTA2N PUMAM2N

TABULAR DESCRIPTION (2)

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
PANTA2N TO W9, Y7											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.9	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.9	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.9	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.9	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.9	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.9	2.8	-	+FL 140	-	-	RNAV 1
080	TF	PANTA	-	141° (140.5°)	+0.9	21.2	-	-	-	-	RNAV 1
PUMAM2N TO A581/W7											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.9	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.9	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.9	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.9	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.9	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.9	2.8	-	+FL 140	-	-	RNAV 1
080	TF	CC211	-	214° (213.5°)	+0.9	16.0	-	-	-	-	RNAV 1
090	TF	PUMAM	-	214° (213.4°)	+0.9	10.0	-	-	-	-	RNAV 1
IGUDA2N TO Y36											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.9	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.9	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.9	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.9	4.0	-	-	-260	-	RNAV 1
060	TF	CC207	-	091° (090.2°)	+0.9	8.9	-	+FL 130	-260	-	RNAV 1
070	TF	CC215	-	073° (072.3°)	+0.9	7.2	-	+FL 140	-260	-	RNAV 1
080	TF	IGUDA	-	012° (011.1°)	+0.9	8.7	-	-FL 150	-260	-	RNAV 1

CHANGE: MAG VAR.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2N IGUDA2N KABMU2N
MONLO2N PANTA2N PUMAM2N

WAYPOINT LIST

RNAV RWY36			
Waypoint Identifier	Coordinates		Pronunciation
DER RWY36	18° 46' 51.80" N	098° 57' 46.52" E	-
CC201	18° 51' 52.97" N	098° 57' 47.26" E	-
CC204	18° 51' 51.83" N	099° 05' 10.14" E	-
CC205	18° 40' 03.31" N	099° 05' 07.85" E	-
CC206	18° 33' 07.00" N	099° 05' 06.54" E	-
CC207	18° 40' 01.42" N	099° 14' 32.15" E	-
CC208	18° 44' 00.31" N	099° 27' 40.56" E	-
CC209	18° 31' 05.20" N	099° 15' 24.98" E	-
CC211	18° 16' 53.26" N	098° 55' 48.33" E	-
CC215	18° 42' 12.95" N	099° 21' 45.79" E	-
ENBAT	18° 09' 41.04" N	099° 10' 04.36" E	EN - BAT
KABMU	18° 27' 38.58" N	099° 32' 47.05" E	KAB - MU
MONLO	18° 47' 02.20" N	099° 37' 43.35" E	MON - LOH
NUDMA	18° 30' 18.55" N	099° 05' 06.00" E	NUD - MA
PANTA	18° 13' 51.17" N	099° 19' 17.05" E	PAN - TA
POVUT	18° 44' 04.24" N	099° 05' 08.63" E	PO - VUT
PUMAM	18° 08' 30.55" N	098° 50' 01.09" E	PU - MAM
IGUDA	18° 50' 47.29" N	099° 23' 32.14" E	I-GU-DA

CHANGE: CC215 AND IGUDA WAYPOINT ADDED.
CANCEL CC210, ASAVI AND GOGOP WAYPOINT.

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

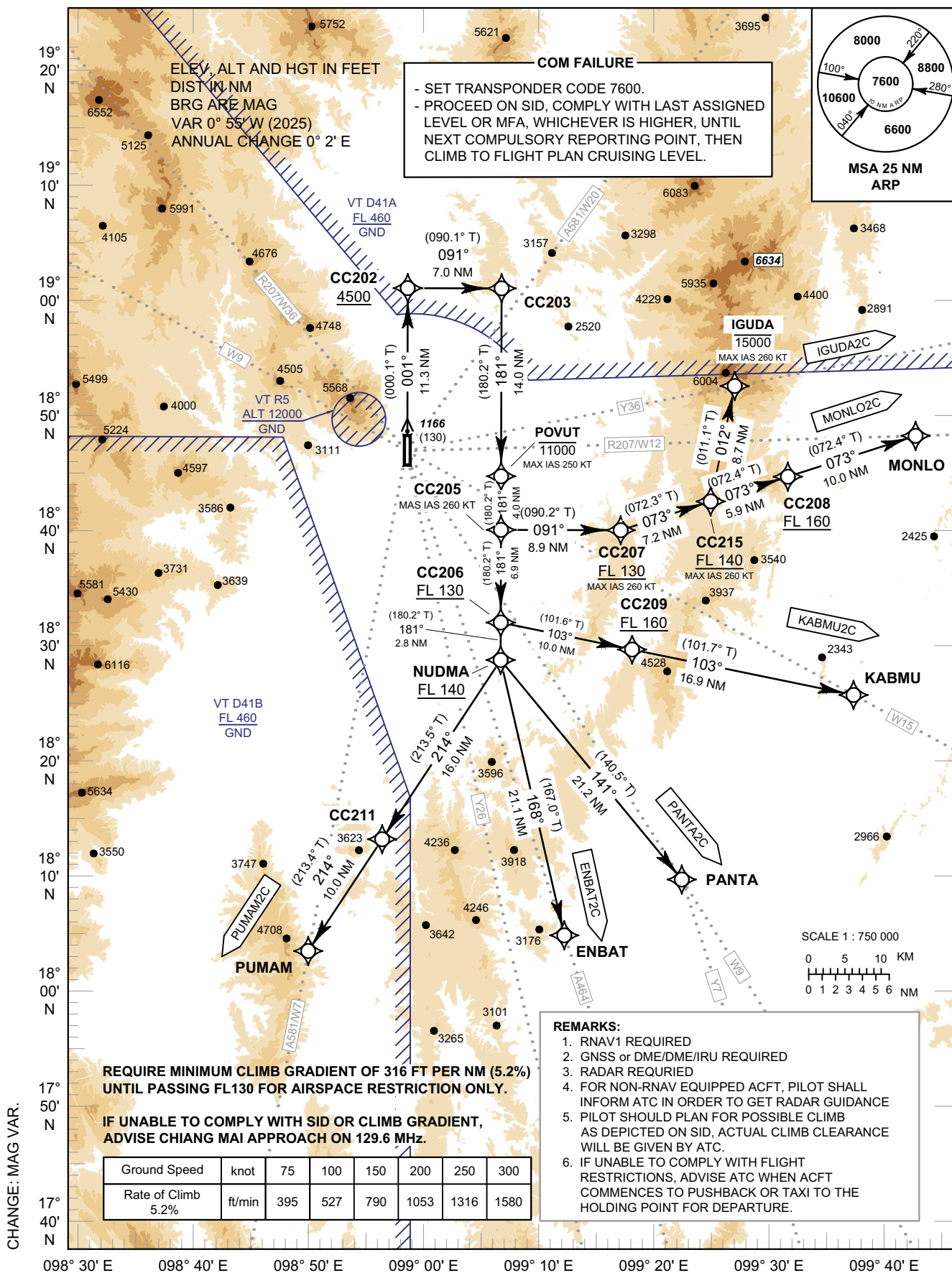
TRANSITION ALTITUDE
11000 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

RNAV RWY36

ENBAT2C IGUDA2C KABMU2C
MONLO2C PANTA2C PUMAM2C



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2C IGUDA2C KABMU2C
MONLO2C PANTA2C PUMAM2C

TABULAR DESCRIPTION (1)

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
ENBAT2C TO A464											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.9	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.9	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.9	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.9	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.9	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.9	2.8	-	+FL 140	-	-	RNAV 1
080	TF	ENBAT	-	168° (167.0°)	+0.9	21.1	-	-	-	-	RNAV 1
KABMU2C TO W15											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.9	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.9	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.9	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.9	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.9	6.9	-	+FL 130	-	-	RNAV 1
070	TF	CC209	-	103° (101.6°)	+0.9	10.0	-	+FL 160	-	-	RNAV 1
080	TF	KABMU	-	103° (101.7°)	+0.9	16.9	-	-	-	-	RNAV 1
MONLO2C TO R207/W12											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.9	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.9	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.9	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.9	4.0	-	-	-260	-	RNAV 1
060	TF	CC207	-	091° (090.2°)	+0.9	8.9	-	+FL 130	-260	-	RNAV 1
070	TF	CC215	-	073° (072.3°)	+0.9	7.2	-	+FL 140	-260	-	RNAV 1
080	TF	CC208	-	073° (072.4°)	+0.9	5.9	-	+FL 160	-	-	RNAV 1
090	TF	MONLO	-	073° (072.4°)	+0.9	10.0	-	-	-	-	RNAV 1

CHANGE: MAG VAR.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2C IGUDA2C KABMU2C
MONLO2C PANTA2C PUMAM2C

TABULAR DESCRIPTION (2)

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
PANTA2C TO W9, Y7											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.9	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.9	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.9	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.9	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.9	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.9	2.8	-	+FL 140	-	-	RNAV 1
080	TF	PANTA	-	141° (140.5°)	+0.9	21.2	-	-	-	-	RNAV 1
PUMAM2C TO A581/W7											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.9	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.9	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.9	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.9	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.9	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.9	2.8	-	+FL 140	-	-	RNAV 1
080	TF	CC211	-	214° (213.5°)	+0.9	16.0	-	-	-	-	RNAV 1
090	TF	PUMAM	-	214° (213.4°)	+0.9	10.0	-	-	-	-	RNAV 1
IGUDA2C TO Y36											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.9	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.9	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.9	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.9	4.0	-	-	-260	-	RNAV 1
060	TF	CC207	-	091° (090.2°)	+0.9	8.9	-	+FL 130	-260	-	RNAV 1
070	TF	CC215	-	073° (072.3°)	+0.9	7.2	-	+FL 140	-260	-	RNAV 1
080	TF	IGUDA	-	012° (011.1°)	+0.9	8.7	-	-FL150	-260	-	RNAV 1

CHANGE: MAG VAR.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2C IGUDA2C KABMU2C
MONLO2C PANTA2C PUMAM2C

WAYPOINT LIST

RNAV RWY36		
Waypoint Identifier	Coordinates	Pronunciation
DER RWY36	18° 46' 51.80" N 098° 57' 46.52" E	-
CC202	18° 58' 09.72" N 098° 57' 48.20" E	-
CC203	18° 58' 08.58" N 099° 05' 11.36" E	-
CC205	18° 40' 03.31" N 099° 05' 07.85" E	-
CC206	18° 33' 07.00" N 099° 05' 06.54" E	-
CC207	18° 40' 01.42" N 099° 14' 32.15" E	-
CC208	18° 44' 00.31" N 099° 27' 40.56" E	-
CC209	18° 31' 05.20" N 099° 15' 24.98" E	-
CC211	18° 16' 53.26" N 098° 55' 48.33" E	-
CC215	18° 42' 12.95" N 099° 21' 45.79" E	-
ENBAT	18° 09' 41.04" N 099° 10' 04.36" E	EN - BAT
KABMU	18° 27' 38.58" N 099° 32' 47.05" E	KAB - MU
MONLO	18° 47' 02.20" N 099° 37' 43.35" E	MON - LOH
NUDMA	18° 30' 18.55" N 099° 05' 06.00" E	NUD - MA
PANTA	18° 13' 51.17" N 099° 19' 17.05" E	PAN - TA
POVUT	18° 44' 04.24" N 099° 05' 08.63" E	PO - VUT
PUMAM	18° 08' 30.55" N 098° 50' 01.09" E	PU - MAM
IGUDA	18° 50' 47.29" N 099° 23' 32.14" E	I-GU-DA

CHANGE: CC215 AND IGUDA WAYPOINT ADDED.
CANCEL ASAVI, CC210 AND GOGOP WAYPOINT.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

LAMUN2N VISES2N

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
LAMUN2N TO R207/W36											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNP 1
020	CF	CC202	-	001° (000.1°)	+0.9	11.3	-	+4500	-250	-	RNP 1
030	TF	CC213	-	294° (293.5°)	+0.9	11.0	-	+8000	-	-	RNP 1
040	TF	LAMUN	-	294° (293.5°)	+0.9	6.6	-	-11000	-	-	RNP 1
VISES2N TO W9											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNP 1
020	CF	CC202	-	001° (000.1°)	+0.9	11.3	-	+4500	-250	-	RNP 1
030	TF	CC212	-	271° (270.0°)	+0.9	11.0	-	+8000	-	-	RNP 1
040	TF	VISES	-	271° (270.2°)	+0.9	11.0	-	-11000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY36		
Waypoint Identifier	Coordinates	Pronunciation
DER RWY36	18° 46' 51.81" N 098° 57' 46.51" E	-
CC202	18° 58' 09.72" N 098° 57' 48.20" E	-
CC212	18° 58' 09.36" N 098° 46' 11.79" E	-
CC213	19° 02' 34.10" N 098° 47' 09.49" E	-
LAMUN	19° 05' 13.14" N 098° 40' 44.26" E	LA - MUN
VISES	18° 58' 11.41" N 098° 34' 38.14" E	VI - SESS

CHANGE: MAG VAR.

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

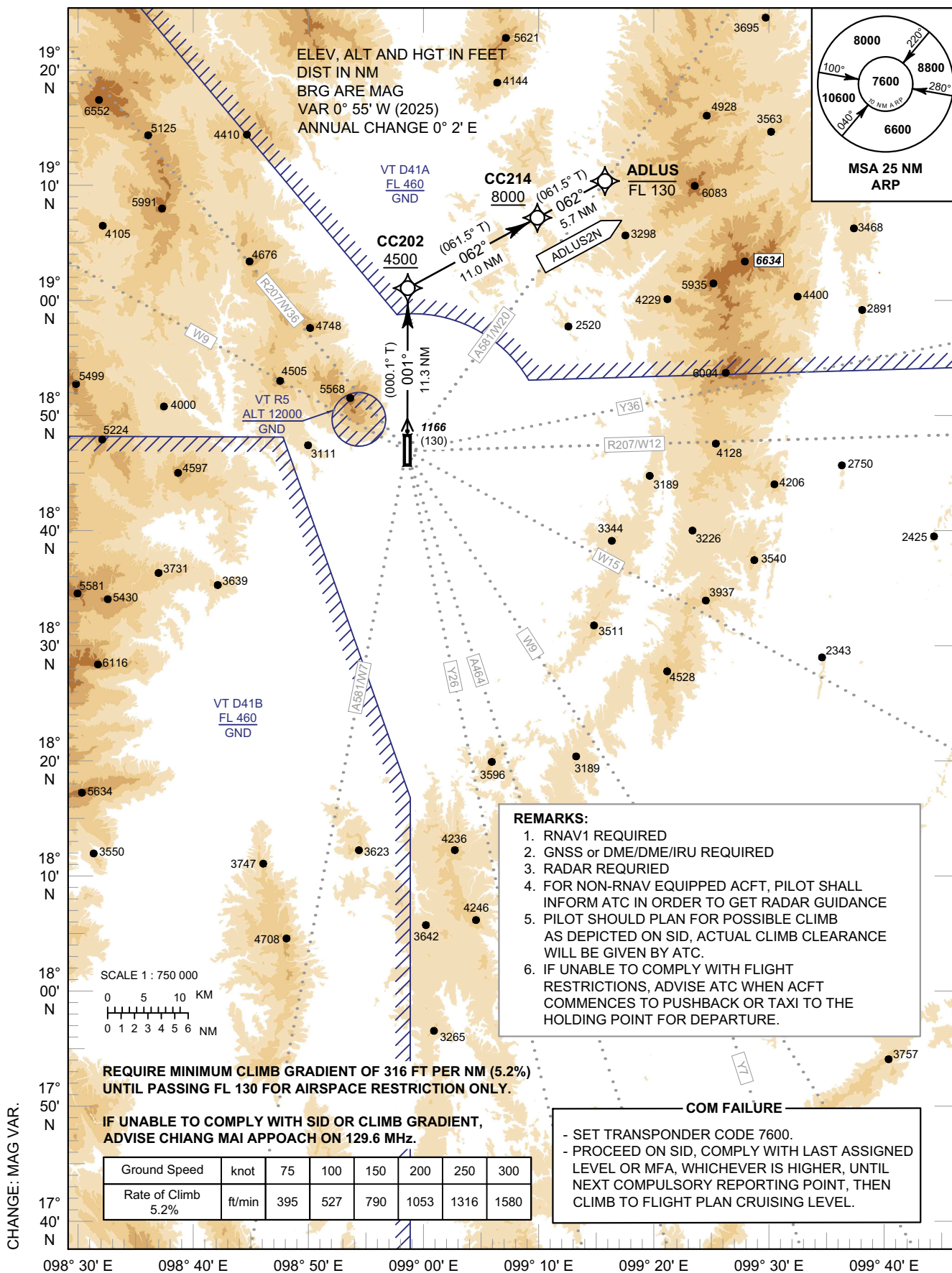
TRANSITION ALTITUDE
11000 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

RNAV RWY36

ADLUS2N



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ADLUS2N

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
ADLUS2N TO A581/W20											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.9	11.3	-	+4500	-	-	RNAV 1
030	TF	CC214	-	062° (061.5°)	+0.9	11.0	-	+8000	-	-	RNAV 1
040	TF	ADLUS	-	062° (061.5°)	+0.9	5.7	-	-FL 130	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY36			
Waypoint Identifier	Coordinates		Pronunciation
DER RWY36	18° 46' 51.81" N	098° 57' 46.51" E	-
ADLUS	19° 06' 10.49" N	099° 13' 19.89" E	ADD - LUS
CC202	18° 58' 09.72" N	098° 57' 48.20" E	-
CC214	19° 03' 25.85" N	099° 08' 00.38" E	-

CHANGE: MAG VAR.

**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

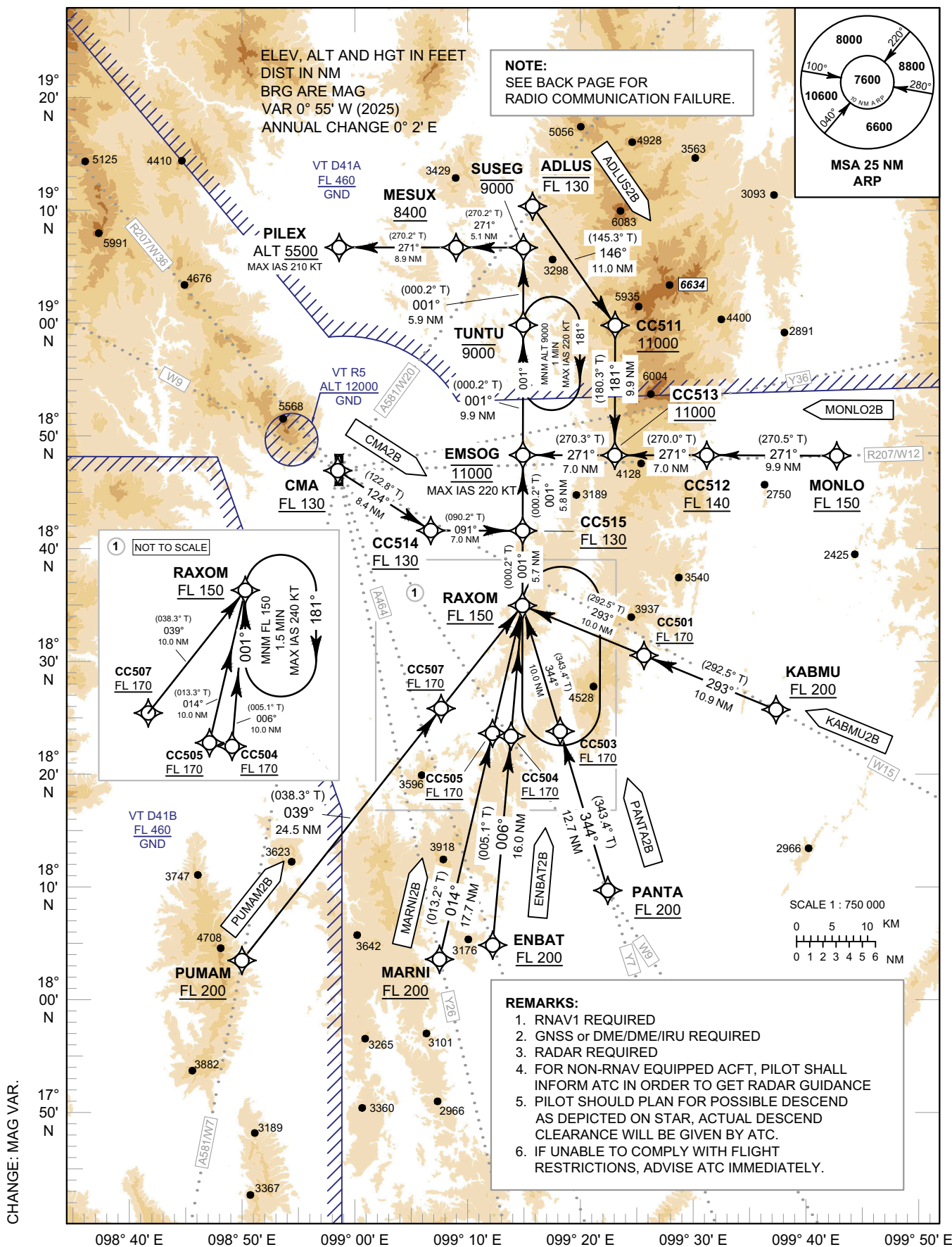
TRANSITION ALTITUDE
11000 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2B CMA2B ENBAT2B KABMU2B
MARNI2B MONLO2B PANTA2B PUMAM2B



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2B CMA2B ENBAT2B KABMU2B
MARNI2B MONLO2B PANTA2B PUMAM2B

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO PILEX , DESCEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE CONNECT TO INTERMEDIATE APPROACH FIX PILEX FOR RNP APPROACH RWY18.
3	WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE, PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE.

CHANGE: REVISED.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2B CMA2B ENBAT2B KABMU2B
MARNI2B MONLO2B PANTA2B PUMAM2B

TABULAR DESCRIPTION (1)

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
ADLUS2B FROM A581/W20											
010	IF	ADLUS	-	-	+0.9	-	-	-FL 130	-	-	RNAV 1
020	TF	CC511	-	146° (145.3°)	+0.9	11.0	-	+11000	-	-	RNAV 1
030	TF	CC513	-	181° (180.3°)	+0.9	9.9	-	+11000	-	-	RNAV 1
040	TF	EMSOG	-	271° (270.3°)	+0.9	7.0	-	@11000	-220	-	RNAV 1
050	TF	TUNTU	-	001° (000.2°)	+0.9	9.9	-	-9000	-	-	RNAV 1
060	TF	SUSEG	-	001° (000.2°)	+0.9	5.9	-	-9000	-	-	RNAV 1
070	TF	MESUX	-	271° (270.2°)	+0.9	5.1	-	+8400	-	-	RNAV 1
080	TF	PILEX	-	271° (270.2°)	+0.9	8.9	-	+5500	-210	-	RNAV 1
CMA2B FROM R207/W36, W9											
010	IF	CMA	-	-	+0.9	-	-	+FL 130	-	-	RNAV 1
020	TF	CC514	-	124° (122.8°)	+0.9	8.4	-	+FL 130	-	-	RNAV 1
030	TF	CC515	-	091° (090.2°)	+0.9	7.0	-	+FL 130	-	-	RNAV 1
040	TF	EMSOG	-	001° (000.2°)	+0.9	5.8	-	@11000	-220	-	RNAV 1
050	TF	TUNTU	-	001° (000.2°)	+0.9	9.9	-	-9000	-	-	RNAV 1
060	TF	SUSEG	-	001° (000.2°)	+0.9	5.9	-	-9000	-	-	RNAV 1
070	TF	MESUX	-	271° (270.2°)	+0.9	5.1	-	+8400	-	-	RNAV 1
080	TF	PILEX	-	271° (270.2°)	+0.9	8.9	-	+5500	-210	-	RNAV 1
ENBAT2B FROM A464											
010	IF	ENBAT	-	-	+0.9	-	-	+FL 200	-	-	RNAV 1
020	TF	CC504	-	006° (005.1°)	+0.9	16.0	-	+FL 170	-	-	RNAV 1
030	TF	RAXOM	-	006° (005.1°)	+0.9	10.0	-	+FL 150	-	-	RNAV 1
040	TF	CC515	-	001° (000.2°)	+0.9	5.7	-	+FL 130	-	-	RNAV 1
050	TF	EMSOG	-	001° (000.2°)	+0.9	5.8	-	@11000	-220	-	RNAV 1
060	TF	TUNTU	-	001° (000.2°)	+0.9	9.9	-	-9000	-	-	RNAV 1
070	TF	SUSEG	-	001° (000.2°)	+0.9	5.9	-	-9000	-	-	RNAV 1
080	TF	MESUX	-	271° (270.2°)	+0.9	5.1	-	+8400	-	-	RNAV 1
090	TF	PILEX	-	271° (270.2°)	+0.9	8.9	-	+5500	-210	-	RNAV 1

CHANGE: MAG VAR.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2B CMA2B ENBAT2B KABMU2B
MARNI2B MONLO2B PANTA2B PUMAM2B

TABULAR DESCRIPTION (2)

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
KABMU2B FROM W15											
010	IF	KABMU	-	-	+0.9	-	-	+FL 200	-	-	RNAV 1
020	TF	CC501	-	293° (292.5°)	+0.9	10.9	-	+FL 170	-	-	RNAV 1
030	TF	RAXOM	-	293° (292.5°)	+0.9	10.0	-	+FL 150	-	-	RNAV 1
040	TF	CC515	-	001° (000.2°)	+0.9	5.7	-	+FL 130	-	-	RNAV 1
050	TF	EMSOG	-	001° (000.2°)	+0.9	5.8	-	@11000	-220	-	RNAV 1
060	TF	TUNTU	-	001° (000.2°)	+0.9	9.9	-	-9000	-	-	RNAV 1
070	TF	SUSEG	-	001° (000.2°)	+0.9	5.9	-	-9000	-	-	RNAV 1
080	TF	MESUX	-	271° (270.2°)	+0.9	5.1	-	+8400	-	-	RNAV 1
090	TF	PILEX	-	271° (270.2°)	+0.9	8.9	-	+5500	-210	-	RNAV 1
MARNI2B FROM Y26											
010	IF	MARNI	-	-	+0.9	-	-	+FL 200	-	-	RNAV 1
020	TF	CC505	-	014° (013.2°)	+0.9	17.7	-	+FL 170	-	-	RNAV 1
030	TF	RAXOM	-	014° (013.3°)	+0.9	10.0	-	+FL 150	-	-	RNAV 1
040	TF	CC515	-	001° (000.2°)	+0.9	5.7	-	+FL 130	-	-	RNAV 1
050	TF	EMSOG	-	001° (000.2°)	+0.9	5.8	-	@11000	-220	-	RNAV 1
060	TF	TUNTU	-	001° (000.2°)	+0.9	9.9	-	-9000	-	-	RNAV 1
070	TF	SUSEG	-	001° (000.2°)	+0.9	5.9	-	-9000	-	-	RNAV 1
080	TF	MESUX	-	271° (270.2°)	+0.9	5.1	-	+8400	-	-	RNAV 1
090	TF	PILEX	-	271° (270.2°)	+0.9	8.9	-	+5500	-210	-	RNAV 1
MONLO2B FROM R207/W12											
010	IF	MONLO	-	-	+0.9	-	-	+FL 150	-	-	RNAV 1
020	TF	CC512	-	271° (270.5°)	+0.9	9.9	-	+FL 140	-	-	RNAV 1
030	TF	CC513	-	271° (270.0°)	+0.9	7.0	-	+11000	-	-	RNAV 1
040	TF	EMSOG	-	271° (270.3°)	+0.9	7.0	-	@11000	-220	-	RNAV 1
050	TF	TUNTU	-	001° (000.2°)	+0.9	9.9	-	-9000	-	-	RNAV 1
060	TF	SUSEG	-	001° (000.2°)	+0.9	5.9	-	-9000	-	-	RNAV 1
070	TF	MESUX	-	271° (270.2°)	+0.9	5.1	-	+8400	-	-	RNAV 1
080	TF	PILEX	-	271° (270.2°)	+0.9	8.9	-	+5500	-210	-	RNAV 1

CHANGE: MAG VAR.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2B CMA2B ENBAT2B KABMU2B
MARNI2B MONLO2B PANTA2B PUMAM2B

TABULAR DESCRIPTION (3)

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
PANTA2B FROM W9, Y7											
010	IF	PANTA	-	-	+0.9	-	-	+FL 200	-	-	RNAV 1
020	TF	CC503	-	344° (343.4°)	+0.9	12.7	-	+FL 170	-	-	RNAV 1
030	TF	RAXOM	-	344° (343.4°)	+0.9	10.0	-	+FL 150	-	-	RNAV 1
040	TF	CC515	-	001° (000.2°)	+0.9	5.7	-	+FL 130	-	-	RNAV 1
050	TF	EMSOG	-	001° (000.2°)	+0.9	5.8	-	@11000	-220	-	RNAV 1
060	TF	TUNTU	-	001° (000.2°)	+0.9	9.9	-	-9000	-	-	RNAV 1
070	TF	SUSEG	-	001° (000.2°)	+0.9	5.9	-	-9000	-	-	RNAV 1
080	TF	MESUX	-	271° (270.2°)	+0.9	5.1	-	+8400	-	-	RNAV 1
090	TF	PILEX	-	271° (270.2°)	+0.9	8.9	-	+5500	-210	-	RNAV 1
PUMAM2B FROM A581/W7											
010	IF	PUMAM	-	-	+0.9	-	-	+FL 200	-	-	RNAV 1
020	TF	CC507	-	039° (038.3°)	+0.9	24.5	-	+FL 170	-	-	RNAV 1
030	TF	RAXOM	-	039° (038.3°)	+0.9	10.0	-	+FL 150	-	-	RNAV 1
040	TF	CC515	-	001° (000.2°)	+0.9	5.7	-	+FL 130	-	-	RNAV 1
050	TF	EMSOG	-	001° (000.2°)	+0.9	5.8	-	@11000	-220	-	RNAV 1
060	TF	TUNTU	-	001° (000.2°)	+0.9	9.9	-	-9000	-	-	RNAV 1
070	TF	SUSEG	-	001° (000.2°)	+0.9	5.9	-	-9000	-	-	RNAV 1
080	TF	MESUX	-	271° (270.2°)	+0.9	5.1	-	+8400	-	-	RNAV 1
090	TF	PILEX	-	271° (270.2°)	+0.9	8.9	-	+5500	-210	-	RNAV 1

CHANGE: MAG VAR.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2B CMA2B ENBAT2B KABMU2B
MARNI2B MONLO2B PANTA2B PUMAM2B

WAYPOINT LIST

RNAV RWY18			
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ADLUS	19° 06' 10.49" N 099° 13' 19.89" E	EMSOG	18° 47' 08.85" N 099° 12' 31.92" E
CC501	18° 31' 49.08" N 099° 22' 12.98" E	ENBAT	18° 09' 41.04" N 099° 10' 04.36" E
CC503	18° 26' 01.71" N 099° 15' 29.46" E	KABMU	18° 27' 38.58" N 099° 32' 47.05" E
CC504	18° 25' 39.01" N 099° 11' 33.35" E	MARNI	18° 08' 36.14" N 099° 05' 49.11" E
CC505	18° 25' 52.70" N 099° 10' 04.42" E	MESUX	19° 03' 00.48" N 099° 07' 10.64" E
CC507	18° 27' 46.72" N 099° 05' 57.28" E	MONLO	18° 47' 02.20" N 099° 37' 43.35" E
CC511	18° 57' 03.28" N 099° 19' 57.39" E	PANTA	18° 13' 51.17" N 099° 19' 17.05" E
CC512	18° 47' 06.97" N 099° 27' 17.28" E	PUMAM	18° 08' 30.55" N 098° 50' 01.09" E
CC513	18° 47' 07.11" N 099° 19' 54.60" E	RAXOM	18° 35' 39.00" N 099° 12' 29.22" E
CC514	18° 41' 23.18" N 099° 05' 08.12" E	SUSEG	19° 02' 59.39" N 099° 12' 35.68" E
CC515	18° 41' 21.69" N 099° 12' 30.56" E	TUNTU	18° 57' 05.01" N 099° 12' 34.27" E
CMA	18° 45' 58.05" N 098° 57' 40.40" E	PILEX	19° 03' 01.98" N 098° 57' 48.92" E

WAYPOINT LIST

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
ADLUS	ADD - LUS	EMSOG	EM - SOCK
CC501	-	ENBAT	EN - BAT
CC503	-	KABMU	KAB - MU
CC504	-	MARNI	MAR - NEE
CC505	-	MESUX	ME - SUX
CC507	-	MONLO	MON - LOH
CC511	-	PANTA	PAN - TA
CC512	-	PUMAM	PU - MAM
CC513	-	RAXOM	RAH - SOM
CC514	-	SUSEG	SU - SECK
CC515	-	TUNTU	TUN - TU
CMA	-	PILEX	PE - LEX

CHANGE: CMA COORDINATE. CANCEL ASAVI, CC502, CC506 AND GOGOP WAYPOINT.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

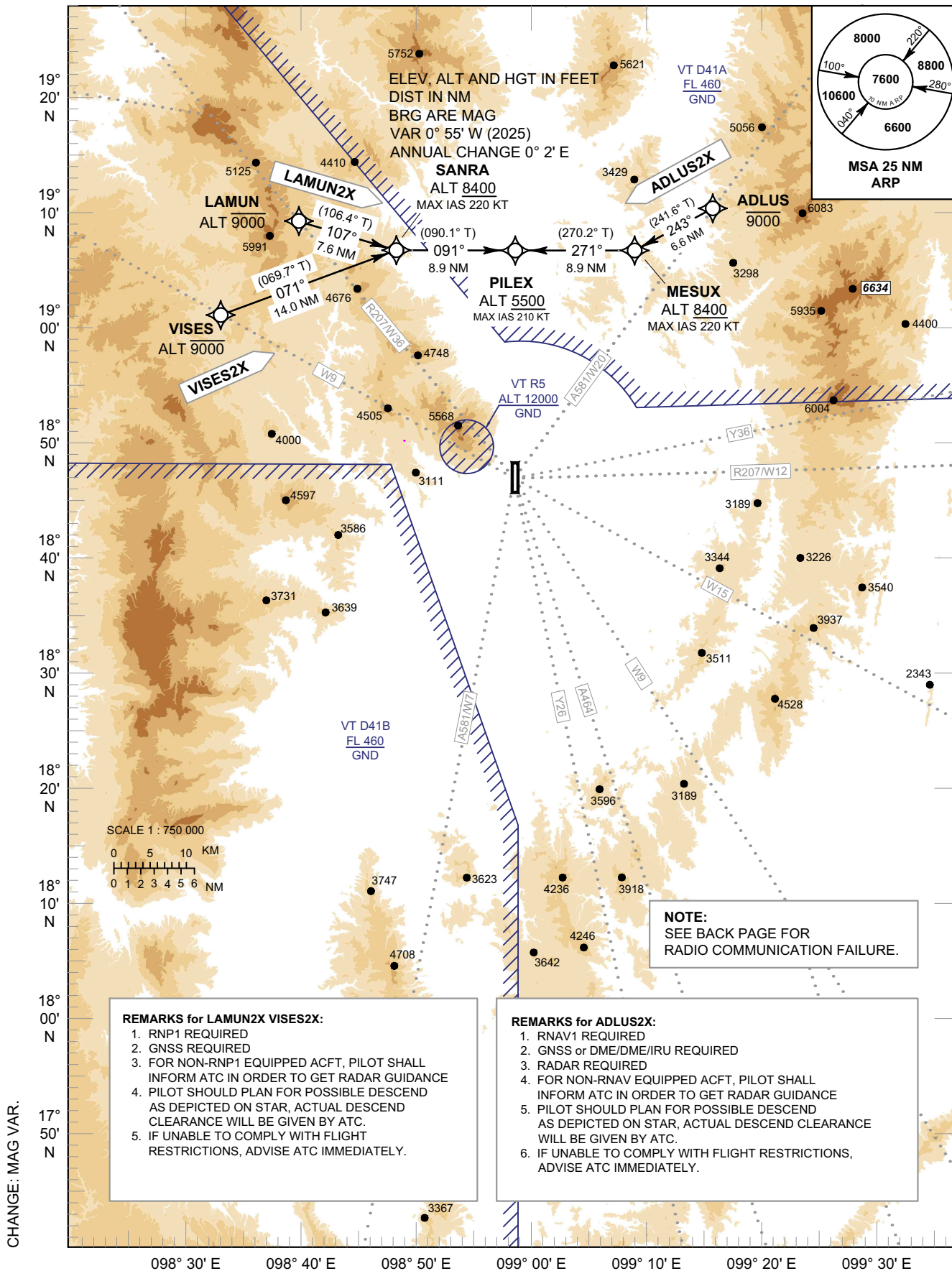
TRANSITION ALTITUDE
11000 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

ADLUS2X LAMUN2X VISES2X



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2X LAMUN2X VISES2X

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO PILEX , DESCEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE CONNECT TO INTERMEDIATE APPROACH FIX PILEX FOR RNP APPROACH RWY18.
3	WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE, PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2X LAMUN2X VISES2X

TABULAR DESCRIPTION

RNAV RWY18											
ADLUS2X FROM A581/W20											
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	ADLUS	-	-	+0.9	-	-	-9000	-	-	RNAV 1
020	TF	MESUX	-	243° (241.6°)	+0.9	6.6	-	+8400	-220	-	RNAV 1
030	TF	PILEX	-	271° (270.2°)	+0.9	8.9	-	+5500	-210	-	RNAV 1
LAMUN2X FROM R207/W36											
010	IF	LAMUN	-	-	+0.9	-	-	-9000	-	-	RNP 1
020	TF	SANRA	-	107° (106.4°)	+0.9	7.6	-	+8400	-220	-	RNP 1
030	TF	PILEX	-	091° (090.1°)	+0.9	8.9	-	+5500	-210	-	RNP 1
VISES2X FROM W9											
010	IF	VISES	-	-	+0.9	-	-	-9000	-	-	RNP 1
020	TF	SANRA	-	071° (069.7°)	+0.9	14.0	-	+8400	-220	-	RNP 1
030	TF	PILEX	-	091° (090.1°)	+0.9	8.9	-	+5500	-210	-	RNP 1

WAYPOINT LIST

RNAV RWY18			
Waypoint Identifier	Coordinates		Pronunciation
ADLUS	19° 06' 10.49" N	099° 13' 19.89" E	ADD - LUS
LAMUN	19° 05' 13.14" N	098° 40' 44.26" E	LA - MUN
MESUX	19° 03' 00.48" N	099° 07' 10.64" E	ME - SUX
PILEX	19° 03' 01.98" N	098° 57' 48.92" E	PE - LEX
SANRA	19° 03' 03.01" N	098° 48' 27.19" E	SAN - RAH
VISES	18° 58' 11.41" N	098° 34' 38.14" E	VE - SESS

CHANGE: MAG VAR.

INTENTIONALLY BLANK

**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

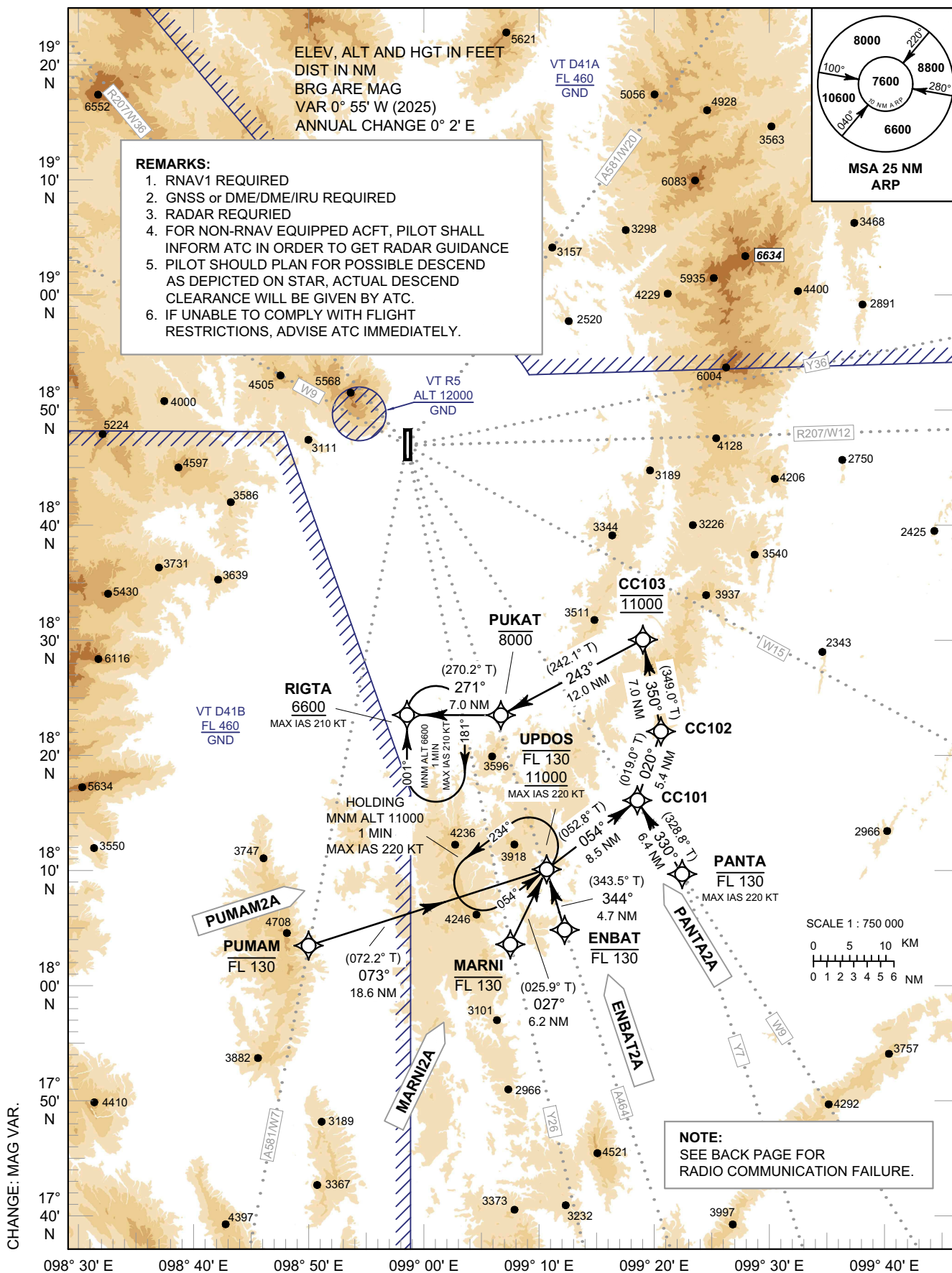
TRANSITION ALTITUDE
11000 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2A MARNI2A PANTA2A PUMAM2A



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2A MARNI2A PANTA2A PUMAM2A

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO RIGTA , DESCEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE CARRY OUT THE APPROPRIATE INSTRUMENT APPROACH PROCEDURE RWY36.
3	WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE, PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE.

CHANGE: REVISED.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2A MARNI2A PANTA2A PUMAM2A

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
ENBAT2A FROM A464											
010	IF	ENBAT	-	-	+0.9	-	-	-FL 130	-	-	RNAV 1
020	TF	UPDOS	-	344° (343.5°)	+0.9	4.7	-	-FL 130 +11000	-220	-	RNAV 1
030	TF	CC101	-	054° (052.8°)	+0.9	8.5	-	-	-	-	RNAV 1
040	TF	CC102	-	020° (019.0°)	+0.9	5.4	-	-	-	-	RNAV 1
050	TF	CC103	-	350° (349.0°)	+0.9	7.0	-	@11000	-	-	RNAV 1
060	TF	PUKAT	-	243° (242.1°)	+0.9	12.0	-	-8000	-	-	RNAV 1
070	TF	(IF) RIGTA	-	271° (270.2°)	+0.9	7.0	-	+6600	-210	-	RNAV 1
MARNI2A FROM Y26											
010	IF	MARNI	-	-	+0.9	-	-	-FL 130	-	-	RNAV 1
020	TF	UPDOS	-	027° (025.9°)	+0.9	6.2	-	-FL 130 +11000	-220	-	RNAV 1
030	TF	CC101	-	054° (052.8°)	+0.9	8.5	-	-	-	-	RNAV 1
040	TF	CC102	-	020° (019.0°)	+0.9	5.4	-	-	-	-	RNAV 1
050	TF	CC103	-	350° (349.0°)	+0.9	7.0	-	@11000	-	-	RNAV 1
060	TF	PUKAT	-	243° (242.1°)	+0.9	12.0	-	-8000	-	-	RNAV 1
070	TF	RIGTA	-	271° (270.2°)	+0.9	7.0	-	+6600	-210	-	RNAV 1
PANTA2A FROM W9, Y7											
010	IF	PANTA	-	-	+0.9	-	-	-FL 130	-220	-	RNAV 1
020	TF	CC101	-	330° (328.8°)	+0.9	6.4	-	-	-	-	RNAV 1
030	TF	CC102	-	020° (019.0°)	+0.9	5.4	-	-	-	-	RNAV 1
040	TF	CC103	-	350° (349.0°)	+0.9	7.0	-	@11000	-	-	RNAV 1
050	TF	PUKAT	-	243° (242.1°)	+0.9	12.0	-	-8000	-	-	RNAV 1
060	TF	RIGTA	-	271° (270.2°)	+0.9	7.0	-	+6600	-210	-	RNAV 1
PUMAM2A FROM A581/W7											
010	IF	PUMAM	-	-	+0.9	-	-	-FL 130	-	-	RNAV 1
020	TF	UPDOS	-	073° (072.2°)	+0.9	18.6	-	-FL 130 +11000	-220	-	RNAV 1
030	TF	CC101	-	054° (052.8°)	+0.9	8.5	-	-	-	-	RNAV 1
040	TF	CC102	-	020° (019.0°)	+0.9	5.4	-	-	-	-	RNAV 1
050	TF	CC103	-	350° (349.0°)	+0.9	7.0	-	@11000	-	-	RNAV 1
060	TF	PUKAT	-	243° (242.1°)	+0.9	12.0	-	-8000	-	-	RNAV 1
070	TF	RIGTA	-	271° (270.2°)	+0.9	7.0	-	+6600	-210	-	RNAV 1

CHANGE: MAG VAR.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2A MARNI2A PANTA2A PUMAM2A

WAYPOINT LIST

RNAV RWY36		
Waypoint Identifier	Coordinates	Pronunciation
CC101	18° 19' 22.85" N 099° 15' 46.88" E	-
CC102	18° 24' 32.38" N 099° 17' 38.32" E	-
CC103	18° 31' 24.87" N 099° 16' 14.24" E	-
ENBAT	18° 09' 41.04" N 099° 10' 04.36" E	EN - BAT
MARNI	18° 08' 36.14" N 099° 05' 49.11" E	MAR - NEE
PANTA	18° 13' 51.17" N 099° 19' 17.05" E	PAN - TA
PUKAT	18° 25' 46.17" N 099° 05' 05.03" E	PU - KAT
PUMAM	18° 08' 30.55" N 098° 50' 01.09" E	PU - MAM
RIGTA	18° 25' 47.35" N 098° 57' 43.27" E	RIG - TAH
UPDOS	18° 14' 13.13" N 099° 08' 40.07" E	UP - DOS

CHANGE: CANCEL GOGOP WAYPOINT.

**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

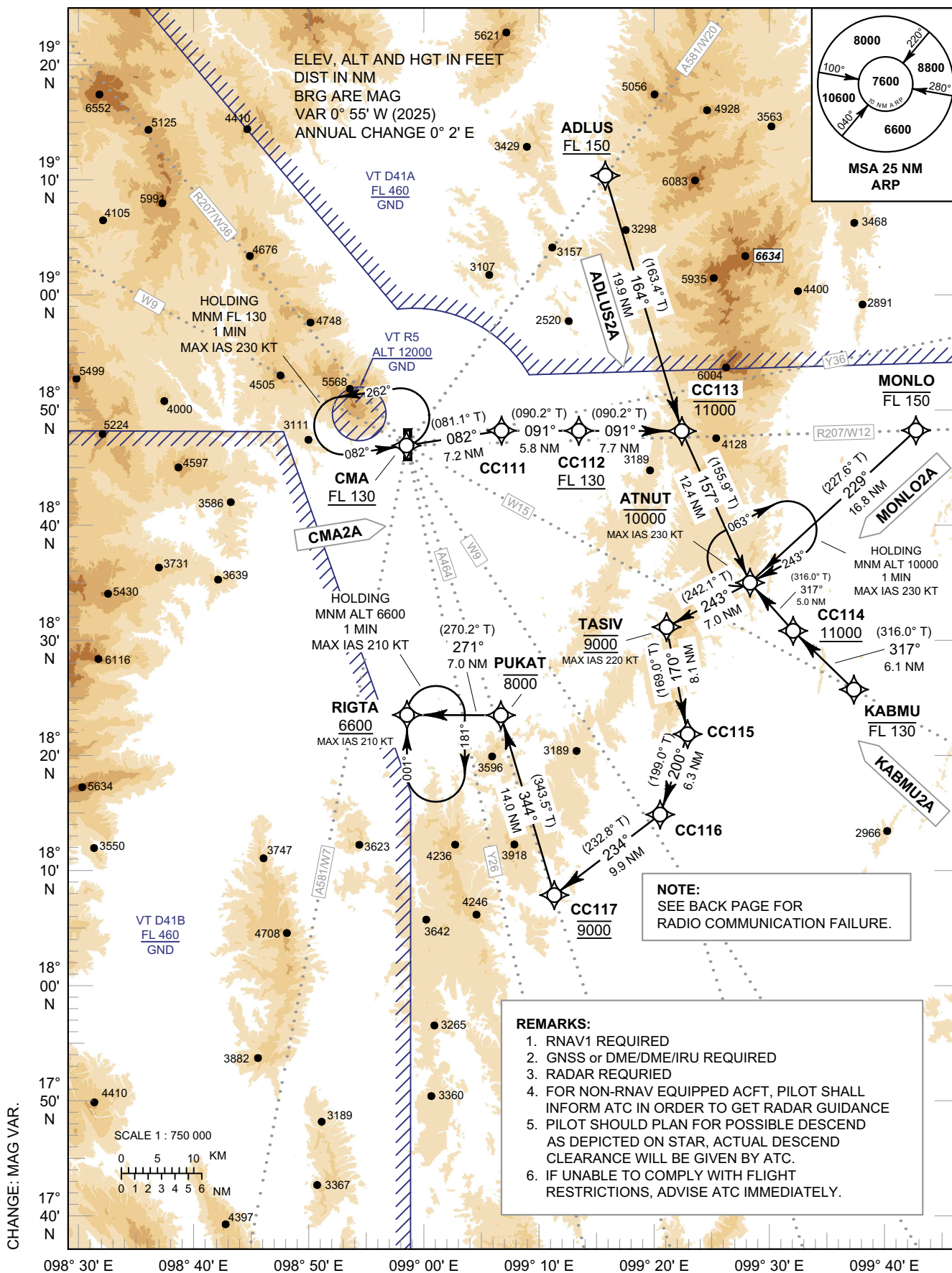
TRANSITION ALTITUDE
11000 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ADLUS2A CMA2A KABMU2A MONLO2A



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ADLUS2A CMA2A KABMU2A MONLO2A

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO RIGTA , DESCEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE CARRY OUT THE APPROPRIATE INSTRUMENT APPROACH PROCEDURE RWY36.
3	WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE, PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE.

CHANGE: REVISED.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ADLUS2A CMA2A KABMU2A MONLO2A

TABULAR DESCRIPTION (1)

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
ADLUS2A FROM A581/W20											
010	IF	ADLUS	-	-	+0.9	-	-	+FL 150	-	-	RNAV 1
020	TF	CC113	-	164° (163.4°)	+0.9	19.9	-	-11000	-	-	RNAV 1
030	TF	ATNUT	-	157° (155.9°)	+0.9	12.4	-	-10000	-230	-	RNAV 1
040	TF	TASIV	-	243° (242.1°)	+0.9	7.0	-	@9000	-220	-	RNAV 1
050	TF	CC115	-	170° (169.0°)	+0.9	8.1	-	-	-	-	RNAV 1
060	TF	CC116	-	200° (199.0°)	+0.9	6.3	-	-	-	-	RNAV 1
070	TF	CC117	-	234° (232.8°)	+0.9	9.9	-	@9000	-	-	RNAV 1
080	TF	PUKAT	-	344° (343.5°)	+0.9	14.0	-	-8000	-	-	RNAV 1
090	TF	RIGTA	-	271° (270.2°)	+0.9	7.0	-	+6600	-210	-	RNAV 1
CMA2A FROM R207/W36, W9											
010	IF	CMA	-	-	+0.9	-	-	+FL 130	-	-	RNAV 1
020	TF	CC111	-	082° (081.1°)	+0.9	7.2	-	-	-	-	RNAV 1
030	TF	CC112	-	091° (090.2°)	+0.9	5.8	-	+FL 130	-	-	RNAV 1
040	TF	CC113	-	091° (090.2°)	+0.9	7.7	-	-11000	-	-	RNAV 1
050	TF	ATNUT	-	157° (155.9°)	+0.9	12.4	-	-10000	-230	-	RNAV 1
060	TF	TASIV	-	243° (242.1°)	+0.9	7.0	-	@9000	-220	-	RNAV 1
070	TF	CC115	-	170° (169.0°)	+0.9	8.1	-	-	-	-	RNAV 1
080	TF	CC116	-	200° (199.0°)	+0.9	6.3	-	-	-	-	RNAV 1
090	TF	CC117	-	234° (232.8°)	+0.9	9.9	-	@9000	-	-	RNAV 1
100	TF	PUKAT	-	344° (343.5°)	+0.9	14.0	-	-8000	-	-	RNAV 1
110	TF	RIGTA	-	271° (270.2°)	+0.9	7.0	-	+6600	-210	-	RNAV 1
KABMU2A FROM W15											
010	IF	KABMU	-	-	+0.9	-	-	-FL 130	-	-	RNAV 1
020	TF	CC114	-	317° (316.0°)	+0.9	6.1	-	+11000	-	-	RNAV 1
030	TF	ATNUT	-	317° (316.0°)	+0.9	5.0	-	-10000	-230	-	RNAV 1
040	TF	TASIV	-	243° (242.1°)	+0.9	7.0	-	@9000	-220	-	RNAV 1
050	TF	CC115	-	170° (169.0°)	+0.9	8.1	-	-	-	-	RNAV 1
060	TF	CC116	-	200° (199.0°)	+0.9	6.3	-	-	-	-	RNAV 1
070	TF	CC117	-	234° (232.8°)	+0.9	9.9	-	@9000	-	-	RNAV 1
080	TF	PUKAT	-	344° (343.5°)	+0.9	14.0	-	-8000	-	-	RNAV 1
090	TF	RIGTA	-	271° (270.2°)	+0.9	7.0	-	+6600	-210	-	RNAV 1

CHANGE: MAG VAR.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ADLUS2A CMA2A KABMU2A MONLO2A

TABULAR DESCRIPTION (2)

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
MONLO2A FROM R207/W12											
010	IF	MONLO	-	-	+0.9	-	-	-FL 150	-	-	RNAV 1
020	TF	ATNUT	-	229° (227.6°)	+0.9	16.8	-	-10000	-230	-	RNAV 1
030	TF	TASIV	-	243° (242.1°)	+0.9	7.0	-	@9000	-220	-	RNAV 1
040	TF	CC115	-	170° (169.0°)	+0.9	8.1	-	-	-	-	RNAV 1
050	TF	CC116	-	200° (199.0°)	+0.9	6.3	-	-	-	-	RNAV 1
060	TF	CC117	-	234° (232.8°)	+0.9	9.9	-	@9000	-	-	RNAV 1
070	TF	PUKAT	-	344° (343.5°)	+0.9	14.0	-	-8000	-	-	RNAV 1
080	TF	RIGTA	-	271° (270.2°)	+0.9	7.0	-	+6600	-210	-	RNAV 1

WAYPOINT LIST

RNAV RWY36		
Waypoint Identifier	Coordinates	Pronunciation
ADLUS	19° 06' 10.49" N 099° 13' 19.89" E	ADD - LUS
ATNUT	18° 35' 39.79" N 099° 24' 39.25" E	AT - NUT
CC111	18° 47' 04.94" N 099° 05' 09.21" E	-
CC112	18° 47' 03.78" N 099° 11' 13.71" E	-
CC113	18° 47' 01.92" N 099° 19' 19.55" E	-
CC114	18° 32' 03.32" N 099° 28' 18.82" E	-
CC115	18° 24' 20.00" N 099° 19' 43.87" E	-
CC116	18° 18' 18.90" N 099° 17' 33.78" E	-
CC117	18° 12' 17.61" N 099° 09' 15.87" E	-
CMA	18° 45' 58.05" N 098° 57' 40.40" E	-
KABMU	18° 27' 38.58" N 099° 32' 47.05" E	KAB - MU
MONLO	18° 47' 02.20" N 099° 37' 43.35" E	MON - LOH
PUKAT	18° 25' 46.17" N 099° 05' 05.03" E	PU - KAT
RIGTA	18° 25' 47.35" N 098° 57' 43.27" E	RIG - TAH
TASIV	18° 32' 21.26" N 099° 18' 05.84" E	TA - SIV

CHANGE: MAG VAR.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

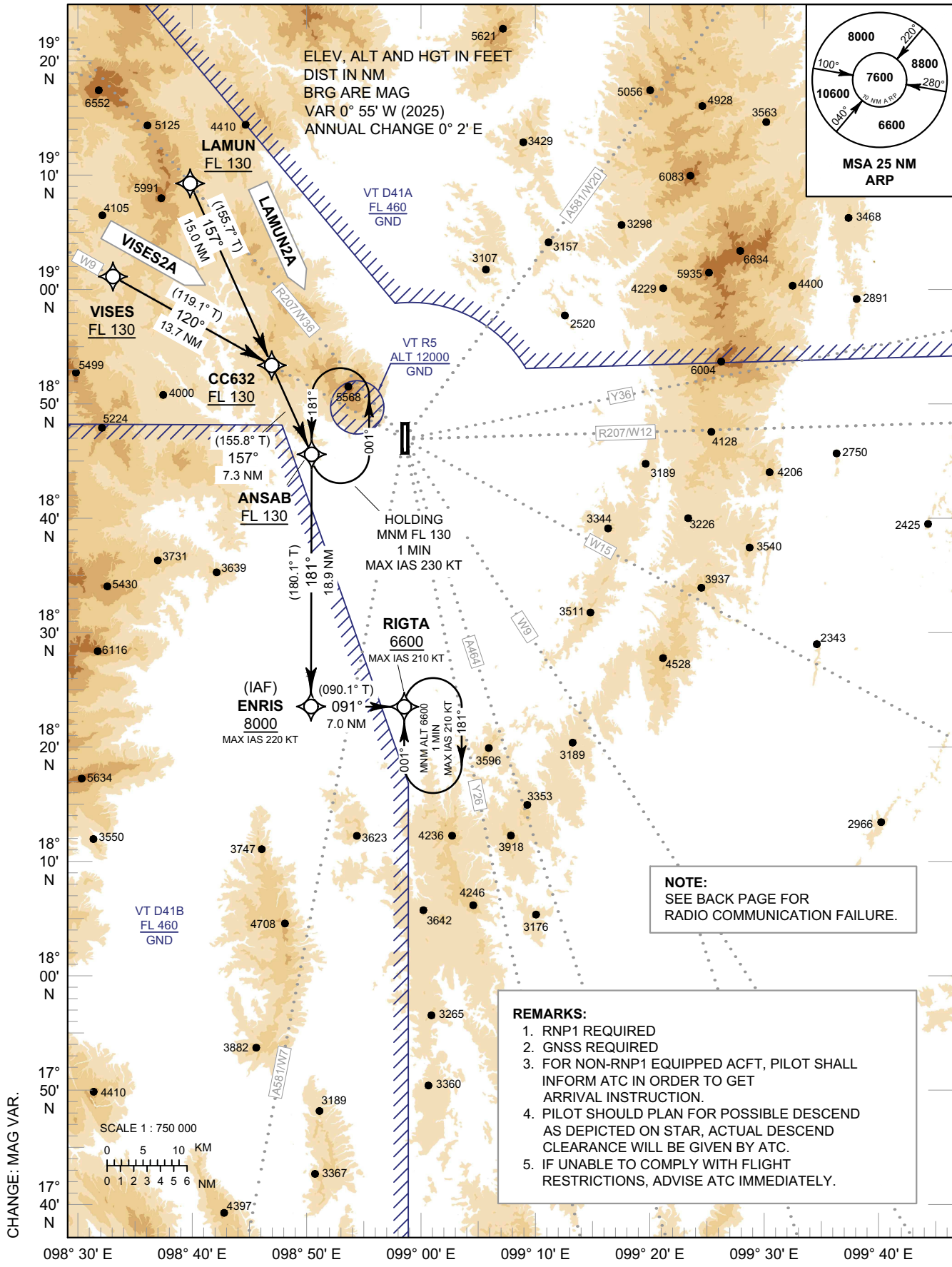
TRANSITION ALTITUDE
11000 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

LAMUN2A VISES2A



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

LAMUN2A VISES2A

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO RIGTA , DESCEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE CARRY OUT THE APPROPRIATE INSTRUMENT APPROACH PROCEDURE RWY36.
3	WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE, PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

LAMUN2A VISES2A

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
LAMUN2A FROM R207/W36											
010	IF	LAMUN	-	-	+0.9	-	-	+FL 130	-	-	RNP 1
020	TF	CC632	-	157° (155.7°)	+0.9	15.0	-	+FL 130	-	-	RNP 1
030	TF	ANSAB	-	157° (155.8°)	+0.9	7.3	-	+FL 130	-	-	RNP 1
040	TF	ENRIS	-	181° (180.1°)	+0.9	18.9	-	+8000	-220	-	RNP 1
050	TF	RIGTA	-	091° (090.1°)	+0.9	7.0	-	+6600	-210	-	RNP 1
VISES2A FROM W9											
010	IF	VISES	-	-	+0.9	-	-	+FL 130	-	-	RNP 1
020	TF	CC632	-	120° (119.1°)	+0.9	13.7	-	+FL 130	-	-	RNP 1
030	TF	ANSAB	-	157° (155.8°)	+0.9	7.3	-	+FL 130	-	-	RNP 1
040	TF	ENRIS	-	181° (180.1°)	+0.9	18.9	-	+8000	-220	-	RNP 1
050	TF	RIGTA	-	091° (090.1°)	+0.9	7.0	-	+6600	-210	-	RNP 1

WAYPOINT LIST

RNAV RWY36		
Waypoint Identifier	Coordinates	Pronunciation
ANSAB	18° 44' 48.83" N 098° 50' 23.61" E	AN - SAB
CC632	18° 51' 31.24" N 098° 47' 13.47" E	-
ENRIS	18° 25' 48.24" N 098° 50' 21.51" E	EN - RIS
LAMUN	19° 05' 13.14" N 098° 40' 44.26" E	LA - MUN
RIGTA	18° 25' 47.35" N 098° 57' 43.27" E	RIG - TAH
VISES	18° 58' 11.41" N 098° 34' 38.14" E	VE - SESS

CHANGE: MAG VAR.

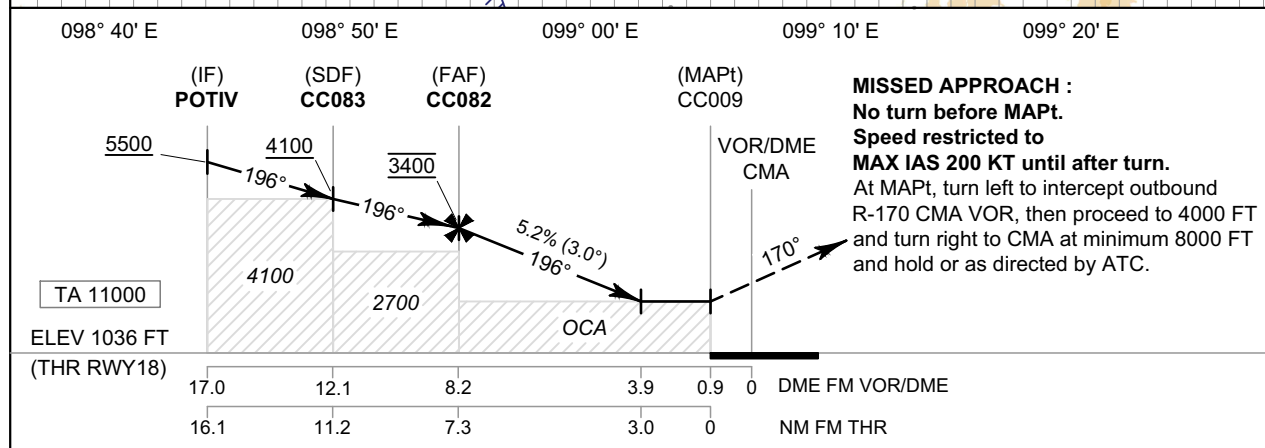
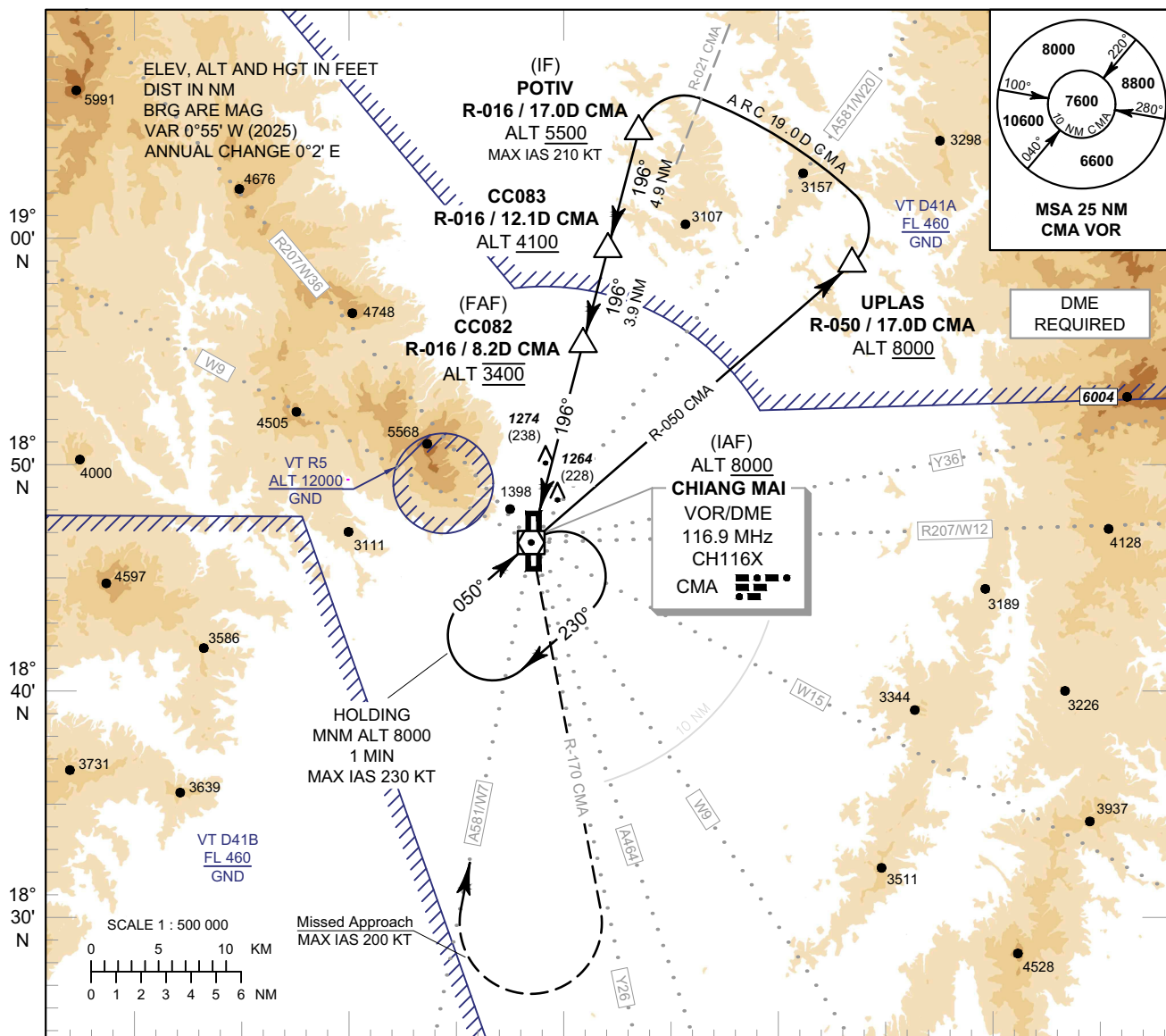
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INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 1036 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

VOR a RWY18



CHANGE: MAG VAR:

OCA/H	A	B	C	D	Distance (CMA)	FAF	8 D	7 D	6 D	5 D	4 D	3.9 D
Straight-in Approach	NOT AUTHORIZED				Altitude (Height)	3400 (2364)	3330 (2294)	3015 (1979)	2695 (1659)	2380 (1344)	2065 (1029)	2030 (994)
Circling* (OCH AAL)	2030 (994)	2220 (1184)	2420 (1384)		Ground Speed	knot	70	90	100	120	140	160
					Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

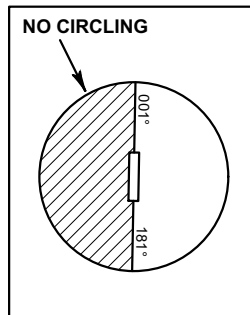
* FOR CIRCLING RESTRICTION SEE VERSO

INSTRUMENT AERODROME ELEV 1036 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

CHIANG MAI / Chiang Mai Intl (VTCC)

VOR a RWY18

Fix / Point		Coordinates		Pronunciation
UPLAS	R-050 / 17.0D CMA	18° 57' 07.92" N	099° 11' 13.86" E	UP - LAS
(IF) POTIV	R-016 / 17.0D CMA	19° 02' 28.74" N	099° 02' 12.41" E	POH - TIF
CC083	R-016 / 12.1D CMA	18° 57' 43.20" N	099° 00' 53.92" E	-
(FAF) CC082	R-016 / 8.2D CMA	18° 53' 55.93" N	098° 59' 51.49" E	-
(MAPt) CC009	R-016 / 0.9D CMA	18° 46' 50.50" N	098° 57' 54.78" E	-
(IAF) VOR	CMA	18° 45' 58.05" N	098° 57' 40.40" E	-



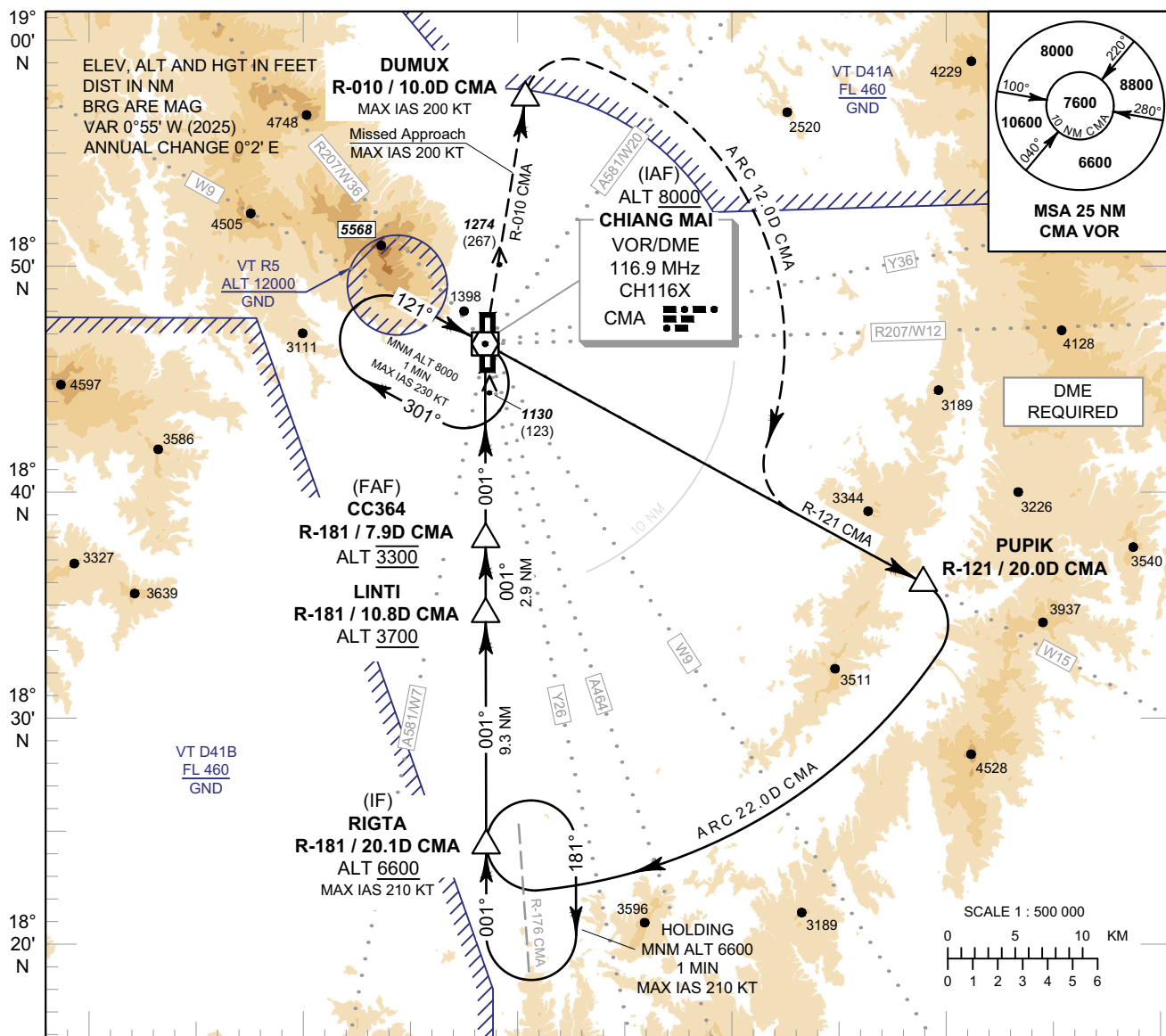
CHANGE: POTIV, CC083, CC082, CC009 RADIAL.

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 1036 FT**
HEIGHTS RELATED TO THR RWY36 - ELEV 1007 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

VOR RWY36



098° 40' E 098° 50' E 099° 00' E 099° 10' E 099° 20' E 099° 30' E

MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 200 KT until after turn.
Climb straight ahead to CMA VOR, then turn right to intercept outbound R-010 CMA VOR to DUMUX, then follow ARC 12.0D CMA VOR until intercept outbound R-121 CMA VOR and proceed to PUIPIK, then follow ARC 22.0D CMA VOR to RIGTA at minimum 6600 FT and hold or as directed by ATC.

VOR/DME (MAPt) CC363 (FAF) CC364 LINTI (IF) RIGTA

Altitudes: 6600, 3700, 3300, 3100, 3100, 3100, 6600

ARC 12.0D CMA VOR, ARC 22.0D CMA VOR, R-010, R-121, R-181, R-176 CMA

TA 11000
ELEV 1007 FT (THR RWY36)

DME FM VOR/DME 0 0.8 2.6 7.9 10.8 20.1

NM FM THR 0 1.8 7.1 10.0 19.3

CHANGE: MAG VAR:

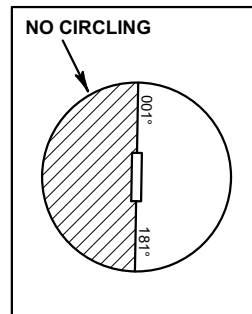
OCA/H	A				B				C				D				Distance (CMA)		
	1630 (623)				2030 (994)				2220 (1184)				2420 (1384)						
Straight-in Approach	1630 (623)												2.6 D	3 D	4 D	5 D	6 D	7 D	FAF
Circling* (OCH AAL)	2030 (994)												1630 (623)	1750 (743)	2070 (1063)	2385 (1378)	2700 (1693)	3015 (2008)	3300 (2293)
* FOR CIRCLING RESTRICTION SEE VERSO	Rate of Descent 5.2%												knot	70	90	100	120	140	160
	ft/min												369	474	527	632	737	843	

INSTRUMENT AERODROME ELEV 1036 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY36 - ELEV 1007 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

VOR RWY36

Fix / Point		Coordinates		Pronunciation
PUIK	R-121 / 20.0D CMA	18° 36' 00.66" N	099° 15' 58.06" E	PU - PICK
(IF) RIGTA	R-181 / 20.1D CMA	18° 25' 47.35" N	098° 57' 43.27" E	RIG - TA
LINTI	R-181 / 10.8D CMA	18° 35' 07.52" N	098° 57' 41.94" E	LIN - TI
(FAF) CC364	R-181 / 7.9D CMA	18° 38' 02.20" N	098° 57' 41.53" E	-
(MAPt) CC363	R-181 / 2.6D CMA	18° 43' 21.44" N	098° 57' 40.77" E	-
DUMUX	R-010 / 10.0D CMA	18° 55' 52.56" N	098° 59' 22.08" E	DU - MUX
(IAF) VOR	CMA	18° 45' 58.05" N	098° 57' 40.40" E	-



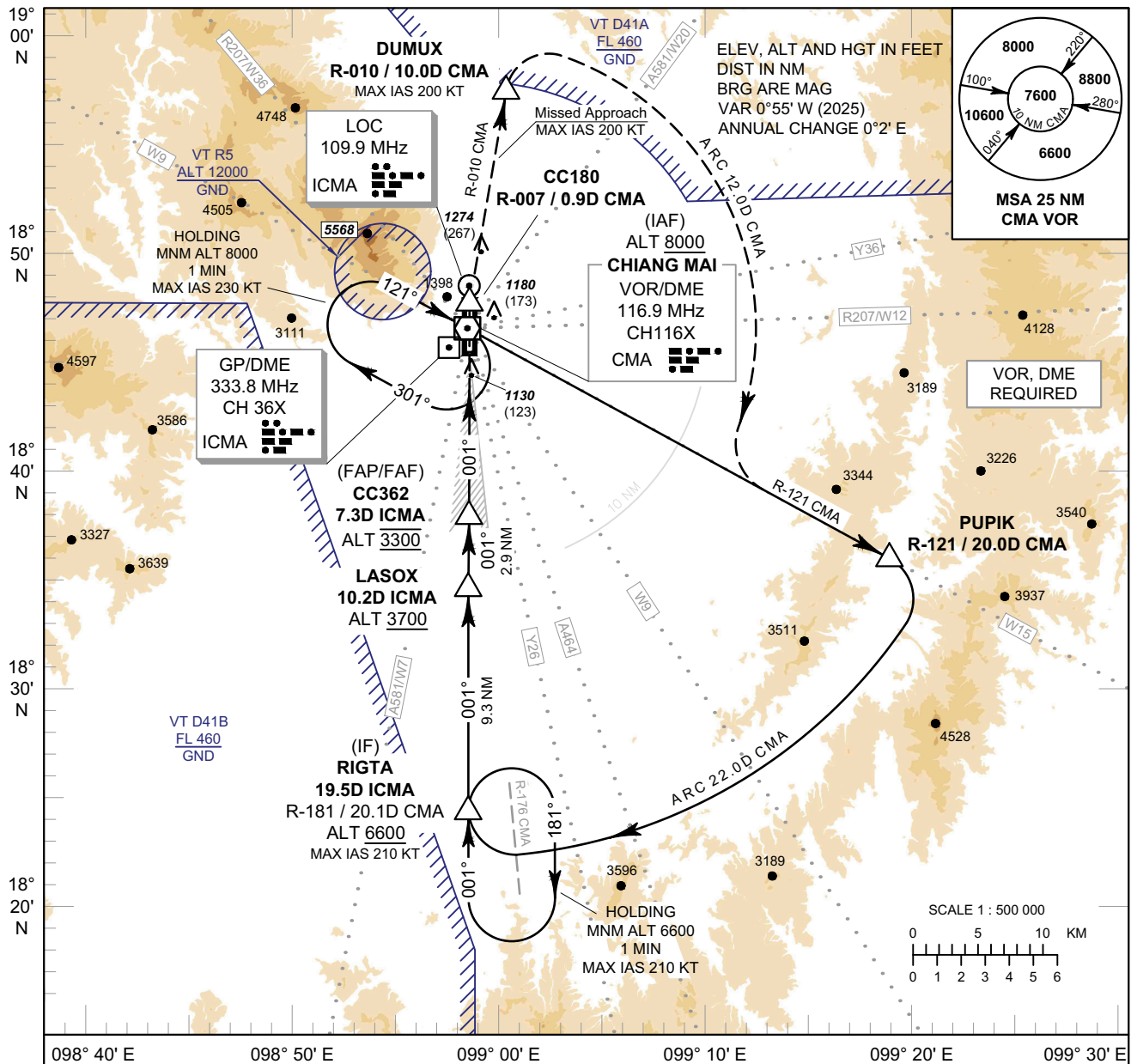
CHANGE: PUIK RADIAL.

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 1036 FT
HEIGHTS RELATED TO THR RWY36 - ELEV 1007 FT

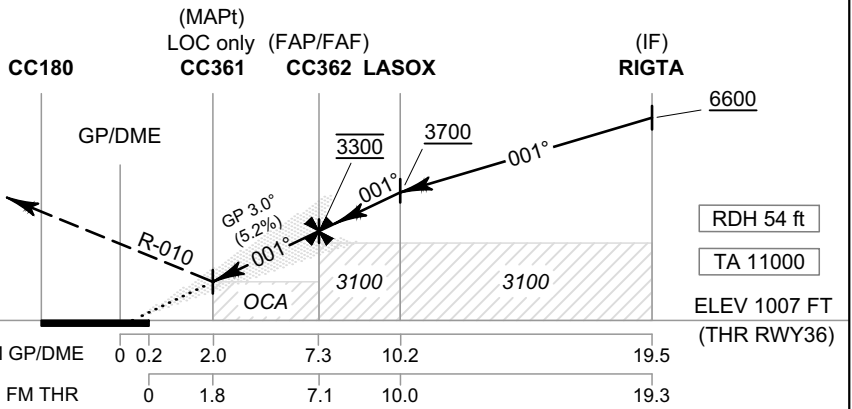
APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

ILS or LOC y RWY36



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 200 KT until after turn.
Climb straight ahead to CC180, then turn right to intercept outbound R-010 CMA VOR to DUMUX, then follow ARC 12.0D CMA VOR until intercept outbound R-121 CMA VOR and proceed to PUIPIK, then follow ARC 22.0D CMA VOR to RIGTA at minimum 6600 FT and hold or as directed by ATC.



CHANGE: MAG VAR.

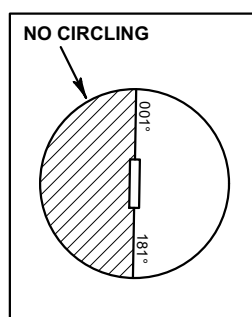
OCA/H	A	B	C	D	Distance (ICMA)	2.0 D	3 D	4 D	5 D	6 D	7 D	FAF		
						Straight-in Approach	CAT I	1420 (413)				1630 (623)	1945 (938)	2260 (1253)
LOC only					1630 (623)									
Circling* (OCH AAL)					2030 (994)	2220 (1184)	2420 (1384)							
* FOR CIRCLING RESTRICTION SEE VERSO					Ground Speed		knot	70	90	100	120	140	160	
					Rate of Descent		5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT AERODROME ELEV 1036 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY36 - ELEV 1007 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

ILS or LOC y RWY36

Fix / Point		Coordinates		Pronunciation
PUIK	R-121 / 20.0D CMA	18° 36' 00.66" N	099° 15' 58.06" E	PU - PICK
(IF) RIGTA	19.5D ICMA	18° 25' 47.35" N	098° 57' 43.27" E	RIG - TAH
LASOX	10.2D ICMA	18° 35' 05.97" N	098° 57' 44.70" E	LA - SOX
(FAP/FAF) CC362	7.3D ICMA	18° 38' 03.29" N	098° 57' 45.16" E	-
(MAPt) CC361	2.0D ICMA	18° 43' 22.53" N	098° 57' 45.98" E	-
CC180	R-007 / 0.9D CMA	18° 46' 51.81" N	098° 57' 46.51" E	-
DUMUX	R-010 / 10.0D CMA	18° 55' 52.56" N	098° 59' 22.08" E	DU - MUX
LOC	ICMA	18° 47' 07.39" N	098° 57' 46.57" E	-
GP/DME	ICMA	18° 45' 21.61" N	098° 57' 42.19" E	-
(IAF) VOR	CMA	18° 45' 58.05" N	098° 57' 40.40" E	-



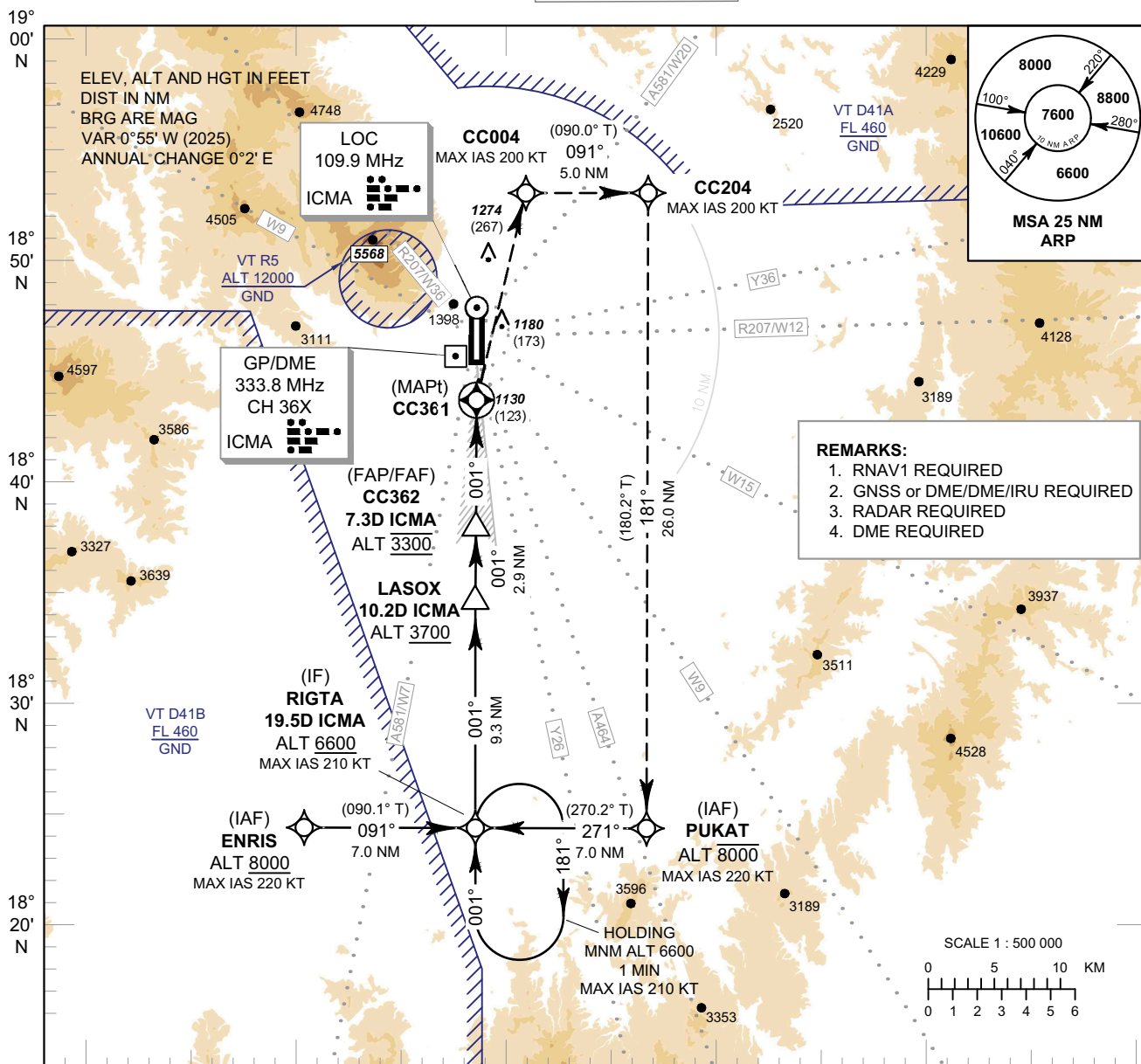
CHANGE: PUIK RADIAL.

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

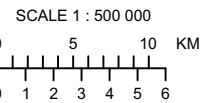
APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

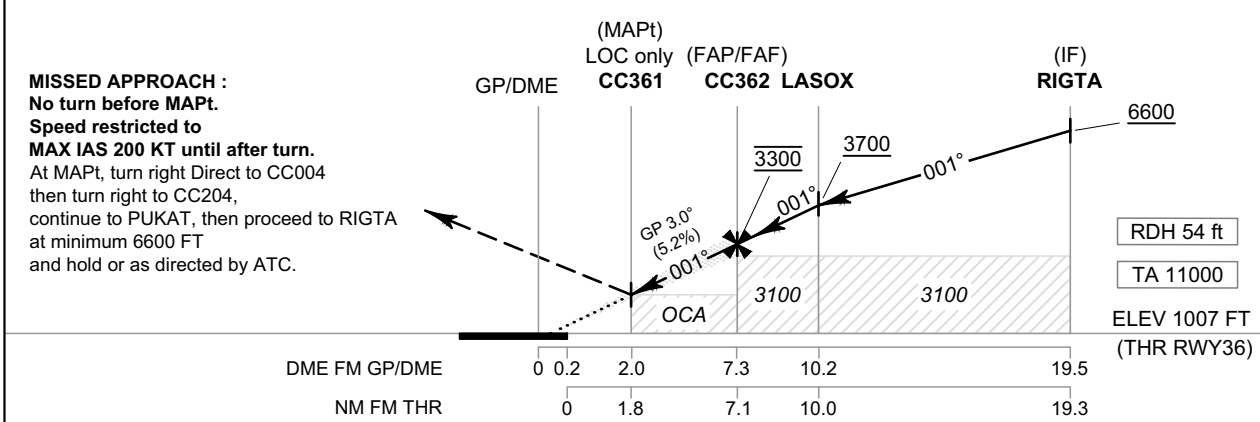
ILS or LOC z RWY36



REMARKS:
1. RNAV1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. RADAR REQUIRED
4. DME REQUIRED



098° 40' E 098° 50' E 099° 00' E 099° 10' E 099° 20' E 099° 30' E



OCA/H	A	B	C	D	Distance (ICMA)	2 D	3 D	4 D	5 D	6 D	7 D	FAF
						Altitude (Height)	Ground Speed	Rate of Descent	ft/min	ft/min	ft/min	ft/min
Straight-in Approach	CAT I	1420 (413)			2.0	1630 (623)	1940 (933)	2260 (1253)	2575 (1568)	2890 (1883)	3205 (2198)	3300 (2293)
LOC only		1630 (623)			7.3							
Circling* (OCH AAL)		2030 (994)	2220 (1184)	2420 (1384)	10.2							
* FOR CIRCLING RESTRICTION SEE VERSO												

CHANGE: MAG VAR.

INSTRUMENT AERODROME ELEV 1036 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY36 - ELEV 1007 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

ILS or LOC z RWY36

TABULAR DESCRIPTION

ILS or LOC z 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) ENRIS	-	-	+0.9	-	-	+8000	-220	-	RNAV 1
020	TF	(IF) RIGTA	-	091° (090.1°)	+0.9	7.0	-	+6600	-210	-	RNAV 1
010	IF	(IAF) PUKAT	-	-	+0.9	-	-	-8000	-220	-	RNAV 1
020	TF	(IF) RIGTA	-	271° (270.2°)	+0.9	7.0	-	+6600	-210	-	RNAV 1
010	IF	(IF) RIGTA	-	-	+0.9	-	-	+6600	-210	-	RNAV 1

TRANSITION TO ILS or LOC

020	TF	LASOX	-	001° (000.1°)	+0.9	9.3	-	+3700	-	-	ILS
030	TF	(FAP/FAF) CC362	-	001° (000.1°)	+0.9	2.9	-	@3300	-	-	ILS
040	CF	(MAPt) CC361	Y	001° (000.1°)	+0.9	5.3	-	@1630	-	-3.0/54	ILS
050	DF	CC004	-	-	+0.9	-	R	-	-200	-	RNAV 1
060	TF	CC204	-	091° (090.0°)	+0.9	5.0	-	-	-200	-	RNAV 1
070	TF	(IAF) PUKAT	-	181° (180.2°)	+0.9	26.0	-	-8000	-220	-	RNAV 1
080	TF	(IF) RIGTA	-	271° (270.2°)	+0.9	7.0	-	+6600	-210	-	RNAV 1
090	HM	(IF) RIGTA	Y	001° (000.1°)	+0.9	1 minute	R	+6600	-210	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY36

Waypoint Identifier	Coordinates	Pronunciation
CC004	18° 51' 51.73" N 098° 59' 53.79" E	-
CC204	18° 51' 51.83" N 099° 05' 10.14" E	-
CC361	18° 43' 22.53" N 098° 57' 45.98" E	-
CC362	18° 38' 03.29" N 098° 57' 45.16" E	-
ENRIS	18° 25' 48.24" N 098° 50' 21.51" E	EN - RIS
LASOX	18° 35' 05.97" N 098° 57' 44.70" E	LA - SOX
PUKAT	18° 25' 46.17" N 099° 05' 05.03" E	PU - KAT
RIGTA	18° 25' 47.35" N 098° 57' 43.27" E	RIG - TA

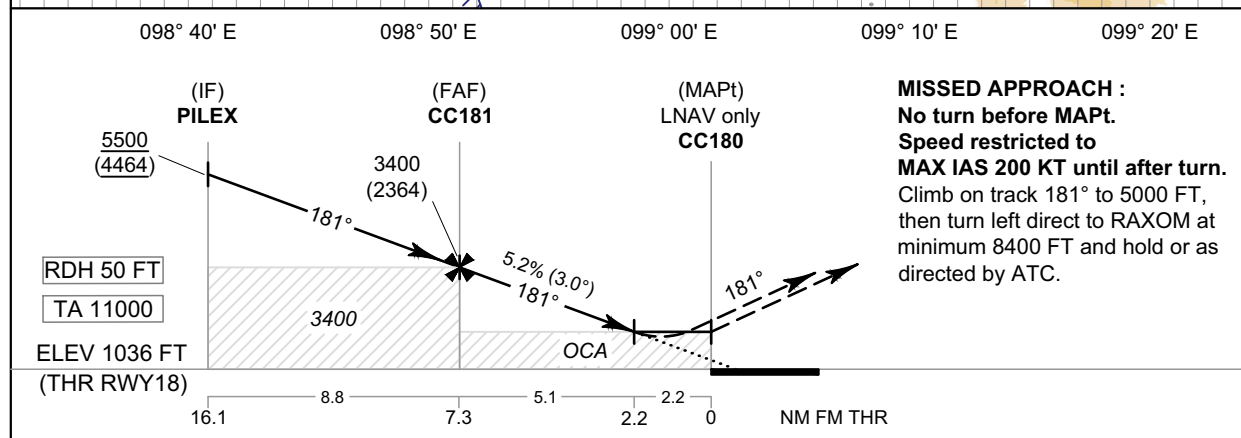
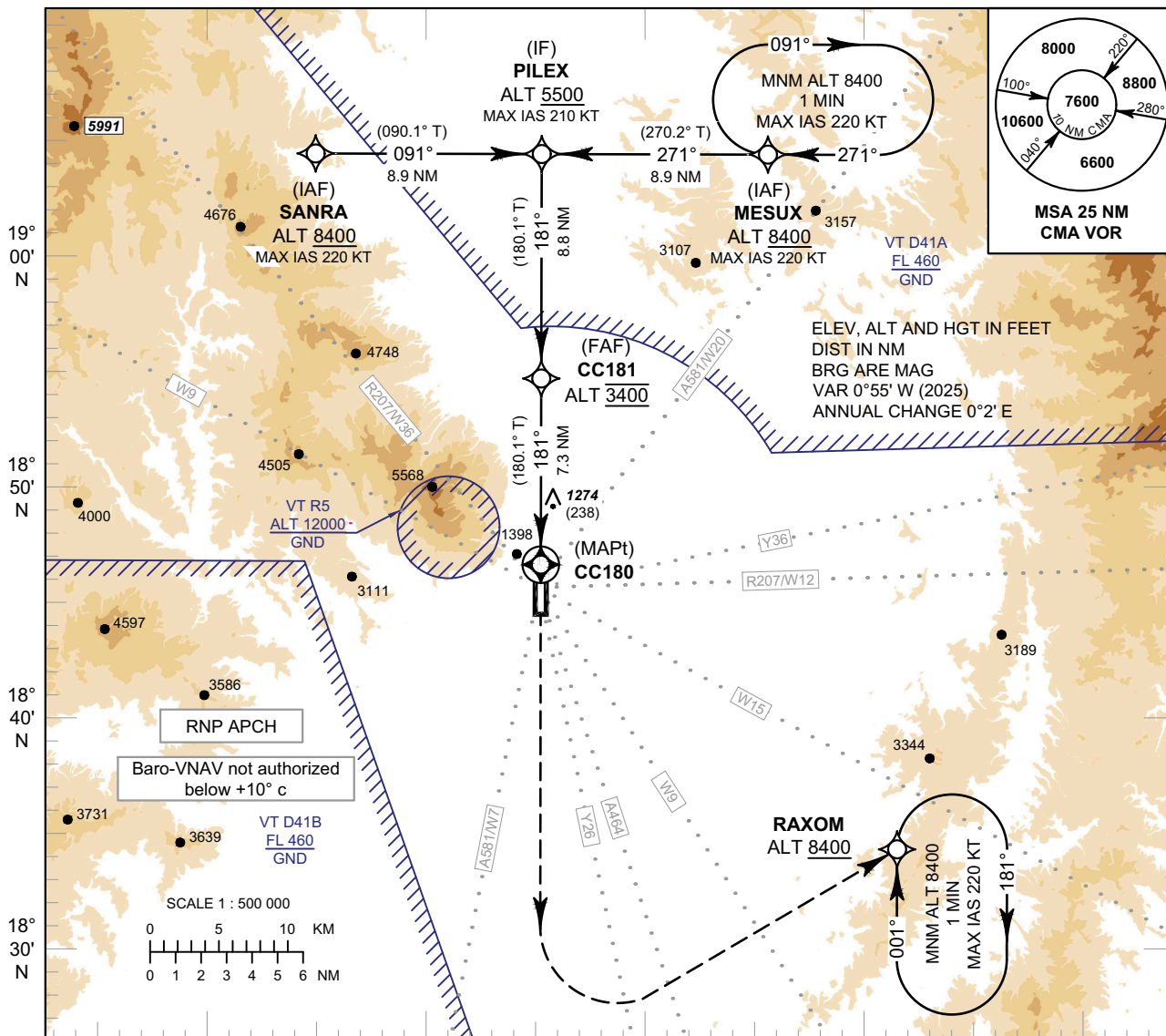
CHANGE: MAG VAR.

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 1036 FT**
HEIGHTS RELATED TO THR RWY18 - ELEV 1036 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai (VTCC)

RNP RWY18



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 200 KT until after turn.
Climb on track 181° to 5000 FT, then turn left direct to RAXOM at minimum 8400 FT and hold or as directed by ATC.

CHANGE: MAG VAR.

OCA/H	A	B	C	D	NM to NEXT WPT	FAF	7 NM	6 NM	5 NM	4 NM	3 NM	2.2 NM
LNNAV / VNAV	1560 (524)				Altitude (Height)	3400 (2364)	3300 (2264)	2980 (1944)	2665 (1629)	2350 (1314)	2035 (999)	1780 (744)
LNNAV	1780 (744)				Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	2030 (994)		2220 (1184)		Rate of Descent	ft/min	369	474	527	632	737	843
* FOR CIRCLING RESTRICTION SEE VERSO												

INSTRUMENT AERODROME ELEV 1036 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY18 - ELEV 1036 FT

CHIANG MAI / Chiang Mai (VTCC)

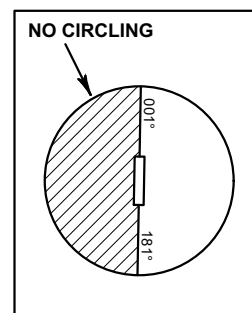
RNP RWY18

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	TF	(IAF) SANRA	-	-	+0.9	-	-	+8400	-220	-	RNP APCH
020	TF	(IF) PILEX	-	091° (090.1°)	+0.9	8.9	-	+5500	-210	-	RNP APCH
010	IF	(IAF) MESUX	-	-	+0.9	-	-	+8400	-220	-	RNP APCH
020	TF	(IF) PILEX	-	271° (270.2°)	+0.9	8.9	-	+5500	-210	-	RNP APCH
010	IF	(IF) PILEX	-	-	+0.9	-	-	+5500	-	-	RNP APCH
020	TF	(FAF) CC181	-	181° (180.1°)	+0.9	8.8	-	@3400	-	-	RNP APCH
030	TF	(MAPt @ THR18) CC180	Y	181° (180.1°)	+0.9	7.3	-	@1086	-	-3.0/50	RNP APCH
040	CA	-	-	181° (180.1°)	+0.9	-	-	+5000	-200	-	RNP APCH
050	DF	RAXOM	-	-	+0.9	-	L	+8400	-200	-	RNP APCH
060	HM	RAXOM	Y	001° (000.1°)	+0.9	1 minute	R	+8400	-220	-	RNP APCH

WAYPOINT LIST

RNP RWY18		
Waypoint Identifier	Coordinates	Pronunciation
CC180	18° 46' 51.81" N 098° 57' 46.51" E	-
CC181	18° 54' 11.51" N 098° 57' 47.60" E	-
MESUX	19° 03' 00.48" N 099° 07' 10.64" E	ME - SUX
PILEX	19° 03' 01.98" N 098° 57' 48.92" E	PE - LEX
RAXOM	18° 35' 39.00" N 099° 12' 29.22" E	RAH - SOM
SANRA	19° 03' 03.01" N 098° 48' 27.19" E	SAN - RAH



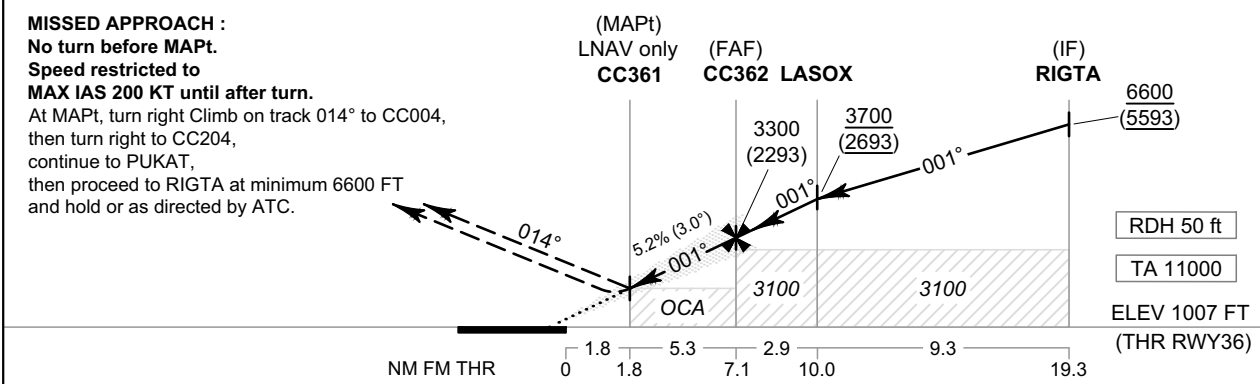
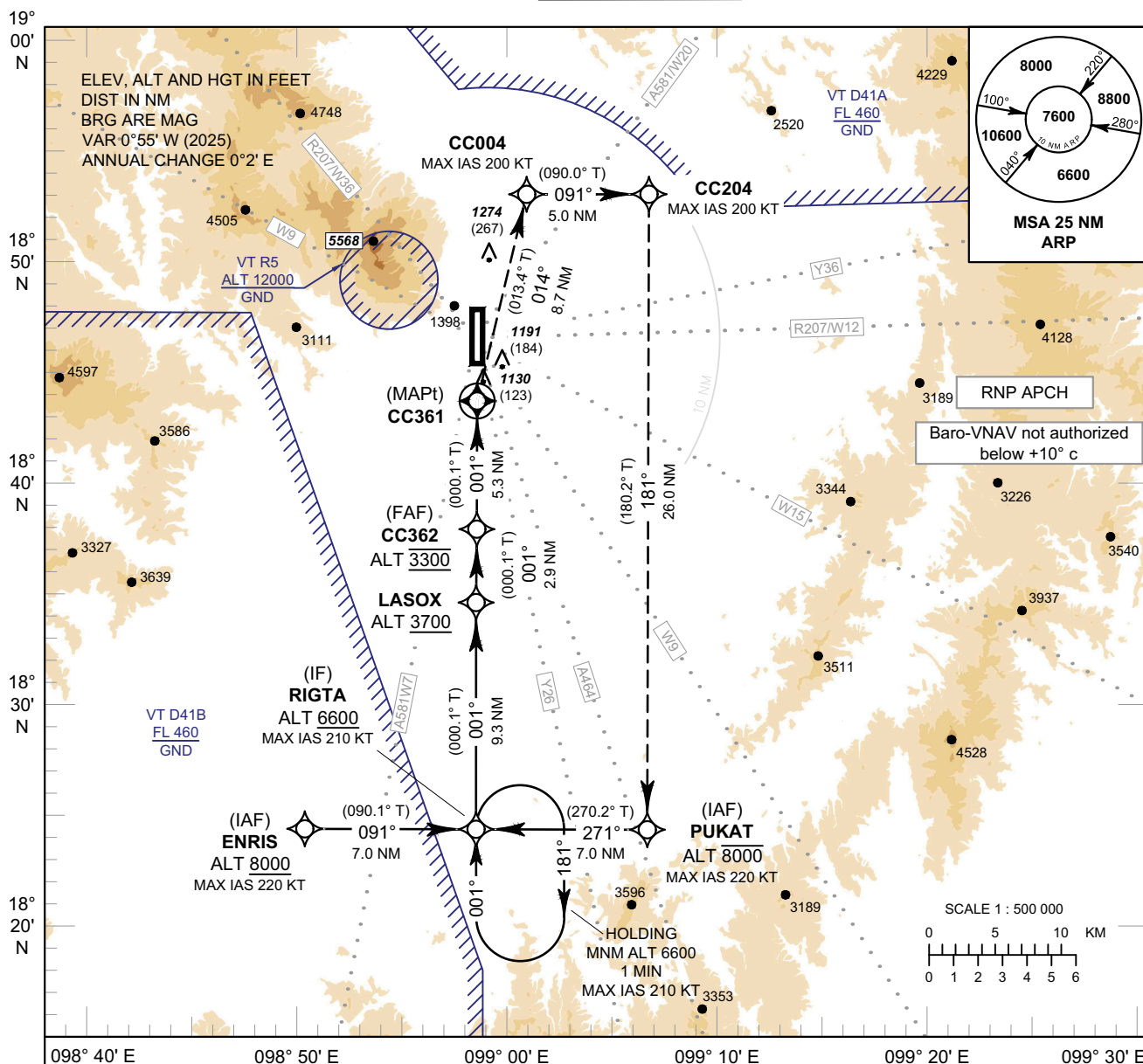
CHANGE: MAG VAR.

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 1036 FT**
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

RNP RWY36



CHANGE: MAG VAR:

OCA/H	A	B	C	D	NM to NEXT WPT	1.8 NM	2 NM	3 NM	4 NM	5 NM	6 NM	FAF
LNAV / VNAV	1500 (493)				Altitude (Height)	1630 (623)	1690 (683)	2005 (998)	2320 (1313)	2635 (1628)	2955 (1948)	3300 (2293)
LNAV	1630 (623)				Ground Speed	knot	70	90	100	120	140	160
Circling* (OCH AAL)	2030 (994)	2220 (1184)	2420 (1384)		Rate of Descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

* FOR CIRCLING RESTRICTION SEE VERSO

INSTRUMENT AERODROME ELEV 1036 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY36 - ELEV 1007 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

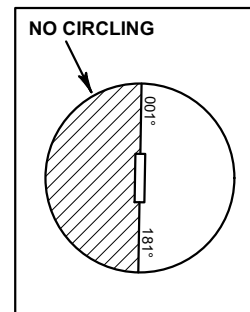
RNP RWY36

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) ENRIS	-	-	+0.9	-	-	+8000	-220	-	RNP ARCH
020	TF	(IF) RIGTA	-	091° (090.1°)	+0.9	7.0	-	+6600	-210	-	RNP ARCH
010	IF	(IAF) PUKAT	-	-	+0.9	-	-	-8000	-220	-	RNP ARCH
020	TF	(IF) RIGTA	-	271° (270.2°)	+0.9	7.0	-	+6600	-210	-	RNP ARCH
010	IF	(IF) RIGTA	-	-	+0.9	-	-	+6600	-210	-	RNP ARCH
020	TF	LASOX	-	001° (000.1°)	+0.9	9.3	-	+3700	-	-	RNP ARCH
030	TF	(FAP/FAF) CC362	-	001° (000.1°)	+0.9	2.9	-	@3300	-	-	RNP ARCH
040	TF	(MAPt) CC361	Y	001° (000.1°)	+0.9	5.3	-	@1630	-	-3.0/50	RNP ARCH
050	TF	CC004	-	014° (013.4°)	+0.9	8.7	-	-	-200	-	RNP ARCH
060	TF	CC204	-	091° (090.0°)	+0.9	5.0	-	-	-200	-	RNP ARCH
070	TF	(IAF) PUKAT	-	181° (180.2°)	+0.9	26.0	-	-8000	-220	-	RNP ARCH
080	TF	(IF) RIGTA	-	271° (270.2°)	+0.9	7.0	-	+6600	-210	-	RNP ARCH
090	HM	(IF) RIGTA	Y	001° (000.1°)	+0.9	1 minute	R	+6600	-210	-	RNP ARCH

WAYPOINT LIST

RNP RWY36		
Waypoint Identifier	Coordinates	Pronunciation
CC004	18° 51' 51.73" N 098° 59' 53.79" E	-
CC204	18° 51' 51.83" N 099° 05' 10.14" E	-
CC361	18° 43' 22.53" N 098° 57' 45.98" E	-
CC362	18° 38' 03.29" N 098° 57' 45.16" E	-
ENRIS	18° 25' 48.24" N 098° 50' 21.51" E	EN - RIS
LASOX	18° 35' 05.97" N 098° 57' 44.70" E	LA - SOX
PUKAT	18° 25' 46.17" N 099° 05' 05.03" E	PU - KAT
RIGTA	18° 25' 47.35" N 098° 57' 43.27" E	RIG - TAH



CHANGE: MAG VAR.

VTCT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	Available up to B747
4	Remarks	The registered owner or aircraft operator will always retain complete responsibilities for the removal of disabled aircraft.

VTCT AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Apron Aircraft Stand NR 1-7 Surface: Concrete Strength: PCR 1040/R/D/W/T
2	Taxiway width, surface and strength	TWY A: 27.5 m, Concrete surface, PCR 1500/R/D/W/T TWY B: 30 m, Concrete surface, PCR 1500/R/D/W/T TWY C: 35 m, Concrete surface, PCR 1500/R/D/W/T TWY D: 34.8 m, Concrete surface, PCR 1500/R/D/W/T TWY E: 30 m, Concrete surface, PCR 1500/R/D/W/T TWY F: 30 m, Concrete surface, PCR 1500/R/D/W/T TWY P: 23 m, Concrete surface, PCR 1500/R/D/W/T TWY P1: 48 m, Concrete surface, PCR 1500/R/D/W/T TWY P2: 48 m, Concrete surface, PCR 1500/R/D/W/T TWY P3: 48.2 m, Concrete surface, PCR 1500/R/D/W/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 388.55 m (1274 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTCT 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	<ol style="list-style-type: none"> Taxiway center line is painted in yellow. Taxiway Edge is provided Illuminated guidance signs are provided at various intersections Intermediate holding positions are provided on: <ol style="list-style-type: none"> Taxiway B (At the intersections with Taxiway P) Taxiway P (At the intersections with Taxiway A, B, C, P1/F, P2/E and P3) P1, P2 and P3 (At the intersections with Taxilane D) Nose-Wheel guidelines at apron.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, Centre line, Aiming Point and Side Strip RWY LGT: THR, RWY EDGE and RWY End lights TWY marking: Centre line, Edge and RWY Holding Position TWY LGT: TWY EDGE lights
3	Stop bars	Stop bars are installed at Taxiway A, B, C, E and F. It is controlled individually by ATC.
4	Other runway protection measures	<ol style="list-style-type: none"> Runway Guard Lights are installed on either side of Taxiways A, B, C, E and F at 90 m off the runway centreline. The use of an Intermediate holding position on TWY B, E and F is allowed only for aircraft sizes up to Code Letter D.
5	Remarks	NIL

VTCT 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	NIL	NIL	

CHIANG RAI OMNI 03 Departure: Required climb gradient 365 ft per NM (6.0%) until 7,000 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.0%	(ft/min)	395	456	608	912	1216	1519	1823

No turn before DER.

After departure climb straight ahead until 4,000 ft (or altitude assigned by ATC between 4,000 ft - 6,000 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 21:

CHIANG RAI OMNI 21 Departure: Required climb gradient 365 ft per NM (6.0%) until 7,000 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.0%	(ft/min)	395	456	608	912	1216	1519	1823

No turn before DER.

After departure climb straight ahead until 4,000 ft (or altitude assigned by ATC between 4,000 ft - 6,000 ft), then comply with ATC clearance issued (or as directed by ATC).

VTCT AD 2.23 ADDITIONAL INFORMATION

1. AERODROME CONFUSION

Aircraft landing at Mae Fah Luang-Chiang Rai International Airport (VTCT) shall be aware of another operative aerodrome, Rob Wiang Airport (VTCT) located 5 NM Southwest of Mae Fah Luang-Chiang Rai International Airport (radial 220 from CTR VOR).

VTCT AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome chart - ICAO	AD 2-VTCT-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTCT-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTCT-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 03/21	AD 2-VTCT-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03 - BENVI1A DUBEN1A NUMDO1A PONUK1A	AD 2-VTCT-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03 - BENVI1A DUBEN1A NUMDO1A PONUK1A (Tabular description)	AD 2-VTCT-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B	AD 2-VTCT-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B (Tabular description)	AD 2-VTCT-6-4
Instrument Approach Chart - ICAO - VOR RWY 03	AD 2-VTCT-8-1
Instrument Approach Chart - ICAO - VOR RWY 03 (Fix and point list table)	AD 2-VTCT-8-2
Instrument Approach Chart - ICAO - VOR RWY 21	AD 2-VTCT-8-3
Instrument Approach Chart - ICAO - VOR RWY 21 (Fix and point list table)	AD 2-VTCT-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 03	AD 2-VTCT-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 03 (Fix and point list table)	AD 2-VTCT-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 03	AD 2-VTCT-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 03 (Fix and point list table)	AD 2-VTCT-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 03 (Tabular description)	AD 2-VTCT-8-9
Instrument Approach Chart - ICAO - RNP RWY 03	AD 2-VTCT-8-11
Instrument Approach Chart - ICAO - RNP RWY 03 (Tabular description)	AD 2-VTCT-8-12
Instrument Approach Chart - ICAO - RNP RWY 21	AD 2-VTCT-8-13
Instrument Approach Chart - ICAO - RNP RWY 21 (Tabular description)	AD 2-VTCT-8-14

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AERODROME CHART - ICAO 19 57 08 N
099 52 59 E

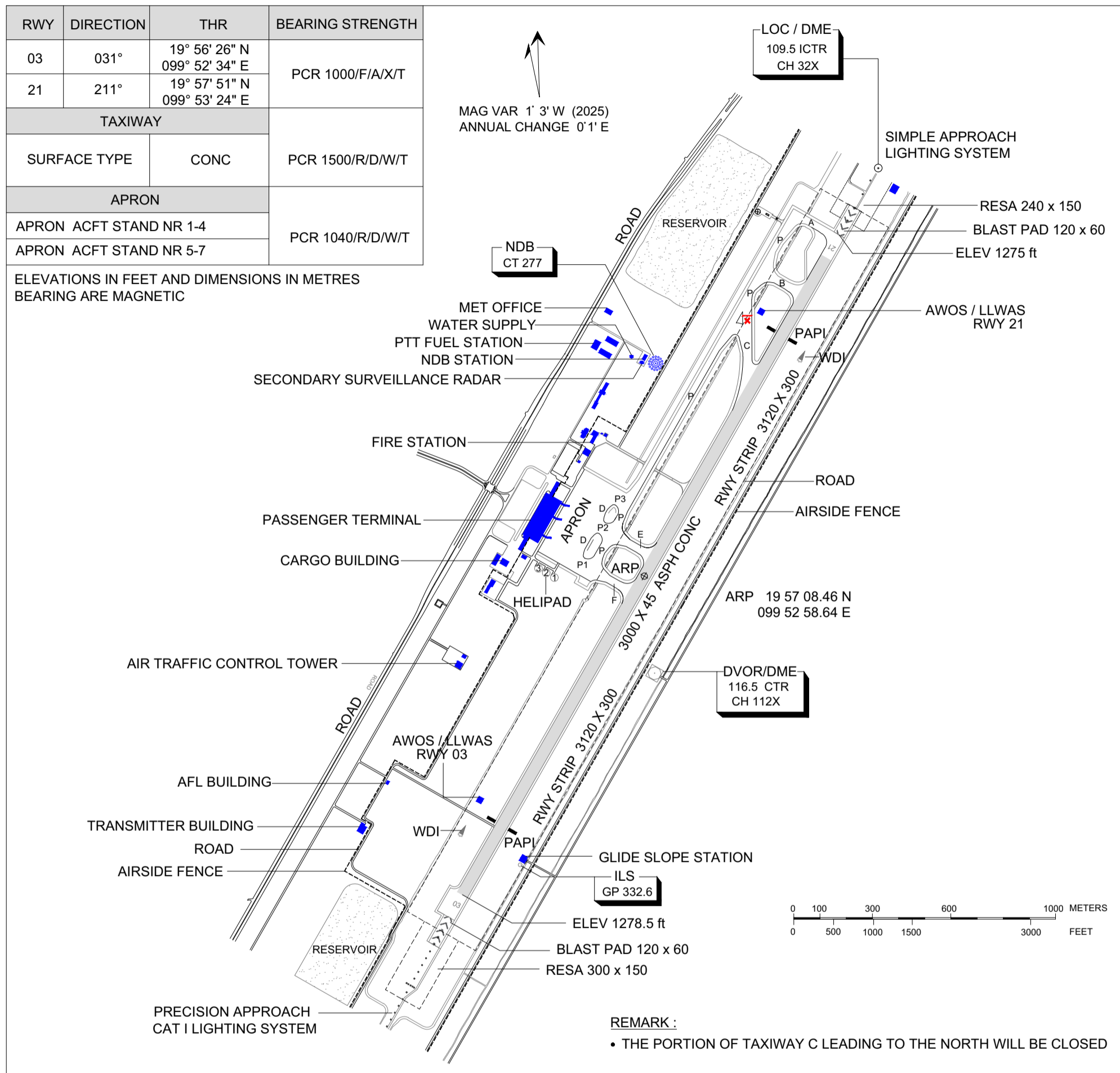
ELEV 1280 ft

TWR 118.4

CHIANG RAI / MAE FAH
Luang-Chiang Rai Intl.

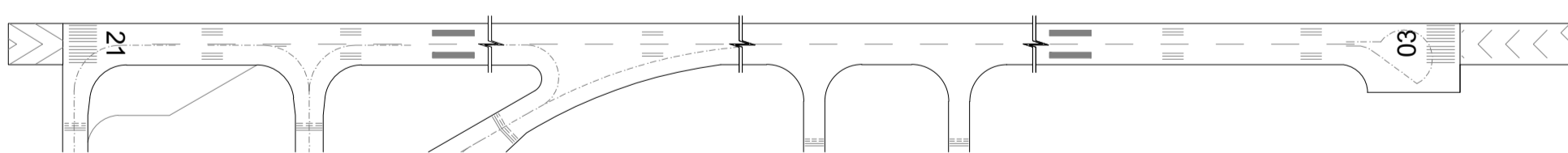
RWY	DIRECTION	THR	BEARING STRENGTH
03	031°	19° 56' 26" N 099° 52' 34" E	PCR 1000/F/A/X/T
21	211°	19° 57' 51" N 099° 53' 24" E	
TAXIWAY			
SURFACE TYPE		CONC	PCR 1500/R/D/W/T
APRON			
APRON ACFT STAND NR 1-4		PCR 1040/R/D/W/T	
APRON ACFT STAND NR 5-7			

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC

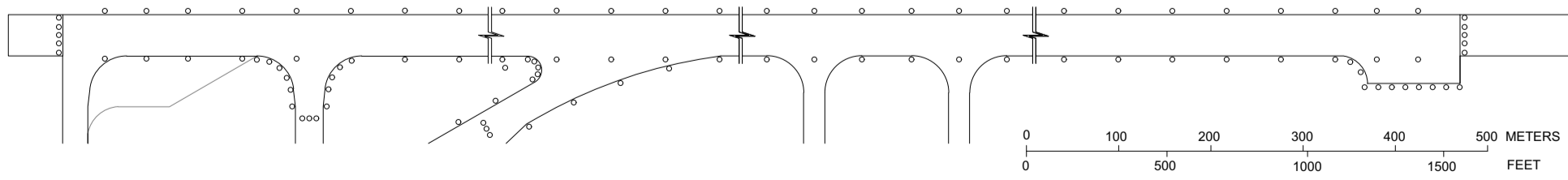


REMARK :
• THE PORTION OF TAXIWAY C LEADING TO THE NORTH WILL BE CLOSED

MARKING AIDS RWY 03/21 AND EXIT TWY



LIGHTING AIDS RWY 03/21 AND EXIT TWY



CHANGE : TWY D LOCATION, TWY E, F, P1, P2, P3 INFORMATION.

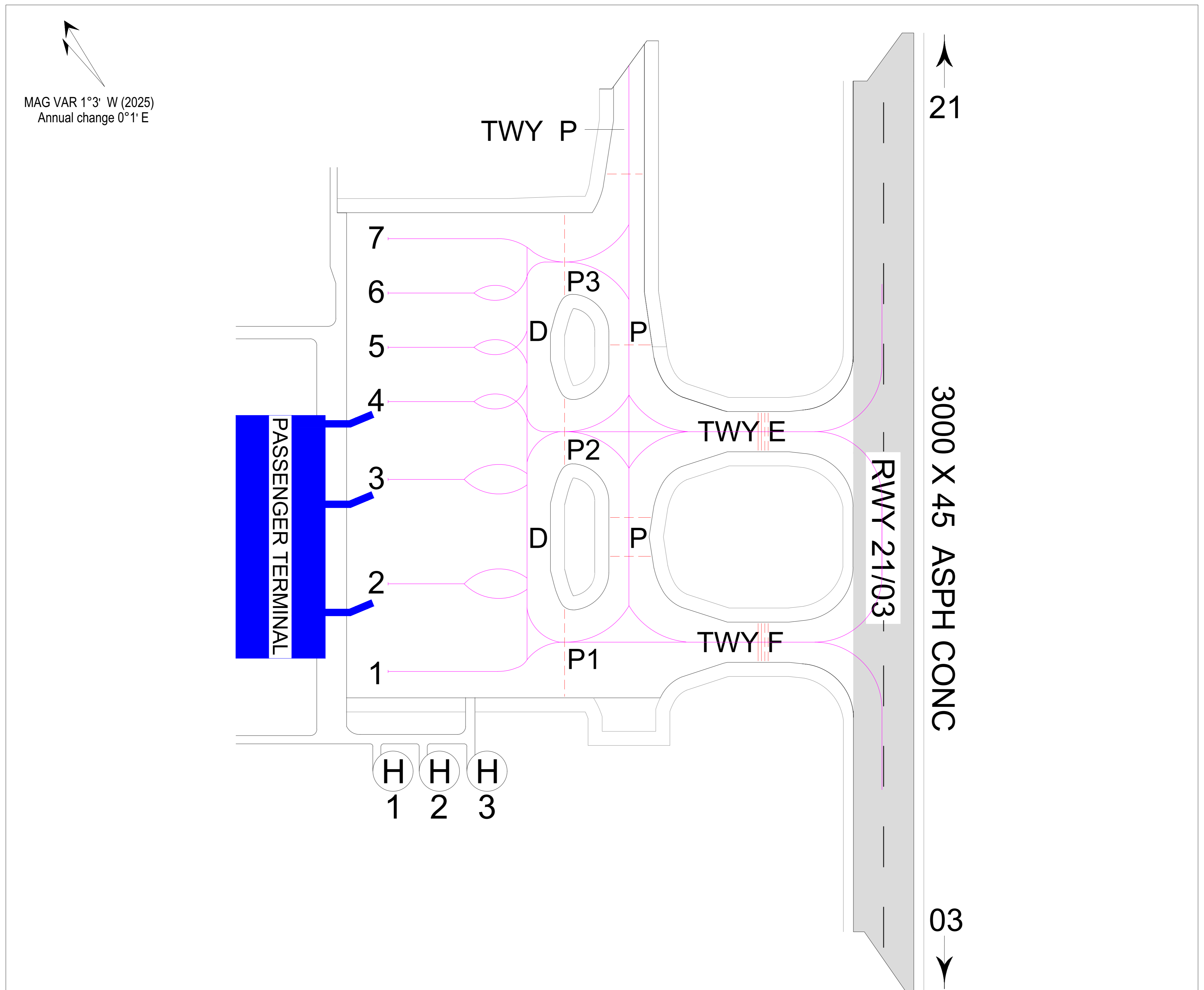
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AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
1274 ft

TWR 118.4

CHIANG RAI / MAE FAH
Luang-Chiang Rai Intl.



REMARK

1. AIRCRAFT STAND NR 2, 3 AND 4 AVAILABLE WITH SINGLE END PASSENGER LOADING BRIDGES
2. APRON ACFT STAND NR 1-4 SURFACE, STRENGTH : CONCRETE , PCR 1040/R/D/W/T
3. APRON ACFT STAND NR 5-7 SURFACE, STRENGTH : CONCRETE , PCR 1040/R/D/W/T

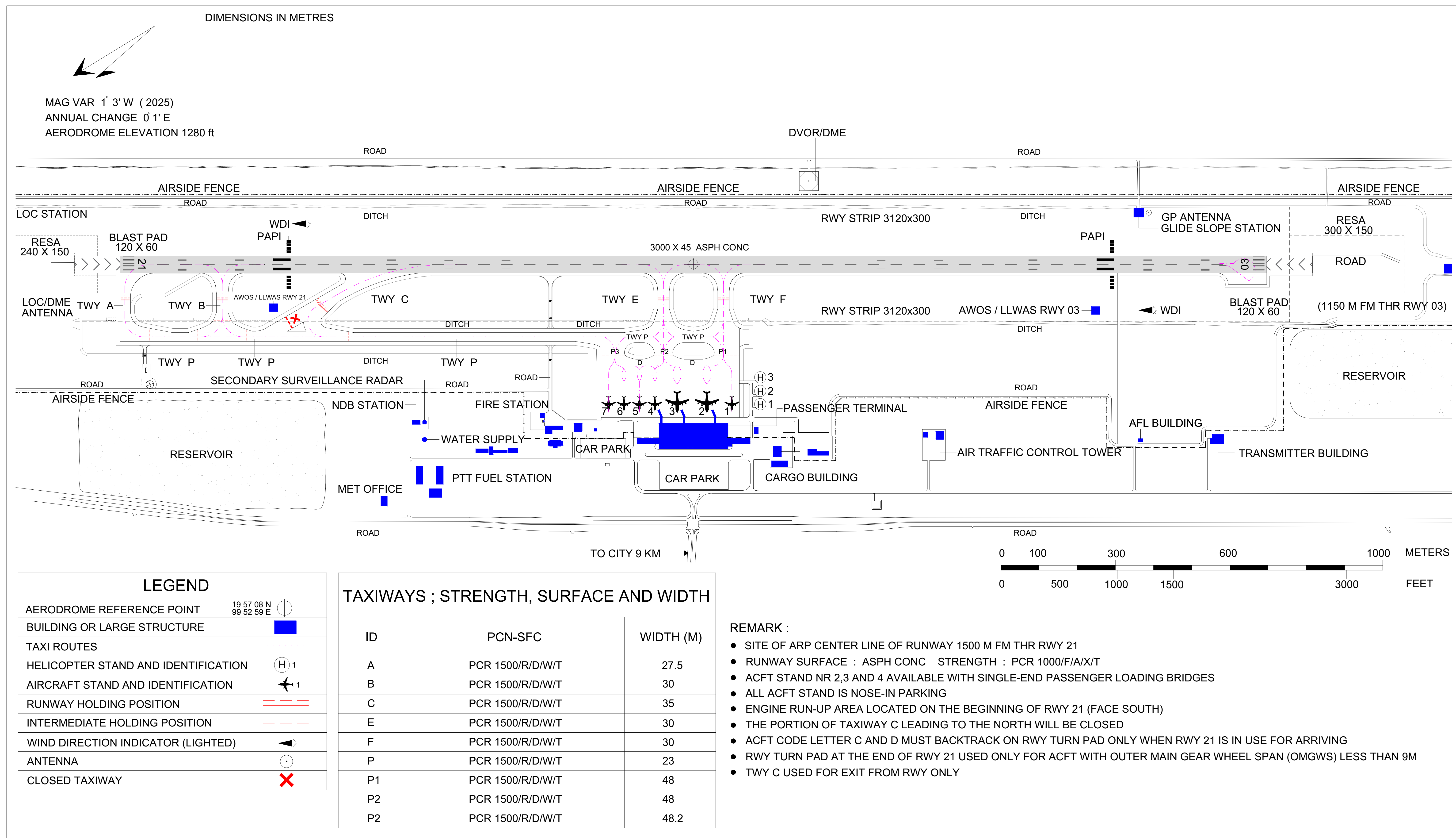
LEGEND	
AIRCRAFT STAND AND IDENTIFICATION	1 - 7
HELICOPTER STAND AND IDENTIFICATION	(H) 1-3
TAXI ROUTES	—
TAXIWAY AND APRON LIGHT	○
RUNWAY HOLDING POSITION	≡≡≡
INTERMEDIATE HOLDING POSITION	- - -
BUILDING OR LARGE STRUCTURE	■

AIRCRAFT STAND COORDINATES			
NR	LAT (N)	LONG (E)	UP TO
1	19 57 11.64 N	99 52 45.34 E	B737
2	19 57 13.42 N	99 52 46.57 E	B747
3	19 57 15.72 N	99 52 47.70 E	B747
4	19 57 17.16 N	99 52 49.09 E	B739
5	19 57 18.53 N	99 52 49.34 E	A321
6	19 57 19.69 N	99 52 50.02 E	A321
7	19 57 20.84 N	99 52 50.69 E	A321
H1	19 57 09.44 N	99 52 44.64 E	
H2	19 57 08.90 N	99 52 45.68 E	
H3	19 57 08.34 N	99 52 46.76 E	

CHANGE : TWY D LOCATION, TWY E , F , P1 , P2 , P3 INFORMATION.

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Mae Fah Laung-Chiang Rai International Airport / Aerodrome Ground Movement Chart



CHANGE : TWY D LOCATION, TWY E, F, P1, P2, P3 INFORMATION.

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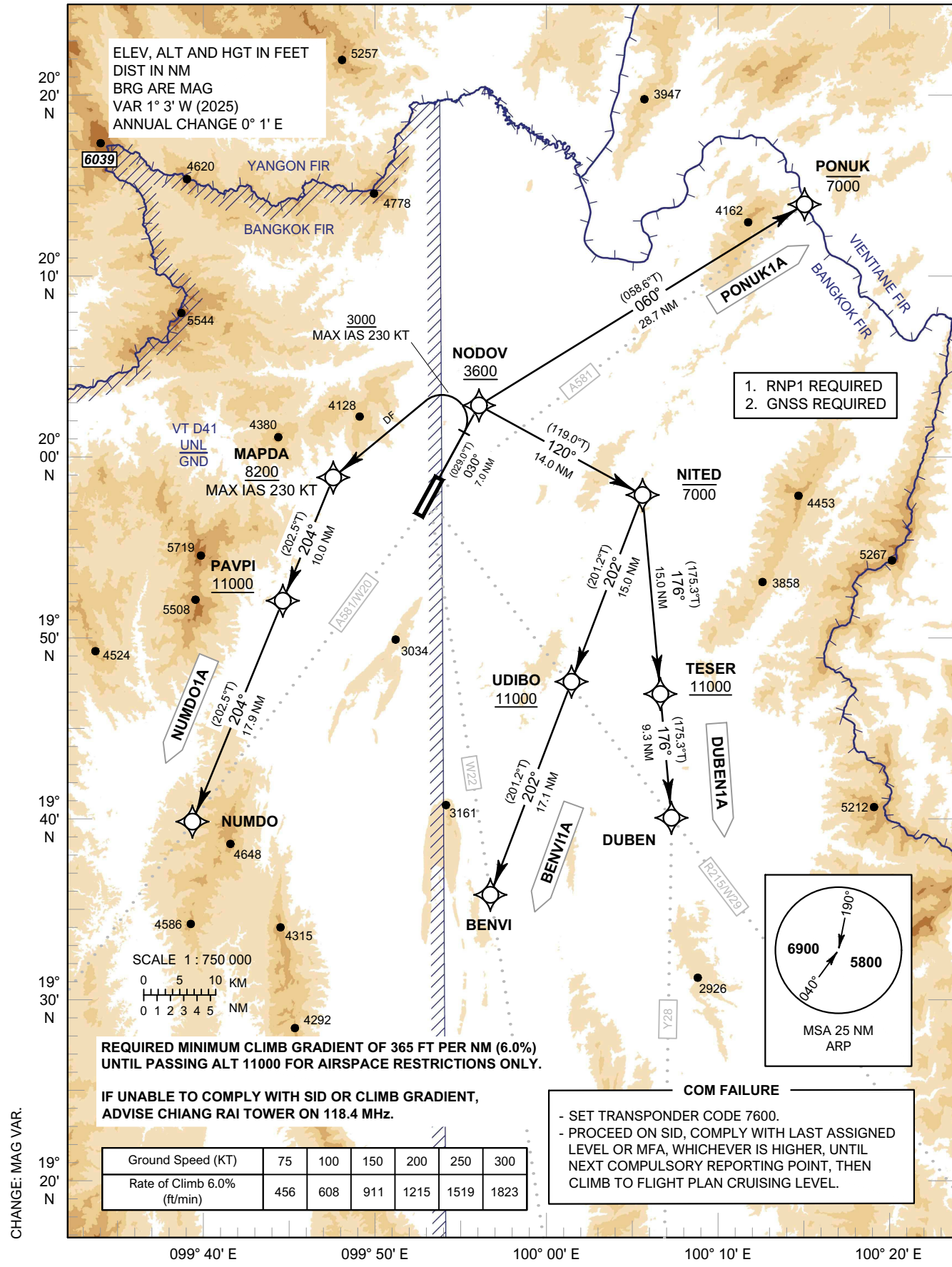
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000 FT

APP : 120.05 , 257.8
TWR : 118.4 , 236.6
ATIS : 127.85

**CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl (VTCT)**
RNAV RWY03

BENVI1A DUBEN1A NUMDO1A PONUK1A



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl (VTCT)
RNAV RWY03

BENVI1A DUBEN1A NUMDO1A PONUK1A

TABULAR DESCRIPTION

RNAV RWY03

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
---------------	-----------------	---------------------	---------	----------------	--------------------	---------------	----------------	---------------	------------	----------	--------------------------

BENVI1A

010	-	DER RWY03	-	-	+1.0	-	-	-	-	-	RNP 1
020	TF	NODOV	-	030° (029.0°)	+1.0	7.0	R	+3600	-	-	RNP 1
030	TF	NITED	-	120° (119.0°)	+1.0	14.0	R	-7000	-	-	RNP 1
040	TF	UDIBO	-	202° (201.2°)	+1.0	15.0	-	+11000	-	-	RNP 1
050	TF	BENVI	-	202° (201.2°)	+1.0	17.1	-	-	-	-	RNP 1

DUBEN1A

010	-	DER RWY03	-	-	+1.0	-	-	-	-	-	RNP 1
020	TF	NODOV	-	030° (029.0°)	+1.0	7.0	R	+3600	-	-	RNP 1
030	TF	NITED	-	120° (119.0°)	+1.0	14.0	R	-7000	-	-	RNP 1
040	TF	TESER	-	176° (175.3°)	+1.0	15.0	-	+11000	-	-	RNP 1
050	TF	DUBEN	-	176° (175.3°)	+1.0	9.3	-	-	-	-	RNP 1

NUMDO1A

010	-	DER RWY03	-	-	+1.0	-	-	-	-	-	RNP 1
020	CA	-	-	030° (029.0°)	+1.0	-	-	+3000	-230	-	RNP 1
030	DF	MAPDA	-	-	+1.0	-	L	+8200	-230	-	RNP 1
040	TF	PAVPI	-	204° (202.5°)	+1.0	10.0	-	+11000	-	-	RNP 1
050	TF	NUMDO	-	204° (202.5°)	+1.0	17.9	-	-	-	-	RNP 1

PONUK1A

010	-	DER RWY03	-	-	+1.0	-	-	-	-	-	RNP 1
020	TF	NODOV	-	030° (029.0°)	+1.0	7.0	R	+3600	-	-	RNP 1
030	TF	PONUK	-	060° (058.6°)	+1.0	28.7	-	-7000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY03

Waypoint Identifier	Coordinates
DER RWY03	19° 57' 51.09" N 099° 53' 23.63" E
BENVI	19° 27' 06.52" N 099° 57' 41.02" E
DUBEN	19° 32' 49.42" N 100° 12' 06.83" E
MAPDA	19° 58' 37.25" N 099° 45' 20.92" E
NITED	19° 57' 10.08" N 100° 09' 59.64" E
NODOV	20° 03' 59.77" N 099° 56' 59.90" E
NUMDO	19° 32' 43.43" N 099° 34' 01.89" E
PAVPI	19° 49' 20.82" N 099° 41' 17.30" E
PONUK	20° 18' 58.10" N 100° 23' 05.80" E
TESER	19° 42' 09.74" N 100° 11' 18.11" E
UDIBO	19° 43' 07.93" N 100° 04' 14.12" E

CHANGE: MAG VAR.

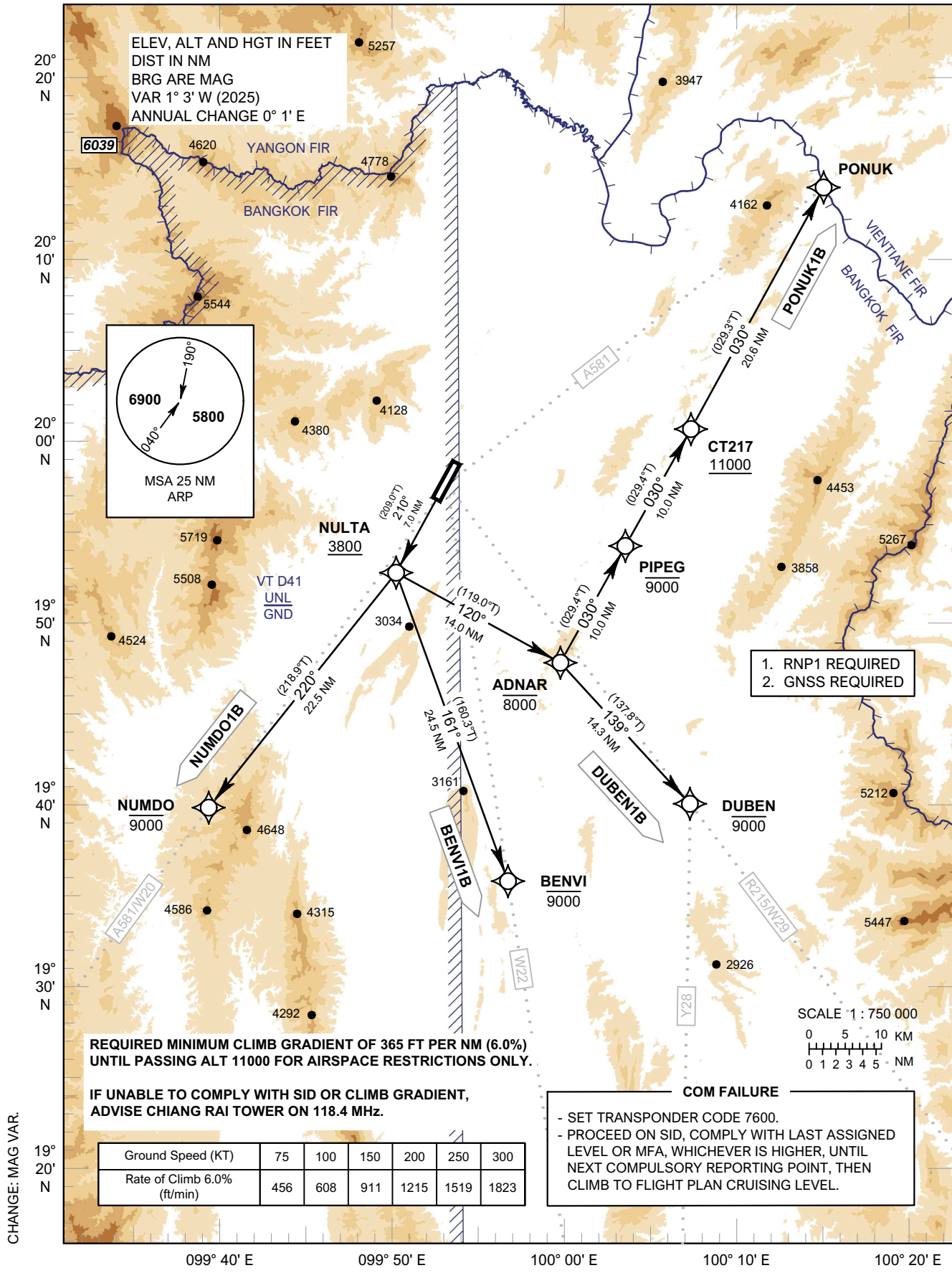
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000 FT

APP : 120.05 , 257.8
TWR : 118.4 , 236.6
ATIS : 127.85

**CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl (VTCT)**
RNAV RWY21

BENVI1B DUBEN1B NUMDO1B PONUK1B



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl (VTCT)
RNAV RWY21

BENVI1B DUBEN1B NUMDO1B PONUK1B

TABULAR DESCRIPTION

RNAV RWY21											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
BENVI1B											
010	-	DER RWY21	-	-	+1.0	-	-	-	-	-	RNP 1
020	TF	NULTA	-	210° (209.0°)	+1.0	7.0	L	+3800	-	-	RNP 1
030	TF	BENVI	-	161° (160.3°)	+1.0	24.5	-	-9000	-	-	RNP 1
DUBEN1B											
010	-	DER RWY21	-	-	+1.0	-	-	-	-	-	RNP 1
020	TF	NULTA	-	210° (209.0°)	+1.0	7.0	L	+3800	-	-	RNP 1
030	TF	ADNAR	-	120° (119.0°)	+1.0	14.0	R	-8000	-	-	RNP 1
040	TF	DUBEN	-	139° (137.8°)	+1.0	14.3	-	-9000	-	-	RNP 1
NUMDO1B											
010	-	DER RWY21	-	-	+1.0	-	-	-	-	-	RNP 1
020	TF	NULTA	-	210° (209.0°)	+1.0	7.0	R	+3800	-	-	RNP 1
030	TF	NUMDO	-	220° (218.9°)	+1.0	22.5	-	-9000	-	-	RNP 1
PONUK1B											
010	-	DER RWY21	-	-	+1.0	-	-	-	-	-	RNP 1
020	TF	NULTA	-	210° (209.0°)	+1.0	7.0	L	+3800	-	-	RNP 1
030	TF	ADNAR	-	120° (119.0°)	+1.0	14.0	L	-8000	-	-	RNP 1
040	TF	PIPEG	-	030° (029.4°)	+1.0	10.0	-	-9000	-	-	RNP 1
050	TF	CT217	-	030° (029.4°)	+1.0	10.0	-	+11000	-	-	RNP 1
060	TF	PONUK	-	030° (029.3°)	+1.0	20.6	-	-	-	-	RNP 1

WAYPOINT LIST

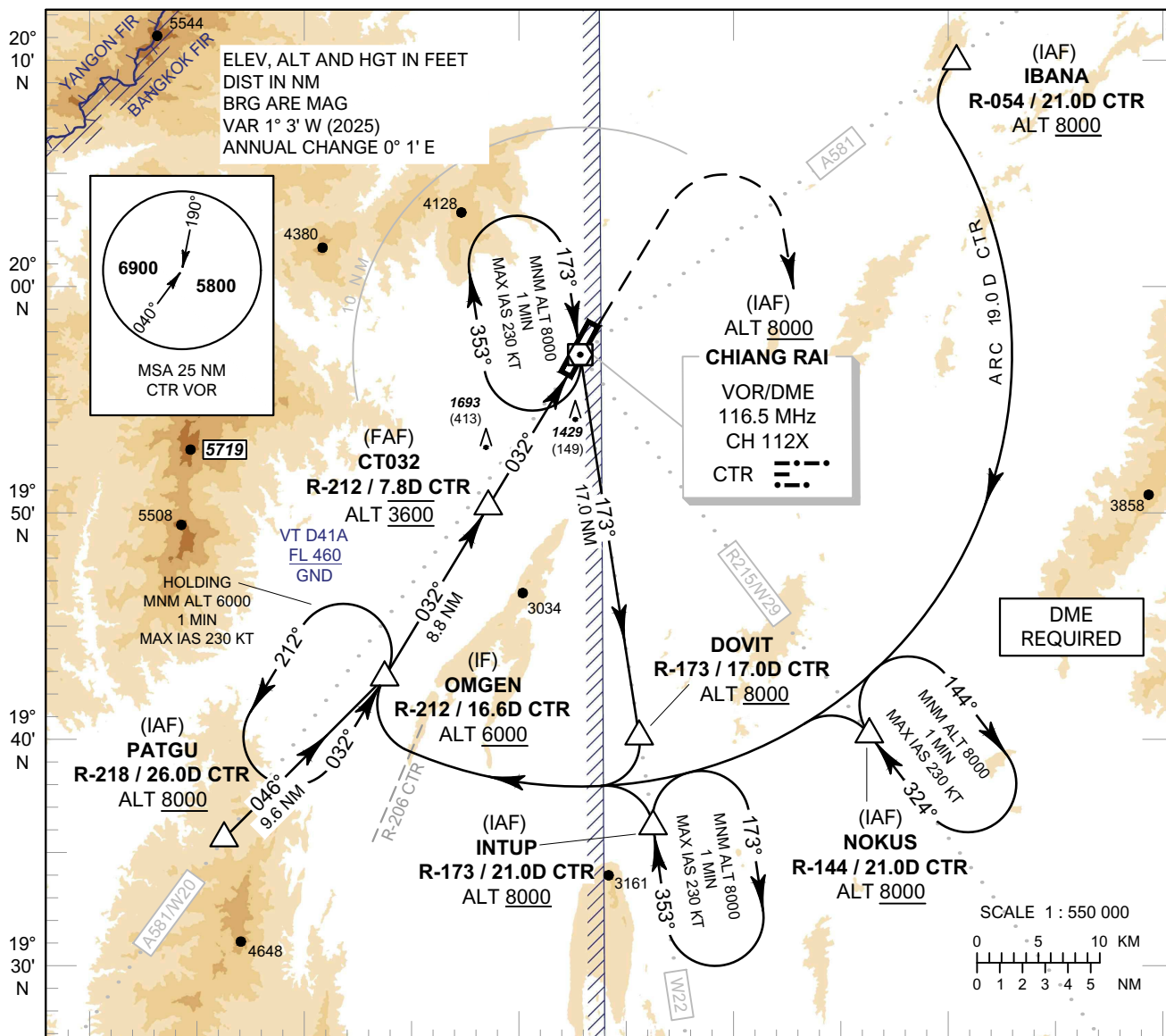
RNAV RWY21	
Waypoint Identifier	Coordinates
DER RWY21	19° 56' 25.74" N 099° 52' 33.61" E
ADNAR	19° 43' 27.89" N 100° 01' 56.29" E
BENVI	19° 27' 06.52" N 099° 57' 41.02" E
CT217	20° 00' 56.46" N 100° 12' 22.85" E
DUBEN	19° 32' 49.42" N 100° 12' 06.83" E
NULTA	19° 50' 17.04" N 099° 48' 57.42" E
NUMDO	19° 32' 43.43" N 099° 34' 01.89" E
PIPEG	19° 52' 12.36" N 100° 07' 09.09" E
PONUK	20° 18' 58.10" N 100° 23' 05.80" E

CHANGE: MAG VAR.

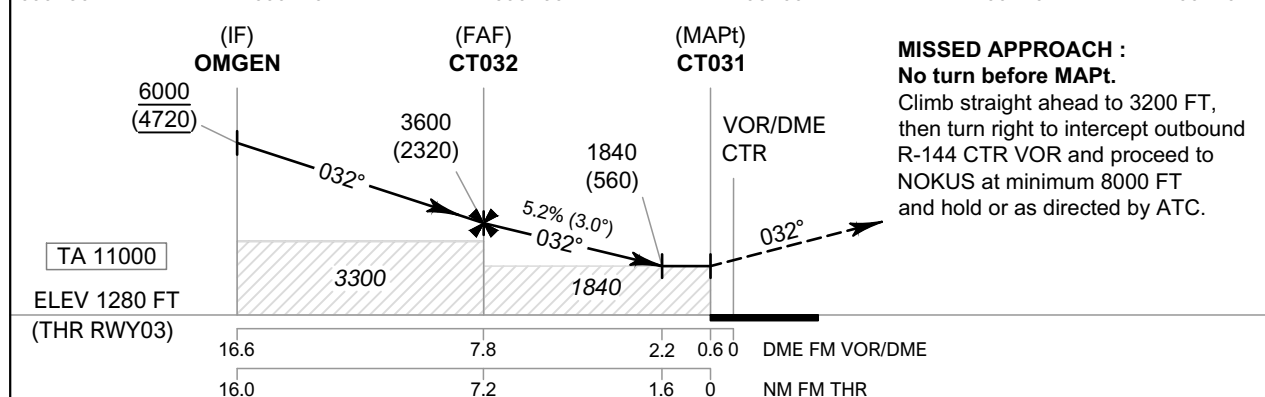
INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 1280 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.05 , 257.8
TWR : 118.4 , 236.6
ATIS : 127.85

CHIANG RAI / Mae Fah Luang-Chiang Rai Intl (VTCT)
VOR RWY03



099° 30' E 099° 40' E 099° 50' E 100° 00' E 100° 10' E 100° 20' E



OCA/H	A	B	C	D	Distance (CTR)	FAF	7 D	6 D	5 D	4 D	3 D	2.2 D
	Straight-in Approach	1840 (560)				Altitude (Height)	3600 (2320)	3350 (2070)	3035 (1755)	2720 (1440)	2405 (1125)	2090 (810)
Circling (OCH AAL)	1900 (620)		3070 (1790)		Ground Speed	knot	70	90	100	120	140	160
					Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: MAG VAR.

INSTRUMENT AERODROME ELEV 1280 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO AERODROME ELEV

CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl (VTCT)
VOR RWY03

Fix / Point		Coordinates	
(IAF) PATGU	R-218 / 26.0D CTR	19° 35' 56.91" N	099° 36' 33.32" E
(IAF) IBANA	R-054 / 21.0D CTR	20° 09' 45.26" N	100° 10' 40.57" E
(IAF) NOKUS	R-144 / 21.0D CTR	19° 40' 02.91" N	100° 06' 23.41" E
(IAF) INTUP	R-173 / 21.0D CTR	19° 36' 02.68" N	099° 56' 16.93" E
DOVIT	R-173 / 17.0D CTR	19° 40' 00.97" N	099° 55' 39.51" E
(IF) OMGEN	R-212 / 16.6D CTR	19° 42' 40.73" N	099° 43' 47.92" E
(FAF) CT032	R-212 / 7.8D CTR	19° 50' 14.94" N	099° 48' 40.53" E
(MAPt) CT031	R-212 / 0.6D CTR	19° 56' 25.05" N	099° 52' 39.30" E
(IAF) VOR	CTR	19° 56' 55.89" N	099° 52' 59.30" E

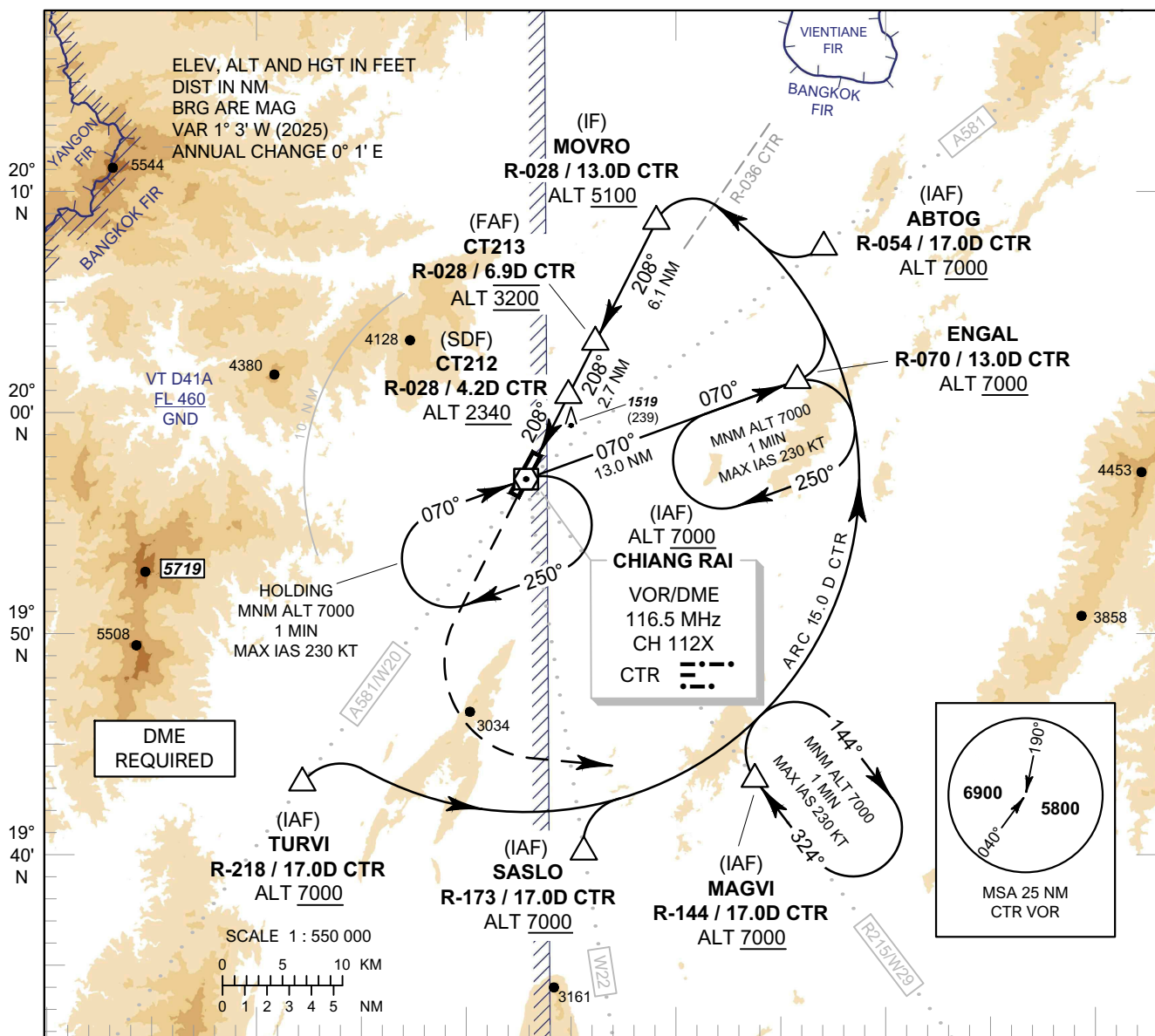
CHANGE: IBANA, INTUP, DOVIT RADIAL.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 1280 FT
HEIGHTS RELATED TO
AERODROME ELEV**

APP : 120.05 , 257.8
TWR : 118.4 , 236.6
ATIS : 127.85

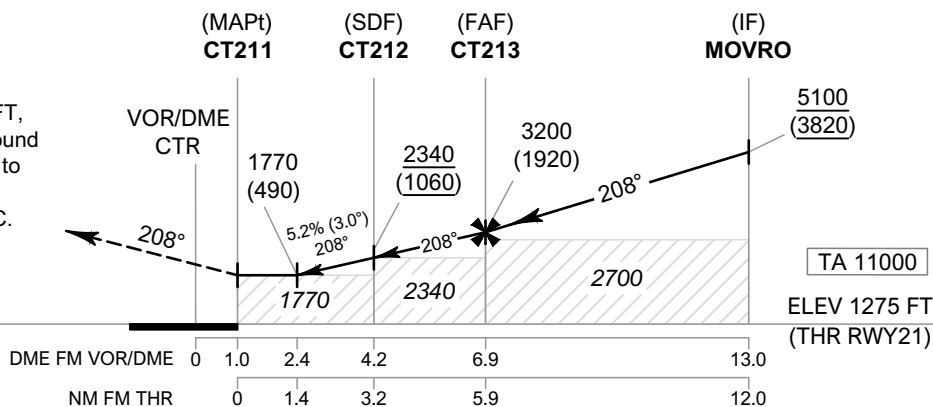
**CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl (VTCT)
VOR RWY21**



MISSED APPROACH :

No turn before MAPt.

Climb straight ahead to 4000 FT,
then turn left to intercept outbound
R-144 CTR VOR and proceed to
MAGVI at minimum 7000 FT
and hold or as directed by ATC.



CHANGE: MAG VAR.

OCA/H	A	B	C	D	Distance (CTR)	2.4 D	3 D	4 D	5 D	6 D	FAF	
Straight-in Approach	1770 (490)				Altitude (Height)	1770 (490)	1960 (680)	2280 (1000)	2595 (1315)	2910 (1630)	3200 (1920)	
					Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1900 (620)		3070 (1790)		Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 1280 FT
HEIGHTS RELATED TO
AERODROME ELEV

CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl (VTCT)
VOR RWY21

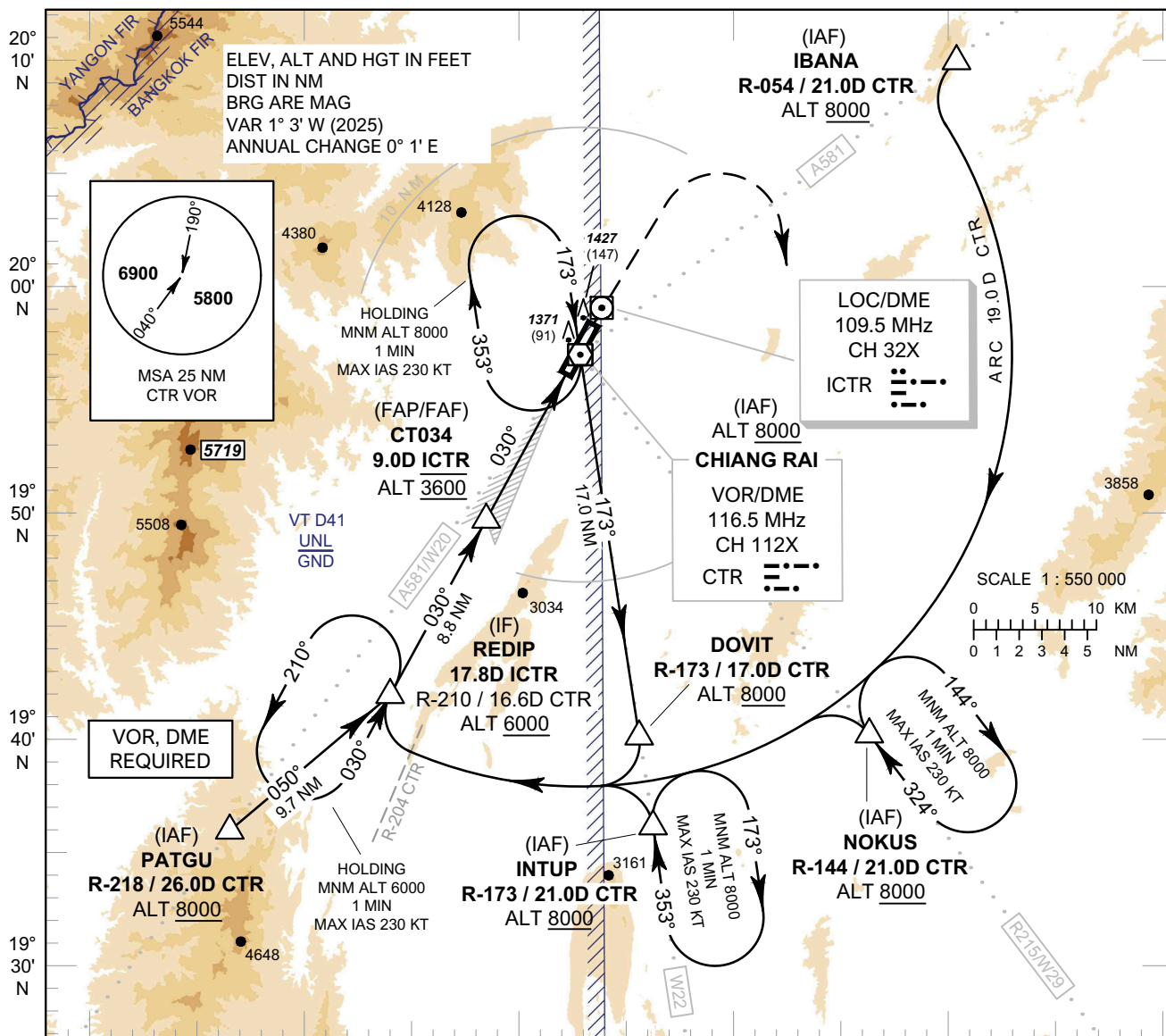
Fix / Point		Coordinates	
(IAF) TURVI	R-218 / 17.0D CTR	19° 43' 12.11" N	099° 42' 14.42" E
(IAF) SASLO	R-173 / 17.0D CTR	19° 40' 00.97" N	099° 55' 39.51" E
(IAF) MAGVI	R-144 / 17.0D CTR	19° 43' 15.51" N	100° 03' 50.62" E
(IAF) ABTOG	R-054 / 17.0D CTR	20° 07' 18.42" N	100° 07' 18.36" E
ENGAL	R-070 / 13.0D CTR	20° 01' 33.76" N	100° 05' 53.48" E
(IF) MOVRO	R-028 / 13.0D CTR	20° 08' 31.36" N	099° 59' 17.89" E
(FAF) CT213	R-028 / 6.9D CTR	20° 03' 05.44" N	099° 56' 20.34" E
(SDF) CT212	R-028 / 4.2D CTR	20° 00' 40.84" N	099° 55' 01.64" E
(MAPt) CT211	R-028 / 1.0D CTR	19° 57' 49.45" N	099° 53' 28.42" E
(IAF) VOR	CTR	19° 56' 55.89" N	099° 52' 59.30" E

CHANGE: SASLO, ABTOG, RADIAL.

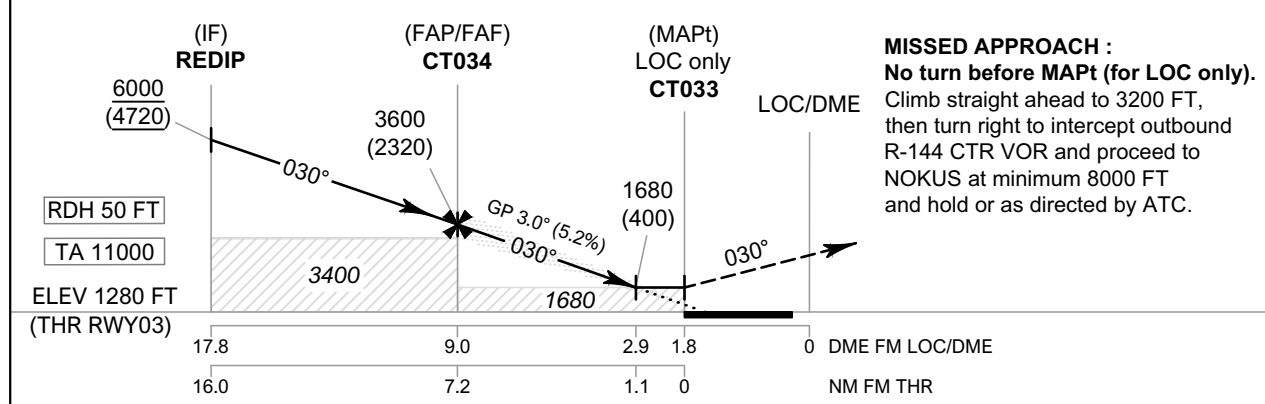
INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 1280 FT
HEIGHTS RELATED TO THR RWY03 - ELEV 1280 FT

APP : 120.05 , 257.8
TWR : 118.4 , 236.6
ATIS : 127.85

CHIANG RAI / Mae Fah Luang-Chiang Rai Intl (VTCT)
ILS or LOC y RWY03



099° 30' E 099° 40' E 099° 50' E 100° 00' E 100° 10' E 100° 20' E



MISSED APPROACH :
No turn before MAPt (for LOC only).
Climb straight ahead to 3200 FT,
then turn right to intercept outbound
R-144 CTR VOR and proceed to
NOKUS at minimum 8000 FT
and hold or as directed by ATC.

OCA/H	A	B	C	D	GS OUT	Distance (ICTR)	FAF	8 D	7 D	6 D	5 D	4 D	3 D	2.9 D
						Altitude (Height)	3600 (2320)	3290 (2010)	2975 (1695)	2655 (1375)	2340 (1060)	2025 (745)	1710 (430)	1680 (400)
Straight-in Approach	CAT I													
LOC only														
Circling (OCH AAL)	1900 (620)		3070 (1790)											
						Ground Speed	knot	70	90	100	120	140	160	
						Rate of Descent	5.2%	ft/min	369	474	527	632	737	843

CHANGE: MAG VAR.

INSTRUMENT AERODROME ELEV 1280 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY03 - 1280 FT

CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl (VTCT)
ILS or LOC y RWY03

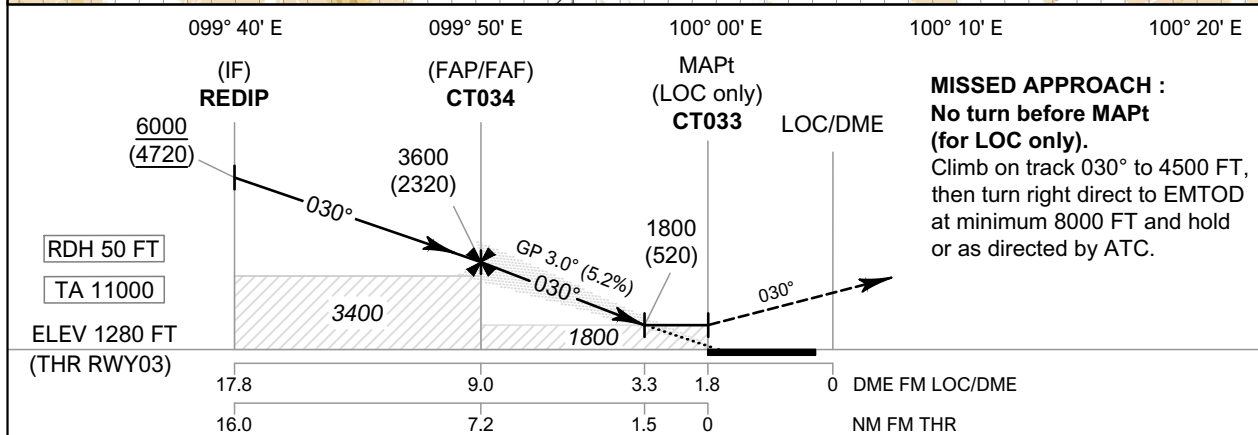
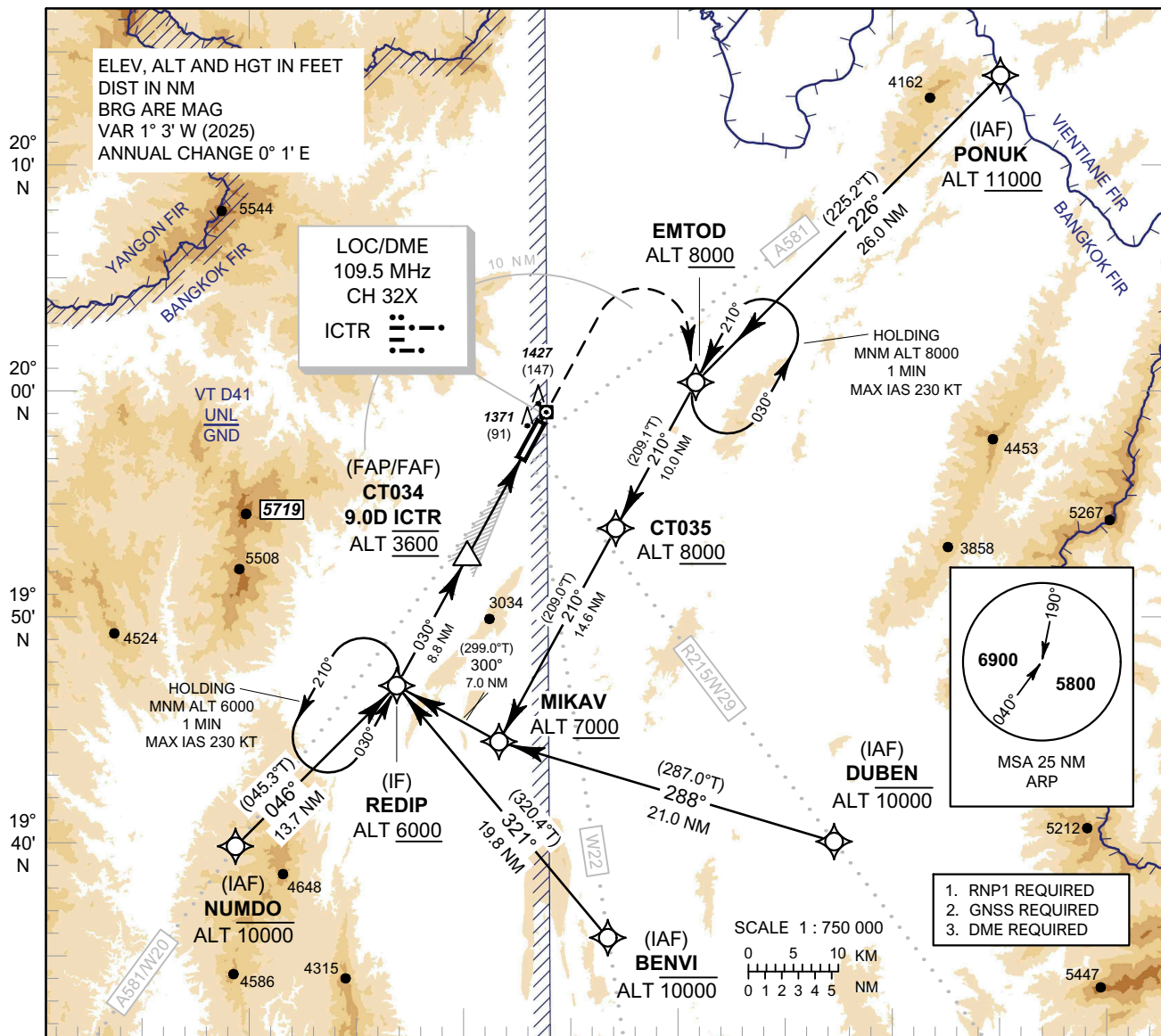
Fix / Point		Coordinates	
(IAF) PATGU	R-218 / 26.0D CTR	19° 35' 56.91" N	099° 36' 33.32" E
(IAF) IBANA	R-054 / 21.0D CTR	20° 09' 45.26" N	100° 10' 40.57" E
(IAF) NOKUS	R-144 / 21.0D CTR	19° 40' 02.91" N	100° 06' 23.41" E
(IAF) INTUP	R-173 / 21.0D CTR	19° 36' 02.68" N	099° 56' 16.93" E
DOVIT	R-173 / 17.0D CTR	19° 40' 00.97" N	099° 55' 39.51" E
(IF) REDIP	17.8D ICTR	19° 42' 22.84" N	099° 44' 20.05" E
(FAP/FAF) CT034	9.0D ICTR	19° 50' 06.49" N	099° 48' 51.27" E
(MAPt @ THR03) CT033	1.8D ICTR	19° 56' 25.74" N	099° 52' 33.61" E
LOC/DME	ICTR	19° 57' 59.55" N	099° 53' 28.59" E
GP	-	19° 56' 32.54" N	099° 52' 42.63" E
(IAF) VOR	CTR	19° 56' 55.89" N	099° 52' 59.30" E

CHANGE: IBANA, INTUP, DOVIT RADIAL.

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 1280 FT
HEIGHTS RELATED TO THR RWY03 - ELEV 1280 FT

APP : 120.05 , 257.8
 TWR : 118.4 , 236.6
 ATIS : 127.85

CHIANG RAI / Mae Fah Luang-Chiang Rai Intl (VTCT)
ILS or LOC z RWY03



OCA/H	A	B	C	D	GS OUT	Distance (ICTR)	FAF	8 D	7 D	6 D	5 D	4 D	3.3 D
						Altitude (Height)	3600 (2320)	3290 (2010)	2975 (1695)	2655 (1375)	2340 (1060)	2025 (745)	1800 (520)
Ground Speed						knot	70	90	100	120	140	160	
Rate of Descent						ft/min	369	474	527	632	737	843	

NOTE :

- OCA/H 1480 (200) FT of ILS procedure can be achieved for all aircraft categories which can commence a missed approach climb gradient of 3.5% (213 FT/NM) until after turn.
- OCA/H 1680 (400) FT of LOC only procedure can be achieved for all aircraft categories which can commence a missed approach climb gradient of 3.5% (213 FT/NM) until after turn.

CHANGE: MAG VAR.

INSTRUMENT AERODROME ELEV 1280 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY03 - ELEV 1280 FT

CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl (VTCT)
ILS or LOC z RWY03

Fix / Point		Coordinates	
(IF) REDIP	17.8D ICTR	19° 42' 22.84" N	099° 44' 20.05" E
(FAP/FAF) CT034	9.0D ICTR	19° 50' 06.49" N	099° 48' 51.27" E
(MAPt @ THR03) CT033	1.8D ICTR	19° 56' 25.74" N	099° 52' 33.61" E
LOC/DME	ICTR	19° 57' 59.55" N	099° 53' 28.59" E
GP	-	19° 56' 32.54" N	099° 52' 42.63" E

CHANGE: LOC/DME AND GP COORDINATES.

INSTRUMENT AERODROME ELEV 1280 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY03 - ELEV 1280 FT

CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl (VTCT)
ILS or LOC z RWY03

TABULAR DESCRIPTION

ILS or LOC z RWY03											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
010	IF	(IAF) PONUK	-	-	+1.0	-	-	+11000	-	-	RNP 1
020	TF	EMTOD	-	226° (225.2°)	+1.0	26.0	L	+8000	-	-	RNP 1
030	TF	CT035	-	210° (209.1°)	+1.0	10.0	-	+8000	-	-	RNP 1
040	TF	MIKAV	-	210° (209.0°)	+1.0	14.6	R	+7000	-	-	RNP 1
050	TF	(IF) REDIP	-	300° (299.0°)	+1.0	7.0	-	+6000	-	-	RNP 1
010	IF	(IAF) DUBEN	-	-	+1.0	-	-	-10000	-	-	RNP 1
020	TF	MIKAV	-	288° (287.0°)	+1.0	21.0	R	+7000	-	-	RNP 1
030	TF	(IF) REDIP	-	300° (299.0°)	+1.0	7.0	-	+6000	-	-	RNP 1
010	IF	(IAF) BENVI	-	-	+1.0	-	-	-10000	-	-	RNP 1
020	TF	(IF) REDIP	-	321° (320.4°)	+1.0	19.8	-	+6000	-	-	RNP 1
010	IF	(IAF) NUMDO	-	-	+1.0	-	-	-10000	-	-	RNP 1
020	TF	(IF) REDIP	-	046° (045.3°)	+1.0	13.7	-	+6000	-	-	RNP 1
010	IF	(IF) REDIP	-	-	+1.0	-	-	+6000	-	-	RNP 1
TRANSITION TO ILS or LOC											
020	TF	(FAF/FAP) CT034	-	030° (029.0°)	+1.0	8.8	-	@3600	-	-	ILS
030	TF	(MAPt @THR03) CT033	Y	030° (029.0°)	+1.0	7.2	-	@1330	-	-3.0/50	ILS
040	CA	-	-	030° (029.0°)	+1.0	-	-	+4500	-	-	RNP 1
050	DF	EMTOD	-	-	+1.0	-	R	+8000	-	-	RNP 1
060	HM	EMTOD	Y	210° (209.1°)	+1.0	1 minute	L	+8000	-230	-	RNP 1

WAYPOINT LIST

ILS or LOC z RWY03	
Waypoint Identifier	Coordinates
BENVI	19° 27' 06.52" N 099° 57' 41.02" E
CT033	19° 56' 25.74" N 099° 52' 33.61" E
CT034	19° 50' 06.49" N 099° 48' 51.27" E
CT035	19° 51' 48.57" N 099° 58' 20.63" E
DUBEN	19° 32' 49.42" N 100° 12' 06.83" E
EMTOD	20° 00' 35.03" N 100° 03' 29.95" E
MIKAV	19° 38' 58.56" N 099° 50' 49.39" E
NUMDO	19° 32' 43.43" N 099° 34' 01.89" E
PONUUK	20° 18' 58.10" N 100° 23' 05.80" E
REDIP	19° 42' 22.84" N 099° 44' 20.05" E

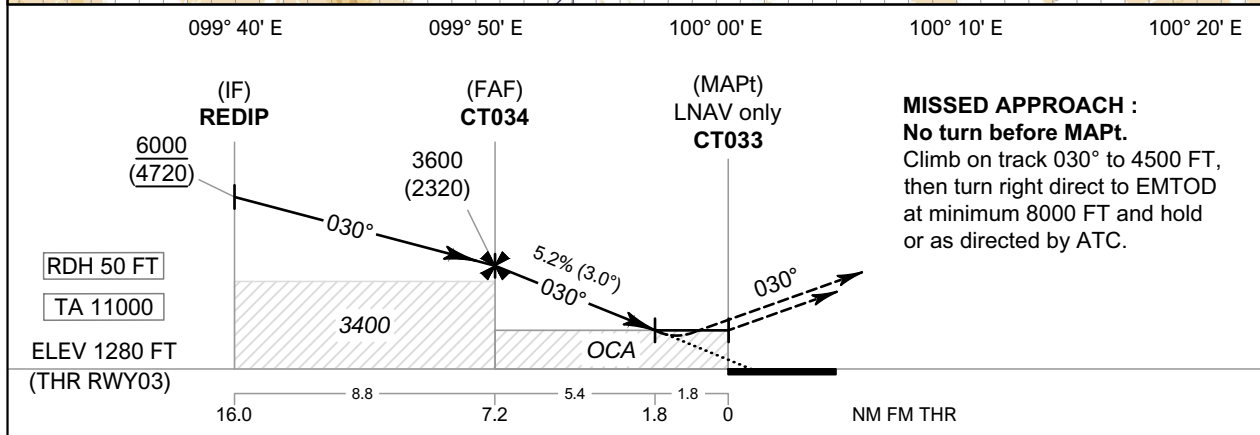
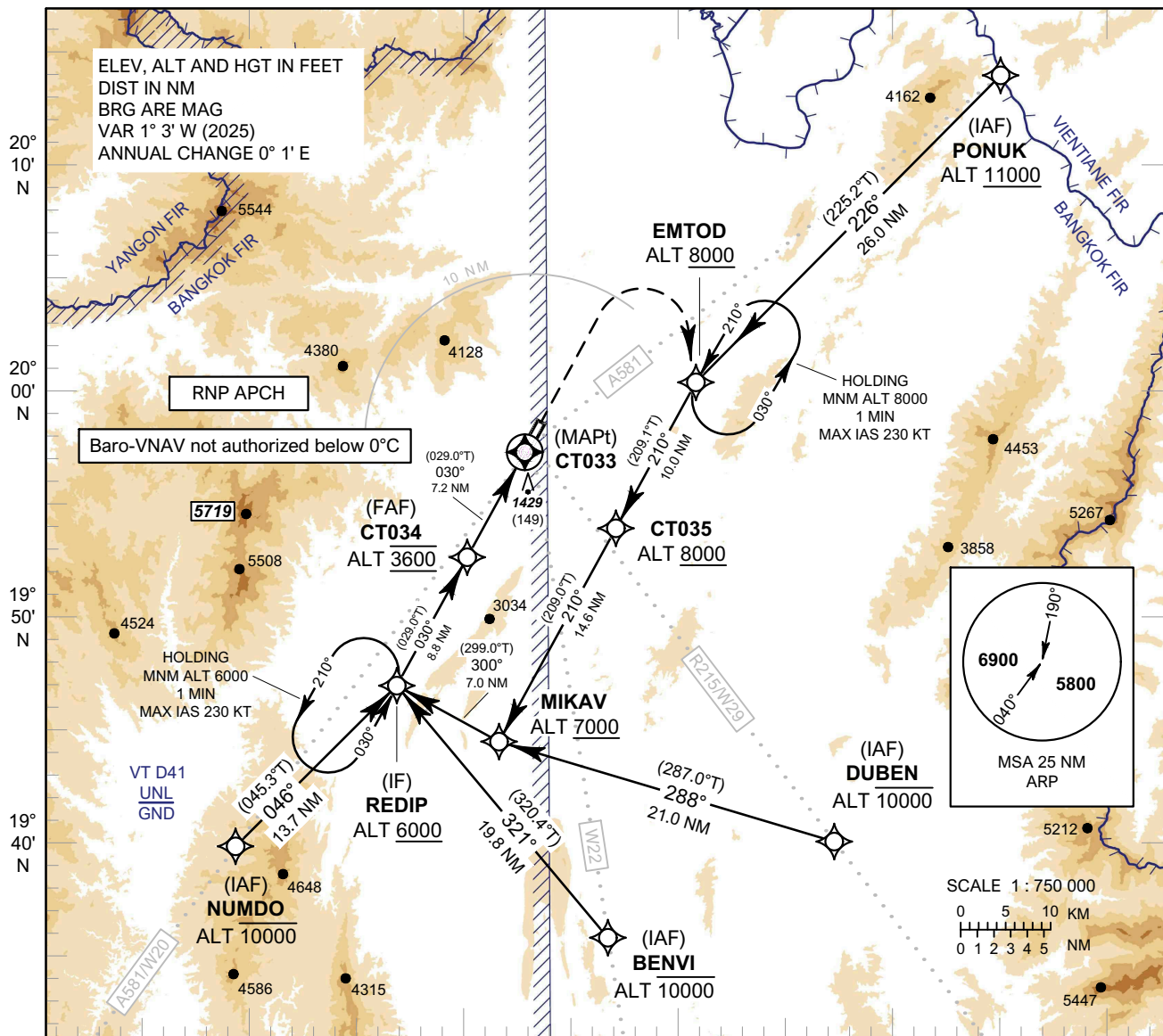
CHANGE: MAG VAR.

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INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 1280 FT**
HEIGHTS RELATED TO THR RWY03 - ELEV 1280 FT

APP : 120.05 , 257.8
 TWR : 118.4 , 236.6
 ATIS : 127.85

CHIANG RAI / Mae Fah Luang-Chiang Rai Intl (VTCT)
RNP RWY03



MISSED APPROACH :
No turn before MAPt.
 Climb on track 030° to 4500 FT, then turn right direct to EMTOD at minimum 8000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	NM to NEXT WPT	FAF	7 NM	6 NM	5 NM	4 NM	3 NM	2 NM	1.8 NM
LNAV / VNAV	1900 (620)				Altitude (Height)	3600 (2320)	3540 (2260)	3225 (1945)	2910 (1630)	2595 (1315)	2280 (1000)	1960 (680)	1900 (620)
LNAV					Ground Speed	knot	70	90	100	120	140	160	
Circling (OCH AAL)	1900 (620)		3070 (1790)		Rate of Descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843	

NOTE :
 1. **OCA/H 1600 (320) FT of LNAV/VNAV procedure** can be achieved for all aircraft categories which can commence a missed approach climb gradient of **3.5% (213 FT/NM)** until after turn.
 2. **OCA/H 1680 (400) FT of LNAV procedure** can be achieved for all aircraft categories which can commence a missed approach climb gradient of **3.5% (213 FT/NM)** until after turn.

CHANGE: MAG VAR.

INSTRUMENT AERODROME ELEV 1280 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY03 - ELEV 1280 FT

CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl (VTCT)
RNP RWY03

TABULAR DESCRIPTION

RNP RWY03

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) PONUK	-	-	+1.0	-	-	+11000	-	-	RNP APCH
020	TF	EMTOD	-	226° (225.2°)	+1.0	26.0	L	+8000	-	-	RNP APCH
030	TF	CT035	-	210° (209.1°)	+1.0	10.0	-	+8000	-	-	RNP APCH
040	TF	MIKAV	-	210° (209.0°)	+1.0	14.6	R	+7000	-	-	RNP APCH
050	TF	(IF) REDIP	-	300° (299.0°)	+1.0	7.0	-	+6000	-	-	RNP APCH
010	IF	(IAF) DUBEN	-	-	+1.0	-	-	-10000	-	-	RNP APCH
020	TF	MIKAV	-	288° (287.0°)	+1.0	21.0	R	+7000	-	-	RNP APCH
030	TF	(IF) REDIP	-	300° (299.0°)	+1.0	7.0	-	+6000	-	-	RNP APCH
010	IF	(IAF) BENVI	-	-	+1.0	-	-	-10000	-	-	RNP APCH
020	TF	(IF) REDIP	-	321° (320.4°)	+1.0	19.8	-	+6000	-	-	RNP APCH
010	IF	(IAF) NUMDO	-	-	+1.0	-	-	-10000	-	-	RNP APCH
020	TF	(IF) REDIP	-	046° (045.3°)	+1.0	13.7	-	+6000	-	-	RNP APCH
010	IF	(IF) REDIP	-	-	+1.0	-	-	+6000	-	-	RNP APCH
020	TF	(FAF) CT034	-	030° (029.0°)	+1.0	8.8	-	@3600	-	-	RNP APCH
030	TF	(MAPt@THR03) CT033	Y	030° (029.0°)	+1.0	7.2	-	@1330	-	-3.0/50	RNP APCH
040	CA	-	-	030° (029.0°)	+1.0	-	-	+4500	-	-	RNP APCH
050	DF	EMTOD	-	-	+1.0	-	R	+8000	-	-	RNP APCH
060	HM	EMTOD	Y	210° (209.1°)	+1.0	1 minute	L	+8000	-230	-	RNP APCH

WAYPOINT LIST

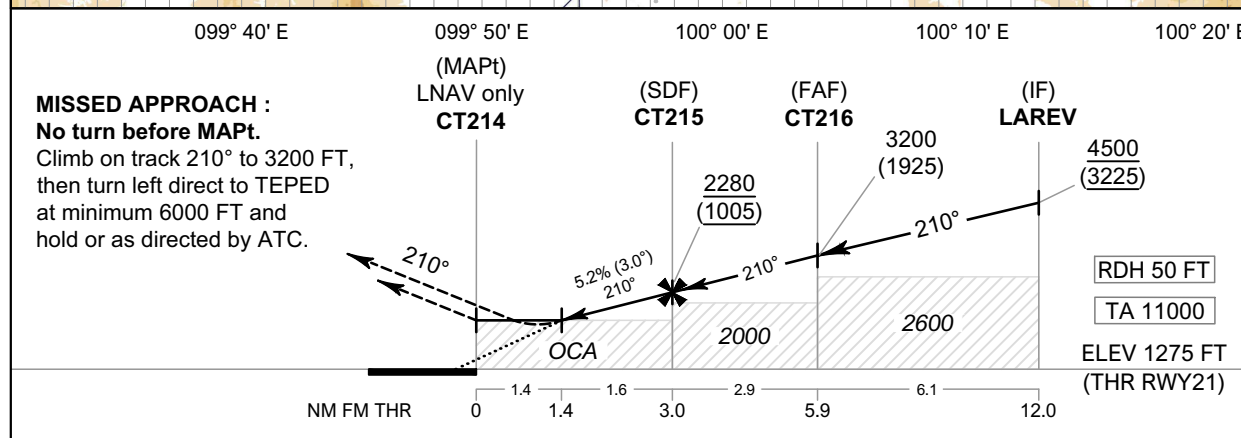
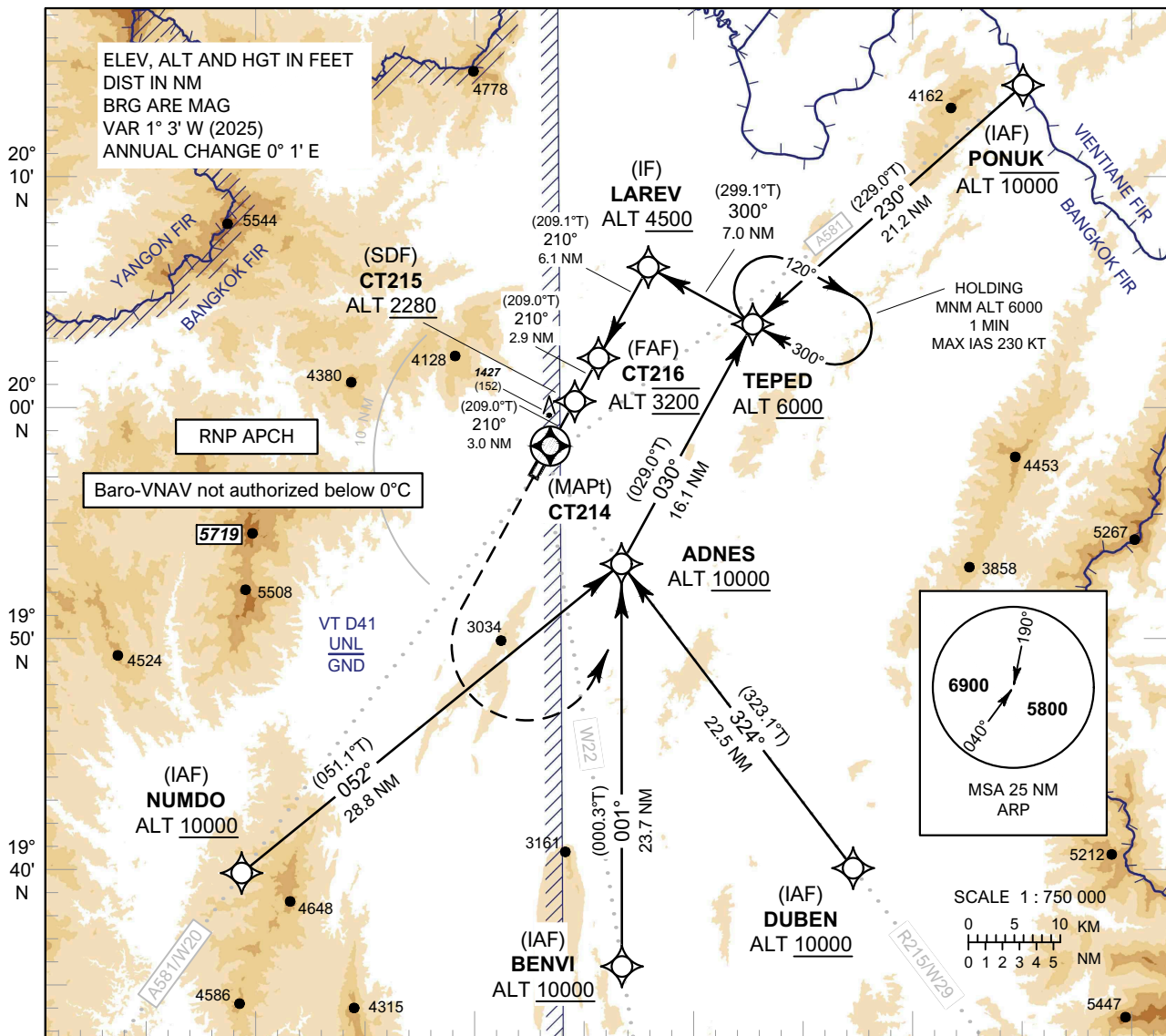
RNP RWY03	
Waypoint Identifier	Coordinates
BENVI	19° 27' 06.52" N 099° 57' 41.02" E
CT033	19° 56' 25.74" N 099° 52' 33.61" E
CT034	19° 50' 06.49" N 099° 48' 51.27" E
CT035	19° 51' 48.57" N 099° 58' 20.63" E
DUBEN	19° 32' 49.42" N 100° 12' 06.83" E
EMTOD	20° 00' 35.03" N 100° 03' 29.95" E
MIKAV	19° 38' 58.56" N 099° 50' 49.39" E
NUMDO	19° 32' 43.43" N 099° 34' 01.89" E
PONUUK	20° 18' 58.10" N 100° 23' 05.80" E
REDIP	19° 42' 22.84" N 099° 44' 20.05" E

CHANGE: MAG VAR.

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 1280 FT
HEIGHTS RELATED TO THR RWY21 - ELEV 1275 FT

APP : 120.05 , 257.8
TWR : 118.4 , 236.6
ATIS : 127.85

CHIANG RAI / Mae Fah Luang-Chiang Rai Intl (VTCT)
RNP RWY21



CHANGE: MAG VAR.

OCA/H	A	B	C	D	NM to NEXT WPT	1.4 NM	2 NM	3 NM	4 NM	5 NM	FAF	
LNAV / VNAV	1600 (325)				Altitude (Height)	1770 (475)	1955 (680)	2275 (1000)	2590 (1315)	2905 (1630)	3200 (1925)	
LNAV	1770 (475)				Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1900 (620)	3070 (1790)			Rate of Descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

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 (Fix and point list table)	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

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

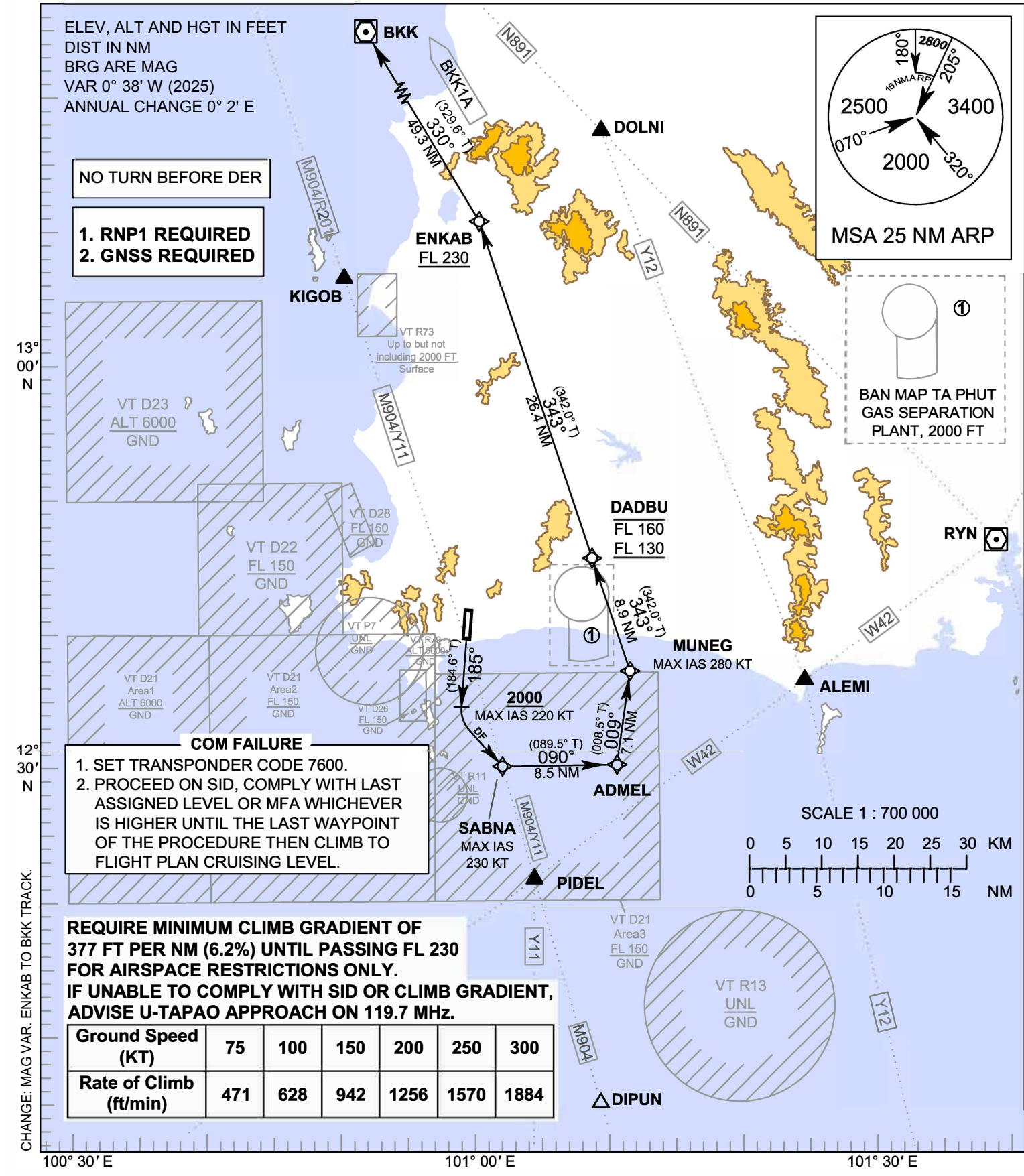
TRANSITION ALTITUDE
11000 FT

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

APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

**RAYONG / U-TAPAO RAYONG
PATTAYA Intl (VTBU)
RNAV RWY18**

BKK1A



COM FAILURE

1. SET TRANSPONDER CODE 7600.
2. PROCEED ON SID, COMPLY WITH LAST ASSIGNED LEVEL OR MFA WHICHEVER IS HIGHER UNTIL THE LAST WAYPOINT OF THE PROCEDURE THEN CLIMB TO FLIGHT PLAN CRUISING LEVEL.

REQUIRE MINIMUM CLIMB GRADIENT OF 377 FT PER NM (6.2%) UNTIL PASSING FL 230 FOR AIRSPACE RESTRICTIONS ONLY. IF UNABLE TO COMPLY WITH SID OR CLIMB GRADIENT, ADVISE U-TAPAO APPROACH ON 119.7 MHz.

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

RAYONG / U-TAPAO RAYONG
PATTAYA Intl (VTBU)
RNAV RWY18

BKK1A

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
BKK1A											
010	-	DER RWY18	-	-	+0.6	-	-	-	-	-	RNP 1
020	CA	-	-	185°(184.6°)	+0.6	-	-	+2000	-220	-	RNP 1
030	DF	SABNA	-	-	+0.6	-	L	-	-230	-	RNP 1
040	TF	ADMEL	-	090°(089.5°)	+0.6	8.5	L	-	-	-	RNP 1
050	TF	MUNEG	-	009°(008.5°)	+0.6	7.1	L	-	-280	-	RNP 1
060	TF	DADBU	-	343°(342.0°)	+0.6	8.9	-	-FL160 ; +FL130	-	-	RNP 1
070	TF	ENKAB	-	343°(342.0°)	+0.6	26.4	L	+FL230	-	-	RNP 1
080	TF	BKK	-	330°(329.6°)	+0.6	49.3	-	-	-	-	RNP 1

WAYPOINT LIST

RNAV RWY18	
Waypoint Identifier	Coordinates
DER RWY18	12° 39' 50.42" N 101° 00' 13.26" E
ADMEL	12° 30' 09.67" N 101° 11' 34.85" E
BKK	13° 53' 36.75" N 100° 35' 46.29" E
DADBU	12° 45' 41.72" N 101° 09' 50.05" E
ENKAB	13° 10' 57.00" N 101° 01' 26.00" E
MUNEG	12° 37' 12.93" N 101° 12' 38.89" E
SABNA	12° 30' 04.87" N 101° 02' 51.33" E

CHANGE: MAG VAR. BKK COORDINATES. ENKAB TO BKK TRACK.

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

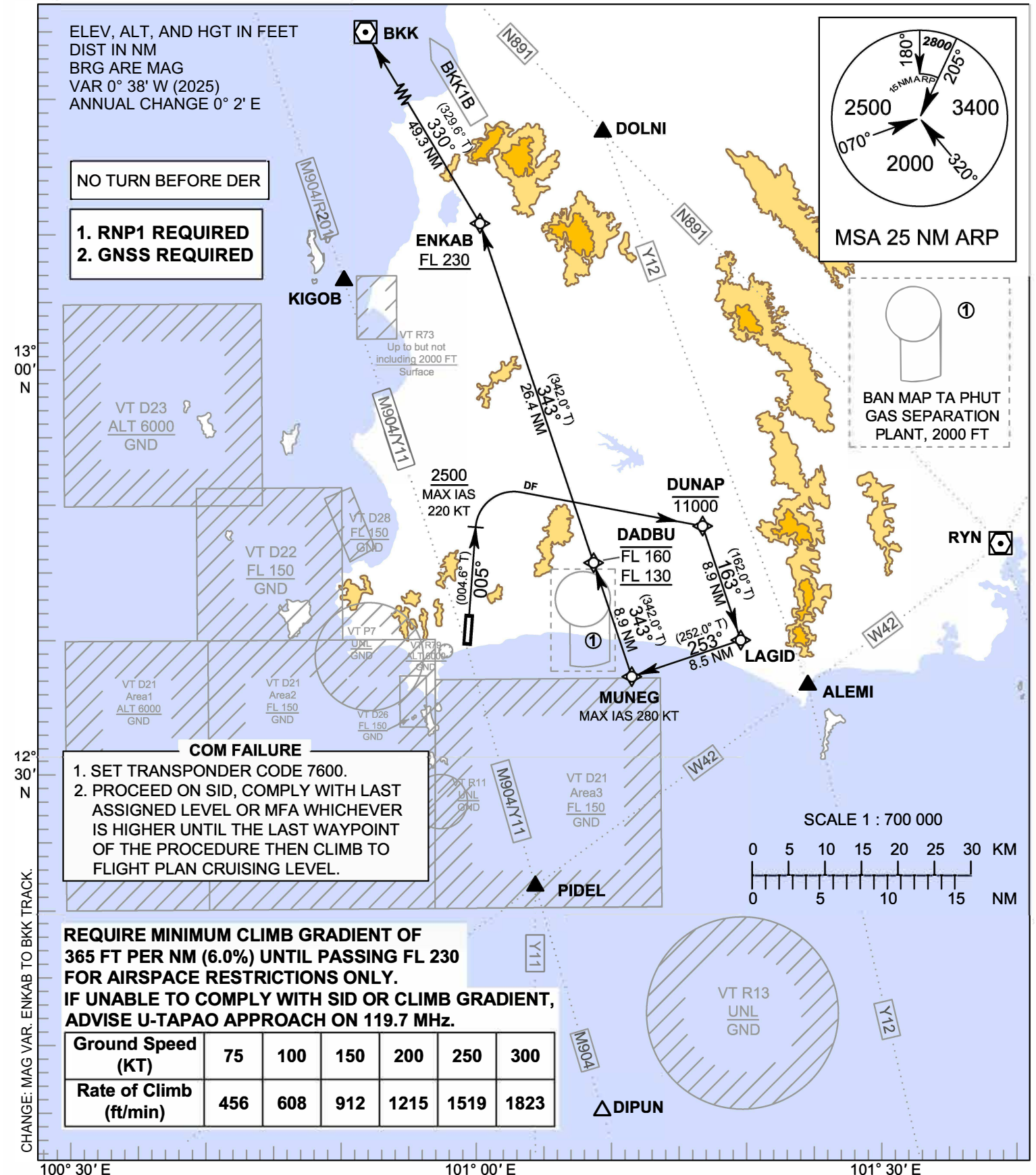
TRANSITION ALTITUDE
11000 FT

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

APP : 119.7, 134.5
238.3, 273.3
TWR : 118.3, 227.0
GND : 121.9, 275.8
ATIS : 127.2

**RAYONG / U-TAPAO RAYONG
PATTAYA Intl (VTBU)
RNAV RWY36**

BKK1B



STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

RAYONG / U-TAPAO RAYONG
PATTAYA Intl (VTBU)
RNAV RWY36

BKK1B

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
BKK1B											
010	-	DER RWY36	-	-	+0.6	-	-	-	-	-	RNP 1
020	CA	-	-	005°(004.6°)	+0.6	-	-	+2500	-220	-	RNP 1
030	DF	DUNAP	-	-	+0.6	-	R	-11000	-	-	RNP 1
040	TF	LAGID	-	163°(162.0°)	+0.6	8.9	R	-	-	-	RNP 1
050	TF	MUNEG	-	253°(252.0°)	+0.6	8.5	R	-	-280	-	RNP 1
060	TF	DADBU	-	343°(342.0°)	+0.6	8.9	-	-FL160 ; +FL130	-	-	RNP 1
070	TF	ENKAB	-	343°(342.0°)	+0.6	26.4	L	+FL230	-	-	RNP 1
080	TF	BKK	-	330°(329.6°)	+0.6	49.3	-	-	-	-	RNP 1

WAYPOINT LIST

RNAV RWY36	
Waypoint Identifier	Coordinates
DER RWY36	12° 41' 44.26" N 101° 00' 22.66" E
BKK	13° 53' 36.75" N 100° 35' 46.29" E
DADBU	12° 45' 41.72" N 101° 09' 50.05" E
DUNAP	12° 48' 20.33" N 101° 18' 06.34" E
ENKAB	13° 10' 57.00" N 101° 01' 26.00" E
LAGID	12° 39' 51.46" N 101° 20' 54.94" E
MUNEG	12° 37' 12.93" N 101° 12' 38.89" E

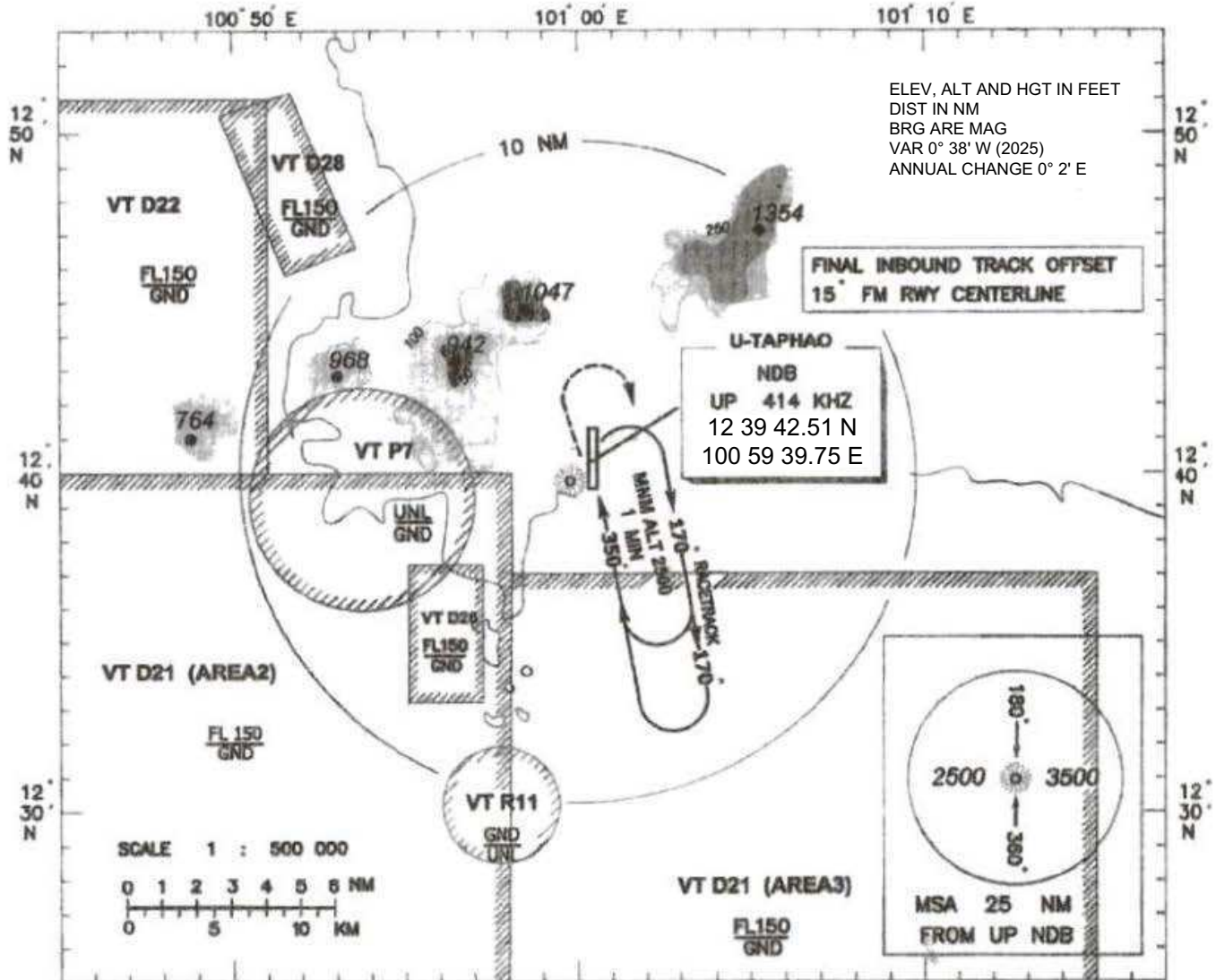
CHANGE: MAG VAR. BKK COORDINATES. ENKAB TO BKK TRACK.

INSTRUMENT
APPROACH
CHART-ICAO

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 36 ELEV 24 ft

APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

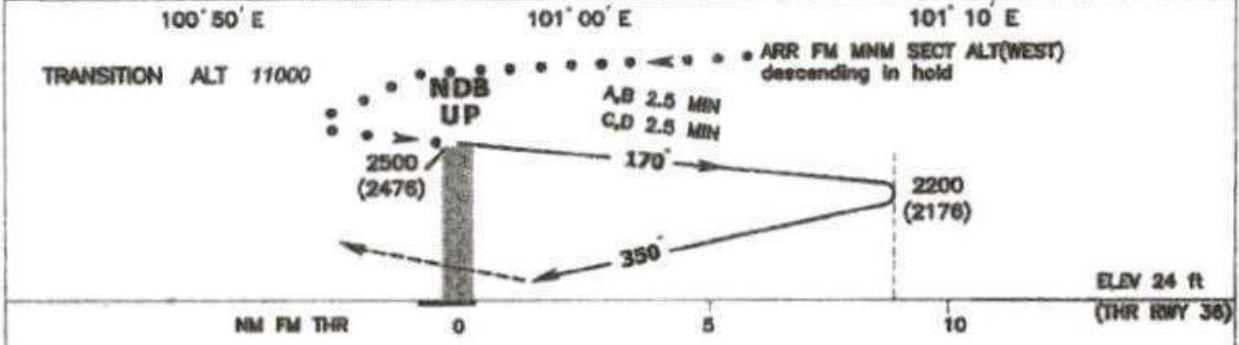
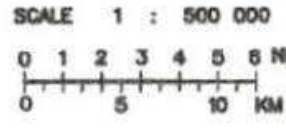
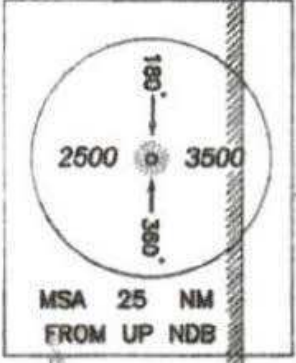
RAYONG / U-Taphao INTL
NDB
RWY 36



ELEV, ALT AND HGT IN FEET
DIST IN NM
BRG ARE MAG
VAR 0° 38' W (2025)
ANNUAL CHANGE 0° 2' E

FINAL INBOUND TRACK OFFSET
15° FM RWY CENTERLINE

U-TAPHAO
NDB
UP 414 KHZ
12 39 42.51 N
100 59 39.75 E



MISSED APPROACH: Climb on track 350 to NDB then climb on bearing 350 to 1200 (1176) then turn right climbing to NDB 2500(2476) ft and hold.

CHANGE: MAG VAR. FREQUENCY.

OCA / H	A	B	C	D
Straight In approach		790 (766)		
Circling	1200 (1141)		1450 (1391)	

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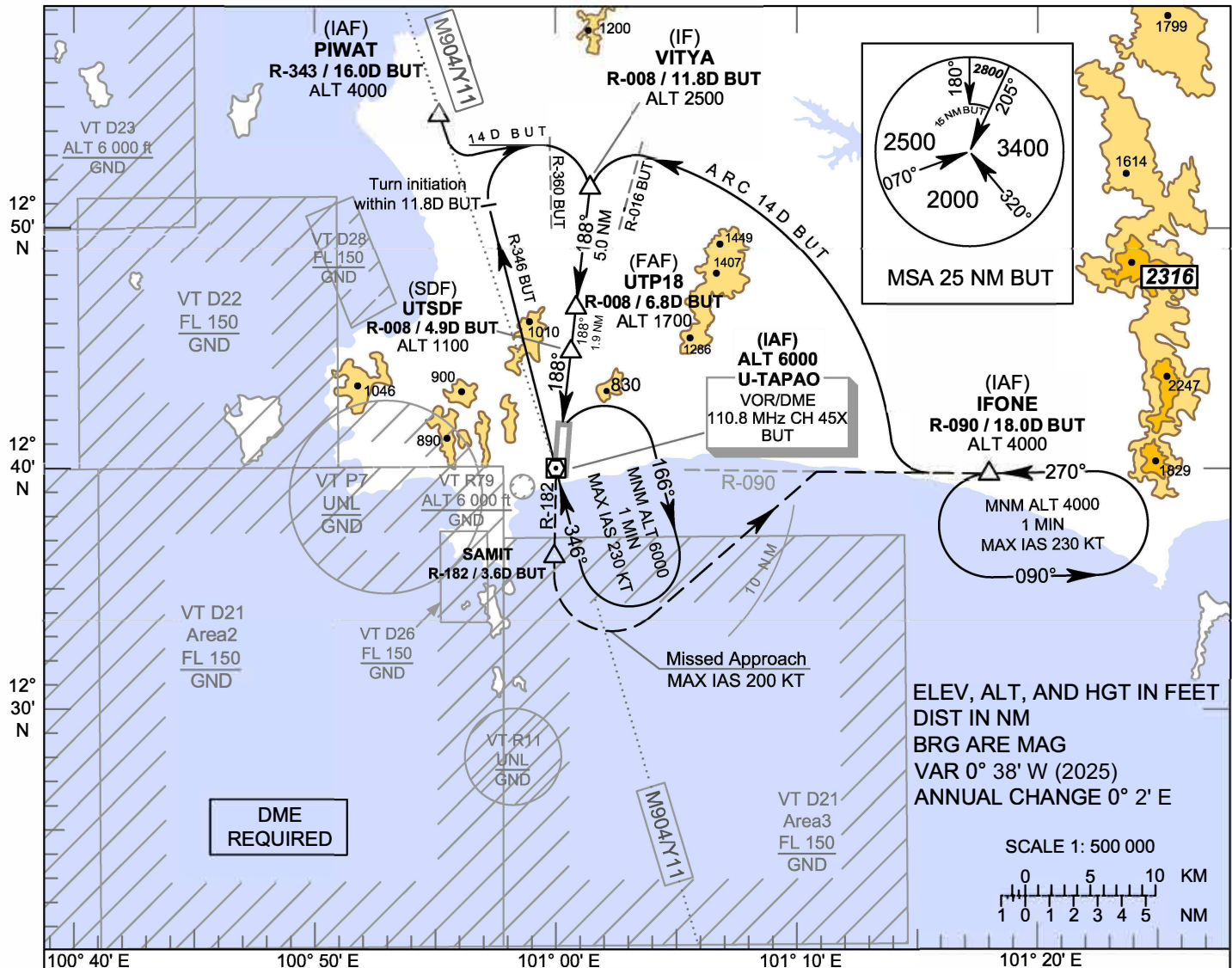
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 59 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

VOR RWY18

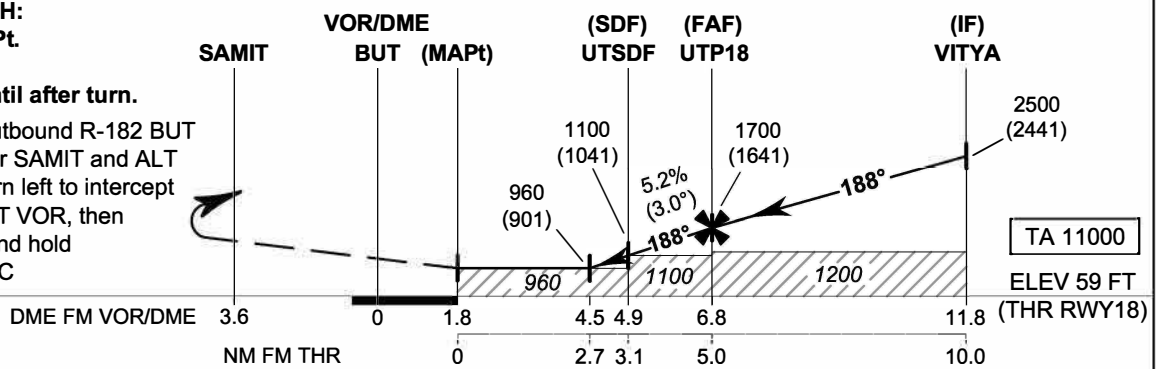


CAUTION: Aircraft shall avoid entering VT R11

MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.

Climb to intercept outbound R-182 BUT
VOR to SAMIT. After SAMIT and ALT
passing 1500 FT, turn left to intercept
outbound R-090 BUT VOR, then
proceed to IFONE and hold
or as directed by ATC

CHANGE: MAG VAR. (IAF) PIWAT RADIAL FM VOR.



OCA/H	Distance (BUT)				Distance (BUT)	Altitude (Height)				Rate of descent (ft/min)				
	A	B	C	D		4.5 D	5 D	6 D	FAF					
Straight-in Approach	960 (901)				960 (901)	1120 (1061)	1435 (1376)	1700 (1641)	369	474	527	632	737	843
	1200 (1141)				1450 (1391)		369	474	527	632	737	843		

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 59 FT
HEIGHTS RELATED TO
AERODROME ELEV**

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

VOR RWY18

Fix / Point		Coordinates	
PIWAT (IAF)	R-343 / 16.0D BUT	12 55 16.58 N	100 54 56.50 E
VITYA (IF)	R-008 / 11.8D BUT	12 51 42.99 N	101 01 30.24 E
UTP18 (FAF)	R-008 / 6.8D BUT	12 46 43.34 N	101 00 52.49 E
UTSDF (SDF)	R-008 / 4.9D BUT	12 44 49.70 N	101 00 38.17 E
MAPt	1.8D BUT	12 41 45.04 N	101 00 14.93 E
THR RWY18	-	12 41 44.26 N	101 00 22.66 E
VOR (IAF)	BUT	12 40 00.00 N	101 00 01.70 E
SAMIT	R-182 / 3.6D BUT	12 36 20.17 N	100 59 55.90 E
IFONE (IAF)	R-090 / 18.0D BUT	12 40 11.24 N	101 18 26.44 E

CHANGE: MAG VAR: (IAF) PIWAT RADIAL FM VOR.

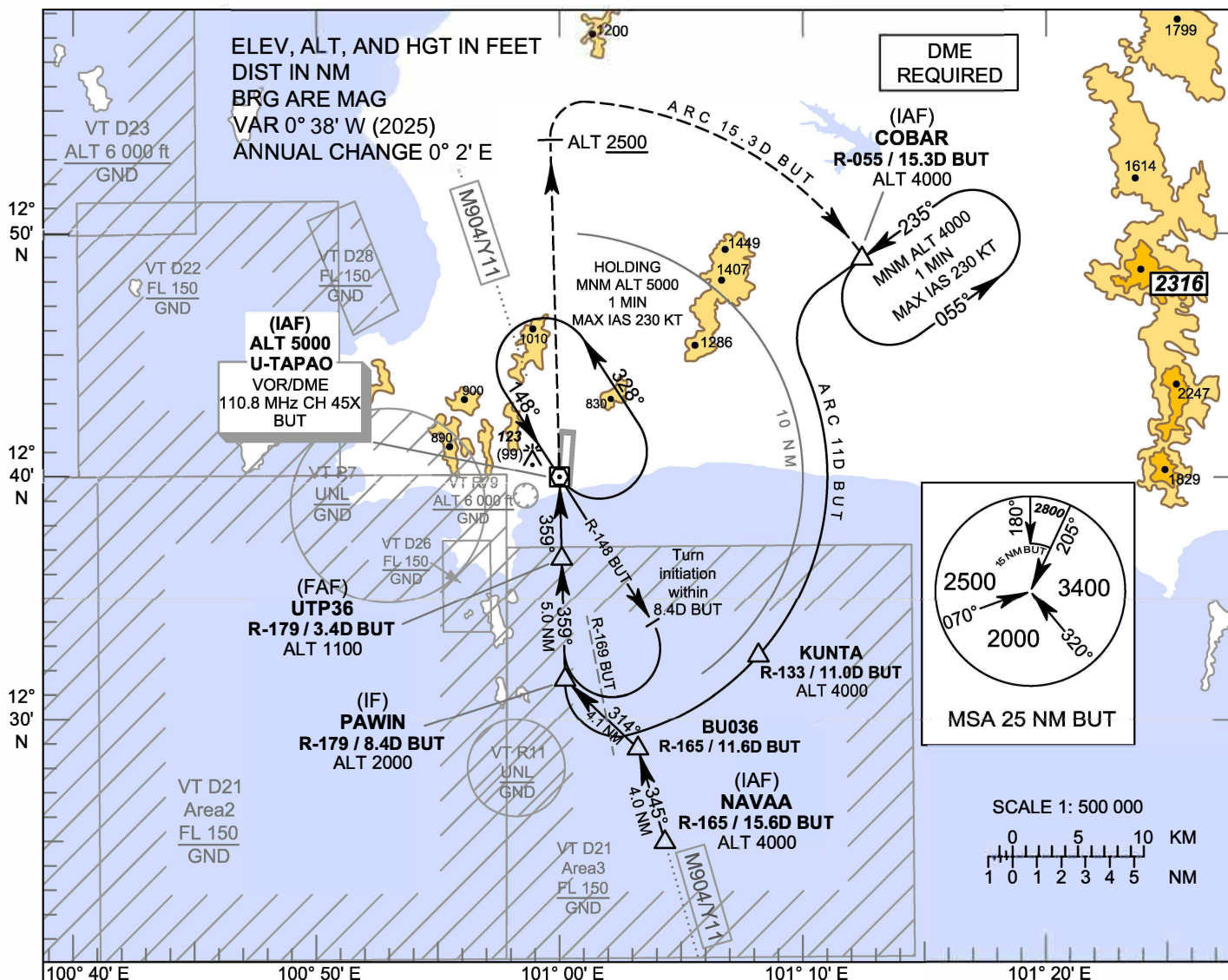
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 24 FT**

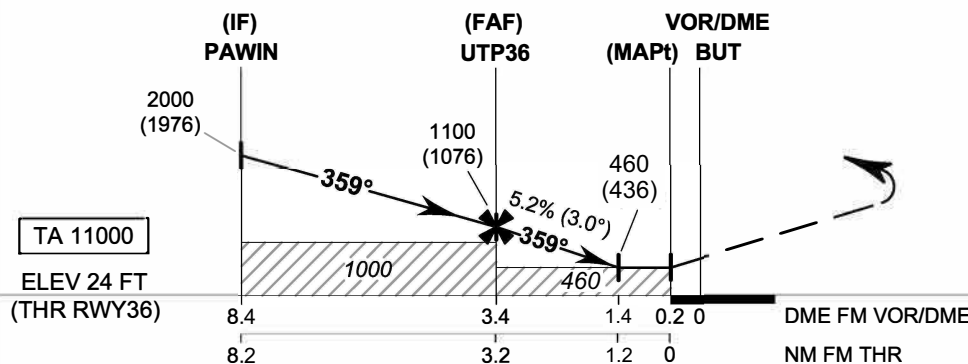
APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

VOR RWY36



CAUTION: Aircraft shall avoid entering VT R11



MISSED APPROACH:
No turn before MAPt.
Climb to COBAR at 4000 FT via
ARC 15.3 D BUT VOR
and hold or as directed by ATC
(ALT at least 2500 FT before
follow ARC).

CHANGE: MAG VAR.

OCA/H	A	B	C	D	Distance (BUT)	FAF	3 D	2 D	1.4 D		
Straight-in Approach	460 (436)				Altitude (Height)	1100 (1076)	960 (936)	645 (621)	460 (436)		
					Ground speed	knot 70	90	100	120	140	160
Circling (OCH AAL)	1200 (1141)		1450 (1391)		Rate of descent (ft/min)	369	474	527	632	737	843

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 24 FT**

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

VOR RWY36

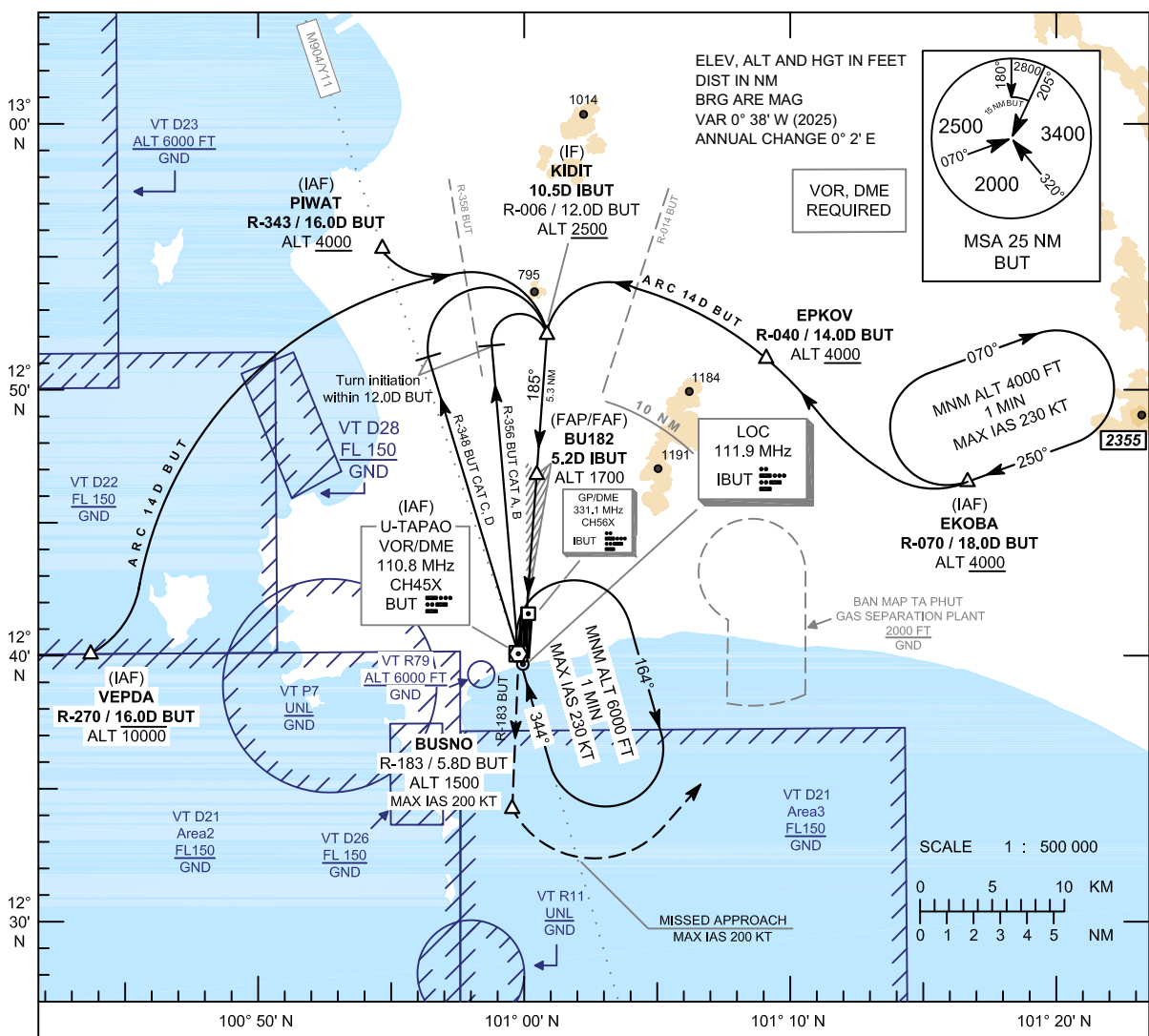
Fix / Point		Coordinates	
NAVAA (IAF)	R-165 / 15.6D BUT	12 24 52.49 N	101 04 20.27 E
BU036	R-165 / 11.6D BUT	12 28 44.64 N	101 03 14.18 E
PAWIN (IF)	R-179 / 8.4D BUT	12 31 37.12 N	101 00 11.72 E
UTP36 (FAF)	R-179 / 3.4D BUT	12 36 37.94 N	101 00 05.73 E
MAPt	0.2D BUT	12 39 50.76 N	101 00 01.89 E
THR RWY36	-	12 39 50.42 N	101 00 13.26 E
VOR (IAF)	BUT	12 40 00.00 N	101 00 01.70 E
COBAR (IAF)	R-055 / 15.3D BUT	12 48 53.69 N	101 12 49.13 E
KUNTA	R-133 / 11.0D BUT	12 32 33.09 N	101 08 20.24 E

CHANGE: VOR COORDINATE.

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 59 FT**
 HEIGHTS RELATED TO THR RWY18 - ELEV 59 FT

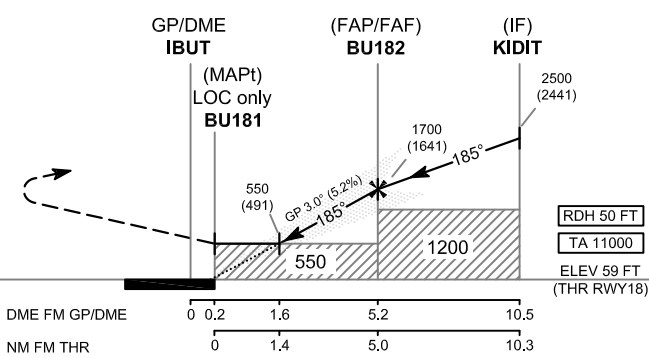
APP : 119.7 , 134.5
 238.3 , 273.3
 TWR : 118.3 , 227.0
 GND : 121.9 , 275.8
 ATIS : 127.2

RAYONG / U-TAPAO RAYONG PATTAYA INTL (VTBU)
ILS or LOC y RWY18



CAUTION : Aircraft shall avoid entering VT R11

MISSED APPROACH :
 No turn before MAPt (for LOC only).
 Speed restricted to **MAX IAS 200 KT** until after turn.
 climb to intercept outbound R-183 BUT
 VOR to BUSNO at or above 1500 FT.
 After BUSNO turn left to intercept outbound
 R-070 BUT VOR, then proceed to EKOBA at ALT
 4000FT or above and hold or as directed by ATC.



CHANGE: MAG VAR: (IAF) PIWAT RAIDAL FM VOR.

OCA/H		A	B	C	D	GS OUT	Distance (IBUT)	1.6 D	2 D	3 D	4 D	5 D	FAF
Straight-in Approach	CAT I	300 (241)				Altitude (Height)	550 (491)	680 (621)	995 (936)	1310 (1251)	1625 (1566)	1700 (1641)	
	LOC only	550 (491)					Ground speed	knot	70	90	100	120	140
Circling (OCH AAL)		1200 (1141)	1450 (1391)			Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

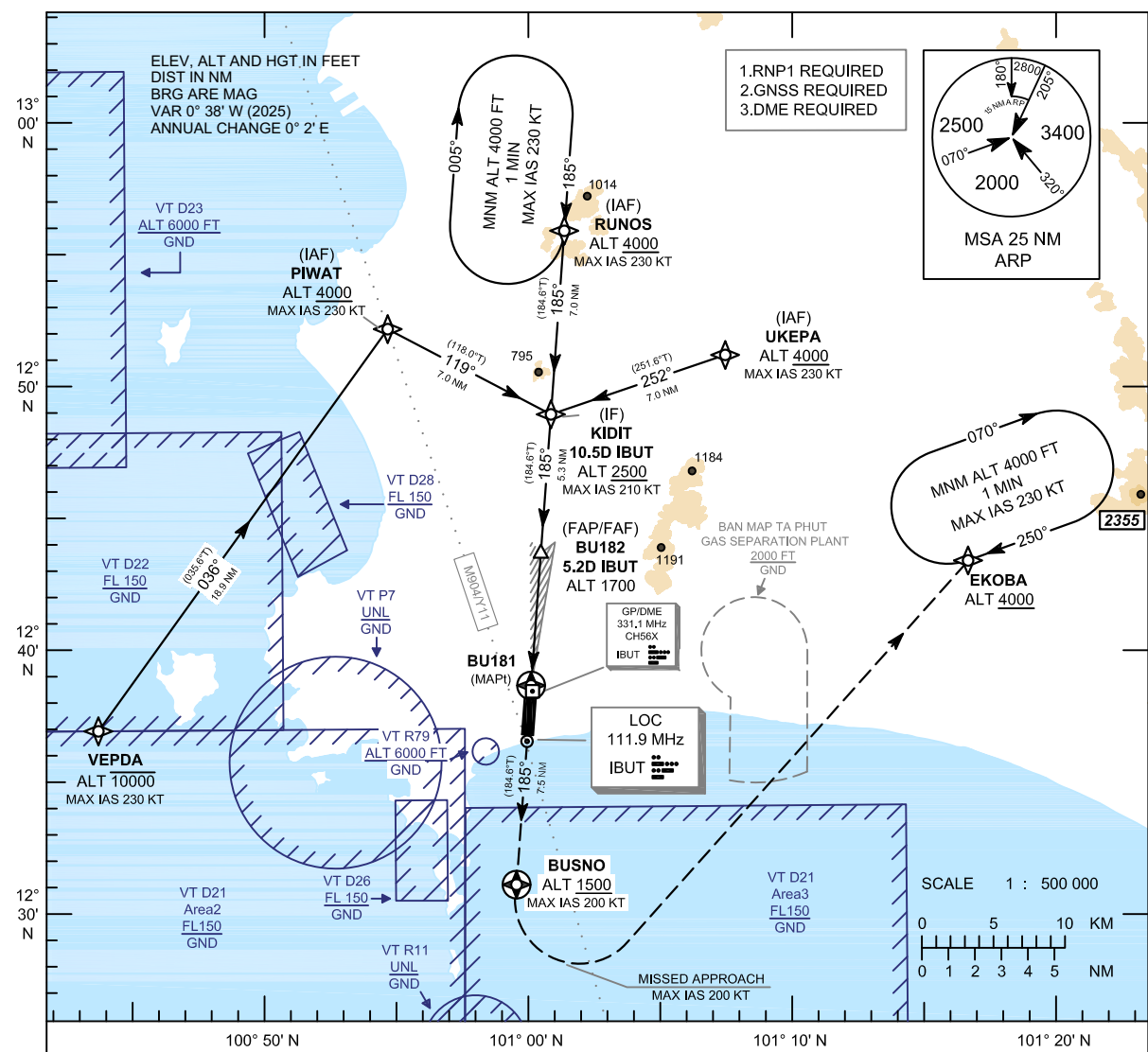
INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 59 FT**
 HEIGHTS RELATED TO
 THR RWY18 - ELEV 59 FT

RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)
ILS or LOC y RWY18

FIX / POINT		Coordinates		Pronunciation
(IAF) VEPDA	R-270 / 16.0D BUT	12° 39' 50.78" N	100° 43' 39.73" E	VEP-DA
(IAF) PIWAT	R-343 / 16.0D BUT	12° 55'16.58" N	100° 54' 56.50" E	PHI-WAT
(IAF) EKOBA	R-070 / 18.0D BUT	12° 46' 19.70" N	101° 17' 16.82" E	E-KO-BA
EPKOV	R-040 / 14.0D BUT	12° 50' 51.09" N	101° 09' 08.44" E	EB-KOV
(IF) KIDIT	10.5D IBUT	12° 51' 59.80" N	101° 01' 13.26" E	KI-DIT
(FAF/FAP) BU182	5.2D IBUT	12° 46' 43.76" N	101° 00' 47.25" E	-
(MAPt@THR18) BU181	0.2D IBUT	12° 41' 43.40" N	101° 00' 22.54" E	-
BUSNO	R-183 / 5.8D BUT	12° 34' 10.84" N	100° 59' 45.24" E	BUS-NO
LOC	IBUT	12° 39' 37.26" N	101° 00' 12.16" E	-
GP/DME	IBUT	12° 41' 32.95" N	101° 00' 25.78" E	-
(IAF) VOR	BUT	12° 40' 00.00" N	101° 00' 01.70" E	-

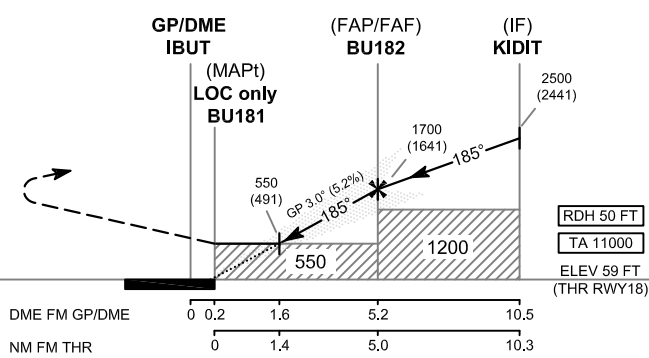
CHANGE: (IAF) PIWAT RADIAL FM VOR.

INSTRUMENT APPROACH CHART - ICAO	AERODROME ELEV 59 FT HEIGHTS RELATED TO THR RWY18 - ELEV 59 FT	APP : 119.7 , 134.5	RAYONG / U-TAPAO RAYONG PATTAYA INTL (VTBU) ILS or LOC z RWY18
		238.3 , 273.3	
		TWR : 118.3 , 227.0	
		GND : 121.9 , 275.8	
		ATIS : 127.2	



CAUTION : Aircraft shall avoid entering VT R11

MISSED APPROACH :
No turn before MAPt (for LOC only).
Speed restricted to
MAX IAS 200 KT until after turn.
climb on track 185° to BUSNO at or above 1500 FT, After BUSNO turn left direct to EKOBA at ALT 4000FT or above and hold or as directed by ATC.



CHANGE: MAG VAR.	OCA/H					A	B	C	D	GS OUT	Distance (IBUT)	1.6 D	2 D	3 D	4 D	FAF
	Straight-in Approach		CAT I		300 (241)					Altitude (Height)	550 (491)	680 (621)	995 (936)	1310 (1251)	1700 (1641)	
	LOC only		550 (491)			Ground speed		knot	70	90	100	120	140	160		
	Circling (OCH AAL)		1200 (1141)	1450 (1391)		Rate of descent (5.2%)		ft/min	369	474	527	632	737	843		

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 59 FT**
HEIGHTS RELATED TO
THR RWY18 - ELEV 59 FT

RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)
ILS or LOC z RWY18

TABULAR DESCRIPTION

ILS or LOC z 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	VEPDA	-	-	+0.6	-	-	-10000	-230	-	RNP1
020	TF	PIWAT (IAF)	-	036°(035.6°)	+0.6	18.9	-	+4000	-230	-	RNP1
030	TF	KIDIT (IF)	-	119°(118.0°)	+0.6	7.0	-	+2500	-210	-	RNP1
010	IF	PIWAT (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP1
020	TF	KIDIT (IF)	-	119°(118.0°)	+0.6	7.0	-	+2500	-210	-	RNP1
010	IF	RUNOS (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP1
020	TF	KIDIT (IF)	-	185°(184.6°)	+0.6	7.0	-	+2500	-210	-	RNP1
010	IF	UKEPA (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP1
020	TF	KIDIT (IF)	-	252°(251.6°)	+0.6	7.0	-	+2500	-210	-	RNP1
010	IF	KIDIT (IF)	-	-	+0.6	-	-	+2500	-	-	RNP1
TRANSITION TO ILS or LOC											
020	TF	BU182 (FAF/FAP)	-	185°(184.6°)	+0.6	5.3	-	@1700	-	-	ILS
030	TF	BU181 (MAPt)	Y	185°(184.6°)	+0.6	5.0	-	@109	-	-3.0/50	ILS
040	CF	BUSNO	Y	185°(184.6°)	+0.6	7.5	-	+1500	-200	-	RNP1
050	DF	EKOBA	-	-	+0.6	-	-	+4000	-200	-	RNP1
060	HM	EKOBA	Y	250°(249.5°)	+0.6	1 Minute	R	+4000	-230	-	RNP1

WAYPOINT LIST

ILS or LOC z RWY18		
Waypoint Identifier	Coordinates	Pronunciation
VEPDA	12° 39' 50.78" N 100° 43' 39.73" E	VEP-DA
(IAF) PIWAT	12° 55' 16.58" N 100° 54' 56.50" E	PHI-WAT
(IAF) RUNOS	12° 58' 57.17" N 101° 01' 47.64" E	RU-NOS
(IAF) UKEPA	12° 54' 11.87" N 101° 07' 58.29" E	EU-KE-PA
(IF) KIDIT	12° 51' 59.80" N 101° 01' 13.26" E	KI-DIT
(FAF/FAP) BU182	12° 46' 43.76" N 101° 00' 47.25" E	-
(MAPt) BU181	12° 41' 43.40" N 101° 00' 22.54" E	-
BUSNO	12° 34' 10.84" N 100° 59' 45.24" E	BUS-NO
EKOBA	12° 46' 19.70" N 101° 17' 16.82" E	E-KO-BA

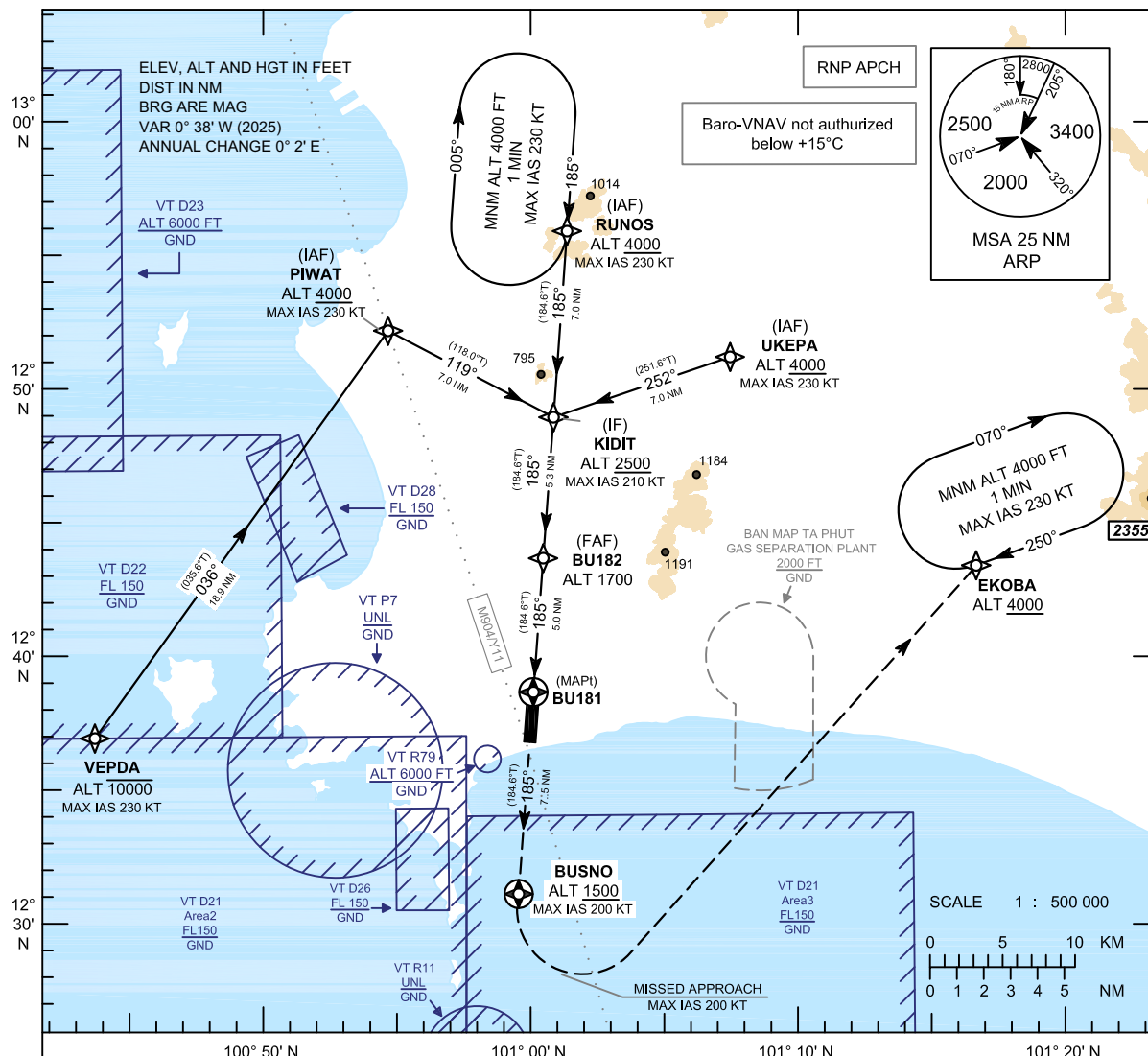
FIX / POINT		Coordinates	Pronunciation
(IF) KIDIT	10.5D IBUT	12° 51' 59.80" N 101° 01' 13.26" E	KI-DIT
(FAF/FAP) BU182	5.2D IBUT	12° 46' 43.76" N 101° 00' 47.25" E	-
(MAPt@THR18) BU181	0.2D IBUT	12° 41' 43.40" N 101° 00' 22.54" E	-
LOC	IBUT	12° 39' 37.26" N 101° 00' 12.16" E	-
GP/DME	IBUT	12° 41' 32.95" N 101° 00' 25.78" E	-

CHANGE: LOC AND GP/DME COORDINATES.

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 59 FT
HEIGHTS RELATED TO THR RWY18 - ELEV 59 FT

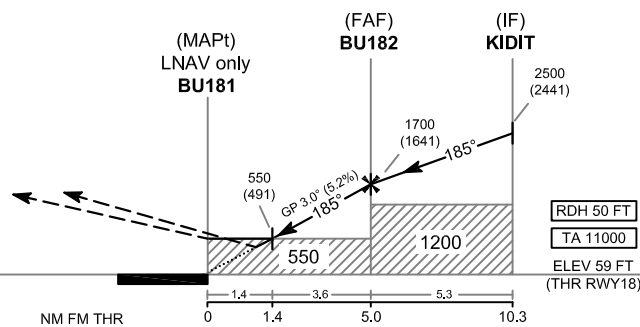
APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

RAYONG / U-TAPAO RAYONG PATTAYA INTL (VTBU)
RNP RWY18



CAUTION : Aircraft shall avoid entering VT R11

MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 200 KT until after turn.
climb on track 185° to BUSNO at or above 1500 FT. After BUSNO turn left direct to EKOKA at ALT 4000FT or above and hold or as directed by ATC.



CHANGE: MAG VAR.

OCA/H	A	B	C	D	NM to NEXT WPT	1.4 NM	2 NM	3 NM	4 NM	FAF		
LNAV/VNAV	410 (351)				Altitude (Height)	550 (491)	680 (621)	995 (936)	1310 (1251)	1700 (1641)		
LNAV	550 (491)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1200 (1141)	1450 (1391)			Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 59 FT**
HEIGHTS RELATED TO
THR RWY18 - ELEV 59 FT

RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)
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	VEPDA	-	-	+0.6	-	-	-10000	-230	-	RNP APCH
020	TF	PIWAT (IAF)	-	036°(035.6°)	+0.6	18.9	-	+4000	-230	-	RNP APCH
030	TF	KIDIT (IF)	-	119°(118.0°)	+0.6	7.0	-	+2500	-210	-	RNP APCH
010	IF	PIWAT (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP APCH
020	TF	KIDIT (IF)	-	119°(118.0°)	+0.6	7.0	-	+2500	-210	-	RNP APCH
010	IF	RUNOS (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP APCH
020	TF	KIDIT (IF)	-	185°(184.6°)	+0.6	7.0	-	+2500	-210	-	RNP APCH
010	IF	UKEPA (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP APCH
020	TF	KIDIT (IF)	-	252°(251.6°)	+0.6	7.0	-	+2500	-210	-	RNP APCH
010	IF	KIDIT (IF)	-	-	+0.6	-	-	+2500	-	-	RNP APCH
020	TF	BU182 (FAF)	-	185°(184.6°)	+0.6	5.3	-	@1700	-	-	RNP APCH
030	TF	BU181 (MAPt)	Y	185°(184.6°)	+0.6	5.0	-	@109	-	-3.0/50	RNP APCH
040	CF	BUSNO	Y	185°(184.6°)	+0.6	7.5	-	+1500	-200	-	RNP APCH
050	DF	EKOBA	-	-	+0.6	-	-	+4000	-200	-	RNP APCH
060	HM	EKOBA	Y	250°(249.5°)	+0.6	1 Minute	R	+4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY18		
Waypoint Identifier	Coordinates	Pronunciation
VEPDA	12° 39' 50.78" N 100° 43' 39.73" E	VEP-DA
(IAF) PIWAT	12° 55' 16.58" N 100° 54' 56.50" E	PHI-WAT
(IAF) RUNOS	12° 58' 57.17" N 101° 01' 47.64" E	RU-NOS
(IAF) UKEPA	12° 54' 11.87" N 101° 07' 58.29" E	EU-KE-PA
(IF) KIDIT	12° 51' 59.80" N 101° 01' 13.26" E	KI-DIT
(FAF) BU182	12° 46' 43.76" N 101° 00' 47.25" E	-
(MAPt) BU181	12° 41' 43.40" N 101° 00' 22.54" E	-
BUSNO	12° 34' 10.84" N 100° 59' 45.24" E	BUS-NO
EKOBA	12° 46' 19.70" N 101° 17' 16.82" E	E-KO-BA

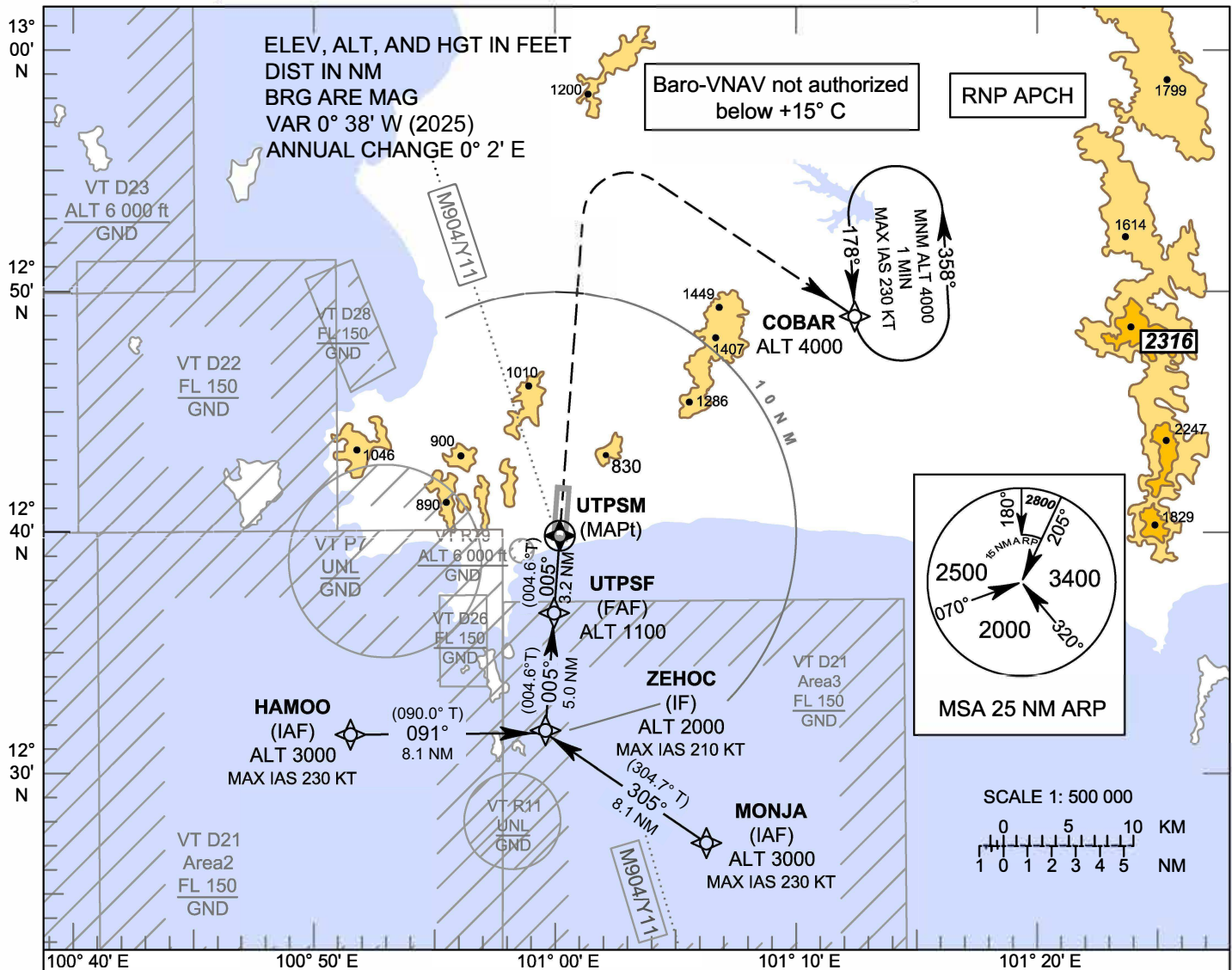
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 24 FT**

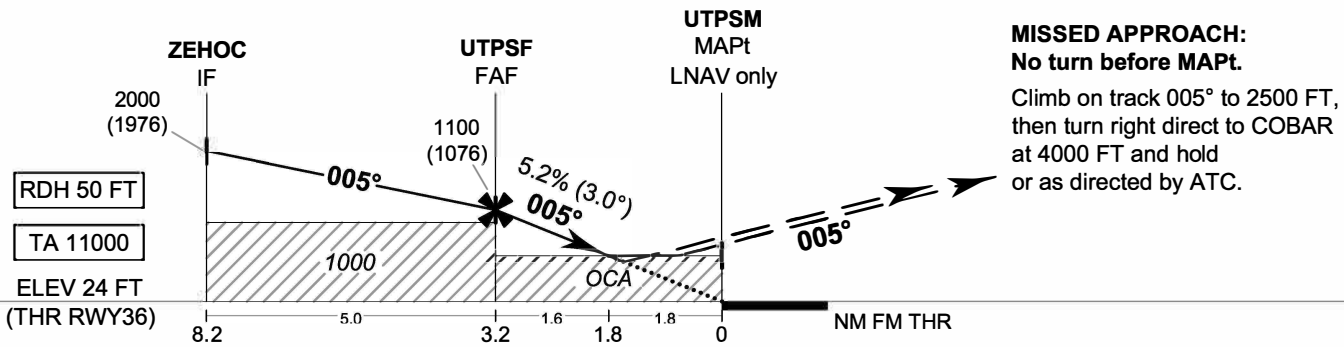
APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

RNP RWY36



CAUTION: Aircraft shall avoid entering VT R11



MISSED APPROACH:
No turn before MAPt.
Climb on track 005° to 2500 FT, then turn right direct to COBAR at 4000 FT and hold or as directed by ATC.

CHANGE: MAG VAR.

OCA/H	A	B	C	D	NM to NEXT WPT	FAF	3 NM	2 NM	1.5 NM		
LNAV / VNAV	480 (456)				Altitude (Height)	1100 (1076)	1020 (996)	705 (681)	560 (536)		
LNAV	640 (616)				Ground speed	knot 70	90	100	120	140	160
Circling (OCH AAL)	1200 (1141)		1450 (1391)		Rate of descent FAF-MAPt 5.2%	(ft/min) 369	474	527	632	737	843

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 24 FT**

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

RNP RWY36

TABULAR DESCRIPTION

RNP RWY36											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	IF	HAMOO (IAF)	-	-	+0.6	-	-	@3000	-230	-	RNP APCH
020	TF	ZEHOC (IF)	-	091°(090.0°)	+0.6	8.1	-	@2000	-210	-	RNP APCH
010	IF	MONJA (IAF)	-	-	+0.6	-	-	@3000	-230	-	RNP APCH
020	TF	ZEHOC (IF)	-	305°(304.7°)	+0.6	8.1	-	@2000	-210	-	RNP APCH
010	IF	ZEHOC (IF)	-	-	+0.6	-	-	@2000	-210	-	RNP APCH
020	TF	UTPSF (FAF)	-	005°(004.6°)	+0.6	5.0	-	@1100	-	-	RNP APCH
030	TF	UTPSM (MAPt)	Y	005°(004.6°)	+0.6	3.2	-	@74	-	-3.0/50	RNP APCH
050	CA	-	-	005°(004.6°)	+0.6	-	-	+2500	-	-	RNP APCH
060	DF	COBAR	-	-	+0.6	-	R	+4000	-	-	RNP APCH
080	HM	COBAR	Y	178°(177.0°)	+0.6	1 minute	L	+4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY36	
Waypoint Identifier	Coordinates
HAMOO	12° 31' 37.71" N 100° 51' 16.77" E
MONJA	12° 27' 00.89" N 101° 06' 20.46" E
ZEHOC	12° 31' 37.84" N 100° 59' 32.61" E
UTPSF	12° 36' 38.20" N 100° 59' 57.39" E
UTPSM (THR36)	12° 39' 50.42" N 101° 00' 13.26" E
COBAR	12° 48' 53.69" N 101° 12' 49.13" E

CHANGE: MAG VAR.

VTBL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBL - LOP BURI / KHOK KATHIAM AIRPORT

VTBL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	145228.7N 1003948.2E
2	Direction and distance from (city)	10 KM NE of City
3	Elevation/Reference temperature	133 FT/34° C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°39'W (2015) / 0°0' E
6	AD Administration, address, telephone, telefax, telex, AFS	Wing 2, Khok Kathiam Air Force Base Mueang District Lop Buri Province Tel: +663 677 6736 Fax: NIL AFS: VTBLXYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Royal Thai Air Force

VTBL AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1100 DAILY or on Request
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	2300-1100 DAILY or on Request
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	H24
7	ATS	2300-1100 DAILY or on Request
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

VTBL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JP8, Octane 100/130
3	Fuelling facilities/capacity	2 truck 8,000 L, 2 truck 12,000 L, 100 L/Min
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTBL AD 2.5 PASSENGER FACILITIES

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

VTBL 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	Fire fighting service H 24

VTBL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	<p>Apron (201) (Flight line1) Surface: Asphalt Strength: PCN 28/F/A/Y/T Apron Boundary: 145220.52N 1003913.12E 145216.94N 1003912.94E 145216.05N 1003919.43E 145219.58N 1003919.93E 145220.52N 1003913.12E</p> <p>Apron (201) (Flight line2) Surface: Concrete Strength: NIL Apron Boundary: 145224.51N 1003922.44E 145222.47N 1003924.40E 145224.81N 1003926.69E 145226.74N 1003924.73E 145224.51N 1003922.44E</p> <p>Apron (201) (Flight line3) Surface: Concrete Strength: NIL Apron Boundary: 145229.70N 1003927.92E 145227.56N 1003930.19E 145224.94N 1003927.28E 145226.94N 1003925.34E 145229.70N 1003927.92E</p> <p>Apron (202) Surface: Concrete Strength: PCN 35/R/C/W/T Apron Boundary: 145246.82N 1003928.92E 145240.27N 1003931.29E 145240.82N 1003932.82E 145247.33N 1003930.45E 145246.82N 1003928.92E</p> <p>Apron (203) Surface: Concrete Strength: PCN 35/R/C/W/T Apron Boundary: 145259.85N 1003921.31E 145253.54N 1003923.71E 145254.63N 1003926.92E 145301.12N 1003924.61E 145259.85N 1003921.31E</p> <p>Base Operation Apron Surface: Asphalt Strength: PCN 28/FA/Y/T Apron Boundary: 145220.61N 1003911.45E 145220.38N 1003912.88E 145218.81N 1003912.69E 145218.98N 1003911.25E 145220.61N 1003911.45E</p>
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2	Taxiway width, surface and strength	<p>TWY A Width: 30 m Surface: Concrete and asphalt Strength: PCN 11/F/C/Y/T</p> <p>TWY B, F, G Width: 25 m Surface: Concrete Strength: PCN 35/R/C/W/T</p> <p>TWY C Width: 24 m Surface: Concrete Strength: PCN 38/R/C/W/T</p> <p>TWY D Width: 24 m Surface: Concrete Strength: PCN 40/R/D/W/T</p> <p>TWY E Width: 30 m Surface: Concrete Strength: PCN 35/R/C/W/T</p> <p>TWY H Width: 15 m Surface: Asphalt Strength: NIL</p>
3	Altimeter checkpoint location and elevation	<p>Location : Apron 201 (Flight line1) Elevation : 27.45 m / 90.05 ft Location : Apron 203 Elevation : 29.73 m / 97.53 ft Location : Base operation apron Elevation : 27.10 m / 88.92 ft</p>
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTBL 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	NIL
2	RWY and TWY markings and LGT	NIL
3	Stop bars	NIL
4	Remarks	NIL

VTBL 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	
-	Radio Mast HGT 158 m	144935.0N 1004035.0E	Radio Mast HGT 115 m Painted red/white LGTD on top	145235.9N 1003824.5E	NIL
-	Radio Mast HGT 130 m Painted red/white LGTD on top	144801.3N 1003833.9E	Radio Mast HGT 65 m Painted red/white LGTD on top	145218.3N 1003824.6E	
-	Radio Mast HGT 60 m Painted red/white LGTD on top	145057.7N 1003955.6E	Phu-kha Mountain HGT 430 m	145537.4N 1004038.6E	
-	Radio Mast HGT 60 m Painted red/white LGTD on top	144809.1N 1003911.3E	Wong Phrachan Mountain HGT 644 m	145741.7N 1004237.0E	
-	Radio Mast 74.05 m (MSL) Painted red/white LGTD on top	145104.9N 1003837.5 E	Phu-Lon Mountain HGT 290 m	145448.1N 1004150.2E	
	Sam Yot Mountain HGT 432 m	145119.8N 1004058.1E	Sung Nam Mountain HGT 270 m	145237.8N 1004151.8E	
			Phra Ngam Mountain HGT 282 m	145415.7N 1003718.7E	

VTBL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	NIL
4	Type of landing forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
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	NIL
9	ATS units provided with information	Khok Kathiam TWR
10	Additional information (limitation of service, etc.)	NIL

point (150230N 1003230E) which is approximately 12 nm on RDL 325 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) then proceeding to Ban Khok Kathiam, designated as KILO point (145359N 1003537E) 4 nm on BRG 290 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) the aircraft will be instructed to join aerodrome traffic circuit accordingly.

4.3 Aircraft are entering to land from East and South east of Khok Kathiam Aerodrome, shall be reported over amphure Phra Phutthabat designated as PAPA point (144300N 1004700E) which is approximately 12 nm on BRG 141 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) then proceeding to Lopburi province designated as LIMA point (144758N 1003803E) which is approximately 5 nm on BRG 196 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) when reaching LIMA point the aircraft will be instructed to join aerodrome traffic circuit accordingly.

4.4 Aircraft are entering to land from south of Khok Kathiam Aerodrome shall be reported over Lopburi province designated as LIMA point (144758N 1003803E) which is approximately 5 nm on BRG 196 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) when reaching LIMA point the aircraft will be instructed to join aerodrome traffic circuit accordingly.

5. Aerodrome Traffic Pattern

Traffic pattern shown in diagram, The unlighted a range of mountains approximately 919 ft., 0.5 - 1.9 nm and 2.5 - 4.4 nm on the west to NNW and 1,418 ft., 1.2 - 5.3 nm on the north to SSE from the runway intersection of Khok Kathiam Aerodrome constitutes a hazard to VFR operation.

5.1 Rectangular

- Using runway 16 by entering right traffic circuit.
- Using runway 34 by entering left traffic circuit.
- Using runway 05 by entering left traffic circuit.
- Using runway 23 by entering right traffic circuit.

5.2 Overhead approach pattern

- Using runway 16 by left turn pattern.
- Using runway 34 by left turn pattern.
- Using runway 05 by left turn pattern.
- Using runway 23 by right turn pattern.

5.3 An altitude in the Traffic Pattern

- Jet or Turboprop 1500 ft.
- Conventional 1000 ft.
- Helicopter 800 ft.

6. Simulated emergency by helicopters

The helicopters shall be simulated emergency conditions on the runway in use only. Except for safety reason the pilot shall operate on taxiway, if necessary. There are as followed;

- Simulated single emergency failure.
- Simulated hydraulic system failure.
- Simulated fuel control unit failure.
- Simulated tail rotor failure.
- Simulated forced landing.
- Simulated run on running landing.
- Simulated basic auto rotation.
- Simulated hovering auto rotation.

7. Submission of a flight plan

7.1 A flight plan shall be submitted to Khok Kathiam Aerodrome control tower or base operations at least 1 hour before departure and may be submitted up to 120 hours.

7.2 In the even of a delay of 30 minutes in excess of the estimated off block time for a controlled flight or a delay of one hour for an uncontrolled flight. The flight plan shall be automatically cancelled unless the estimated time of departure is revised by notification of the pilot in command or designated representative.

8. Radio communication failure

8.1 Departing aircraft

- a) Aircraft will not be permitted to take-off unless two-way communication can be maintained with the control tower.
- b) If an aircraft experiences radio communications failure after departure, the pilot will follow the procedures for VFR in the table of cruising altitudes. (Track from 000° – 179° = ODD thousand + 500 ft. and 180° – 359° = EVEN thousand + 500 ft.)

8.2 Arriving aircraft

Day time

- a) Operated transponder mode A code 7600
- b) Report their position, distance, heading, altitude and departure point when approaching about 15 nm or at least 10 minutes before estimated time arrival from aerodrome by transmitting in the blind.
- c) Observe the direction of traffic in the pattern and enter downwind with the flow of traffic.
- d) Make a low approach between the runway and taxiway at an altitude 1000 ft. (500 ft. for helicopters) and rock the wings of the aircraft.
- e) Re-enter downwind leg and observe light signals pyrotechnic or signals light gun from the control tower.

Night time

- a) Make a low approach between the runway and taxiway at an altitude 1000 ft. (500 ft. for helicopters) and rock the wings of the aircraft and flashing on and off landing light for 3 times except for the helicopters by flashing on and off search light for 3 times.
- b) Re-enter downwind leg and observe light signals pyrotechnic or signals light gun from the control tower.

VTBL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTBL AD 2.22 FLIGHT PROCEDURES

Aircraft will joint 3NM final runway 16 or more shall be receive clearance from Khok Kathiam ATC due to Saphannak Aerodrome reference point distance 3.6NM from threshold runway 16

VTBL AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

1.1 Bird concentrations in the vicinity of Khok Kathiam Aerodrome.

1.1.1 It has been observed that migratory and resident birds in remarkable numbers appear on or in the vicinity of Khok Kathiam Aerodrome and they are present in variable numbers every month. Mostly during rainy season (June to December). Pilots are essentially requested to report bird strikes to the Aerodrome Control Tower via:

Khok Kathiam Aerodrome Control Tower
Phone +663 677 6736
E-mail: kkttower@gmail.com

Bird Species that has potential hazard to aircraft are as follows:

Species	Weight (kg)	Period
Asian Openbill	1.30 - 2.30	All year (mostly in July)
Cattle Egret	0.27 - 0.51	All year (mostly in November)
Pigeon	0.24 - 0.38	All year (mostly in October)
Barn Swallow	0.16 – 0.22	All year (mostly in December)

1.1.2 Khok Kathiam Aerodrome has many measures and activities to reduce wildlife hazard by managing the environment to make the area unattractive for wildlife hazard and safe for the aircraft operations. Also, Environmental management such as grass mowing, chemicals Using (reduce bird's food resources), waste managing (refuse collection and garbage dumps), Tree trimming or cutting down, weeds dredging (in drainage ditch, water pond and lowland), Sail grading and reducing bird's potential breeding and roosting area in airside.

VTBL AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Instrument Approach Chart - ICAO - ILS or LOC RWY 05 CAT A, B	AD 2-VTBL-8-1
Instrument Approach Chart - ICAO - ILS or LOC RWY 05 CAT A, B (Fix and point list table)	AD 2-VTBL-8-2

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			RADIO MAST 18 ELEV 307 FT (94 M) Painted red/white LGTD	164931.3N 1001535.1E	NIL
			RADIO MAST 19 ELEV 448 FT (137 M) Painted red/white LGTD	164843.7N 1001626.8E	NIL
			RADIO MAST 20 ELEV 398 FT (121 M) NIL/ LGTD	164843.4N 1001623.3E	NIL
			RADIO MAST 21 ELEV 460 FT (140 M) Painted red/white LGTD	164848.7N 1001623.0E	NIL
			RADIO MAST 22 ELEV 305 FT (93 M) Painted red/white LGTD	164730.6N 1001422.6E	NIL
			RADIO MAST 23 ELEV 298 FT (91 M) Painted red/white LGTD	164740.4N 1001409.8E	NIL
			AIR TRAFFIC CONTROL TOWER ELEV 255 FT (78 M) Painted red/white LGTD	164656.1N 1001658.1E	NIL
			TOPLAND HOTEL BUILDING ELEV 351 FT (107 M) NIL/ LGTD	164918.6N 1001552.4E	NIL

VTPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Phitsanulok, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2300-1300 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: +665 530 1422 ext. 7078
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Weather Radar
9	ATS units provided with information	Phitsanulok TWR
10	Additional information (limitation of service, etc.)	NIL

VTPP 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
14	143.89°	3000x45	PCN 61/F/C/X/T Asphaltic concrete	164738.03N 1001615.01E -116 ft	THR 148 ft
32	323.89°	3000x45	PCN 61/F/C/X/T Asphaltic concrete	164619.13N 1001714.75E -116 ft	THR 148 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0%	NIL	NIL	3180x280	240x90	NIL	NIL	NIL
0%	60x60	NIL	3180x280	NIL	NIL	NIL	NIL

VTPP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	3000	3000	3000	3000	NIL
32	3000	3000	3060	3000	The TORA/ASDA when entering RWY 32 from TWY F is 2,815 metres (Datum Line)

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

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

SURAT THANI / Samui (VTSM)
RNAV RWY17

DORNA1A ENRAG1A MESEM1A
OLBAG1A RUMVA1A UPNEP1A

TABULAR DESCRIPTION

RNAV RWY17											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
DORNA1A											
010	-	DER RWY17	-	-	+0.4	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160° (159.5°)	+0.4	5.0	R	+2000	-210	-	RNP 1
030	TF	DOTOG	-	250° (249.5°)	+0.4	10.6	R	+6000	-	-	RNP 1
040	TF	DORNA	-	276° (276.0°)	+0.4	9.2	-	-	-	-	RNP 1
ENRAG1A											
010	-	DER RWY17	-	-	+0.4	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160° (159.5°)	+0.4	5.0	L	+2000	-210	-	RNP 1
030	TF	UNRUB	-	090° (090.0°)	+0.4	5.2	L	+4000	-210	-	RNP 1
040	TF	VETUL	-	010° (009.2°)	+0.4	5.3	L	+6000	-210	-	RNP 1
050	TF	SM192	-	359° (358.9°)	+0.4	5.0	-	+8000	-	-	RNP 1
060	TF	TOSUB	-	359° (358.9°)	+0.4	6.1	L	+8000	-	-	RNP 1
070	TF	ENRAG	-	355° (354.1°)	+0.4	18.3	-	-	-	-	RNP 1
MESEM1A											
010	-	DER RWY17	-	-	+0.4	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160° (159.5°)	+0.4	5.0	R	+2000	-210	-	RNP 1
030	TF	SM193	-	221° (220.1°)	+0.4	17.3	-	+9000	-	-	RNP 1
040	TF	MESEM	-	221° (220.1°)	+0.4	9.3	-	-	-	-	RNP 1
OLBAG1A											
010	-	DER RWY17	-	-	+0.4	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160° (159.5°)	+0.4	5.0	L	+2000	-210	-	RNP 1
030	TF	UNRUB	-	090° (090.0°)	+0.4	5.2	L	+4000	-210	-	RNP 1
040	TF	VETUL	-	010° (009.2°)	+0.4	5.3	L	+6000	-210	-	RNP 1
050	TF	SM192	-	359° (358.9°)	+0.4	5.0	-	+8000	-	-	RNP 1
060	TF	TOSUB	-	359° (358.9°)	+0.4	6.1	R	+8000	-	-	RNP 1
070	TF	OLBAG	-	027° (026.6°)	+0.4	16.4	-	-	-	-	RNP 1
RUMVA1A											
010	-	DER RWY17	-	-	+0.4	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160° (159.5°)	+0.4	5.0	L	+2000	-210	-	RNP 1
030	TF	RUMVA	-	136° (135.3°)	+0.4	14.7	-	-6000	-	-	RNP 1
UPNEP1A											
010	-	DER RWY17	-	-	+0.4	-	L	-	-	-	RNP 1
020	CF	TEMUX	-	160° (159.5°)	+0.4	5.0	L	+2000	-210	-	RNP 1
030	TF	UNRUB	-	090° (090.0°)	+0.4	5.2	L	+4000	-210	-	RNP 1
040	TF	SM191	-	053° (052.2°)	+0.4	14.4	-	-6000	-	-	RNP 1
050	TF	UPNEP	-	053° (052.2°)	+0.4	9.1	-	-7000	-	-	RNP 1

CHANGE: MAG VAR.

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

**SURAT THANI / Samui (VTSM)
RNAV RWY35**

ENRAG1B MESEM1B
OLBAG1B RUMVA1B UPNEP1B

TABULAR DESCRIPTION											
RNAV RWY35											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
ENRAG1B											
010	-	DER RWY35	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	355° (354.5°)	+0.4	-	-	+800	-	-	RNP 1
030	DF	VEBGA	-	-	+0.4	-	R	+2200	-210	-	RNP 1
040	TF	TOREK	-	011° (011.0°)	+0.4	12.6	-	-5000	-	-	RNP 1
050	TF	ENRAG	-	011° (011.0°)	+0.4	10.0	-	-10000	-	-	RNP 1
MESEM1B											
010	-	DER RWY35	-	-	+0.4	-	-	-	-	-	RNP 1
020	CF	NUDBA	-	355° (354.5°)	+0.4	5.0	L	+1300	-210	-	RNP 1
030	TF	POPOR	-	265° (264.5°)	+0.4	7.0	L	+3300	-	-	RNP 1
040	TF	SM371	-	195° (194.5°)	+0.4	9.6	-	-5000	-	-	RNP 1
050	TF	SM372	-	195° (194.5°)	+0.4	12.9	-	-5000	-	-	RNP 1
060	TF	MESEM	-	195° (194.5°)	+0.4	8.8	-	-7000	-	-	RNP 1
OLBAG1B											
010	-	DER RWY35	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	355° (354.5°)	+0.4	-	-	+800	-	-	RNP 1
030	DF	VEBGA	-	-	+0.4	-	R	+2200	-210	-	RNP 1
040	TF	TOREK	-	011° (011.0°)	+0.4	12.6	R	-5000	-	-	RNP 1
050	TF	OLBAG	-	061° (060.6°)	+0.4	12.8	-	-10000	-	-	RNP 1
RUMVA1B											
010	-	DER RWY35	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	355° (354.5°)	+0.4	-	-	+800	-	-	RNP 1
030	DF	PUBID	-	-	+0.4	-	R	@6000	-210	-	RNP 1
040	TF	SM373	-	177° (176.6°)	+0.4	7.4	R	+8000	-	-	RNP 1
050	TF	RUMVA	-	192° (191.3°)	+0.4	9.6	-	-	-	-	RNP 1
UPNEP 1B											
010	-	DER RWY35	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	355° (354.5°)	+0.4	-	-	+800	-	-	RNP 1
030	DF	DABUT	-	-	+0.4	-	R	-6000	-210	-	RNP 1
040	TF	SM374	-	086° (085.1°)	+0.4	6.0	-	+8000	-	-	RNP 1
050	TF	UPNEP	-	086° (085.1°)	+0.4	6.6	-	-	-	-	RNP 1

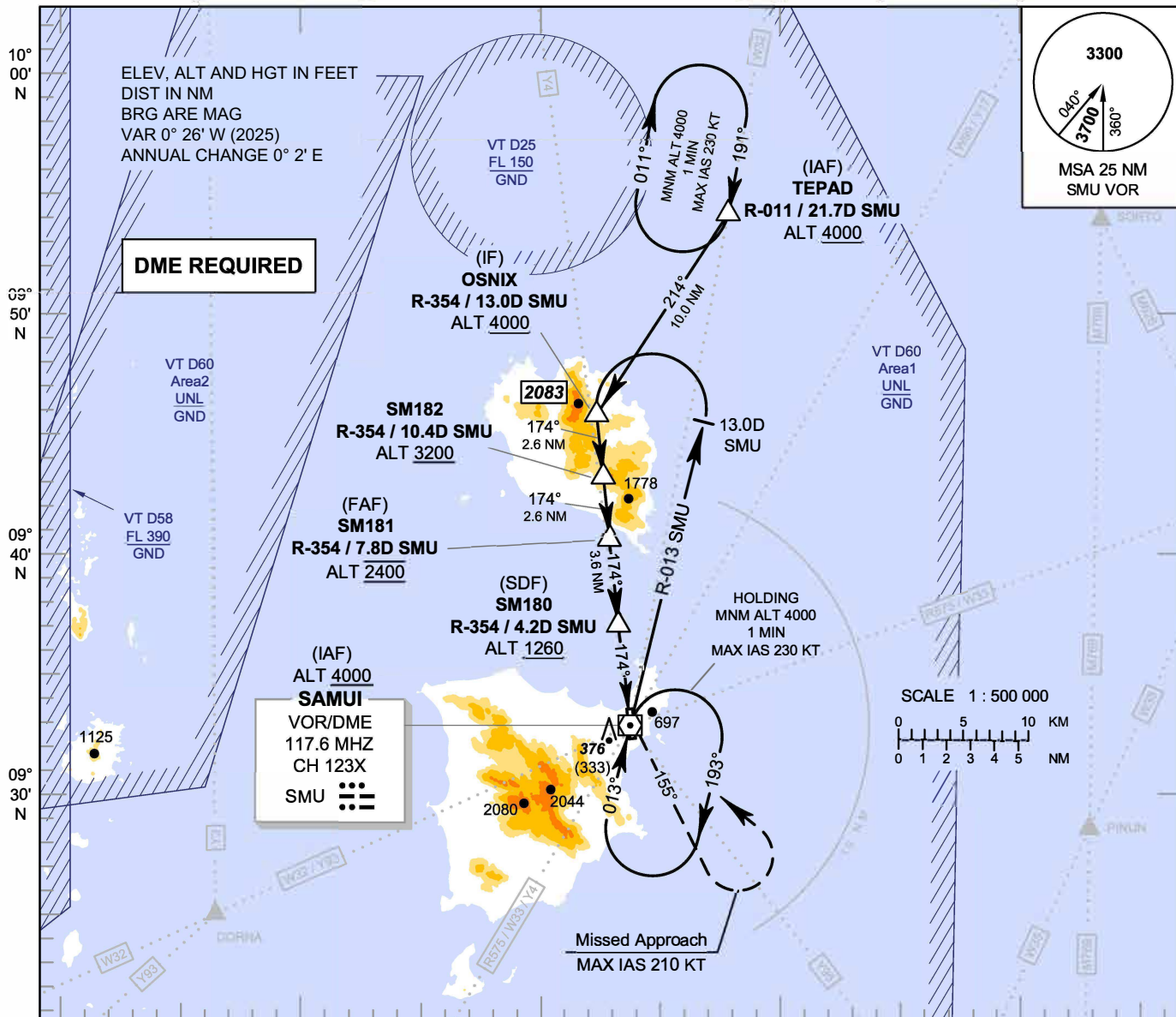
CHANGE: MAG VAR.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT**

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

**SURAT THANI / Samui (VTSM)
VOR RWY17
CAT A, B**



		(IF) OSNIX	(FAF) SM182	(SDF) SM181	(SDF) SM180	VOR/DME SMU						
		4000 (3957)	3200 (3157)	2400 (2357)	1260 (1217)	(MAPt) 920 (877)						
		174°	174°	5.2% (3.0°)	174°	155°						
TA 11000 ELEV 43 FT (THR RWY17)		2600	2300	1200	920							
		13.0	10.4	7.8	4.2	3.1	0.5	0	DME FM VOR/DME			
		12.5	9.9	7.3	3.7	2.6	0	NM FM THR				
CHANGE: MAG VAR.	OCA/H	A		B		Distance (SMU)	FAF	7 D	6 D	5 D	4 D	3.1 D
	Straight - in Approach	920 (877)				Altitude (Height)	2400 (2357)	2145 (2102)	1830 (1787)	1515 (1472)	1200 (1157)	920 (877)
	Ground Speed					knot	70	90	100	120	140	160
	Circling* (OCH AAL)	1400 (1336)				Rate of Descent	ft/min	369	474	527	632	737
* FOR CIRCLING RESTRICTIONS SEE VERSO.												

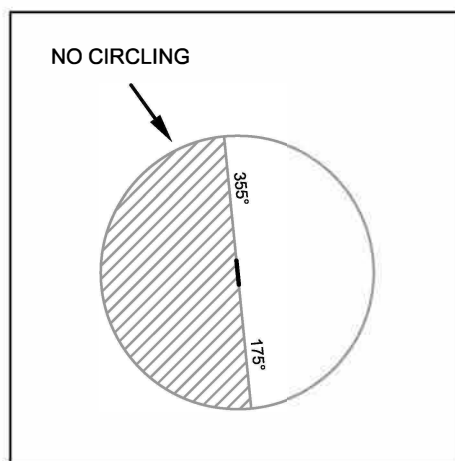
MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
At MAPt, turn left climb on track 155° to 2000 FT, then turn left to SMU VOR at minimum 4000 FT and hold or as directed by ATC.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT**

**SURAT THANI / Samui (VTSM)
VOR RWY17
CAT A, B**

Fix / Point		Coordinates	
(IAF) TEPAD	R-011 / 21.7D SMU	09° 54' 11.99" N	100° 07' 54.35" E
(IF) OSNIX	R-354 / 13.0D SMU	09° 45' 48.80" N	100° 02' 19.70" E
SM182	R-354 / 10.4D SMU	09° 43' 12.94" N	100° 02' 36.22" E
(FAF) SM181	R-354 / 7.8D SMU	09° 40' 37.07" N	100° 02' 52.74" E
(SDF) SM180	R-354 / 4.2D SMU	09° 37' 00.86" N	100° 03' 15.65" E
MAPt	R-354 / 0.5D SMU	09° 33' 19.09" N	100° 03' 39.13" E
(IAF) VOR	SMU	09° 32' 49.34" N	100° 03' 42.26" E



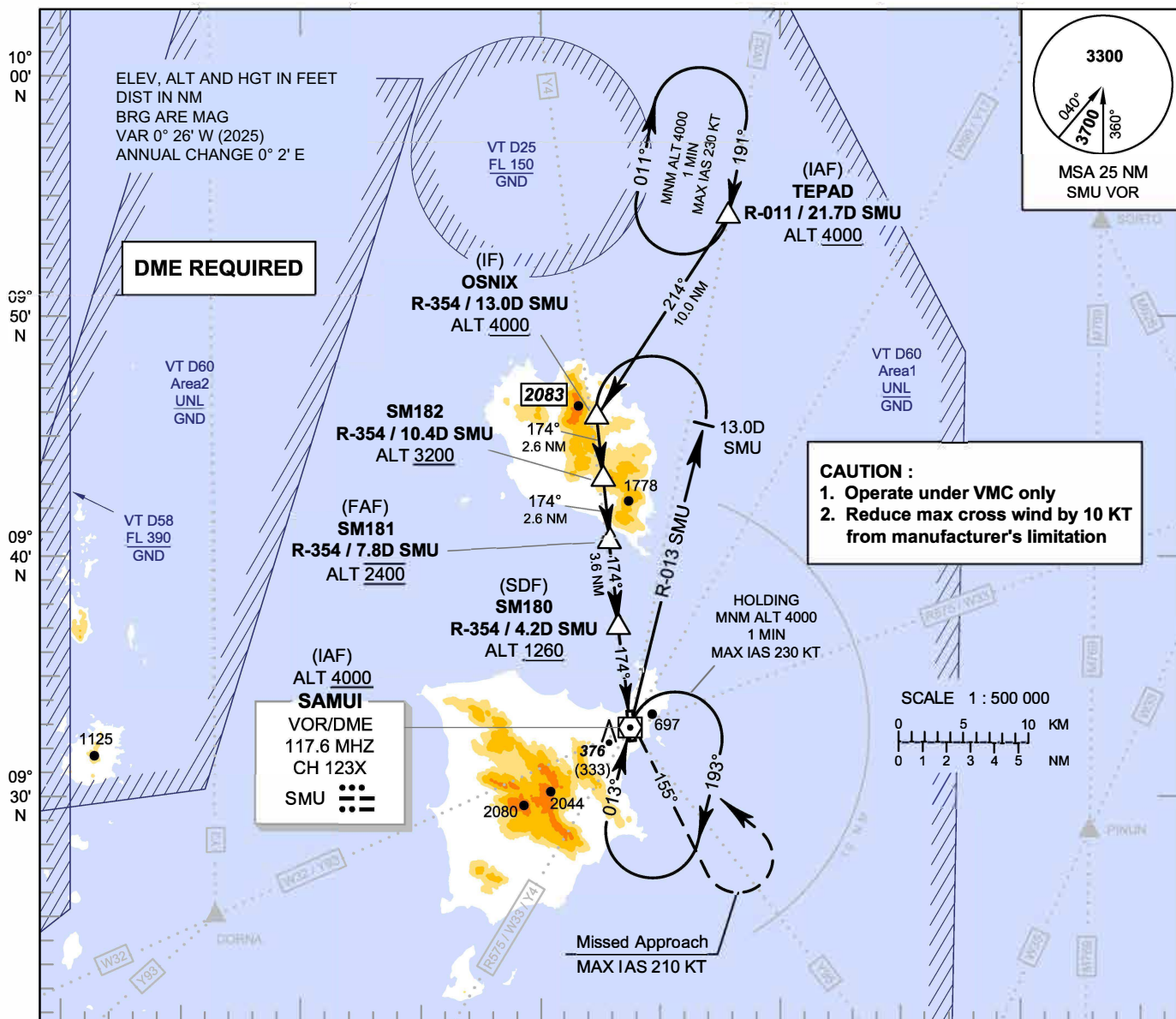
CHANGE: VOR/DME COORDINATES.

**INSTRUMENT
APPROACH
CHART - ICAO**

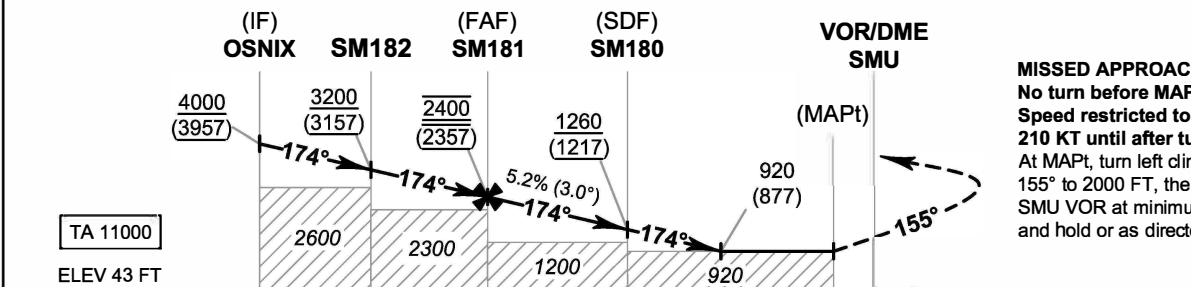
**AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT**

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

**SURAT THANI / Samui (VTSM)
VOR RWY17
CAT C**



099° 40' E 099° 50' E 100° 00' E 100° 10' E 100° 20' E



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
At MAPt, turn left climb on track 155° to 2000 FT, then turn left to SMU VOR at minimum 4000 FT and hold or as directed by ATC.

	13.0	10.4	7.8	4.2	3.1	0.5	0	DME FM VOR/DME
	12.5	9.9	7.3	3.7	2.6	0		NM FM THR

CHANGE: MAG VAR.	OCA/H	C	Distance (SMU)	FAF	7 D	6 D	5 D	4 D	3.1 D
	Straight - in Approach	920 (877)	Altitude (Height)	2400 (2357)	2145 (2102)	1830 (1787)	1515 (1472)	1200 (1157)	920 (877)
			Ground Speed	knot	70	90	100	120	140
	Circling* (OCH AAL)	1400 (1336)	Rate of Descent	ft/min	369	474	527	632	737

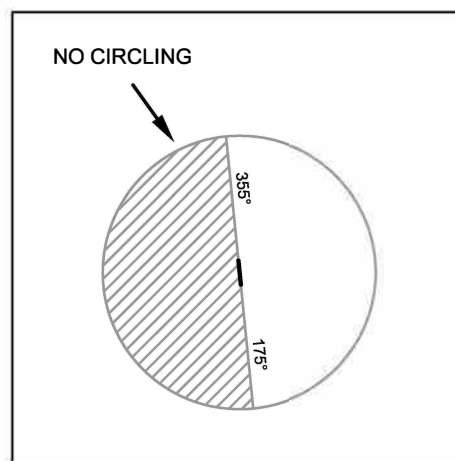
* FOR CIRCLING RESTRICTIONS SEE VERSO.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT**

**SURAT THANI / Samui (VTSM)
VOR RWY17
CAT C**

Fix / Point		Coordinates	
(IAF) TEPAD	R-011 / 21.7D SMU	09° 54' 11.99" N	100° 07' 54.35" E
(IF) OSNIX	R-354 / 13.0D SMU	09° 45' 48.80" N	100° 02' 19.70" E
SM182	R-354 / 10.4D SMU	09° 43' 12.94" N	100° 02' 36.22" E
(FAF) SM181	R-354 / 7.8D SMU	09° 40' 37.07" N	100° 02' 52.74" E
(SDF) SM180	R-354 / 4.2D SMU	09° 37' 00.86" N	100° 03' 15.65" E
MAPt	R-354 / 0.5D SMU	09° 33' 19.09" N	100° 03' 39.13" E
(IAF) VOR	SMU	09° 32' 49.34" N	100° 03' 42.26" E



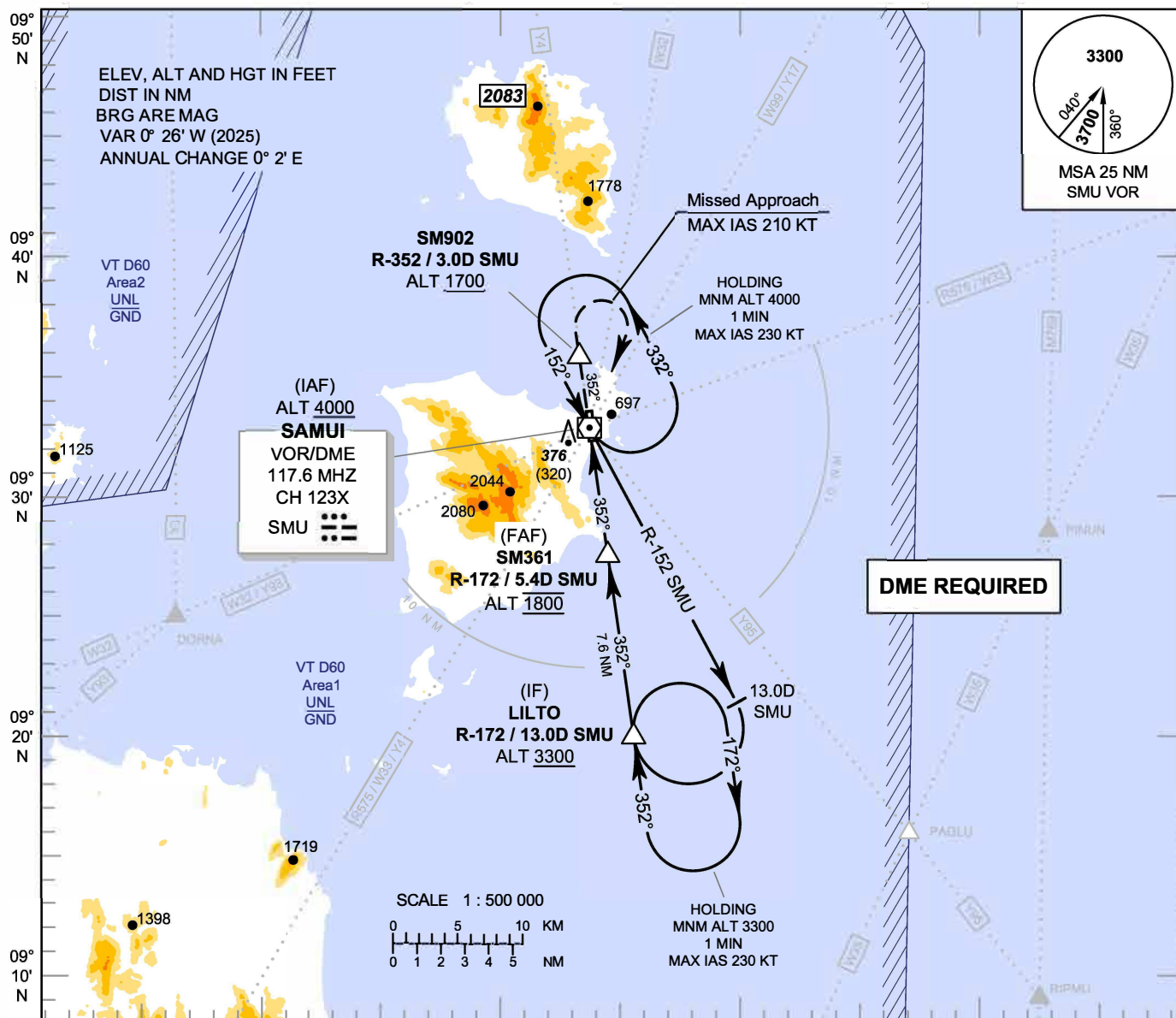
CHANGE: VOR/DME COORDINATES.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT**

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

**SURAT THANI / Samui (VTSM)
VOR RWY35
CAT A, B**



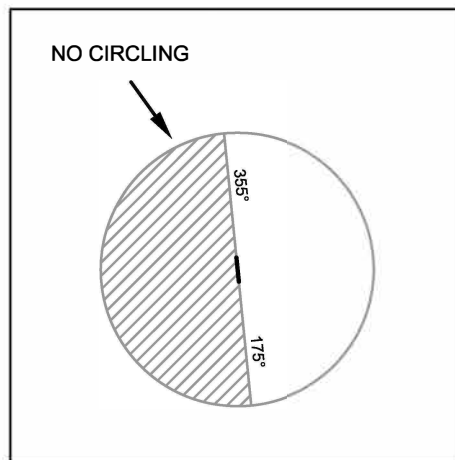
<p>MISSED APPROACH : No turn before MAPt. Speed restricted to MAX IAS 210 KT until after turn. Climb on track 352° to SM902, then turn right to SMU VOR at minimum 4000 FT and hold or as directed by ATC.</p>		<p>VOR/DME SMU</p>		<p>(FAF) SM361</p>		<p>(IF) LILTO</p>	
<p>DME FM VOR/DME</p>		<p>3.0</p>		<p>0.4</p>		<p>4.0</p>	
<p>NM FM THR</p>		<p>0</p>		<p>3.6</p>		<p>5.0</p>	
<p>OCA/H</p>		<p>A</p>		<p>B</p>		<p>Distance (SMU)</p>	
<p>Straight - in Approach</p>		<p>1340 (1284)</p>		<p>1340 (1284)</p>		<p>4 D</p>	
<p>Circling* (OCH AAL)</p>		<p>1400 (1336)</p>		<p>1670 (1614)</p>		<p>5 D</p>	
<p>* FOR CIRCLING RESTRICTIONS SEE VERSO.</p>		<p>1400 (1336)</p>		<p>1800 (1744)</p>		<p>FAF</p>	
<p>Rate of Descent 5.6%</p>		<p>ft/min</p>		<p>397</p>		<p>510</p>	
<p>TA 11000</p>		<p>ELEV 56 FT (THR RWY35)</p>		<p>567</p>		<p>681</p>	
<p>Scale: 1 : 500 000</p>		<p>0 5 10 KM</p>		<p>0 1 2 3 4 5 NM</p>		<p>794</p>	
<p>0 1 2 3 4 5 NM</p>		<p>0 1 2 3 4 5 NM</p>		<p>0 1 2 3 4 5 NM</p>		<p>907</p>	

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT**

**SURAT THANI / Samui (VTSM)
VOR RWY35
CAT A, B**

Fix / Point		Coordinates	
(IAF) VOR	SMU	09° 32' 49.34" N	100° 03' 42.26" E
(IF) LILTO	R-172 / 13.0D SMU	09° 19' 53.35" N	100° 05' 31.31" E
(FAF) SM361	R-172 / 5.4D SMU	09° 27' 28.88" N	100° 04' 27.33" E
MAPt	R-172 / 0.4D SMU	09° 32' 27.20" N	100° 03' 45.40" E
SM902	R-352 / 3.0D SMU	09° 35' 48.57" N	100° 03' 17.09" E



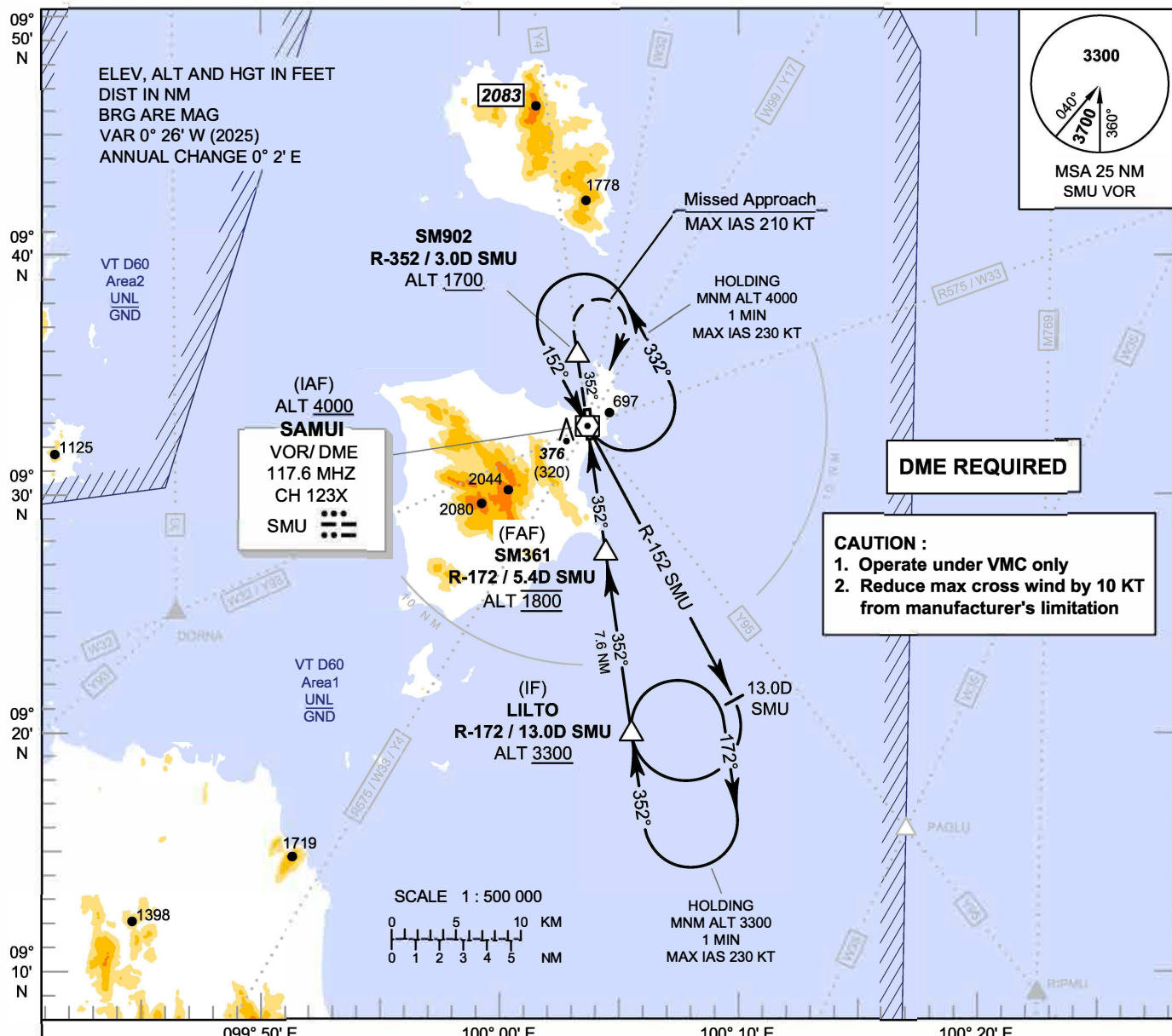
CHANGE: VOR/DME COORDINATES.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT**

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

**SURAT THANI / Samui (VTSM)
VOR RWY35
CAT C**



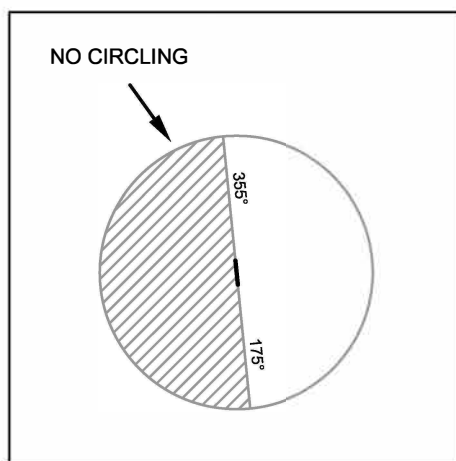
MISSED APPROACH : No turn before MAPt. Speed restricted to MAX IAS 210 KT until after turn. Climb on track 352° to SM902, then turn right to SMU VOR at minimum 4000 FT and hold or as directed by ATC.		<p>VOR/DME SMU</p> <p>(MAPt)</p> <p>1340 (1284)</p> <p>1340</p> <p>5.6% (3.2°)</p> <p>352°</p>		<p>(FAF) SM361</p> <p>1800 (1744)</p> <p>500</p> <p>352°</p>		<p>(IF) LILTO</p> <p>3300 (3244)</p> <p>TA 11000</p> <p>ELEV 56 FT (THR RWY35)</p>					
DME FM VOR/DME		3.0	0	0.4	4.0	5.4	13.0				
NM FM THR					3.6	5.0	12.6				
CHANGE: MAG VAR.	OCA/H	C		Distance (SMU)		4 D	5 D	FAF			
	Straight - in Approach	1340 (1284)		Altitude (Height)		1340 (1284)	1670 (1614)	1800 (1744)			
		1400 (1336)		Ground Speed		knot	70	90	100	120	140
	Circling* (OCH AAL)	1400 (1336)		Rate of Descent 5.6%		ft/min	397	510	567	681	794

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT**

**SURAT THANI / Samui (VTSM)
VOR RWY35
CAT C**

Fix / Point		Coordinates	
(IAF) VOR	SMU	09° 32' 49.34" N	100° 03' 42.26" E
(IF) LILTO	R-172 / 13.0D SMU	09° 19' 53.35" N	100° 05' 31.31" E
(FAF) SM361	R-172 / 5.4D SMU	09° 27' 28.88" N	100° 04' 27.33" E
MAPt	R-172 / 0.4D SMU	09° 32' 27.20" N	100° 03' 45.40" E
SM902	R-352 / 3.0D SMU	09° 35' 48.57" N	100° 03' 17.09" E



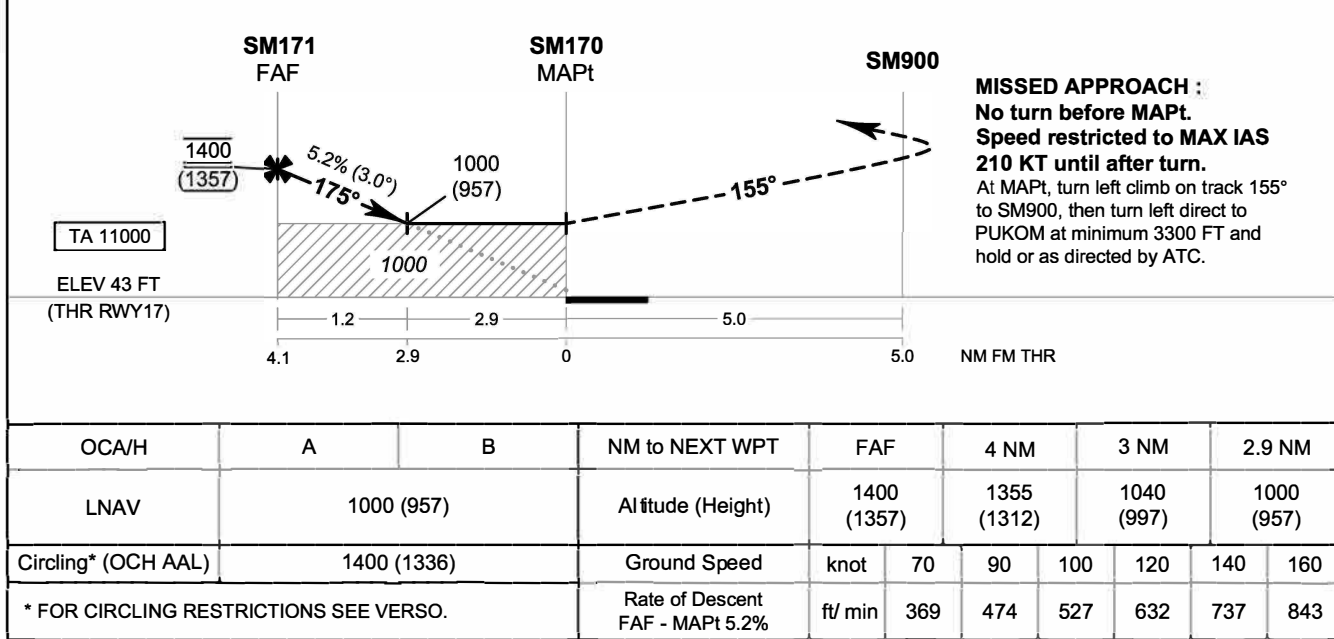
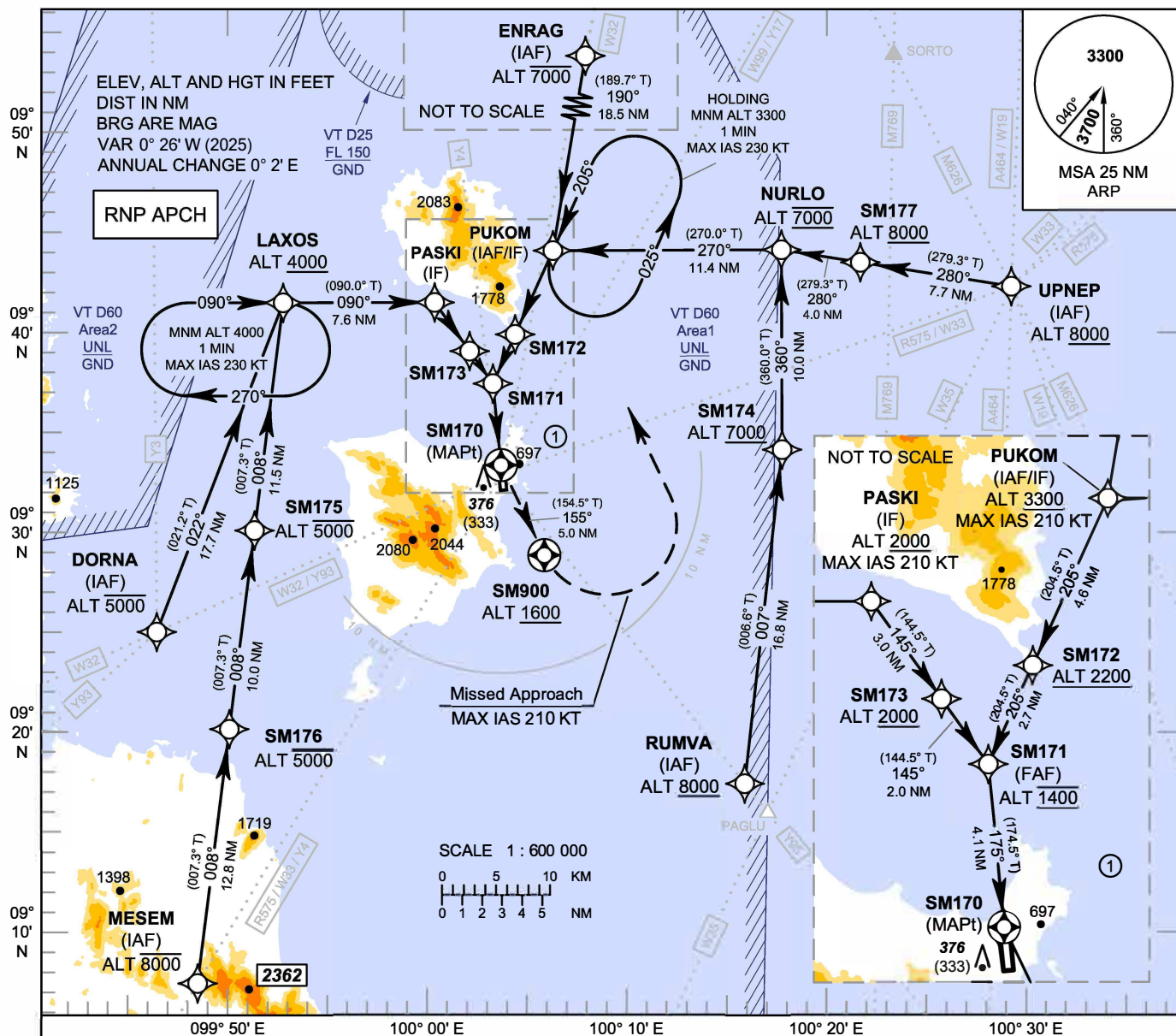
CHANGE: VOR/DME COORDINATES.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT**

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

**SURAT THANI / Samui (VTSM)
RNP RWY17
CAT A, B**



INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 64 FT**
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
RNP RWY17
CAT A, B

TABULAR DESCRIPTION

RNP RWY17											
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	RUMVA (IAF)	-	-	+0.4	-	-	+8000	-	-	RNP APCH
020	TF	SM174	-	007° (006.6°)	+0.4	16.8	L	+7000	-	-	RNP APCH
030	TF	NURLO	-	360° (360.0°)	+0.4	10.0	L	@7000	-	-	RNP APCH
040	TF	PUKOM (IAF/IF)	-	270° (270.0°)	+0.4	11.4	L	+3300	-210	-	RNP APCH
050	TF	SM172	-	205° (204.5°)	+0.4	4.6	-	+2200	-	-	RNP APCH
060	TF	SM171 (FAF)	-	205° (204.5°)	+0.4	2.7	-	@1400	-	-	RNP APCH
010	IF	UPNEP (IAF)	-	-	+0.4	-	-	+8000	-	-	RNP APCH
020	TF	SM177	-	280° (279.3°)	+0.4	7.7	-	+8000	-	-	RNP APCH
030	TF	NURLO	-	280° (279.3°)	+0.4	4.0	L	@7000	-	-	RNP APCH
040	TF	PUKOM (IAF/IF)	-	270° (270.0°)	+0.4	11.4	L	+3300	-210	-	RNP APCH
050	TF	SM172	-	205° (204.5°)	+0.4	4.6	-	+2200	-	-	RNP APCH
060	TF	SM171 (FAF)	-	205° (204.5°)	+0.4	2.7	-	@1400	-	-	RNP APCH
010	IF	ENRAG (IAF)	-	-	+0.4	-	-	+7000	-	-	RNP APCH
020	TF	PUKOM (IAF/IF)	-	190° (189.7°)	+0.4	18.5	R	+3300	-210	-	RNP APCH
030	TF	SM172	-	205° (204.5°)	+0.4	4.6	-	+2200	-	-	RNP APCH
040	TF	SM171 (FAF)	-	205° (204.5°)	+0.4	2.7	-	@1400	-	-	RNP APCH
010	IF	MESEM (IAF)	-	-	+0.4	-	-	-8000	-	-	RNP APCH
020	TF	SM176	-	008° (007.3°)	+0.4	12.8	-	-5000	-	-	RNP APCH
030	TF	SM175	-	008° (007.3°)	+0.4	10.0	-	-5000	-	-	RNP APCH
040	TF	LAXOS	-	008° (007.3°)	+0.4	11.5	R	+4000	-	-	RNP APCH
050	TF	PASKI (IF)	-	090° (090.0°)	+0.4	7.6	R	+2000	-210	-	RNP APCH
060	TF	SM173	-	145° (144.5°)	+0.4	3.0	-	+2000	-	-	RNP APCH
070	IF	SM171 (FAF)	-	145° (144.5°)	+0.4	2.0	-	@1400	-	-	RNP APCH
010	IF	DORNA (IAF)	-	-	+0.4	-	-	-5000	-	-	RNP APCH
020	TF	LAXOS	-	022° (021.2°)	+0.4	17.7	R	+4000	-	-	RNP APCH
030	TF	PASKI (IF)	-	090° (090.0°)	+0.4	7.6	R	+2000	-210	-	RNP APCH
040	TF	SM173	-	145° (144.5°)	+0.4	3.0	-	+2000	-	-	RNP APCH
050	IF	SM171 (FAF)	-	145° (144.5°)	+0.4	2.0	-	@1400	-	-	RNP APCH
010	IF	PUKOM (IAF/IF)	-	-	+0.4	-	-	+3300	-210	-	RNP APCH
020	TF	SM172	-	205° (204.5°)	+0.4	4.6	-	+2200	-	-	RNP APCH
030	TF	SM171 (FAF)	-	205° (204.5°)	+0.4	2.7	-	@1400	-	-	RNP APCH
010	IF	SM171 (FAF)	-	-	+0.4	-	-	@1400	-	-	RNP APCH
020	TF	SM170 (MAPt)	Y	175° (174.5°)	+0.4	4.1	-	@93	-	-3.0/50	RNP APCH
030	TF	SM900	Y	155° (154.5°)	+0.4	5.0	L	+1600	-	-	RNP APCH
040	DF	PUKOM (IAF/IF)	-	-	+0.4	-	L	+3300	-210	-	RNP APCH
050	HM	PUKOM (IAF/IF)	Y	205° (204.5°)	+0.4	1 minute	L	+3300	-230	-	RNP APCH

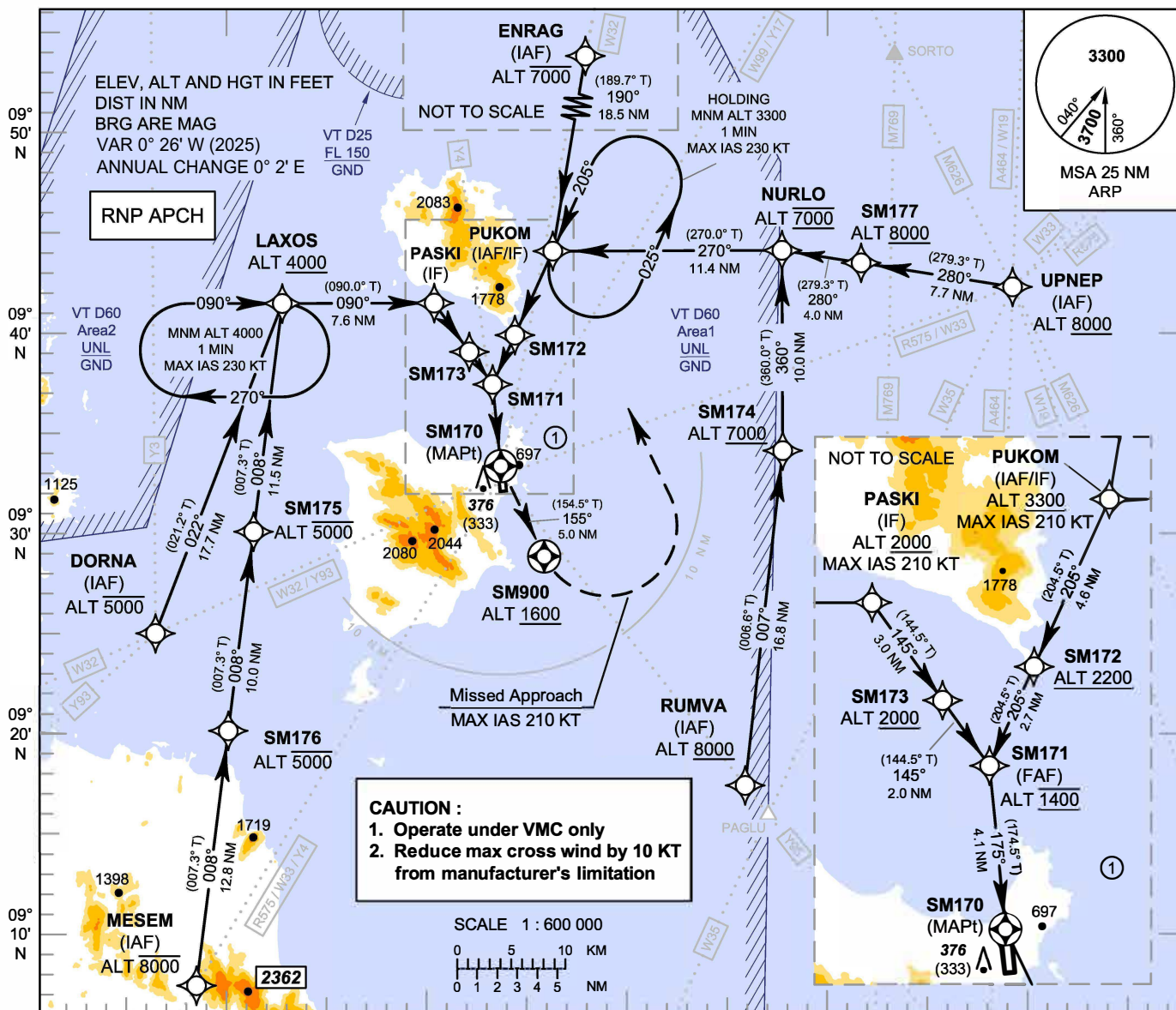
CHANGE: MAG VAR.

**INSTRUMENT
APPROACH
CHART - ICAO**

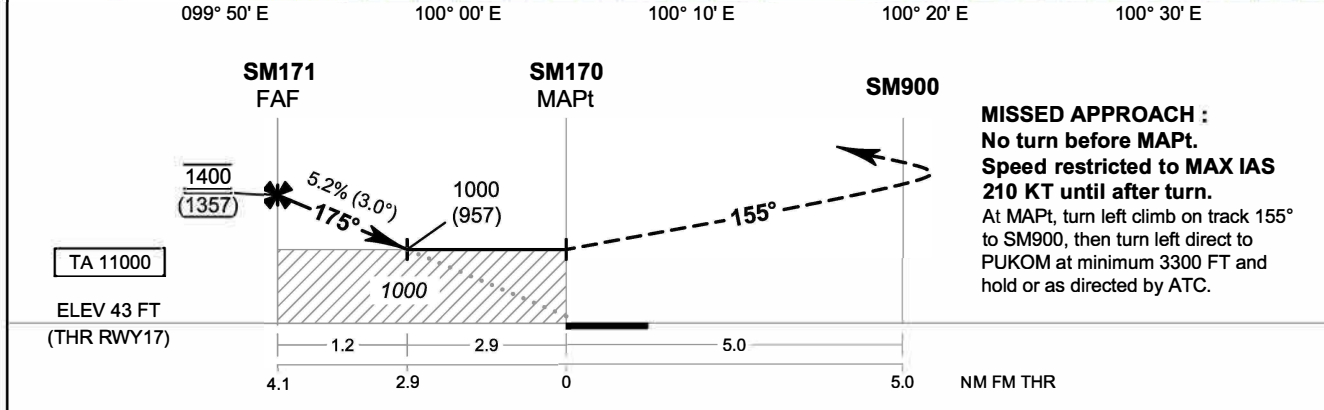
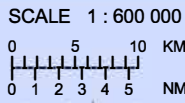
**AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT**

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

**SURAT THANI / Samui (VTSM)
RNP RWY17
CAT C**



CAUTION :
1. Operate under VMC only
2. Reduce max cross wind by 10 KT
from manufacturer's limitation



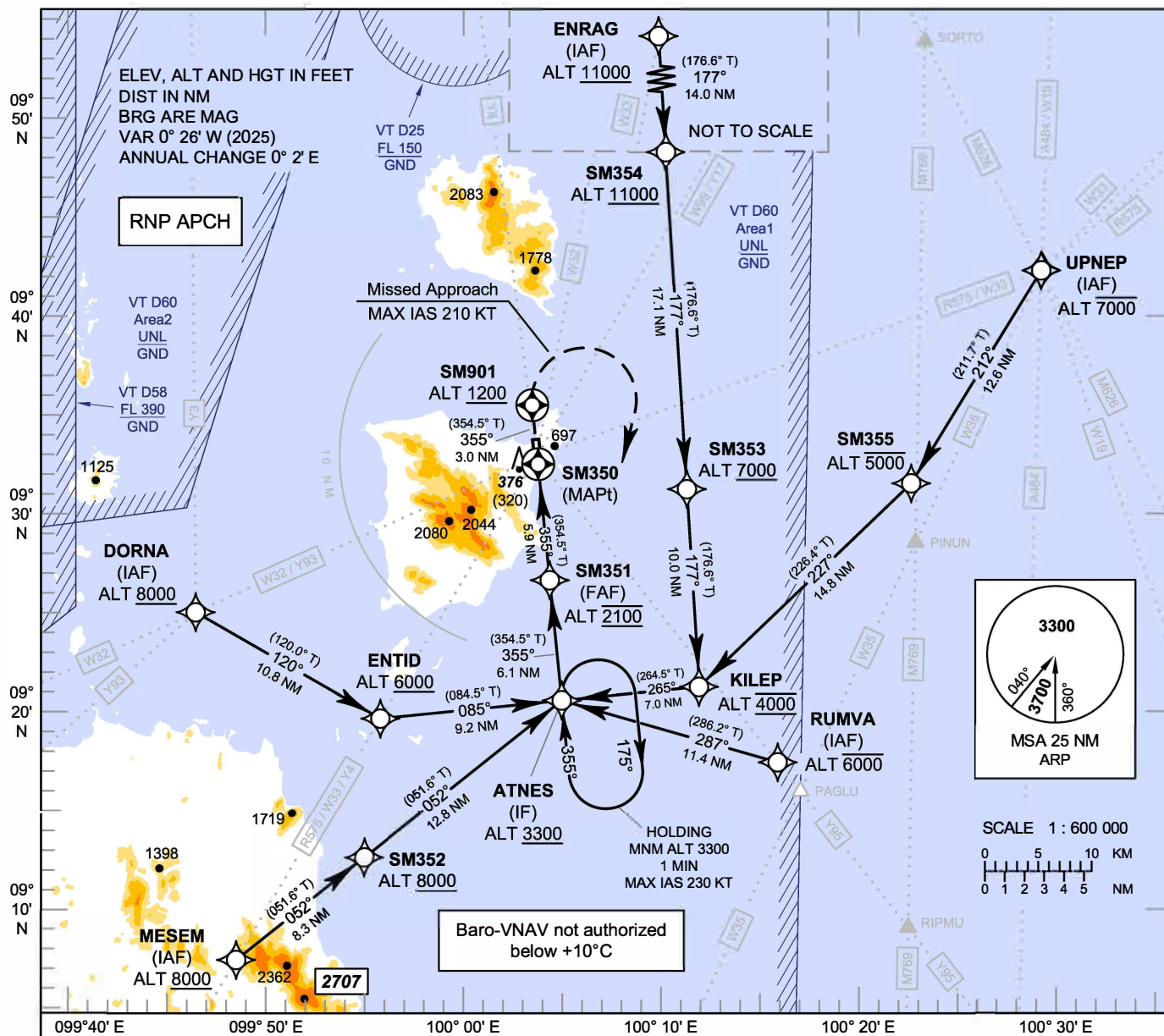
CHANGE: MAG VAR.	OCA/H	C	NM to NEXT WPT	FAF	4 NM	3 NM	2.9 NM			
	LNAV	1000 (957)	Altitude (Height)	1400 (1357)	1355 (1312)	1040 (997)	1000 (957)			
	Circling* (OCH AAL)	1400 (1336)	Ground Speed	knot	70	90	100	120	140	160
	* FOR CIRCLING RESTRICTIONS SEE VERSO.		Rate of Descent FAF - MAPt 5.2%	ft/min	369	474	527	632	737	843

**INSTRUMENT
APPROACH
CHART - ICAO**

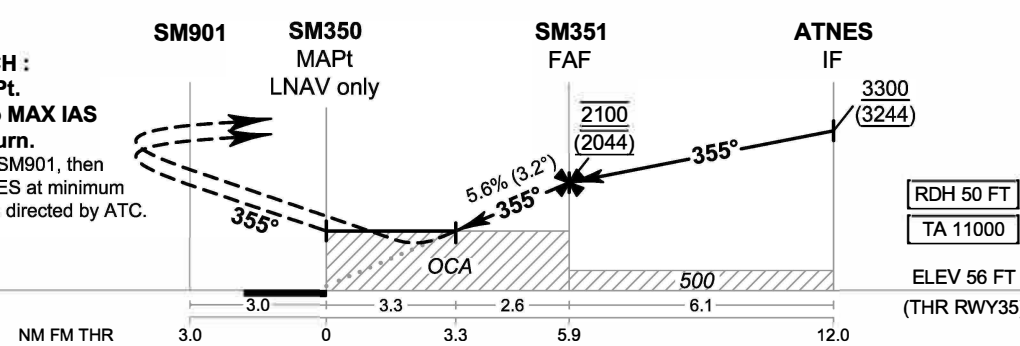
**AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT**

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

**SURAT THANI / Samui (VTSM)
RNP RWY35
CAT A, B**



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
Climb on track 355° to SM901, then turn right direct to ATNES at minimum 3300 FT and hold or as directed by ATC.



CHANGE: MAG VAR.	OCA/H	A	B	NM to NEXT WPT	3.3 NM	4 NM	5 NM	FAF			
	LNAV/VNAV	1120 (1064)		Altitude (Height)	1220 (1164)	1470 (1414)	1810 (1754)	2100 (2044)			
	LNAV	1220 (1164)		Ground Speed	knot	70	90	100	120	140	160
	Circling* (OCH AAL)	1400 (1336)		Rate of Descent FAF - MAPt 5.6%	ft/min	397	510	567	681	794	907
	* FOR CIRCLING RESTRICTIONS SEE VERSO.										

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 64 FT**
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
RNP RWY35
CAT A, B

TABULAR DESCRIPTION

RNP RWY35											
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	UPNEP (IAF)	-	-	+0.4	-	-	-7000	-	-	RNP APCH
020	TF	SM355	-	212° (211.7°)	+0.4	12.6	R	-5000	-	-	RNP APCH
030	TF	KILEP	-	227° (226.4°)	+0.4	14.8	R	@4000	-	-	RNP APCH
040	TF	ATNES (IF)	-	265° (264.5°)	+0.4	7.0	-	+3300	-	-	RNP APCH
010	IF	ENRAG (IAF)	-	-	+0.4	-	-	+11000	-	-	RNP APCH
020	TF	SM354	-	177° (176.6°)	+0.4	14.0	-	+11000	-	-	RNP APCH
030	TF	SM353	-	177° (176.6°)	+0.4	17.1	-	+7000	-	-	RNP APCH
040	TF	KILEP	-	177° (176.6°)	+0.4	10.0	R	@4000	-	-	RNP APCH
050	TF	ATNES (IF)	-	265° (264.5°)	+0.4	7.0	-	+3300	-	-	RNP APCH
010	IF	RUMVA (IAF)	-	-	+0.4	-	-	-6000	-	-	RNP APCH
020	TF	ATNES (IF)	-	287° (286.2°)	+0.4	11.4	-	+3300	-	-	RNP APCH
010	IF	MESEM (IAF)	-	-	+0.4	-	-	+8000	-	-	RNP APCH
020	TF	SM352	-	052° (051.6°)	+0.4	8.3	-	+8000	-	-	RNP APCH
030	TF	ATNES (IF)	-	052° (051.6°)	+0.4	12.8	-	+3300	-	-	RNP APCH
010	IF	DORNA (IAF)	-	-	+0.4	-	-	+8000	-	-	RNP APCH
020	TF	ENTID	-	120° (120.0°)	+0.4	10.8	L	+6000	-	-	RNP APCH
030	TF	ATNES (IF)	-	085° (084.5°)	+0.4	9.2	-	+3300	-	-	RNP APCH
010	IF	ATNES (IF)	-	-	+0.4	-	-	+3300	-	-	RNP APCH
020	TF	SM351 (FAF)	-	355° (354.5°)	+0.4	6.1	-	@2100	-	-	RNP APCH
030	TF	SM350 (MAPt)	Y	355° (354.5°)	+0.4	5.9	-	@106	-	-3.2/50	RNP APCH
040	TF	SM901	Y	355° (354.5°)	+0.4	3.0	-	+1200	-	-	RNP APCH
050	DF	ATNES (IF)	-	-	+0.4	-	R	+3300	-210	-	RNP APCH
060	HM	ATNES (IF)	Y	355° (354.5°)	+0.4	1 minute	R	+3300	-230	-	RNP APCH

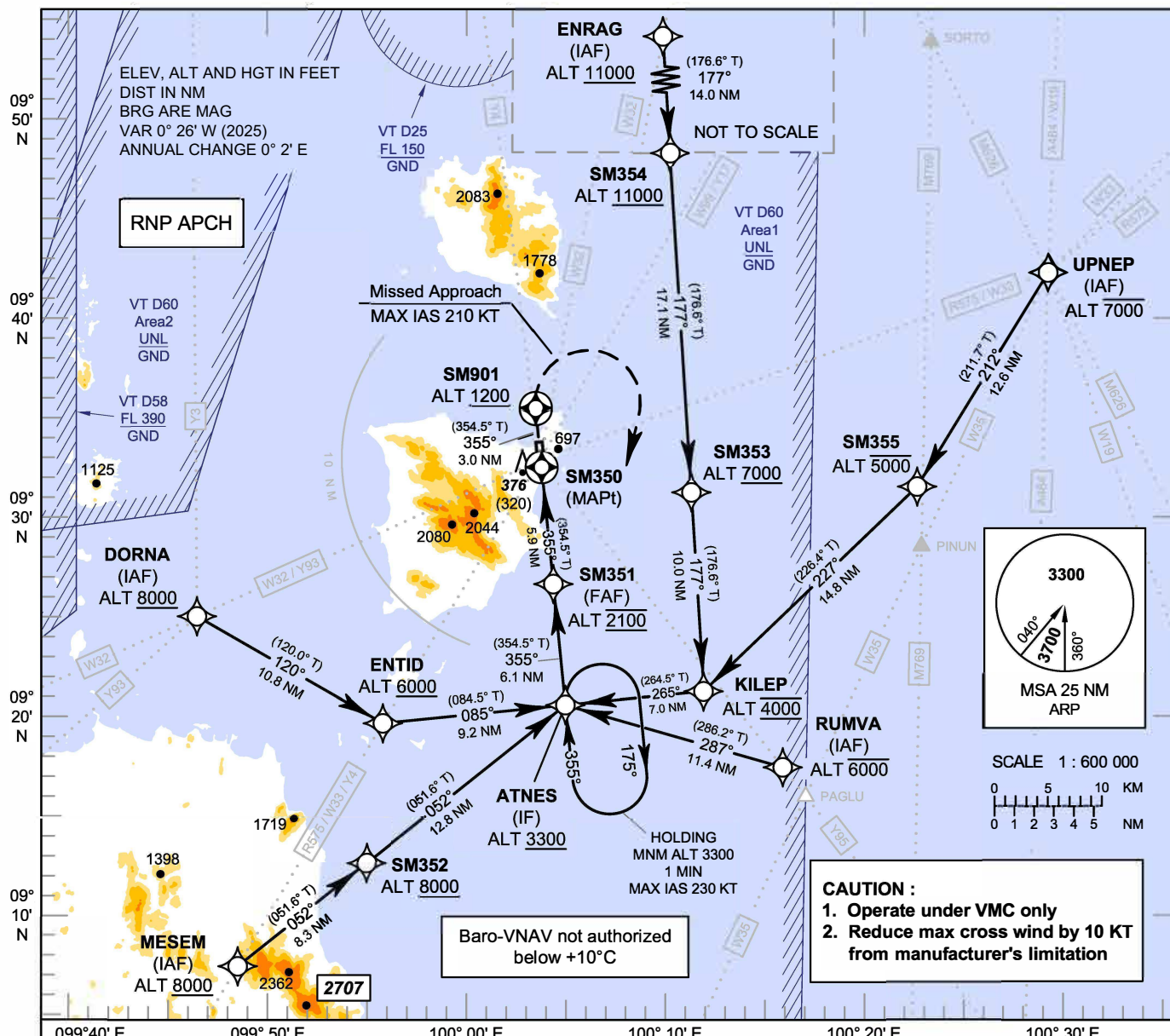
CHANGE: MAG VAR.

INSTRUMENT APPROACH CHART - ICAO

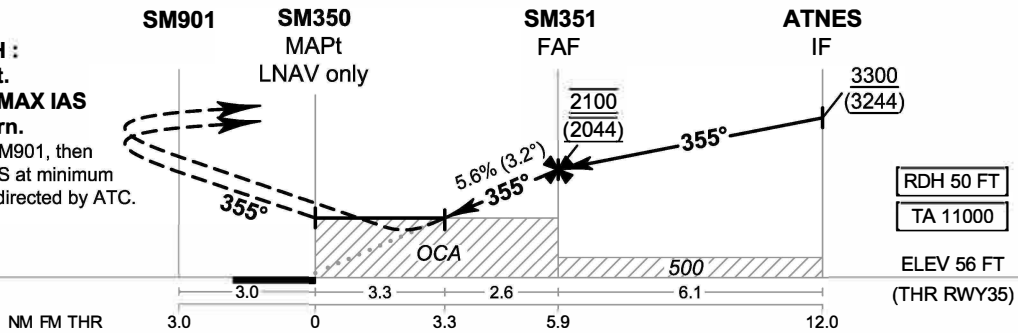
AERODROME ELEV 64 FT
HEIGHTS RELATED TO THR RWY35 - ELEV 56 FT

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

SURAT THANI / Samui (VTSM)
RNP RWY35
CAT C



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
Climb on track 355° to SM901, then turn right direct to ATNES at minimum 3300 FT and hold as directed by ATC.



CHANGE: MAG VAR.	OCA/H	C	NM to NEXT WPT	3.3 NM	4 NM	5 NM	FAF			
	LNAV/VNAV	1120 (1064)	Altitude (Height)	1220 (1164)	1470 (1414)	1810 (1754)	2100 (2044)			
	LNAV	1220 (1164)	Ground Speed	knot	70	90	100	120	140	160
	Circling* (OCH AAL)	1400 (1336)	Rate of Descent FAF - MAPt 5.6%	ft/min	397	510	567	681	794	907
	* FOR CIRCLING RESTRICTIONS SEE VERSO.									

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 64 FT**
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
RNP RWY35
CAT C

TABULAR DESCRIPTION

RNP RWY35											
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020	TF	SM354	-	177° (176.6°)	+0.4	14.0	-	+11000	-	-	RNP APCH
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010	IF	RUMVA (IAF)	-	-	+0.4	-	-	-6000	-	-	RNP APCH
020	TF	ATNES (IF)	-	287° (286.2°)	+0.4	11.4	-	+3300	-	-	RNP APCH
010	IF	MESEM (IAF)	-	-	+0.4	-	-	+8000	-	-	RNP APCH
020	TF	SM352	-	052° (051.6°)	+0.4	8.3	-	+8000	-	-	RNP APCH
030	TF	ATNES (IF)	-	052° (051.6°)	+0.4	12.8	-	+3300	-	-	RNP APCH
010	IF	DORNA (IAF)	-	-	+0.4	-	-	+8000	-	-	RNP APCH
020	TF	ENTID	-	120° (120.0°)	+0.4	10.8	L	+6000	-	-	RNP APCH
030	TF	ATNES (IF)	-	085° (084.5°)	+0.4	9.2	-	+3300	-	-	RNP APCH
010	IF	ATNES (IF)	-	-	+0.4	-	-	+3300	-	-	RNP APCH
020	TF	SM351 (FAF)	-	355° (354.5°)	+0.4	6.1	-	@2100	-	-	RNP APCH
030	TF	SM350 (MAPt)	Y	355° (354.5°)	+0.4	5.9	-	@106	-	-3.2/50	RNP APCH
040	TF	SM901	Y	355° (354.5°)	+0.4	3.0	-	+1200	-	-	RNP APCH
050	DF	ATNES (IF)	-	-	+0.4	-	R	+3300	-210	-	RNP APCH
060	HM	ATNES (IF)	Y	355° (354.5°)	+0.4	1 minute	R	+3300	-230	-	RNP APCH

CHANGE: MAG VAR.