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AIRAC AIP - THAILAND
Amendment 05/26
2 APR 26

This AIRAC AIP AMDT 05/26 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
GEN 3.2	AERONAUTICAL CHARTS
ENR 2.1	FIR, UIR, AND CTA
ENR 4.1	RADIO NAVIGATION AIDS - EN-ROUTE
ENR 4.4	NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS
ENR 5.1	PROHIBITED, RESTRICTED, DANGER AREAS
ENR 6	EN-ROUTE CHARTS
AD 2-VTBD-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBD-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D
AD 2-VTBD-7	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B
AD 2-VTBD-8	Instrument Approach Chart - ICAO – VOR RWY 21L
	Instrument Approach Chart - ICAO – VOR RWY 21R
	Instrument Approach Chart - ICAO – VOR RWY 03R
	Instrument Approach Chart - ICAO – ILS or LOC y RWY 03L
	Instrument Approach Chart - ICAO – ILS or LOC y RWY 21L
	Instrument Approach Chart - ICAO – ILS or LOC y RWY 21R CAT II
	Instrument Approach Chart - ICAO – ILS or LOC z RWY 21L
	Instrument Approach Chart - ICAO – ILS or LOC z RWY 21R CAT II
	Instrument Approach Chart - ICAO – ILS or LOC z RWY 03L
	Instrument Approach Chart - ICAO – RNP RWY 21L

	Instrument Approach Chart - ICAO – RNP RWY 21R
	Instrument Approach Chart - ICAO – RNP RWY 03L
	Instrument Approach Chart - ICAO – RNP RWY 03R
AD 2-VTBD-9	VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R
	VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Verso)
	VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R
	VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R (Verso)
	VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R 21L/21R
	VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R
	VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R (Verso)
	VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R
	VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R (Verso)
	VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R 21L/21R
AD 2-VTCC-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTCC-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ENBAT2S PANTA2S PUMAM2S
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - KABMU2S MONLO2S
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - LAMUN2W VISES2W
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - LAMUN2N VISES2N
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ADLUS2N
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B
AD 2-VTCC-7	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - ADLUS2X LAMUN2X VISES2X
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ENBAT2A MARNI2A PANTA2A PUMAM2A
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - LAMUN2A VISES2A
AD 2-VTCC-8	Instrument Approach Chart - ICAO - RNP RWY 18
	Instrument Approach Chart - ICAO - RNP RWY 36
	Instrument Approach Chart - ICAO - VOR a RWY 18
	Instrument Approach Chart - ICAO - VOR RWY 36
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 36
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 36
AD 2-VTCT-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME

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 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B
AD 2-VTCT-8	Instrument Approach Chart - ICAO - VOR RWY 03
	Instrument Approach Chart - ICAO - VOR RWY 21
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 03
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 03
	Instrument Approach Chart - ICAO - RNP RWY 03
	Instrument Approach Chart - ICAO - RNP RWY 21
AD 2-VTSP-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTBS-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBS-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K
	Standard Departure Chart - Instrument (SID) - ICAO – RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Verso)
	Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F
	Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Verso)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Verso)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Verso)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Verso)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Verso)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U

	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R
AD 2-VTBS-7	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Verso)
AD 2-VTBS-8	Instrument Approach Chart - ICAO - ILS or LOC z RWY 01 CAT II
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 02R CAT II
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II
	Instrument Approach Chart - ICAO - RNP RWY 01
	Instrument Approach Chart - ICAO - RNP RWY 02L
	Instrument Approach Chart - ICAO - RNP RWY 02R
	Instrument Approach Chart - ICAO - RNP RWY 19
	Instrument Approach Chart - ICAO - RNP RWY 20L
	Instrument Approach Chart - ICAO - RNP RWY 20R
AD 2-VTBS-9	VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R
	VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R
	VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R
	VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R
AD 2-VTBU-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTSS-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTSS-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PADPA1D PIMER1D TAXEB1D
	Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PADPA1D PIMER1D TAXEB1D (Tabular description 1)
	Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PADPA1D PIMER1D TAXEB1D (Tabular description 2)
	Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C
	Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C (Tabular description 1)
	Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C (Tabular description 2)
AD 2-VTSS-7	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B

	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B (Tabular description 1)
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B (Tabular description 2)
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A (Tabular description 1)
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A (Tabular description 2)
AD 2-VTSS-8	Instrument Approach Chart - ICAO - VOR A
	Instrument Approach Chart - ICAO - VOR RWY 26
	Instrument Approach Chart – ICAO - ILS or LOC y RWY26
	Instrument Approach Chart – ICAO - ILS or LOC z RWY 26
	Instrument Approach Chart – ICAO - ILS or LOC z RWY 26 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 08
	Instrument Approach Chart - ICAO - RNP RWY 08 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 26
	Instrument Approach Chart - ICAO - RNP RWY 26 (Tabular description)
AD 2-VTUO-1	AD 2.11 METEOROLOGICAL INFORMATION PROVIDED
	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTSE-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTSE-2	Aerodrome Chart - ICAO
	Aircraft Parking/Docking Chart - ICAO
	Aerodrome Ground Movement Chart - ICAO
AD 2-VTSE-3	Aerodrome Obstacle Chart - ICAO Type A - RWY 06/24
AD 2-VTSE-8	Instrument Approach Chart - ICAO - NDB RWY 06
	Instrument Approach Chart - ICAO - NDB RWY 24
	Instrument Approach Chart - ICAO - VOR RWY 06
	Instrument Approach Chart - ICAO - VOR RWY 24
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 24
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 24
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 24 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 06
	Instrument Approach Chart - ICAO - RNP RWY 06 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 24
	Instrument Approach Chart - ICAO - RNP RWY 24 (Tabular description)
AD 2-VTSE-9	VFR ENTRY PROCEDURE CHART - RWY 06/24
	VFR EXIT PROCEDURE CHART - RWY 06
	VFR EXIT PROCEDURE CHART - RWY 24
AD 2-VTUK-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTSG-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTCL-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTUL-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
	AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.20 LOCAL AERODROME REGULATIONS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUL-2	Aerodrome Chart - ICAO
AD 2-VTCH-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTUW-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTUQ-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTCN-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTSC-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTSC-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 - ERVES1A NUBKA1A
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 - ERVES1A NUBKA1A (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - ERVES1B NUBKA1B
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - ERVES1B NUBKA1B (Tabular description)
AD 2-VTSC-8	Instrument Approach Chart - ICAO - VOR RWY 02
	Instrument Approach Chart - ICAO - VOR RWY 20
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 02
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 02
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 02 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 02
	Instrument Approach Chart - ICAO - RNP RWY 02 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 20
	Instrument Approach Chart - ICAO - RNP RWY 20 (Tabular description)
AD 2-VTSK-1	AD 2.17 ATS AIRSPACE
AD 2-VTSK-8	Instrument Approach Chart - ICAO - RNP RWY 08 CAT A, B
	Instrument Approach Chart - ICAO - RNP RWY 08 CAT A, B (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 26 CAT A, B
	Instrument Approach Chart - ICAO - RNP RWY 26 CAT A, B (Tabular description)
AD 2-VTPB-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTPP-1	AD 2.17 ATS AIRSPACE

	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTPP-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBLI1A PIBIK1A POLOB1A REMER1A
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBLI1B PIBIK1B POLOB1B REMER1B
AD 2-VTPP-8	Instrument Approach Chart - ICAO - VOR RWY 14
	Instrument Approach Chart - ICAO - VOR RWY 32
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 32
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 32
	Instrument Approach Chart - ICAO - RNP RWY 14
	Instrument Approach Chart - ICAO - RNP RWY 32
AD 2-VTPP-9	VFR ENTRY PROCEDURE CHART - RWY 14/32
	VFR ENTRY PROCEDURE CHART - RWY 14/32 (Tabular description)
	VFR EXIT PROCEDURE CHART - RWY 14
	VFR EXIT PROCEDURE CHART - RWY 14 (Tabular description)
	VFR EXIT PROCEDURE CHART - RWY 32
	VFR EXIT PROCEDURE CHART - RWY 32 (Tabular description)
AD 2-VTCP-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTPH-1	AD 2.14 APPROACH AND RUNWAY LIGHTING
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTSR-1	AD 2.11 METEOROLOGICAL INFORMATION PROVIDED
	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTUV-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTUI-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTPO-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTPO-2	Aerodrome Ground Movement Chart - ICAO
AD 2-VTPO-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - PEBLI1C TOPAS1C
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - PEBLI1D TOPAS1D
AD 2-VTPO-8	Instrument Approach Chart - ICAO - ILS or LOC RWY 36
	Instrument Approach Chart - ICAO - RNP RWY 18
	Instrument Approach Chart - ICAO - RNP RWY 36
AD 2-VTSB-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTSM-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTPT-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTPM-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS

AD 2-VTST-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTST-2	Aerodrome Chart - ICAO
	Aircraft Parking/Docking Chart - ICAO
AD 2-VTBO-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTUU-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTUD-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTSY-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/ positions DATA
	AD 2.10 AERODROME OBSTACLES
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTSY-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 07 - ERVES1A PETAC1A
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 07 - ERVES1A PETAC1A (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 25 - ERVES1B PETAC1B
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 25 - ERVES1B PETAC1B (Tabular description)
AD 2-VTSY-8	Instrument Approach Chart - ICAO - VOR a
	Instrument Approach Chart - ICAO - VOR a (Fix and point list table)
	Instrument Approach Chart - ICAO - RNP a
	Instrument Approach Chart - ICAO - RNP a (Tabular description)

1.

DESTROY			INSERT		
GEN	0.2-3	16 APR 2026	GEN	0.2-3	14 MAY 2026
	0.4-1	16 APR 2026		0.4-1	14 MAY 2026
	0.4-2	16 APR 2026		0.4-2	14 MAY 2026
	0.4-3	16 APR 2026		0.4-3	14 MAY 2026
	0.4-4	16 APR 2026		0.4-4	14 MAY 2026
	0.4-5	16 APR 2026		0.4-5	14 MAY 2026
	0.4-6	16 APR 2026		0.4-6	14 MAY 2026
	0.4-7	16 APR 2026		0.4-7	14 MAY 2026
	0.4-8	16 APR 2026		0.4-8	14 MAY 2026
	0.4-9	16 APR 2026		0.4-9	14 MAY 2026
	0.4-10	16 APR 2026		0.4-10	14 MAY 2026
	0.4-11	16 APR 2026		0.4-11	14 MAY 2026
	3.2-3	16 APR 2026		3.2-3	14 MAY 2026
	3.2-4	19 MAR 2026		3.2-4	14 MAY 2026
	3.2-5	19 MAR 2026		3.2-5	14 MAY 2026

DESTROY			INSERT		
	3.2-6	19 FEB 2026		3.2-6	14 MAY 2026
	3.2-7	25 DEC 2025		3.2-7	14 MAY 2026
	3.2-8	16 APR 2026		3.2-8	14 MAY 2026
	3.2-9	27 NOV 2025		3.2-9	14 MAY 2026
	3.2-10	19 MAR 2026		3.2-10	14 MAY 2026
	3.2-11	16 APR 2026		3.2-11	14 MAY 2026
	3.2-12	16 APR 2026		3.2-12	14 MAY 2026
	3.2-13	7 AUG 2025		3.2-13	14 MAY 2026
	3.2-14	16 APR 2026		3.2-14	14 MAY 2026
	3.2-16	16 APR 2026		3.2-16	14 MAY 2026
	3.2-17	16 APR 2026		3.2-17	14 MAY 2026
	3.2-18	16 APR 2026		3.2-18	14 MAY 2026
	3.2-19	25 DEC 2025		3.2-19	14 MAY 2026
	3.2-20	7 AUG 2025		3.2-20	14 MAY 2026
	3.2-21	16 APR 2026		3.2-21	14 MAY 2026
	3.2-22	22 JAN 2026		3.2-22	14 MAY 2026
	3.2-23	28 NOV 2024		3.2-23	14 MAY 2026
	3.2-24	15 MAY 2025		3.2-24	14 MAY 2026
ENR	2.1-1	2 NOV 2023	ENR	2.1-1	14 MAY 2026
	2.1-2	7 AUG 2025		2.1-2	14 MAY 2026
	2.1-3	7 AUG 2025		2.1-3	14 MAY 2026
	2.1-4	10 JUL 2025		2.1-4	14 MAY 2026
	2.1-5	7 AUG 2025		2.1-5	14 MAY 2026
	2.1-6	2 OCT 2025		2.1-6	14 MAY 2026
	2.1-7	2 OCT 2025		2.1-7	14 MAY 2026
	2.1-8	2 OCT 2025		2.1-8	14 MAY 2026
	2.1-9	2 OCT 2025		2.1-9	14 MAY 2026
	2.1-10	7 AUG 2025		2.1-10	14 MAY 2026
	2.1-11	7 AUG 2025		2.1-11	14 MAY 2026
	2.1-12	7 AUG 2025		2.1-12	14 MAY 2026
	2.1-13	7 AUG 2025		2.1-13	14 MAY 2026
	2.1-14	7 AUG 2025		2.1-14	14 MAY 2026
	2.1-15	7 AUG 2025		2.1-15	14 MAY 2026
	2.1-16	7 AUG 2025		2.1-16	14 MAY 2026
	2.1-17	7 AUG 2025		2.1-17	14 MAY 2026
	2.1-18	7 AUG 2025		2.1-18	14 MAY 2026
	2.1-19	7 AUG 2025		2.1-19	14 MAY 2026
	2.1-20	7 AUG 2025		2.1-20	14 MAY 2026
	2.1-21	7 AUG 2025		2.1-21	14 MAY 2026
	2.1-22	7 AUG 2025		2.1-22	14 MAY 2026
	2.1-23	7 AUG 2025		2.1-23	14 MAY 2026

DESTROY		INSERT	
2.1-24	7 AUG 2025	2.1-24	14 MAY 2026
2.1-25	7 AUG 2025	2.1-25	14 MAY 2026
2.1-26	22 JAN 2026	2.1-26	14 MAY 2026
2.1-27	22 JAN 2026	2.1-27	14 MAY 2026
2.1-28	22 JAN 2026	2.1-28	14 MAY 2026
4.1-1	7 AUG 2025	4.1-1	14 MAY 2026
4.1-2	7 AUG 2025	4.1-2	14 MAY 2026
4.1-3	7 AUG 2025	4.1-3	14 MAY 2026
4.1-4	7 AUG 2025	4.1-4	14 MAY 2026
4.1-5	7 AUG 2025	4.1-5	14 MAY 2026
4.1-6	7 AUG 2025	4.1-6	14 MAY 2026
4.1-7	7 AUG 2025	4.1-7	14 MAY 2026
4.1-8	7 AUG 2025	4.1-8	14 MAY 2026
4.1-9	7 AUG 2025	4.1-9	14 MAY 2026
4.1-10	7 AUG 2025	4.1-10	14 MAY 2026
4.1-11	7 AUG 2025	4.1-11	14 MAY 2026
4.1-12	7 AUG 2025	4.1-12	14 MAY 2026
4.4-1	7 AUG 2025	4.4-1	14 MAY 2026
4.4-2	7 AUG 2025	4.4-2	14 MAY 2026
4.4-3	4 SEP 2025	4.4-3	14 MAY 2026
4.4-4	4 SEP 2025	4.4-4	14 MAY 2026
5.1-1	5 DEC 2019	5.1-1	14 MAY 2026
5.1-2	7 AUG 2025	5.1-2	14 MAY 2026
5.1-7	7 AUG 2025	5.1-7	14 MAY 2026
5.1-8	7 AUG 2025	5.1-8	14 MAY 2026
5.1-9	7 AUG 2025	5.1-9	14 MAY 2026
5.1-10	7 AUG 2025	5.1-10	14 MAY 2026
5.1-11	7 AUG 2025	5.1-11	14 MAY 2026
5.1-12	7 AUG 2025	5.1-12	14 MAY 2026
5.1-13	7 AUG 2025	5.1-13	14 MAY 2026
5.1-14	7 AUG 2025	5.1-14	14 MAY 2026
5.1-15	7 AUG 2025	5.1-15	14 MAY 2026
5.1-16	7 AUG 2025	5.1-16	14 MAY 2026
5.1-17	7 AUG 2025	5.1-17	14 MAY 2026
5.1-18	7 AUG 2025	5.1-18	14 MAY 2026
5.1-19	7 AUG 2025	5.1-19	14 MAY 2026
5.1-20	7 AUG 2025	5.1-20	14 MAY 2026
5.1-21	7 AUG 2025	5.1-21	14 MAY 2026
-	-	5.1-22	14 MAY 2026
6-1	22 JAN 2026	6-1	14 MAY 2026
6-3	22 JAN 2026	6-3	14 MAY 2026

DESTROY			INSERT		
AD	2-VTBD-1-12	22 JAN 2026	AD	2-VTBD-1-12	14 MAY 2026
	2-VTBD-1-44	22 JAN 2026		2-VTBD-1-44	14 MAY 2026
	2-VTBD-1-45	22 JAN 2026		2-VTBD-1-45	14 MAY 2026
	2-VTBD-1-46	22 JAN 2026		2-VTBD-1-46	14 MAY 2026
	2-VTBD-1-47	22 JAN 2026		2-VTBD-1-47	14 MAY 2026
	2-VTBD-6-1	2 OCT 2025		2-VTBD-6-1	14 MAY 2026
	2-VTBD-6-9	2 OCT 2025		2-VTBD-6-9	14 MAY 2026
	2-VTBD-6-15	2 OCT 2025		2-VTBD-6-15	14 MAY 2026
	2-VTBD-6-23	25 DEC 2025		2-VTBD-6-23	14 MAY 2026
	2-VTBD-6-29	2 OCT 2025		2-VTBD-6-29	14 MAY 2026
	2-VTBD-6-35	25 DEC 2025		2-VTBD-6-35	14 MAY 2026
	2-VTBD-6-43	2 OCT 2025		2-VTBD-6-43	14 MAY 2026
	2-VTBD-6-49	25 DEC 2025		2-VTBD-6-49	14 MAY 2026
	2-VTBD-7-1	2 OCT 2025		2-VTBD-7-1	14 MAY 2026
	2-VTBD-7-9	2 OCT 2025		2-VTBD-7-9	14 MAY 2026
	2-VTBD-8-1	2 OCT 2025		2-VTBD-8-1	14 MAY 2026
	2-VTBD-8-3	2 OCT 2025		2-VTBD-8-3	14 MAY 2026
	2-VTBD-8-5	2 OCT 2025		2-VTBD-8-5	14 MAY 2026
	2-VTBD-8-7	2 OCT 2025		2-VTBD-8-7	14 MAY 2026
	2-VTBD-8-9	2 OCT 2025		2-VTBD-8-9	14 MAY 2026
	2-VTBD-8-11	2 OCT 2025		2-VTBD-8-11	14 MAY 2026
	2-VTBD-8-13	25 DEC 2025		2-VTBD-8-13	14 MAY 2026
	2-VTBD-8-17	25 DEC 2025		2-VTBD-8-17	14 MAY 2026
	2-VTBD-8-21	25 DEC 2025		2-VTBD-8-21	14 MAY 2026
	2-VTBD-8-25	25 DEC 2025		2-VTBD-8-25	14 MAY 2026
	2-VTBD-8-27	25 DEC 2025		2-VTBD-8-27	14 MAY 2026
	2-VTBD-8-29	25 DEC 2025		2-VTBD-8-29	14 MAY 2026
	2-VTBD-8-31	25 DEC 2025		2-VTBD-8-31	14 MAY 2026
	2-VTBD-9-1	28 NOV 2024		2-VTBD-9-1	14 MAY 2026
	2-VTBD-9-2	28 NOV 2024		2-VTBD-9-2	14 MAY 2026
	2-VTBD-9-7	28 NOV 2024		2-VTBD-9-7	14 MAY 2026
	2-VTBD-9-8	28 NOV 2024		2-VTBD-9-8	14 MAY 2026
	2-VTBD-9-13	28 NOV 2024		2-VTBD-9-13	14 MAY 2026
	2-VTBD-9-15	28 NOV 2024		2-VTBD-9-15	14 MAY 2026
	2-VTBD-9-16	28 NOV 2024		2-VTBD-9-16	14 MAY 2026
	2-VTBD-9-21	28 NOV 2024		2-VTBD-9-21	14 MAY 2026
	2-VTBD-9-22	28 NOV 2024		2-VTBD-9-22	14 MAY 2026
	2-VTBD-9-27	28 NOV 2024		2-VTBD-9-27	14 MAY 2026
	2-VTCC-1-1	27 NOV 2025		2-VTCC-1-1	14 MAY 2026
	2-VTCC-1-5	4 SEP 2025		2-VTCC-1-5	14 MAY 2026
	2-VTCC-1-6	7 AUG 2025		2-VTCC-1-6	14 MAY 2026

DESTROY		INSERT	
2-VTCC-1-7	7 AUG 2025	2-VTCC-1-7	14 MAY 2026
2-VTCC-1-8	7 AUG 2025	2-VTCC-1-8	14 MAY 2026
2-VTCC-1-26	19 MAR 2026	2-VTCC-1-26	14 MAY 2026
2-VTCC-1-27	19 MAR 2026	2-VTCC-1-27	14 MAY 2026
2-VTCC-6-9	19 MAR 2026	2-VTCC-6-9	14 MAY 2026
2-VTCC-6-11	19 MAR 2026	2-VTCC-6-11	14 MAY 2026
2-VTCC-6-13	19 MAR 2026	2-VTCC-6-13	14 MAY 2026
2-VTCC-6-17	19 MAR 2026	2-VTCC-6-17	14 MAY 2026
2-VTCC-6-19	19 MAR 2026	2-VTCC-6-19	14 MAY 2026
2-VTCC-6-23	19 MAR 2026	2-VTCC-6-23	14 MAY 2026
2-VTCC-6-27	19 MAR 2026	2-VTCC-6-27	14 MAY 2026
2-VTCC-6-29	19 MAR 2026	2-VTCC-6-29	14 MAY 2026
2-VTCC-7-1	19 MAR 2026	2-VTCC-7-1	14 MAY 2026
2-VTCC-7-7	19 MAR 2026	2-VTCC-7-7	14 MAY 2026
2-VTCC-7-11	19 MAR 2026	2-VTCC-7-11	14 MAY 2026
2-VTCC-7-15	19 MAR 2026	2-VTCC-7-15	14 MAY 2026
2-VTCC-7-19	19 MAR 2026	2-VTCC-7-19	14 MAY 2026
2-VTCC-8-1	19 MAR 2026	2-VTCC-8-1	14 MAY 2026
2-VTCC-8-3	19 MAR 2026	2-VTCC-8-3	14 MAY 2026
2-VTCC-8-5	19 MAR 2026	2-VTCC-8-5	14 MAY 2026
2-VTCC-8-7	19 MAR 2026	2-VTCC-8-7	14 MAY 2026
2-VTCC-8-11	19 MAR 2026	2-VTCC-8-11	14 MAY 2026
2-VTCC-8-13	19 MAR 2026	2-VTCC-8-13	14 MAY 2026
2-VTCT-1-6	7 AUG 2025	2-VTCT-1-6	14 MAY 2026
2-VTCT-1-7	7 AUG 2025	2-VTCT-1-7	14 MAY 2026
2-VTCT-1-8	7 AUG 2025	2-VTCT-1-8	14 MAY 2026
2-VTCT-1-13	19 MAR 2026	2-VTCT-1-13	14 MAY 2026
2-VTCT-6-1	19 MAR 2026	2-VTCT-6-1	14 MAY 2026
2-VTCT-6-3	19 MAR 2026	2-VTCT-6-3	14 MAY 2026
2-VTCT-8-1	19 MAR 2026	2-VTCT-8-1	14 MAY 2026
2-VTCT-8-3	19 MAR 2026	2-VTCT-8-3	14 MAY 2026
2-VTCT-8-5	19 MAR 2026	2-VTCT-8-5	14 MAY 2026
2-VTCT-8-7	19 MAR 2026	2-VTCT-8-7	14 MAY 2026
2-VTCT-8-11	19 MAR 2026	2-VTCT-8-11	14 MAY 2026
2-VTCT-8-13	19 MAR 2026	2-VTCT-8-13	14 MAY 2026
2-VTSP-1-8	7 AUG 2025	2-VTSP-1-8	14 MAY 2026
2-VTSP-1-9	7 AUG 2025	2-VTSP-1-9	14 MAY 2026
2-VTBS-1-19	7 AUG 2025	2-VTBS-1-19	14 MAY 2026
2-VTBS-1-20	2 OCT 2025	2-VTBS-1-20	14 MAY 2026
2-VTBS-1-21	10 JUL 2025	2-VTBS-1-21	14 MAY 2026
2-VTBS-1-77	22 JAN 2026	2-VTBS-1-77	14 MAY 2026

DESTROY		INSERT	
2-VTBS-1-78	2 OCT 2025	2-VTBS-1-78	14 MAY 2026
2-VTBS-1-79	2 OCT 2025	2-VTBS-1-79	14 MAY 2026
2-VTBS-1-80	2 OCT 2025	2-VTBS-1-80	14 MAY 2026
2-VTBS-1-81	22 JAN 2026	2-VTBS-1-81	14 MAY 2026
2-VTBS-1-82	22 JAN 2026	2-VTBS-1-82	14 MAY 2026
2-VTBS-1-83	22 JAN 2026	2-VTBS-1-83	14 MAY 2026
2-VTBS-1-84	2 OCT 2025	2-VTBS-1-84	14 MAY 2026
2-VTBS-6-1	2 OCT 2025	2-VTBS-6-1	14 MAY 2026
2-VTBS-6-2	10 JUL 2025	2-VTBS-6-2	14 MAY 2026
2-VTBS-6-15	2 OCT 2025	2-VTBS-6-15	14 MAY 2026
2-VTBS-6-16	10 JUL 2025	2-VTBS-6-16	14 MAY 2026
2-VTBS-6-29	2 OCT 2025	2-VTBS-6-29	14 MAY 2026
2-VTBS-6-30	10 JUL 2025	2-VTBS-6-30	14 MAY 2026
2-VTBS-6-41	2 OCT 2025	2-VTBS-6-41	14 MAY 2026
2-VTBS-6-42	10 JUL 2025	2-VTBS-6-42	14 MAY 2026
2-VTBS-6-55	2 OCT 2025	2-VTBS-6-55	14 MAY 2026
2-VTBS-6-56	10 JUL 2025	2-VTBS-6-56	14 MAY 2026
2-VTBS-6-67	2 OCT 2025	2-VTBS-6-67	14 MAY 2026
2-VTBS-6-68	10 JUL 2025	2-VTBS-6-68	14 MAY 2026
2-VTBS-6-79	2 OCT 2025	2-VTBS-6-79	14 MAY 2026
2-VTBS-6-87	2 OCT 2025	2-VTBS-6-87	14 MAY 2026
2-VTBS-6-95	2 OCT 2025	2-VTBS-6-95	14 MAY 2026
2-VTBS-6-103	2 OCT 2025	2-VTBS-6-103	14 MAY 2026
2-VTBS-6-111	2 OCT 2025	2-VTBS-6-111	14 MAY 2026
2-VTBS-6-119	2 OCT 2025	2-VTBS-6-119	14 MAY 2026
2-VTBS-7-1	2 OCT 2025	2-VTBS-7-1	14 MAY 2026
2-VTBS-7-11	2 OCT 2025	2-VTBS-7-11	14 MAY 2026
2-VTBS-7-12	7 AUG 2025	2-VTBS-7-12	14 MAY 2026
2-VTBS-8-1	2 OCT 2025	2-VTBS-8-1	14 MAY 2026
2-VTBS-8-5	2 OCT 2025	2-VTBS-8-5	14 MAY 2026
2-VTBS-8-9	2 OCT 2025	2-VTBS-8-9	14 MAY 2026
2-VTBS-8-13	2 OCT 2025	2-VTBS-8-13	14 MAY 2026
2-VTBS-8-17	2 OCT 2025	2-VTBS-8-17	14 MAY 2026
2-VTBS-8-19	2 OCT 2025	2-VTBS-8-19	14 MAY 2026
2-VTBS-8-21	2 OCT 2025	2-VTBS-8-21	14 MAY 2026
2-VTBS-8-23	2 OCT 2025	2-VTBS-8-23	14 MAY 2026
2-VTBS-8-25	2 OCT 2025	2-VTBS-8-25	14 MAY 2026
2-VTBS-8-27	2 OCT 2025	2-VTBS-8-27	14 MAY 2026
2-VTBS-9-1	28 NOV 2024	2-VTBS-9-1	14 MAY 2026
2-VTBS-9-5	28 NOV 2024	2-VTBS-9-5	14 MAY 2026
2-VTBS-9-7	28 NOV 2024	2-VTBS-9-7	14 MAY 2026

DESTROY		INSERT	
2-VTBS-9-11	28 NOV 2024	2-VTBS-9-11	14 MAY 2026
2-VTBU-1-5	7 AUG 2025	2-VTBU-1-5	14 MAY 2026
2-VTBU-1-6	7 AUG 2025	2-VTBU-1-6	14 MAY 2026
2-VTSS-1-6	7 AUG 2025	2-VTSS-1-6	14 MAY 2026
2-VTSS-1-7	30 OCT 2025	2-VTSS-1-7	14 MAY 2026
2-VTSS-1-17	30 OCT 2025	2-VTSS-1-17	14 MAY 2026
2-VTSS-1-18	30 OCT 2025	2-VTSS-1-18	14 MAY 2026
2-VTSS-6-1	10 JUL 2025	2-VTSS-6-1	14 MAY 2026
2-VTSS-6-2	10 JUL 2025	2-VTSS-6-2	14 MAY 2026
2-VTSS-6-3	10 JUL 2025	2-VTSS-6-3	14 MAY 2026
2-VTSS-6-5	10 JUL 2025	2-VTSS-6-5	14 MAY 2026
2-VTSS-6-6	10 JUL 2025	2-VTSS-6-6	14 MAY 2026
2-VTSS-6-7	10 JUL 2025	2-VTSS-6-7	14 MAY 2026
2-VTSS-7-1	10 JUL 2025	2-VTSS-7-1	14 MAY 2026
2-VTSS-7-2	10 JUL 2025	2-VTSS-7-2	14 MAY 2026
2-VTSS-7-3	10 JUL 2025	2-VTSS-7-3	14 MAY 2026
2-VTSS-7-5	10 JUL 2025	2-VTSS-7-5	14 MAY 2026
2-VTSS-7-6	10 JUL 2025	2-VTSS-7-6	14 MAY 2026
2-VTSS-7-7	10 JUL 2025	2-VTSS-7-7	14 MAY 2026
2-VTSS-8-1	10 JUL 2025	2-VTSS-8-1	14 MAY 2026
2-VTSS-8-3	10 JUL 2025	2-VTSS-8-3	14 MAY 2026
2-VTSS-8-5	10 JUL 2025	2-VTSS-8-5	14 MAY 2026
2-VTSS-8-7	16 MAY 2024	2-VTSS-8-7	14 MAY 2026
2-VTSS-8-8	16 MAY 2024	2-VTSS-8-8	14 MAY 2026
2-VTSS-8-11	16 MAY 2024	2-VTSS-8-11	14 MAY 2026
2-VTSS-8-12	16 MAY 2024	2-VTSS-8-12	14 MAY 2026
2-VTSS-8-13	16 MAY 2024	2-VTSS-8-13	14 MAY 2026
2-VTSS-8-14	16 MAY 2024	2-VTSS-8-14	14 MAY 2026
2-VTUO-1-3	13 JUN 2024	2-VTUO-1-3	14 MAY 2026
2-VTUO-1-6	15 MAY 2025	2-VTUO-1-6	14 MAY 2026
2-VTSE-1-1	20 APR 2023	2-VTSE-1-1	14 MAY 2026
2-VTSE-1-7	30 OCT 2025	2-VTSE-1-7	14 MAY 2026
2-VTSE-1-9	10 JUL 2025	2-VTSE-1-9	14 MAY 2026
2-VTSE-2-1	20 APR 2023	2-VTSE-2-1	14 MAY 2026
2-VTSE-2-3	20 APR 2023	2-VTSE-2-3	14 MAY 2026
2-VTSE-2-5	20 APR 2023	2-VTSE-2-5	14 MAY 2026
2-VTSE-3-1	20 APR 2023	2-VTSE-3-1	14 MAY 2026
2-VTSE-8-1	10 JUL 2025	2-VTSE-8-1	14 MAY 2026
2-VTSE-8-3	10 JUL 2025	2-VTSE-8-3	14 MAY 2026
2-VTSE-8-5	17 JUN 2021	2-VTSE-8-5	14 MAY 2026
2-VTSE-8-7	17 JUN 2021	2-VTSE-8-7	14 MAY 2026

DESTROY		INSERT	
2-VTSE-8-9	17 JUN 2021	2-VTSE-8-9	14 MAY 2026
2-VTSE-8-11	17 JUN 2021	2-VTSE-8-11	14 MAY 2026
2-VTSE-8-12	18 JUL 2019	2-VTSE-8-12	14 MAY 2026
2-VTSE-8-15	4 NOV 2021	2-VTSE-8-15	14 MAY 2026
2-VTSE-8-16	15 JUL 2021	2-VTSE-8-16	14 MAY 2026
2-VTSE-8-17	4 NOV 2021	2-VTSE-8-17	14 MAY 2026
2-VTSE-8-18	15 JUL 2021	2-VTSE-8-18	14 MAY 2026
2-VTSE-9-1	17 JUN 2021	2-VTSE-9-1	14 MAY 2026
2-VTSE-9-3	17 JUN 2021	2-VTSE-9-3	14 MAY 2026
2-VTSE-9-5	17 JUN 2021	2-VTSE-9-5	14 MAY 2026
2-VTUK-1-7	30 OCT 2025	2-VTUK-1-7	14 MAY 2026
2-VTSG-1-1	2 OCT 2025	2-VTSG-1-1	14 MAY 2026
2-VTSG-1-5	7 AUG 2025	2-VTSG-1-5	14 MAY 2026
2-VTSG-1-6	16 APR 2026	2-VTSG-1-6	14 MAY 2026
2-VTSG-1-7	16 APR 2026	2-VTSG-1-7	14 MAY 2026
2-VTCL-1-8	20 FEB 2025	2-VTCL-1-8	14 MAY 2026
2-VTCL-1-9	20 MAR 2025	2-VTCL-1-9	14 MAY 2026
2-VTUL-1-1	7 OCT 2021	2-VTUL-1-1	14 MAY 2026
2-VTUL-1-6	2 NOV 2023	2-VTUL-1-6	14 MAY 2026
2-VTUL-1-7	15 MAY 2025	2-VTUL-1-7	14 MAY 2026
2-VTUL-1-8	15 MAY 2025	2-VTUL-1-8	14 MAY 2026
2-VTUL-1-9	30 NOV 2023	2-VTUL-1-9	14 MAY 2026
2-VTUL-1-10	15 MAY 2025	2-VTUL-1-10	14 MAY 2026
-	-	2-VTUL-1-11	14 MAY 2026
2-VTUL-2-1	2 NOV 2023	2-VTUL-2-1	14 MAY 2026
2-VTCH-1-7	13 JUN 2024	2-VTCH-1-7	14 MAY 2026
2-VTCH-1-9	26 DEC 2024	2-VTCH-1-9	14 MAY 2026
2-VTUW-1-8	27 NOV 2025	2-VTUW-1-8	14 MAY 2026
2-VTUQ-1-5	15 MAY 2025	2-VTUQ-1-5	14 MAY 2026
2-VTUQ-1-6	15 MAY 2025	2-VTUQ-1-6	14 MAY 2026
2-VTSF-1-9	16 APR 2026	2-VTSF-1-9	14 MAY 2026
2-VTCN-1-5	15 MAY 2025	2-VTCN-1-5	14 MAY 2026
2-VTCN-1-6	15 MAY 2025	2-VTCN-1-6	14 MAY 2026
2-VTSC-1-4	10 JUL 2025	2-VTSC-1-4	14 MAY 2026
2-VTSC-1-5	10 JUL 2025	2-VTSC-1-5	14 MAY 2026
2-VTSC-1-8	22 JAN 2026	2-VTSC-1-8	14 MAY 2026
2-VTSC-6-1	8 AUG 2024	2-VTSC-6-1	14 MAY 2026
2-VTSC-6-2	8 AUG 2024	2-VTSC-6-2	14 MAY 2026
2-VTSC-6-3	8 AUG 2024	2-VTSC-6-3	14 MAY 2026
2-VTSC-6-4	5 SEP 2024	2-VTSC-6-4	14 MAY 2026
2-VTSC-8-1	5 SEP 2024	2-VTSC-8-1	14 MAY 2026

DESTROY		INSERT	
2-VTSC-8-3	8 AUG 2024	2-VTSC-8-3	14 MAY 2026
2-VTSC-8-5	10 JUL 2025	2-VTSC-8-5	14 MAY 2026
2-VTSC-8-7	10 JUL 2025	2-VTSC-8-7	14 MAY 2026
2-VTSC-8-8	5 SEP 2024	2-VTSC-8-8	14 MAY 2026
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2-VTSC-8-12	5 SEP 2024	2-VTSC-8-12	14 MAY 2026
2-VTSC-8-13	8 AUG 2024	2-VTSC-8-13	14 MAY 2026
2-VTSC-8-14	4 SEP 2025	2-VTSC-8-14	14 MAY 2026
2-VTSK-1-7	7 AUG 2025	2-VTSK-1-7	14 MAY 2026
2-VTSK-1-9	7 AUG 2025	2-VTSK-1-9	14 MAY 2026
2-VTSK-8-1	10 JUL 2025	2-VTSK-8-1	14 MAY 2026
2-VTSK-8-2	10 JUL 2025	2-VTSK-8-2	14 MAY 2026
2-VTSK-8-3	10 JUL 2025	2-VTSK-8-3	14 MAY 2026
2-VTSK-8-4	10 JUL 2025	2-VTSK-8-4	14 MAY 2026
2-VTPB-1-5	2 DEC 2021	2-VTPB-1-5	14 MAY 2026
2-VTPB-1-6	26 DEC 2024	2-VTPB-1-6	14 MAY 2026
2-VTPP-1-7	8 AUG 2024	2-VTPP-1-7	14 MAY 2026
2-VTPP-1-8	15 MAY 2025	2-VTPP-1-8	14 MAY 2026
2-VTPP-1-12	12 JUN 2025	2-VTPP-1-12	14 MAY 2026
2-VTPP-6-1	26 DEC 2024	2-VTPP-6-1	14 MAY 2026
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2-VTPP-8-3	15 MAY 2025	2-VTPP-8-3	14 MAY 2026
2-VTPP-8-5	15 MAY 2025	2-VTPP-8-5	14 MAY 2026
2-VTPP-8-7	15 MAY 2025	2-VTPP-8-7	14 MAY 2026
2-VTPP-8-11	15 MAY 2025	2-VTPP-8-11	14 MAY 2026
2-VTPP-8-15	15 MAY 2025	2-VTPP-8-15	14 MAY 2026
2-VTPP-9-1	21 APR 2022	2-VTPP-9-1	14 MAY 2026
2-VTPP-9-2	21 APR 2022	2-VTPP-9-2	14 MAY 2026
2-VTPP-9-3	21 APR 2022	2-VTPP-9-3	14 MAY 2026
2-VTPP-9-4	21 APR 2022	2-VTPP-9-4	14 MAY 2026
2-VTPP-9-5	21 APR 2022	2-VTPP-9-5	14 MAY 2026
2-VTPP-9-6	21 APR 2022	2-VTPP-9-6	14 MAY 2026
2-VTCP-1-6	8 AUG 2024	2-VTCP-1-6	14 MAY 2026
2-VTCP-1-7	8 AUG 2024	2-VTCP-1-7	14 MAY 2026
2-VTCP-1-8	26 DEC 2024	2-VTCP-1-8	14 MAY 2026
2-VTPH-1-7	13 JUN 2024	2-VTPH-1-7	14 MAY 2026
2-VTPH-1-9	10 JUL 2025	2-VTPH-1-9	14 MAY 2026
2-VTSR-1-3	17 APR 2025	2-VTSR-1-3	14 MAY 2026
2-VTSR-1-5	10 JUL 2025	2-VTSR-1-5	14 MAY 2026
2-VTSR-1-6	10 JUL 2025	2-VTSR-1-6	14 MAY 2026

DESTROY		INSERT	
2-VTUV-1-7	7 AUG 2025	2-VTUV-1-7	14 MAY 2026
2-VTUI-1-9	25 DEC 2025	2-VTUI-1-9	14 MAY 2026
2-VTPO-1-6	26 DEC 2024	2-VTPO-1-6	14 MAY 2026
2-VTPO-1-7	2 NOV 2023	2-VTPO-1-7	14 MAY 2026
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2-VTPO-2-3	25 DEC 2025	2-VTPO-2-3	14 MAY 2026
2-VTPO-6-1	19 FEB 2026	2-VTPO-6-1	14 MAY 2026
2-VTPO-6-3	19 FEB 2026	2-VTPO-6-3	14 MAY 2026
2-VTPO-8-3	19 FEB 2026	2-VTPO-8-3	14 MAY 2026
2-VTPO-8-7	19 FEB 2026	2-VTPO-8-7	14 MAY 2026
2-VTPO-8-9	19 FEB 2026	2-VTPO-8-9	14 MAY 2026
2-VTSB-1-1	2 OCT 2025	2-VTSB-1-1	14 MAY 2026
2-VTSB-1-6	7 AUG 2025	2-VTSB-1-6	14 MAY 2026
2-VTSM-1-8	19 FEB 2026	2-VTSM-1-8	14 MAY 2026
2-VTPT-1-5	22 JAN 2026	2-VTPT-1-5	14 MAY 2026
2-VTPM-1-7	26 JAN 2023	2-VTPM-1-7	14 MAY 2026
2-VTPM-1-8	26 DEC 2024	2-VTPM-1-8	14 MAY 2026
2-VTST-1-1	7 OCT 2021	2-VTST-1-1	14 MAY 2026
2-VTST-1-5	30 OCT 2025	2-VTST-1-5	14 MAY 2026
2-VTST-1-6	30 OCT 2025	2-VTST-1-6	14 MAY 2026
2-VTST-1-7	30 OCT 2025	2-VTST-1-7	14 MAY 2026
2-VTST-2-1	30 OCT 2025	2-VTST-2-1	14 MAY 2026
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2-VTBO-1-6	10 JUL 2025	2-VTBO-1-6	14 MAY 2026
2-VTUU-1-10	4 SEP 2025	2-VTUU-1-10	14 MAY 2026
2-VTUD-1-10	15 MAY 2025	2-VTUD-1-10	14 MAY 2026
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2-VTSY-1-1	30 OCT 2025	2-VTSY-1-1	14 MAY 2026
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2-VTSY-1-3	21 APR 2022	2-VTSY-1-3	14 MAY 2026
2-VTSY-1-5	21 APR 2022	2-VTSY-1-5	14 MAY 2026
2-VTSY-1-6	10 JUL 2025	2-VTSY-1-6	14 MAY 2026
2-VTSY-1-7	30 OCT 2025	2-VTSY-1-7	14 MAY 2026
2-VTSY-1-8	10 JUL 2025	2-VTSY-1-8	14 MAY 2026
2-VTSY-6-1	29 DEC 2022	2-VTSY-6-1	14 MAY 2026
2-VTSY-6-2	3 DEC 2020	2-VTSY-6-2	14 MAY 2026
2-VTSY-6-3	29 DEC 2022	2-VTSY-6-3	14 MAY 2026
2-VTSY-6-4	3 DEC 2020	2-VTSY-6-4	14 MAY 2026
2-VTSY-8-1	29 DEC 2022	2-VTSY-8-1	14 MAY 2026
2-VTSY-8-2	10 JUL 2025	2-VTSY-8-2	14 MAY 2026
2-VTSY-8-3	29 DEC 2022	2-VTSY-8-3	14 MAY 2026

DESTROY		INSERT	
2-VTSY-8-4	3 DEC 2020	2-VTSY-8-4	14 MAY 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	A56/25
AIC	NIL
NOTAM	NIL

- END -

AIP AMENDMENT					AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by		NR/ Year	Publication date	Effective date	Inserted by
					3/25	06 FEB 2025	20 MAR 2025	
					4/25	06 MAR 2025	17 APR 2025	
					5/25	03 APR 2025	15 MAY 2025	
					6/25	01 MAY 2025	12 JUN 2025	
					7/25	29 MAY 2025	10 JULY 2025	
					8/25	26 JUN 2025	7 AUG 2025	
					9/25	24 JUL 2025	4 SEP 2025	
					10/25	21 AUG 2025	2 OCT 2025	
					11/25	18 SEP 2025	30 OCT 2025	
					12/25	16 OCT 2025	27 NOV 2025	
					13/25	13 NOV 2025	25 DEC 2025	
					1/26	11 DEC 2025	22 JAN 2026	
					2/26	08 JAN 2026	19 FEB 2026	
					3/26	05 FEB 2026	19 MAR 2026	
					4/26	05 MAR 2026	16 APR 2026	
					5/26	02 APRIL 2026	14 MAY 2026	

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GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date
PART 1 - GENERAL (GEN)	
GEN 0.	
0.1-1	18 JUL 19
0.1-2	13 JUN 24
0.1-3	18 JUL 19
0.2-1	21 APR 22
0.2-2	20 FEB 25
0.2-3	**14 MAY 26**
0.3-1	2 NOV 23
0.3-2	2 NOV 23
0.3-3	2 NOV 23
0.3-4	2 NOV 23
0.3-5	2 NOV 23
0.4-1	**14 MAY 26**
0.4-2	**14 MAY 26**
0.4-3	**14 MAY 26**
0.4-4	**14 MAY 26**
0.4-5	**14 MAY 26**
0.4-6	**14 MAY 26**
0.4-7	**14 MAY 26**
0.4-8	**14 MAY 26**
0.4-9	**14 MAY 26**
0.4-10	**14 MAY 26**
0.4-11	**14 MAY 26**
0.5-1	18 JUL 19
0.6-1	18 JUL 19
GEN 1.	
1.1-1	10 JUL 25
1.1-2	20 FEB 25
1.1-3	20 FEB 25
1.1-4	20 FEB 25
1.2-1	20 MAR 25
1.2-2	20 MAR 25
1.2-3	20 MAR 25
1.2-4	20 MAR 25
1.2-5	20 MAR 25
1.2-6	20 MAR 25
1.2-7	20 MAR 25
1.2-8	20 MAR 25
1.3-1	18 JUL 19
1.3-2	18 JUL 19
1.3-3	18 JUL 19
1.3-4	18 JUL 19
1.3-5	18 JUL 19
1.4-1	5 NOV 20
1.4-2	20 FEB 25
1.4-3	31 DEC 20
1.4-4	31 DEC 20
1.4-5	31 DEC 20
1.5-1	3 DEC 20
1.6-1	8 OCT 20
1.6-2	8 OCT 20
1.6-3	8 OCT 20
1.7-1	19 FEB 26
1.7-2	19 FEB 26
1.7-3	19 FEB 26
1.7-4	30 OCT 25
GEN 2.	
2.1-1	16 APR 26
2.1-2	20 FEB 25
2.1-3	19 FEB 26
2.2-1	28 NOV 24
2.2-2	12 SEP 19
2.2-3	12 SEP 19
2.2-4	12 SEP 19
2.2-5	23 MAR 23
2.2-6	23 MAR 23
2.2-7	12 SEP 19
2.2-8	12 SEP 19
2.2-9	12 SEP 19
2.2-10	12 SEP 19
2.2-11	12 SEP 19
2.2-12	12 SEP 19
2.2-13	12 SEP 19
2.2-14	12 SEP 19
2.2-15	12 SEP 19
2.2-16	12 SEP 19
2.2-17	12 SEP 19
2.2-18	12 SEP 19
2.3-1	18 JUL 19
2.3-2	18 JUL 19
2.4-1	25 JAN 24
2.4-2	25 JAN 24
2.4-3	25 JAN 24
2.5-1	10 JUL 25
2.5-2	10 JUL 25
2.5-3	4 SEP 25
2.6-1	18 JUL 19
2.6-2	18 JUL 19
2.6-3	18 JUL 19
2.7-1	18 JUL 19
GEN 3.	
3.1-1	27 NOV 25
3.1-2	12 SEP 19
3.1-3	12 SEP 19
3.1-4	18 JUN 20
3.1-5	27 NOV 25
3.1-6	27 NOV 25
3.1-7	22 JAN 26
3.2-1	8 AUG 24
3.2-2	8 AUG 24
3.2-3	**14 MAY 26**
3.2-4	**14 MAY 26**
3.2-5	**14 MAY 26**
3.2-6	**14 MAY 26**
3.2-7	**14 MAY 26**
3.2-8	**14 MAY 26**
3.2-9	**14 MAY 26**
3.2-10	**14 MAY 26**
3.2-11	**14 MAY 26**
3.2-12	**14 MAY 26**
3.2-13	**14 MAY 26**
3.2-14	**14 MAY 26**
3.2-15	16 APR 26
3.2-16	**14 MAY 26**
3.2-17	**14 MAY 26**
3.2-18	**14 MAY 26**
3.2-19	**14 MAY 26**
3.2-20	**14 MAY 26**
3.2-21	**14 MAY 26**
3.2-22	**14 MAY 26**
3.2-23	**14 MAY 26**
3.2-24	**14 MAY 26**
3.3-1	10 JUL 25
3.3-2	30 OCT 25
3.3-3	30 OCT 25
3.3-4	30 OCT 25
3.3-5	30 OCT 25
3.3-6	30 OCT 25
3.3-7	30 OCT 25
3.3-8	30 OCT 25
3.3-9	27 NOV 25
3.3-10	27 NOV 25
3.4-1	22 FEB 24
3.4-2	23 JAN 25
3.4-3	22 JAN 26
3.4-4	22 JAN 26
3.4-5	22 JAN 26
3.5-1	10 JUL 25
3.5-2	10 JUL 25
3.5-3	30 NOV 23
3.5-4	7 AUG 25
3.5-5	30 NOV 23
3.6-1	19 MAR 26
3.6-2	18 JUL 19
3.6-3	18 JUL 19
3.7-1	23 JAN 25
3.7-2	23 JAN 25
GEN 4.	
4.1-1	4 SEP 25
4.1-2	4 SEP 25
4.1-3	4 SEP 25
4.2-1	17 APR 25
4.2-2	17 APR 25
4.2-3	17 APR 25
4.3-1	19 FEB 26
PART 2 - EN-ROUTE (ENR)	
ENR 0.	
0.6-1	30 DEC 21
0.6-2	18 JUL 19
ENR 1.	
1.1-1	18 JUL 19
1.2-1	7 AUG 25
1.2-2	28 DEC 23
1.2-3	28 DEC 23
1.2-4	28 DEC 23
1.3-1	18 JUL 19
1.4-1	28 DEC 23
1.4-2	28 DEC 23
1.5-1	18 JUL 19
1.6-1	3 OCT 24
1.6-2	3 OCT 24
1.6-3	2 OCT 25
1.6-4	2 OCT 25
1.6-5	3 OCT 24
1.6-6	2 OCT 25
1.6-7	3 OCT 24
1.6-8	3 OCT 24
1.6-9	3 OCT 24
1.6-10	3 OCT 24
1.6-11	3 OCT 24
1.6-12	3 OCT 24
1.6-13	3 OCT 24
1.6-14	3 OCT 24
1.6-15	3 OCT 24
1.6-16	3 OCT 24
1.6-17	3 OCT 24
1.6-18	3 OCT 24
1.6-19	3 OCT 24
1.6-20	3 OCT 24
1.6-21	3 OCT 24
1.6-22	3 OCT 24
1.6-23	3 OCT 24
1.6-24	3 OCT 24
1.6-25	3 OCT 24
1.6-26	3 OCT 24
1.6-27	3 OCT 24
1.6-28	3 OCT 24
1.6-29	2 OCT 25
1.6-30	2 OCT 25
1.6-31	2 OCT 25

Page	Date
1.6-32	2 OCT 25
1.7-1	18 JUL 19
1.7-2	18 JUL 19
1.7-3	18 JUL 19
1.8-1	30 DEC 21
1.8-2	18 APR 24
1.8-3	18 APR 24
1.8-4	30 DEC 21
1.8-5	30 DEC 21
1.8-6	18 APR 24
1.8-7	18 APR 24
1.8-8	18 APR 24
1.8-9	10 JUL 25
1.8-10	10 JUL 25
1.9-1	30 OCT 25
1.9-2	30 OCT 25
1.9-3	27 NOV 25
1.9-4	30 OCT 25
1.9-5	30 OCT 25
1.9-6	30 OCT 25
1.9-7	4 SEP 25
1.9-8	4 SEP 25
1.9-9	4 SEP 25
1.9-10	4 SEP 25
1.9-11	4 SEP 25
1.10-1	23 JAN 25
1.10-2	23 JAN 25
1.10-3	23 JAN 25
1.10-4	23 JAN 25
1.10-5	23 JAN 25
1.10-6	7 AUG 25
1.10-7	23 JAN 25
1.10-8	23 JAN 25
1.10-9	23 JAN 25
1.10-10	23 JAN 25
1.10-11	23 JAN 25
1.10-12	23 JAN 25
1.10-13	23 JAN 25
1.10-14	23 JAN 25
1.10-15	23 JAN 25
1.10-16	23 JAN 25
1.10-17	23 JAN 25
1.10-18	10 JUL 25
1.10-19	23 JAN 25
1.10-20	23 JAN 25
1.10-21	23 JAN 25
1.10-22	10 JUL 25
1.10-23	2 OCT 25
1.10-24	2 OCT 25
1.10-25	2 OCT 25
1.10-26	2 OCT 25
1.10-27	2 OCT 25
1.10-28	2 OCT 25
1.10-29	2 OCT 25
1.10-30	2 OCT 25
1.11-1	18 JUL 19
1.12-1	18 JUL 19
1.12-2	18 JUL 19
1.12-3	18 JUL 19
1.13-1	18 JUL 19
1.14-1	18 JUL 19
1.14-2	18 JUL 19
1.14-3	18 JUL 19
1.14-4	18 JUL 19
1.14-5	18 JUL 19
1.14-6	18 JUL 19
1.14-7	18 JUL 19
ENR 2.	
2.1-1	**14 MAY 26**
2.1-2	**14 MAY 26**
2.1-3	**14 MAY 26**
2.1-4	**14 MAY 26**
2.1-5	**14 MAY 26**
2.1-6	**14 MAY 26**
2.1-7	**14 MAY 26**
2.1-8	**14 MAY 26**
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2.1-16	**14 MAY 26**
2.1-17	**14 MAY 26**
2.1-18	**14 MAY 26**
2.1-19	**14 MAY 26**
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2.1-21	**14 MAY 26**
2.1-22	**14 MAY 26**
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2.1-24	**14 MAY 26**
2.1-25	**14 MAY 26**
2.1-26	**14 MAY 26**
2.1-27	**14 MAY 26**
2.1-28	**14 MAY 26**
2.1-29	2 OCT 25
2.1-30	2 OCT 25
2.2-1	28 NOV 24
ENR 3.	
3.1-1	7 AUG 25
3.1-2	7 AUG 25
3.1-3	7 AUG 25
3.1-4	7 AUG 25
3.1-5	7 AUG 25
3.1-6	7 AUG 25
3.1-7	7 AUG 25
3.1-8	15 MAY 25
3.1-9	16 MAY 24
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3.1-13	7 AUG 25
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3.2-1	18 JUL 19
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3.3-9	7 AUG 25
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3.3-34	7 AUG 25
3.3-35	23 JAN 25
3.3-36	23 JAN 25
3.3-37	7 AUG 25
3.3-38	7 AUG 25

Page	Date
3.3-39	7 AUG 25
3.3-40	4 SEP 25
3.3-41	7 AUG 25
3.3-42	7 AUG 25
3.3-43	7 AUG 25
3.3-44	7 AUG 25
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3.3-62	7 AUG 25
3.3-63	7 AUG 25
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3.5-1	19 MAY 22
3.6-1	18 JUL 19
ENR 4.	
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4.1-2	**14 MAY 26**
4.1-3	**14 MAY 26**
4.1-4	**14 MAY 26**
4.1-5	**14 MAY 26**
4.1-6	**14 MAY 26**
4.1-7	**14 MAY 26**
4.1-8	**14 MAY 26**
4.1-9	**14 MAY 26**
4.1-10	**14 MAY 26**
4.1-11	**14 MAY 26**
4.1-12	**14 MAY 26**
4.2-1	18 JUL 19
4.3-1	4 SEP 25
4.4-1	**14 MAY 26**
4.4-2	**14 MAY 26**
4.4-3	**14 MAY 26**
4.4-4	**14 MAY 26**
4.5-1	17 JUN 21
ENR 5.	
5.1-1	**14 MAY 26**
5.1-2	**14 MAY 26**
5.1-3	7 AUG 25
5.1-4	7 AUG 25
5.1-5	7 AUG 25
5.1-6	7 AUG 25
5.1-7	**14 MAY 26**
5.1-8	**14 MAY 26**
5.1-9	**14 MAY 26**
5.1-10	**14 MAY 26**
5.1-11	**14 MAY 26**
5.1-12	**14 MAY 26**
5.1-13	**14 MAY 26**
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5.1-15	**14 MAY 26**
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5.1-19	**14 MAY 26**
5.1-20	**14 MAY 26**
5.1-21	**14 MAY 26**
5.1-22	**14 MAY 26**
5.2-1	27 NOV 25
5.2-2	27 NOV 25
5.3-1	18 JUL 19
5.4-1	18 JUL 19
5.5-1	18 JUL 19
5.6-1	28 NOV 24
ENR 6.	
6-1	**14 MAY 26**
6-3	**14 MAY 26**
6-5	7 AUG 25
6-7	7 AUG 25
6-9	7 AUG 25
6-11	2 OCT 25
6-13	27 NOV 25
PART 3 - AERODROMES (AD)	
AD 0.	
0.6-1	21 MAY 20
0.6-2	23 JAN 25
0.6-3	23 JAN 25
0.6-4	18 JUN 20
0.6-5	23 JAN 25
0.6-6	23 JAN 25
0.6-7	18 JUL 19
0.6-8	18 JUL 19
0.6-9	18 JUL 19
0.6-10	18 JUL 19
0.6-11	18 JUN 20
0.6-12	23 JAN 25
0.6-13	18 JUN 20
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0.6-15	23 JAN 25
0.6-16	18 JUN 20
0.6-17	18 JUN 20
0.6-18	18 JUN 20
0.6-19	18 JUN 20
AD 1.	
1.1-1	28 JAN 21
1.1-2	28 JAN 21
1.1-3	26 DEC 24
1.2-1	20 APR 23
1.2-2	20 APR 23
1.3-1	25 JAN 24
1.3-2	6 OCT 22
1.3-3	6 OCT 22
1.3-4	10 OCT 19
1.4-1	18 JUL 19
1.5-1	30 OCT 25
AD 2.	
BANGKOK/DON MUEANG INTERNATIONAL AIRPORT	
2-VTBD-1-1	7 AUG 25
2-VTBD-1-2	7 AUG 25
2-VTBD-1-3	7 AUG 25
2-VTBD-1-4	20 MAY 21
2-VTBD-1-5	7 AUG 25
2-VTBD-1-6	22 JAN 26
2-VTBD-1-7	22 JAN 26
2-VTBD-1-8	19 MAR 26
2-VTBD-1-9	19 MAR 26
2-VTBD-1-10	22 JAN 26
2-VTBD-1-11	22 JAN 26
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2-VTBD-1-17	19 MAR 26
2-VTBD-1-18	19 MAR 26
2-VTBD-1-19	22 JAN 26
2-VTBD-1-20	22 JAN 26
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2-VTBD-1-23	22 JAN 26
2-VTBD-1-24	22 JAN 26
2-VTBD-1-25	22 JAN 26
2-VTBD-1-26	22 JAN 26
2-VTBD-1-27	22 JAN 26
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2-VTBD-1-36	22 JAN 26
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2-VTBD-1-43	22 JAN 26
2-VTBD-1-44	**14 MAY 26**
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2-VTBD-1-46	**14 MAY 26**
2-VTBD-1-47	**14 MAY 26**
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2-VTBD-2-3	25 DEC 25
2-VTBD-2-4	28 JAN 21
2-VTBD-2-5	25 DEC 25
2-VTBD-3-1	18 JUL 19
2-VTBD-3-3	25 DEC 25
2-VTBD-3-5	25 DEC 25
2-VTBD-6-1	**14 MAY 26**
2-VTBD-6-2	10 JUL 25
2-VTBD-6-3	2 OCT 25
2-VTBD-6-4	2 OCT 25
2-VTBD-6-5	2 OCT 25
2-VTBD-6-6	2 OCT 25
2-VTBD-6-7	10 JUL 25
2-VTBD-6-9	**14 MAY 26**
2-VTBD-6-10	10 JUL 25
2-VTBD-6-11	2 OCT 25
2-VTBD-6-12	2 OCT 25
2-VTBD-6-13	2 OCT 25
2-VTBD-6-14	10 JUL 25
2-VTBD-6-15	**14 MAY 26**
2-VTBD-6-16	10 JUL 25
2-VTBD-6-17	2 OCT 25
2-VTBD-6-18	2 OCT 25
2-VTBD-6-19	2 OCT 25
2-VTBD-6-20	2 OCT 25
2-VTBD-6-21	10 JUL 25
2-VTBD-6-23	**14 MAY 26**
2-VTBD-6-24	10 JUL 25
2-VTBD-6-25	2 OCT 25
2-VTBD-6-26	2 OCT 25
2-VTBD-6-27	2 OCT 25
2-VTBD-6-28	10 JUL 25
2-VTBD-6-29	**14 MAY 26**
2-VTBD-6-30	10 JUL 25
2-VTBD-6-31	2 OCT 25
2-VTBD-6-32	2 OCT 25
2-VTBD-6-33	2 OCT 25
2-VTBD-6-34	10 JUL 25

Page	Date
2-VTBD-6-35	**14 MAY 26**
2-VTBD-6-36	10 JUL 25
2-VTBD-6-37	2 OCT 25
2-VTBD-6-38	2 OCT 25
2-VTBD-6-39	2 OCT 25
2-VTBD-6-40	2 OCT 25
2-VTBD-6-41	10 JUL 25
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2-VTBD-6-44	10 JUL 25
2-VTBD-6-45	2 OCT 25
2-VTBD-6-46	2 OCT 25
2-VTBD-6-47	2 OCT 25
2-VTBD-6-48	10 JUL 25
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2-VTBD-6-51	2 OCT 25
2-VTBD-6-52	2 OCT 25
2-VTBD-6-53	2 OCT 25
2-VTBD-6-54	2 OCT 25
2-VTBD-6-55	10 JUL 25
2-VTBD-7-1	**14 MAY 26**
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2-VTBD-7-3	2 OCT 25
2-VTBD-7-4	2 OCT 25
2-VTBD-7-5	2 OCT 25
2-VTBD-7-6	2 OCT 25
2-VTBD-7-7	2 OCT 25
2-VTBD-7-8	7 AUG 25
2-VTBD-7-9	**14 MAY 26**
2-VTBD-7-10	7 AUG 25
2-VTBD-7-11	2 OCT 25
2-VTBD-7-12	2 OCT 25
2-VTBD-7-13	2 OCT 25
2-VTBD-7-14	2 OCT 25
2-VTBD-7-15	2 OCT 25
2-VTBD-7-16	7 AUG 25
2-VTBD-8-1	**14 MAY 26**
2-VTBD-8-3	**14 MAY 26**
2-VTBD-8-5	**14 MAY 26**
2-VTBD-8-7	**14 MAY 26**
2-VTBD-8-9	**14 MAY 26**
2-VTBD-8-10	10 JUL 25
2-VTBD-8-11	**14 MAY 26**
2-VTBD-8-13	**14 MAY 26**
2-VTBD-8-14	25 DEC 25
2-VTBD-8-15	10 JUL 25
2-VTBD-8-17	**14 MAY 26**
2-VTBD-8-18	25 DEC 25
2-VTBD-8-19	10 JUL 25
2-VTBD-8-21	**14 MAY 26**
2-VTBD-8-22	25 DEC 25
2-VTBD-8-23	10 JUL 25
2-VTBD-8-25	**14 MAY 26**
2-VTBD-8-26	25 DEC 25
2-VTBD-8-27	**14 MAY 26**
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2-VTBD-8-32	25 DEC 25
2-VTBD-9-1	**14 MAY 26**
2-VTBD-9-2	**14 MAY 26**
2-VTBD-9-3	28 NOV 24
2-VTBD-9-4	28 NOV 24
2-VTBD-9-5	28 NOV 24
2-VTBD-9-7	**14 MAY 26**
2-VTBD-9-8	**14 MAY 26**
2-VTBD-9-9	28 NOV 24
2-VTBD-9-10	28 NOV 24
2-VTBD-9-11	28 NOV 24
2-VTBD-9-13	**14 MAY 26**
2-VTBD-9-14	28 NOV 24
2-VTBD-9-15	**14 MAY 26**
2-VTBD-9-16	**14 MAY 26**
2-VTBD-9-17	28 NOV 24
2-VTBD-9-18	28 NOV 24
2-VTBD-9-19	28 NOV 24
2-VTBD-9-20	28 NOV 24
2-VTBD-9-21	**14 MAY 26**
2-VTBD-9-22	**14 MAY 26**
2-VTBD-9-23	28 NOV 24
2-VTBD-9-24	28 NOV 24
2-VTBD-9-25	28 NOV 24
2-VTBD-9-26	28 NOV 24
2-VTBD-9-27	**14 MAY 26**
2-VTBD-9-28	28 NOV 24
2-VTBD-9-29	28 NOV 24

CHIANG MAI/CHIANG MAI INTERNATIONAL AIRPORT

2-VTCC-1-1	**14 MAY 26**
2-VTCC-1-2	19 MAR 26
2-VTCC-1-3	16 APR 26
2-VTCC-1-4	16 APR 26
2-VTCC-1-5	**14 MAY 26**
2-VTCC-1-6	**14 MAY 26**
2-VTCC-1-7	**14 MAY 26**
2-VTCC-1-8	**14 MAY 26**
2-VTCC-1-9	28 NOV 24
2-VTCC-1-10	28 NOV 24
2-VTCC-1-11	7 AUG 25
2-VTCC-1-12	7 AUG 25
2-VTCC-1-13	28 JAN 21
2-VTCC-1-14	18 MAY 23
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2-VTCC-1-16	19 FEB 26
2-VTCC-1-17	19 FEB 26
2-VTCC-1-18	19 FEB 26
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2-VTCC-1-23	19 FEB 26
2-VTCC-1-24	19 FEB 26
2-VTCC-1-25	19 FEB 26
2-VTCC-1-26	**14 MAY 26**
2-VTCC-1-27	**14 MAY 26**
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2-VTCC-2-3	7 AUG 25
2-VTCC-2-5	7 AUG 25
2-VTCC-3-1	7 AUG 25
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2-VTCC-6-5	19 MAR 26
2-VTCC-6-6	7 AUG 25
2-VTCC-6-7	7 AUG 25
2-VTCC-6-9	**14 MAY 26**
2-VTCC-6-10	19 MAR 26
2-VTCC-6-11	**14 MAY 26**
2-VTCC-6-12	19 MAR 26
2-VTCC-6-13	**14 MAY 26**
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2-VTCC-6-17	**14 MAY 26**
2-VTCC-6-18	19 MAR 26
2-VTCC-6-19	**14 MAY 26**
2-VTCC-6-20	19 MAR 26
2-VTCC-6-21	19 MAR 26
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2-VTCC-6-23	**14 MAY 26**
2-VTCC-6-24	19 MAR 26
2-VTCC-6-25	19 MAR 26
2-VTCC-6-26	26 DEC 24
2-VTCC-6-27	**14 MAY 26**
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2-VTCC-6-29	**14 MAY 26**
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2-VTCC-7-1	**14 MAY 26**
2-VTCC-7-2	26 DEC 24
2-VTCC-7-3	19 MAR 26
2-VTCC-7-4	19 MAR 26
2-VTCC-7-5	19 MAR 26
2-VTCC-7-6	26 DEC 24
2-VTCC-7-7	**14 MAY 26**
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2-VTCC-7-9	19 MAR 26
2-VTCC-7-11	**14 MAY 26**
2-VTCC-7-12	26 DEC 24
2-VTCC-7-13	19 MAR 26
2-VTCC-7-14	26 DEC 24
2-VTCC-7-15	**14 MAY 26**
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2-VTCC-7-17	19 MAR 26
2-VTCC-7-18	19 MAR 26
2-VTCC-7-19	**14 MAY 26**
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2-VTCC-8-3	**14 MAY 26**
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2-VTCC-8-5	**14 MAY 26**
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2-VTCC-8-7	**14 MAY 26**
2-VTCC-8-8	19 MAR 26
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2-VTCC-8-11	**14 MAY 26**
2-VTCC-8-12	19 MAR 26
2-VTCC-8-13	**14 MAY 26**
2-VTCC-8-14	19 MAR 26

CHIANG RAI / Mae Fah Luang-CHIANG RAI INTERNATIONAL AIRPORT

2-VTCT-1-1	7 AUG 25
2-VTCT-1-2	7 AUG 25
2-VTCT-1-3	18 APR 24
2-VTCT-1-4	19 MAR 26
2-VTCT-1-5	7 AUG 25
2-VTCT-1-6	**14 MAY 26**
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2-VTCT-1-8	**14 MAY 26**
2-VTCT-1-9	7 AUG 25
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2-VTCT-1-13	**14 MAY 26**
2-VTCT-2-1	19 MAR 26
2-VTCT-2-3	19 MAR 26
2-VTCT-2-5	19 MAR 26
2-VTCT-3-1	7 AUG 25
2-VTCT-6-1	**14 MAY 26**
2-VTCT-6-2	19 MAR 26
2-VTCT-6-3	**14 MAY 26**
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2-VTCT-8-2	19 MAR 26
2-VTCT-8-3	**14 MAY 26**
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2-VTCT-8-5	**14 MAY 26**
2-VTCT-8-6	19 MAR 26
2-VTCT-8-7	**14 MAY 26**

Page	Date
2-VTCT-8-8	26 DEC 24
2-VTCT-8-9	19 MAR 26
2-VTCT-8-10	2 NOV 23
2-VTCT-8-11	**14 MAY 26**
2-VTCT-8-12	19 MAR 26
2-VTCT-8-13	**14 MAY 26**
2-VTCT-8-14	19 MAR 26

PHUKET / PHUKET INTERNATIONAL AIRPORT

2-VTSP-1-1	16 APR 26
2-VTSP-1-2	7 AUG 25
2-VTSP-1-3	4 SEP 25
2-VTSP-1-4	25 DEC 25
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2-VTSP-1-7	25 DEC 25
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2-VTSP-8-15	16 APR 26
2-VTSP-8-16	16 APR 26
2-VTSP-8-17	4 SEP 25
2-VTSP-8-19	16 APR 26
2-VTSP-8-20	16 APR 26
2-VTSP-8-21	4 SEP 25

BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT

2-VTBS-1-1	7 AUG 25
2-VTBS-1-2	12 JUN 25
2-VTBS-1-3	12 JUN 25
2-VTBS-1-4	28 NOV 24
2-VTBS-1-5	7 AUG 25
2-VTBS-1-6	28 NOV 24
2-VTBS-1-7	7 AUG 25
2-VTBS-1-8	7 AUG 25
2-VTBS-1-9	7 AUG 25
2-VTBS-1-10	7 AUG 25
2-VTBS-1-11	7 AUG 25
2-VTBS-1-12	7 AUG 25
2-VTBS-1-13	7 AUG 25
2-VTBS-1-14	7 AUG 25
2-VTBS-1-15	17 APR 25
2-VTBS-1-16	7 AUG 25
2-VTBS-1-17	7 AUG 25
2-VTBS-1-18	7 AUG 25
2-VTBS-1-19	**14 MAY 26**
2-VTBS-1-20	**14 MAY 26**
2-VTBS-1-21	**14 MAY 26**
2-VTBS-1-22	2 OCT 25
2-VTBS-1-23	2 OCT 25
2-VTBS-1-24	2 OCT 25
2-VTBS-1-25	2 OCT 25
2-VTBS-1-26	2 OCT 25
2-VTBS-1-27	2 OCT 25
2-VTBS-1-28	2 OCT 25
2-VTBS-1-29	2 OCT 25
2-VTBS-1-30	2 OCT 25
2-VTBS-1-31	2 OCT 25
2-VTBS-1-32	2 OCT 25
2-VTBS-1-33	2 OCT 25
2-VTBS-1-34	2 OCT 25
2-VTBS-1-35	2 OCT 25
2-VTBS-1-36	2 OCT 25
2-VTBS-1-37	2 OCT 25
2-VTBS-1-38	2 OCT 25
2-VTBS-1-39	2 OCT 25
2-VTBS-1-40	2 OCT 25
2-VTBS-1-41	12 JUN 25
2-VTBS-1-42	12 JUN 25
2-VTBS-1-43	7 AUG 25
2-VTBS-1-44	7 AUG 25
2-VTBS-1-45	12 JUN 25
2-VTBS-1-46	7 AUG 25
2-VTBS-1-47	7 AUG 25
2-VTBS-1-48	7 AUG 25
2-VTBS-1-49	12 JUN 25
2-VTBS-1-50	12 JUN 25
2-VTBS-1-51	7 AUG 25
2-VTBS-1-52	12 JUN 25
2-VTBS-1-53	7 AUG 25
2-VTBS-1-54	7 AUG 25
2-VTBS-1-55	2 OCT 25
2-VTBS-1-56	2 OCT 25
2-VTBS-1-57	2 OCT 25
2-VTBS-1-58	2 OCT 25
2-VTBS-1-59	2 OCT 25
2-VTBS-1-60	27 NOV 25
2-VTBS-1-61	2 OCT 25
2-VTBS-1-62	2 OCT 25
2-VTBS-1-63	2 OCT 25
2-VTBS-1-64	2 OCT 25
2-VTBS-1-65	2 OCT 25
2-VTBS-1-66	2 OCT 25
2-VTBS-1-67	2 OCT 25
2-VTBS-1-68	2 OCT 25
2-VTBS-1-69	2 OCT 25
2-VTBS-1-70	2 OCT 25
2-VTBS-1-71	2 OCT 25
2-VTBS-1-72	2 OCT 25
2-VTBS-1-73	2 OCT 25
2-VTBS-1-74	2 OCT 25
2-VTBS-1-75	2 OCT 25
2-VTBS-1-76	2 OCT 25
2-VTBS-1-77	**14 MAY 26**
2-VTBS-1-78	**14 MAY 26**
2-VTBS-1-79	**14 MAY 26**
2-VTBS-1-80	**14 MAY 26**
2-VTBS-1-81	**14 MAY 26**
2-VTBS-1-82	**14 MAY 26**
2-VTBS-1-83	**14 MAY 26**
2-VTBS-1-84	**14 MAY 26**
2-VTBS-2-1	22 JAN 26
2-VTBS-2-3	15 MAY 25
2-VTBS-2-4	2 NOV 23
2-VTBS-2-5	2 NOV 23
2-VTBS-2-6	2 NOV 23
2-VTBS-3-1	4 SEP 25
2-VTBS-3-3	4 SEP 25
2-VTBS-3-5	4 SEP 25
2-VTBS-3-7	31 OCT 24
2-VTBS-3-9	31 OCT 24
2-VTBS-3-11	31 OCT 24
2-VTBS-6-1	**14 MAY 26**
2-VTBS-6-2	**14 MAY 26**
2-VTBS-6-3	10 JUL 25
2-VTBS-6-4	2 OCT 25
2-VTBS-6-5	2 OCT 25
2-VTBS-6-6	2 OCT 25
2-VTBS-6-7	2 OCT 25
2-VTBS-6-8	2 OCT 25
2-VTBS-6-9	2 OCT 25
2-VTBS-6-10	2 OCT 25
2-VTBS-6-11	2 OCT 25
2-VTBS-6-12	2 OCT 25
2-VTBS-6-13	2 OCT 25
2-VTBS-6-15	**14 MAY 26**
2-VTBS-6-16	**14 MAY 26**
2-VTBS-6-17	10 JUL 25
2-VTBS-6-18	2 OCT 25
2-VTBS-6-19	2 OCT 25
2-VTBS-6-20	2 OCT 25
2-VTBS-6-21	2 OCT 25
2-VTBS-6-22	2 OCT 25
2-VTBS-6-23	2 OCT 25
2-VTBS-6-24	2 OCT 25
2-VTBS-6-25	2 OCT 25
2-VTBS-6-26	2 OCT 25
2-VTBS-6-27	2 OCT 25
2-VTBS-6-29	**14 MAY 26**
2-VTBS-6-30	**14 MAY 26**
2-VTBS-6-31	10 JUL 25
2-VTBS-6-32	2 OCT 25
2-VTBS-6-33	2 OCT 25
2-VTBS-6-34	2 OCT 25
2-VTBS-6-35	2 OCT 25
2-VTBS-6-36	2 OCT 25
2-VTBS-6-37	2 OCT 25
2-VTBS-6-38	2 OCT 25
2-VTBS-6-39	2 OCT 25
2-VTBS-6-40	2 OCT 25
2-VTBS-6-41	**14 MAY 26**

Page	Date
2-VTBS-6-42	**14 MAY 26**
2-VTBS-6-43	10 JUL 25
2-VTBS-6-44	2 OCT 25
2-VTBS-6-45	2 OCT 25
2-VTBS-6-46	2 OCT 25
2-VTBS-6-47	2 OCT 25
2-VTBS-6-48	2 OCT 25
2-VTBS-6-49	2 OCT 25
2-VTBS-6-50	2 OCT 25
2-VTBS-6-51	2 OCT 25
2-VTBS-6-52	2 OCT 25
2-VTBS-6-53	2 OCT 25
2-VTBS-6-54	2 OCT 25
2-VTBS-6-55	**14 MAY 26**
2-VTBS-6-56	**14 MAY 26**
2-VTBS-6-57	10 JUL 25
2-VTBS-6-58	2 OCT 25
2-VTBS-6-59	2 OCT 25
2-VTBS-6-60	2 OCT 25
2-VTBS-6-61	2 OCT 25
2-VTBS-6-62	2 OCT 25
2-VTBS-6-63	2 OCT 25
2-VTBS-6-64	2 OCT 25
2-VTBS-6-65	2 OCT 25
2-VTBS-6-66	2 OCT 25
2-VTBS-6-67	**14 MAY 26**
2-VTBS-6-68	**14 MAY 26**
2-VTBS-6-69	10 JUL 25
2-VTBS-6-70	2 OCT 25
2-VTBS-6-71	2 OCT 25
2-VTBS-6-72	2 OCT 25
2-VTBS-6-73	2 OCT 25
2-VTBS-6-74	2 OCT 25
2-VTBS-6-75	2 OCT 25
2-VTBS-6-76	2 OCT 25
2-VTBS-6-77	2 OCT 25
2-VTBS-6-78	2 OCT 25
2-VTBS-6-79	**14 MAY 26**
2-VTBS-6-80	27 NOV 25
2-VTBS-6-81	2 OCT 25
2-VTBS-6-82	2 OCT 25
2-VTBS-6-83	2 OCT 25
2-VTBS-6-84	2 OCT 25
2-VTBS-6-85	2 OCT 25
2-VTBS-6-87	**14 MAY 26**
2-VTBS-6-88	27 NOV 25
2-VTBS-6-89	2 OCT 25
2-VTBS-6-90	2 OCT 25
2-VTBS-6-91	2 OCT 25
2-VTBS-6-92	2 OCT 25
2-VTBS-6-93	2 OCT 25
2-VTBS-6-95	**14 MAY 26**
2-VTBS-6-96	27 NOV 25
2-VTBS-6-97	2 OCT 25
2-VTBS-6-98	2 OCT 25
2-VTBS-6-99	2 OCT 25
2-VTBS-6-100	2 OCT 25
2-VTBS-6-101	2 OCT 25
2-VTBS-6-103	**14 MAY 26**
2-VTBS-6-104	27 NOV 25
2-VTBS-6-105	2 OCT 25
2-VTBS-6-106	2 OCT 25
2-VTBS-6-107	2 OCT 25
2-VTBS-6-108	2 OCT 25
2-VTBS-6-109	2 OCT 25
2-VTBS-6-110	2 OCT 25
2-VTBS-6-111	**14 MAY 26**
2-VTBS-6-112	27 NOV 25
2-VTBS-6-113	2 OCT 25
2-VTBS-6-114	2 OCT 25
2-VTBS-6-115	2 OCT 25
2-VTBS-6-116	2 OCT 25
2-VTBS-6-117	2 OCT 25
2-VTBS-6-118	2 OCT 25
2-VTBS-6-119	**14 MAY 26**
2-VTBS-6-120	27 NOV 25
2-VTBS-6-121	2 OCT 25
2-VTBS-6-122	2 OCT 25
2-VTBS-6-123	2 OCT 25
2-VTBS-6-124	2 OCT 25
2-VTBS-6-125	2 OCT 25
2-VTBS-6-126	2 OCT 25
2-VTBS-7-1	**14 MAY 26**
2-VTBS-7-2	7 AUG 25
2-VTBS-7-3	7 AUG 25
2-VTBS-7-4	2 OCT 25
2-VTBS-7-5	2 OCT 25
2-VTBS-7-6	2 OCT 25
2-VTBS-7-7	2 OCT 25
2-VTBS-7-8	2 OCT 25
2-VTBS-7-9	2 OCT 25
2-VTBS-7-10	7 AUG 25
2-VTBS-7-11	**14 MAY 26**
2-VTBS-7-12	**14 MAY 26**
2-VTBS-7-13	7 AUG 25
2-VTBS-7-14	2 OCT 25
2-VTBS-7-15	2 OCT 25
2-VTBS-7-16	2 OCT 25
2-VTBS-7-17	2 OCT 25
2-VTBS-7-18	2 OCT 25
2-VTBS-7-19	2 OCT 25
2-VTBS-7-20	7 AUG 25
2-VTBS-8-1	**14 MAY 26**
2-VTBS-8-2	4 SEP 25
2-VTBS-8-3	10 JUL 25
2-VTBS-8-5	**14 MAY 26**
2-VTBS-8-6	4 SEP 25
2-VTBS-8-7	10 JUL 25
2-VTBS-8-9	**14 MAY 26**
2-VTBS-8-10	4 SEP 25
2-VTBS-8-11	10 JUL 25
2-VTBS-8-13	**14 MAY 26**
2-VTBS-8-14	4 SEP 25
2-VTBS-8-15	10 JUL 25
2-VTBS-8-17	**14 MAY 26**
2-VTBS-8-18	4 SEP 25
2-VTBS-8-19	**14 MAY 26**
2-VTBS-8-20	4 SEP 25
2-VTBS-8-21	**14 MAY 26**
2-VTBS-8-22	4 SEP 25
2-VTBS-8-23	**14 MAY 26**
2-VTBS-8-24	4 SEP 25
2-VTBS-8-25	**14 MAY 26**
2-VTBS-8-26	4 SEP 25
2-VTBS-8-27	**14 MAY 26**
2-VTBS-8-28	4 SEP 25
2-VTBS-9-1	**14 MAY 26**
2-VTBS-9-2	28 NOV 24
2-VTBS-9-3	28 NOV 24
2-VTBS-9-5	**14 MAY 26**
2-VTBS-9-6	28 NOV 24
2-VTBS-9-7	**14 MAY 26**
2-VTBS-9-8	28 NOV 24
2-VTBS-9-9	28 NOV 24
2-VTBS-9-11	**14 MAY 26**
2-VTBS-9-12	28 NOV 24
2-VTBS-9-13	15 MAY 25

RAYONG / U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT

2-VTBU-1-1	19 FEB 26
2-VTBU-1-2	7 AUG 25
2-VTBU-1-3	19 FEB 26
2-VTBU-1-4	19 FEB 26
2-VTBU-1-5	**14 MAY 26**
2-VTBU-1-6	**14 MAY 26**
2-VTBU-1-7	23 JAN 25
2-VTBU-1-8	7 AUG 25
2-VTBU-1-9	7 AUG 25
2-VTBU-1-10	19 MAR 26
2-VTBU-2-1	19 FEB 26
2-VTBU-2-3	4 SEP 25
2-VTBU-2-4	18 JUL 19
2-VTBU-3-1	19 FEB 26
2-VTBU-6-1	19 MAR 26
2-VTBU-6-2	19 MAR 26
2-VTBU-6-3	19 MAR 26
2-VTBU-6-4	19 MAR 26
2-VTBU-8-1	19 MAR 26
2-VTBU-8-3	19 MAR 26
2-VTBU-8-4	19 MAR 26
2-VTBU-8-5	19 MAR 26
2-VTBU-8-6	10 JUL 25
2-VTBU-8-7	19 MAR 26
2-VTBU-8-8	19 MAR 26
2-VTBU-8-9	19 MAR 26
2-VTBU-8-10	10 JUL 25
2-VTBU-8-11	19 MAR 26
2-VTBU-8-12	16 JUN 22
2-VTBU-8-13	19 MAR 26
2-VTBU-8-14	19 MAR 26

SONGKHLA / HAT YAI INTERNATIONAL AIRPORT

2-VTSS-1-1	16 APR 26
2-VTSS-1-2	30 OCT 25
2-VTSS-1-3	7 AUG 25
2-VTSS-1-4	16 APR 26
2-VTSS-1-5	7 AUG 25
2-VTSS-1-6	**14 MAY 26**
2-VTSS-1-7	**14 MAY 26**
2-VTSS-1-8	30 OCT 25
2-VTSS-1-9	30 OCT 25
2-VTSS-1-10	7 AUG 25
2-VTSS-1-11	7 AUG 25
2-VTSS-1-12	12 SEP 19
2-VTSS-1-13	12 SEP 19
2-VTSS-1-14	30 OCT 25
2-VTSS-1-15	30 OCT 25
2-VTSS-1-16	30 OCT 25
2-VTSS-1-17	**14 MAY 26**
2-VTSS-1-18	**14 MAY 26**
2-VTSS-2-1	7 AUG 25
2-VTSS-2-3	7 AUG 25
2-VTSS-2-5	7 AUG 25
2-VTSS-3-1	7 AUG 25
2-VTSS-5-1	20 FEB 25
2-VTSS-6-1	**14 MAY 26**
2-VTSS-6-2	**14 MAY 26**
2-VTSS-6-3	**14 MAY 26**
2-VTSS-6-5	**14 MAY 26**
2-VTSS-6-6	**14 MAY 26**
2-VTSS-6-7	**14 MAY 26**
2-VTSS-6-8	10 JUL 25
2-VTSS-7-1	**14 MAY 26**
2-VTSS-7-2	**14 MAY 26**
2-VTSS-7-3	**14 MAY 26**
2-VTSS-7-5	**14 MAY 26**
2-VTSS-7-6	**14 MAY 26**
2-VTSS-7-7	**14 MAY 26**
2-VTSS-8-1	**14 MAY 26**
2-VTSS-8-2	10 JUL 25
2-VTSS-8-3	**14 MAY 26**

Page	Date
2-VTSS-8-4	10 JUL 25
2-VTSS-8-5	**14 MAY 26**
2-VTSS-8-6	10 JUL 25
2-VTSS-8-7	**14 MAY 26**
2-VTSS-8-8	**14 MAY 26**
2-VTSS-8-9	10 JUL 25
2-VTSS-8-11	**14 MAY 26**
2-VTSS-8-12	**14 MAY 26**
2-VTSS-8-13	**14 MAY 26**
2-VTSS-8-14	**14 MAY 26**
2-VTSS-9-1	16 MAY 24

BURIRAM / BURI RAM AIRPORT

2-VTUO-1-1	16 APR 26
2-VTUO-1-2	13 JUN 24
2-VTUO-1-3	**14 MAY 26**
2-VTUO-1-4	17 APR 25
2-VTUO-1-5	26 DEC 24
2-VTUO-1-6	**14 MAY 26**
2-VTUO-1-7	26 DEC 24
2-VTUO-1-8	15 MAY 25
2-VTUO-2-1	21 MAR 24
2-VTUO-2-2	29 DEC 22
2-VTUO-2-3	29 DEC 22
2-VTUO-2-4	29 DEC 22
2-VTUO-2-5	29 DEC 22
2-VTUO-3-1	29 DEC 22
2-VTUO-8-1	17 JUN 21
2-VTUO-8-3	17 JUN 21
2-VTUO-8-4	15 MAY 25
2-VTUO-8-5	17 JUN 21
2-VTUO-8-6	15 MAY 25
2-VTUO-8-7	26 DEC 24
2-VTUO-8-8	26 DEC 24
2-VTUO-8-9	26 DEC 24
2-VTUO-8-10	26 DEC 24
2-VTUO-8-11	26 DEC 24
2-VTUO-8-12	26 DEC 24

CHUMPHON / CHUMPHON AIRPORT

2-VTSE-1-1	**14 MAY 26**
2-VTSE-1-2	20 APR 23
2-VTSE-1-3	20 APR 23
2-VTSE-1-4	17 APR 25
2-VTSE-1-5	31 OCT 24
2-VTSE-1-6	10 JUL 25
2-VTSE-1-7	**14 MAY 26**
2-VTSE-1-8	16 MAY 24
2-VTSE-1-9	**14 MAY 26**
2-VTSE-2-1	**14 MAY 26**
2-VTSE-2-2	20 APR 23
2-VTSE-2-3	**14 MAY 26**
2-VTSE-2-4	20 APR 23
2-VTSE-2-5	**14 MAY 26**
2-VTSE-2-6	20 APR 23
2-VTSE-3-1	**14 MAY 26**
2-VTSE-8-1	**14 MAY 26**
2-VTSE-8-3	**14 MAY 26**
2-VTSE-8-5	**14 MAY 26**
2-VTSE-8-6	10 JUL 25
2-VTSE-8-7	**14 MAY 26**
2-VTSE-8-8	10 JUL 25
2-VTSE-8-9	**14 MAY 26**
2-VTSE-8-10	10 JUL 25
2-VTSE-8-11	**14 MAY 26**
2-VTSE-8-12	**14 MAY 26**
2-VTSE-8-13	10 JUL 25
2-VTSE-8-15	**14 MAY 26**
2-VTSE-8-16	**14 MAY 26**
2-VTSE-8-17	**14 MAY 26**
2-VTSE-8-18	**14 MAY 26**
2-VTSE-9-1	**14 MAY 26**
2-VTSE-9-2	31 DEC 20
2-VTSE-9-3	**14 MAY 26**
2-VTSE-9-4	31 DEC 20
2-VTSE-9-5	**14 MAY 26**
2-VTSE-9-6	31 DEC 20

KHON KAEN / KHON KAEN AIRPORT

2-VTUK-1-1	16 APR 26
2-VTUK-1-2	30 OCT 25
2-VTUK-1-3	30 OCT 25
2-VTUK-1-4	30 OCT 25
2-VTUK-1-5	30 OCT 25
2-VTUK-1-6	30 OCT 25
2-VTUK-1-7	**14 MAY 26**
2-VTUK-1-8	30 OCT 25
2-VTUK-1-9	30 OCT 25
2-VTUK-2-1	30 OCT 25
2-VTUK-2-3	30 OCT 25
2-VTUK-6-1	21 APR 22
2-VTUK-6-2	4 NOV 21
2-VTUK-6-3	4 NOV 21
2-VTUK-6-5	21 APR 22
2-VTUK-6-6	21 APR 22
2-VTUK-6-7	4 NOV 21
2-VTUK-8-1	4 NOV 21
2-VTUK-8-3	4 NOV 21
2-VTUK-8-5	21 APR 22
2-VTUK-8-6	15 MAY 25
2-VTUK-8-7	21 APR 22
2-VTUK-8-8	15 MAY 25
2-VTUK-8-9	21 APR 22
2-VTUK-8-10	21 APR 22
2-VTUK-8-11	4 NOV 21
2-VTUK-8-13	21 APR 22
2-VTUK-8-14	4 NOV 21
2-VTUK-8-15	4 NOV 21
2-VTUK-9-1	13 AUG 20
2-VTUK-9-2	15 MAY 25
2-VTUK-9-3	13 AUG 20
2-VTUK-9-4	15 MAY 25
2-VTUK-9-5	13 AUG 20
2-VTUK-9-6	15 MAY 25
2-VTUK-9-7	13 AUG 20
2-VTUK-9-8	15 MAY 25
2-VTUK-9-9	13 AUG 20
2-VTUK-9-10	15 MAY 25
2-VTUK-9-11	13 AUG 20
2-VTUK-9-12	15 MAY 25

KRABI / KRABI AIRPORT

2-VTSG-1-1	**14 MAY 26**
2-VTSG-1-2	7 AUG 25
2-VTSG-1-3	7 AUG 25
2-VTSG-1-4	7 AUG 25
2-VTSG-1-5	**14 MAY 26**
2-VTSG-1-6	**14 MAY 26**
2-VTSG-1-7	**14 MAY 26**
2-VTSG-2-1	2 OCT 25
2-VTSG-3-1	2 OCT 25
2-VTSG-6-1	16 APR 26
2-VTSG-6-3	16 APR 26
2-VTSG-6-5	16 APR 26
2-VTSG-6-6	18 JUL 19
2-VTSG-6-7	16 APR 26
2-VTSG-6-8	18 JUL 19
2-VTSG-6-9	18 JUL 19
2-VTSG-7-1	16 APR 26
2-VTSG-7-2	18 JUL 19
2-VTSG-8-1	16 APR 26
2-VTSG-8-2	10 JUL 25
2-VTSG-8-3	16 APR 26
2-VTSG-8-4	10 JUL 25
2-VTSG-8-5	16 APR 26
2-VTSG-8-6	10 JUL 25
2-VTSG-8-7	16 APR 26
2-VTSG-8-8	17 JUN 21
2-VTSG-9-1	31 OCT 24

LAMPANG / LAMPANG AIRPORT

2-VTCL-1-1	16 APR 26
2-VTCL-1-2	20 MAR 25
2-VTCL-1-3	26 DEC 24
2-VTCL-1-4	8 AUG 24
2-VTCL-1-5	8 AUG 24
2-VTCL-1-6	17 APR 25
2-VTCL-1-7	16 APR 26
2-VTCL-1-8	**14 MAY 26**
2-VTCL-1-9	**14 MAY 26**
2-VTCL-1-10	20 MAR 25
2-VTCL-1-11	16 APR 26
2-VTCL-2-1	16 APR 26
2-VTCL-2-3	30 OCT 25
2-VTCL-2-5	30 OCT 25
2-VTCL-3-1	30 OCT 25
2-VTCL-6-1	20 FEB 25
2-VTCL-6-2	20 FEB 25
2-VTCL-6-3	26 DEC 24
2-VTCL-6-5	20 FEB 25
2-VTCL-6-6	20 FEB 25
2-VTCL-6-7	26 DEC 24
2-VTCL-7-1	20 FEB 25
2-VTCL-7-2	26 DEC 24
2-VTCL-7-3	26 DEC 24
2-VTCL-7-5	20 FEB 25
2-VTCL-7-6	20 FEB 25
2-VTCL-7-7	26 DEC 24
2-VTCL-8-1	20 FEB 25
2-VTCL-8-2	20 FEB 25
2-VTCL-8-3	20 FEB 25
2-VTCL-8-4	26 DEC 24
2-VTCL-8-5	20 FEB 25
2-VTCL-8-6	20 FEB 25
2-VTCL-8-7	20 FEB 25
2-VTCL-8-8	20 FEB 25
2-VTCL-8-9	20 FEB 25
2-VTCL-8-11	20 FEB 25
2-VTCL-8-12	20 FEB 25
2-VTCL-8-13	26 DEC 24
2-VTCL-8-15	20 FEB 25
2-VTCL-8-16	20 FEB 25
2-VTCL-8-17	26 DEC 24

LOEI / LOEI AIRPORT

2-VTUL-1-1	**14 MAY 26**
2-VTUL-1-2	2 NOV 23
2-VTUL-1-3	2 NOV 23
2-VTUL-1-4	2 NOV 23
2-VTUL-1-5	17 APR 25
2-VTUL-1-6	**14 MAY 26**
2-VTUL-1-7	**14 MAY 26**
2-VTUL-1-8	**14 MAY 26**
2-VTUL-1-9	**14 MAY 26**
2-VTUL-1-10	**14 MAY 26**
2-VTUL-1-11	**14 MAY 26**
2-VTUL-2-1	**14 MAY 26**
2-VTUL-6-1	26 DEC 24
2-VTUL-6-2	26 DEC 24
2-VTUL-6-3	26 DEC 24
2-VTUL-6-5	26 DEC 24
2-VTUL-6-6	26 DEC 24
2-VTUL-6-7	26 DEC 24

Page	Date
2-VTUL-8-1	20 MAY 21
2-VTUL-8-2	15 MAY 25
2-VTUL-8-3	26 DEC 24
2-VTUL-8-4	26 DEC 24
2-VTUL-8-5	22 APR 21

LOP BURI / KHOK KATHIAM AIRPORT

2-VTBL-1-1	17 APR 25
2-VTBL-1-2	19 MAR 26
2-VTBL-1-3	17 APR 25
2-VTBL-1-4	19 MAR 26
2-VTBL-1-5	17 APR 25
2-VTBL-1-6	17 APR 25
2-VTBL-1-7	17 APR 25
2-VTBL-1-8	17 APR 25
2-VTBL-1-9	17 APR 25
2-VTBL-1-10	19 MAR 26
2-VTBL-2-1	17 APR 25
2-VTBL-8-1	17 APR 25
2-VTBL-8-2	17 APR 25

MAE HONG SON / MAE HONG SON AIRPORT

2-VTCH-1-1	10 JUL 25
2-VTCH-1-2	13 JUN 24
2-VTCH-1-3	28 NOV 24
2-VTCH-1-4	13 JUN 24
2-VTCH-1-5	7 AUG 25
2-VTCH-1-6	8 AUG 24
2-VTCH-1-7	**14 MAY 26**
2-VTCH-1-8	20 FEB 25
2-VTCH-1-9	**14 MAY 26**
2-VTCH-1-10	8 AUG 24
2-VTCH-1-11	8 AUG 24
2-VTCH-1-12	2 OCT 25
2-VTCH-2-1	2 OCT 25
2-VTCH-6-1	20 FEB 25
2-VTCH-6-2	23 APR 20
2-VTCH-8-1	20 FEB 25
2-VTCH-8-2	20 FEB 25

MAE HONG SON / PAI AIRPORT

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

NAKHON PATHOM/KAMPHAENG SAEN AIRPORT

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

NAKHON PHANOM / NAKHON PHANOM AIRPORT

2-VTUW-1-1	19 FEB 26
2-VTUW-1-2	21 MAR 24
2-VTUW-1-3	5 SEP 24
2-VTUW-1-4	17 APR 25
2-VTUW-1-5	4 SEP 25
2-VTUW-1-6	15 MAY 25
2-VTUW-1-7	25 DEC 25
2-VTUW-1-8	**14 MAY 26**
2-VTUW-1-9	21 MAR 24
2-VTUW-1-10	21 MAR 24
2-VTUW-1-11	25 DEC 25
2-VTUW-2-1	25 DEC 25
2-VTUW-8-1	25 DEC 25
2-VTUW-8-2	15 MAY 25
2-VTUW-8-3	25 DEC 25
2-VTUW-8-4	15 MAY 25
2-VTUW-8-5	25 DEC 25
2-VTUW-8-6	15 MAY 25
2-VTUW-8-7	25 DEC 25
2-VTUW-8-8	8 SEP 22
2-VTUW-8-9	25 DEC 25
2-VTUW-8-10	8 SEP 22

NAKHON RATCHASIMA / NAKHON RATCHASIMA AIRPORT

2-VTUQ-1-1	16 APR 26
2-VTUQ-1-2	7 OCT 21
2-VTUQ-1-3	17 APR 25
2-VTUQ-1-4	23 MAR 23
2-VTUQ-1-5	**14 MAY 26**
2-VTUQ-1-6	**14 MAY 26**
2-VTUQ-1-7	15 MAY 25
2-VTUQ-1-8	27 NOV 25
2-VTUQ-2-1	27 NOV 25
2-VTUQ-6-1	21 APR 22
2-VTUQ-6-2	17 JUN 21
2-VTUQ-6-3	21 APR 22
2-VTUQ-6-4	17 JUN 21
2-VTUQ-6-5	17 JUN 21
2-VTUQ-8-1	15 MAY 25
2-VTUQ-8-3	27 NOV 25
2-VTUQ-8-5	15 MAY 25
2-VTUQ-8-7	15 MAY 25
2-VTUQ-8-9	21 APR 22
2-VTUQ-8-10	20 MAY 21
2-VTUQ-8-11	21 APR 22
2-VTUQ-8-12	20 MAY 21
2-VTUQ-9-1	17 JUN 21
2-VTUQ-9-2	17 JUN 21
2-VTUQ-9-3	17 JUN 21
2-VTUQ-9-4	17 JUN 21

NAKHON RATCHASIMA / KHORAT AIRPORT

2-VTUN-1-1	10 JUL 25
2-VTUN-1-2	10 JUL 25
2-VTUN-1-3	10 JUL 25
2-VTUN-1-4	16 APR 26
2-VTUN-1-5	10 JUL 25
2-VTUN-1-6	10 JUL 25
2-VTUN-1-7	10 JUL 25
2-VTUN-1-8	16 APR 26
2-VTUN-1-9	10 JUL 25
2-VTUN-1-10	10 JUL 25
2-VTUN-1-11	10 JUL 25
2-VTUN-1-12	25 DEC 25
2-VTUN-1-13	10 JUL 25
2-VTUN-2-1	18 JUL 19
2-VTUN-8-1	23 APR 20
2-VTUN-8-2	23 APR 20

NAKHON SAWAN /NAKHON SAWAN AIRPORT

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

NAKHON SAWAN/TAKHLI AIRPORT

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

NAKHON SI THAMMARAT / NAKHON SI THAMMARAT AIRPORT

2-VTSF-1-1	18 APR 24
2-VTSF-1-2	7 AUG 25
2-VTSF-1-3	7 AUG 25
2-VTSF-1-4	7 AUG 25
2-VTSF-1-5	7 AUG 25
2-VTSF-1-6	7 AUG 25
2-VTSF-1-7	7 AUG 25
2-VTSF-1-8	7 AUG 25
2-VTSF-1-9	**14 MAY 26**
2-VTSF-1-10	16 APR 26
2-VTSF-1-11	7 AUG 25
2-VTSF-2-1	7 AUG 25
2-VTSF-2-3	7 AUG 25
2-VTSF-2-5	7 AUG 25
2-VTSF-3-1	7 AUG 25
2-VTSF-6-1	13 AUG 20
2-VTSF-6-2	18 JUL 19
2-VTSF-6-3	13 AUG 20
2-VTSF-6-4	18 JUL 19
2-VTSF-7-1	7 AUG 25
2-VTSF-8-1	10 JUL 25
2-VTSF-8-2	10 JUL 25
2-VTSF-8-3	10 JUL 25
2-VTSF-8-4	10 JUL 25
2-VTSF-8-5	10 JUL 25
2-VTSF-8-6	10 JUL 25
2-VTSF-8-7	10 JUL 25
2-VTSF-8-8	10 JUL 25
2-VTSF-8-9	10 JUL 25
2-VTSF-8-10	10 JUL 25
2-VTSF-8-11	15 JUL 21
2-VTSF-8-12	15 JUL 21
2-VTSF-8-13	15 JUL 21
2-VTSF-8-14	15 JUL 21

NAKHON SI THAMMARAT / CHA - IAN AIRPORT

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

NAN / NAN NAKHON AIRPORT

2-VTCN-1-1	7 OCT 21
2-VTCN-1-2	7 OCT 21
2-VTCN-1-3	17 APR 25
2-VTCN-1-4	30 NOV 23
2-VTCN-1-5	**14 MAY 26**
2-VTCN-1-6	**14 MAY 26**
2-VTCN-1-7	15 MAY 25
2-VTCN-2-1	15 JUL 21

Page	Date
2-VTCN-8-1	26 DEC 24
2-VTCN-8-2	23 MAR 23
2-VTCN-8-3	26 DEC 24
2-VTCN-8-4	26 DEC 24
2-VTCN-8-5	26 DEC 24
2-VTCN-8-6	26 DEC 24
2-VTCN-8-7	26 DEC 24
2-VTCN-8-8	23 MAR 23
2-VTCN-8-9	26 DEC 24
2-VTCN-8-10	23 MAR 23

NARATHIWAT / NARATHIWAT AIRPORT

2-VTSC-1-1	16 APR 26
2-VTSC-1-2	5 SEP 24
2-VTSC-1-3	17 APR 25
2-VTSC-1-4	**14 MAY 26**
2-VTSC-1-5	**14 MAY 26**
2-VTSC-1-6	10 JUL 25
2-VTSC-1-7	10 JUL 25
2-VTSC-1-8	**14 MAY 26**
2-VTSC-2-1	22 JAN 26
2-VTSC-6-1	**14 MAY 26**
2-VTSC-6-2	**14 MAY 26**
2-VTSC-6-3	**14 MAY 26**
2-VTSC-6-4	**14 MAY 26**
2-VTSC-8-1	**14 MAY 26**
2-VTSC-8-2	10 JUL 25
2-VTSC-8-3	**14 MAY 26**
2-VTSC-8-4	10 JUL 25
2-VTSC-8-5	**14 MAY 26**
2-VTSC-8-6	10 JUL 25
2-VTSC-8-7	**14 MAY 26**
2-VTSC-8-8	**14 MAY 26**
2-VTSC-8-9	4 SEP 25
2-VTSC-8-11	**14 MAY 26**
2-VTSC-8-12	**14 MAY 26**
2-VTSC-8-13	**14 MAY 26**
2-VTSC-8-14	**14 MAY 26**

PATTANI / PATTANI AIRPORT

2-VTSK-1-1	7 AUG 25
2-VTSK-1-2	7 AUG 25
2-VTSK-1-3	7 AUG 25
2-VTSK-1-4	7 AUG 25
2-VTSK-1-5	7 AUG 25
2-VTSK-1-6	7 AUG 25
2-VTSK-1-7	**14 MAY 26**
2-VTSK-1-8	7 AUG 25
2-VTSK-1-9	**14 MAY 26**
2-VTSK-2-1	7 AUG 25
2-VTSK-8-1	**14 MAY 26**
2-VTSK-8-2	**14 MAY 26**
2-VTSK-8-3	**14 MAY 26**
2-VTSK-8-4	**14 MAY 26**

PHETCHABUN / PHETCHABUN AIRPORT

2-VTPB-1-1	2 OCT 25
2-VTPB-1-2	7 OCT 21
2-VTPB-1-3	2 OCT 25
2-VTPB-1-4	7 OCT 21
2-VTPB-1-5	**14 MAY 26**
2-VTPB-1-6	**14 MAY 26**
2-VTPB-1-7	26 DEC 24
2-VTPB-1-8	7 AUG 25
2-VTPB-2-1	18 JUL 19
2-VTPB-8-1	2 NOV 23
2-VTPB-8-2	26 DEC 24
2-VTPB-8-3	26 DEC 24
2-VTPB-8-4	26 DEC 24
2-VTPB-8-5	7 AUG 25
2-VTPB-8-6	26 DEC 24
2-VTPB-8-7	7 AUG 25
2-VTPB-8-8	26 DEC 24

PHITSANULOK / PHITSANULOK AIRPORT

2-VTPP-1-1	28 NOV 24
2-VTPP-1-2	7 OCT 21
2-VTPP-1-3	12 JUN 25
2-VTPP-1-4	8 AUG 24
2-VTPP-1-5	8 AUG 24
2-VTPP-1-6	16 APR 26
2-VTPP-1-7	**14 MAY 26**
2-VTPP-1-8	**14 MAY 26**
2-VTPP-1-9	17 APR 25
2-VTPP-1-10	17 APR 25
2-VTPP-1-11	17 APR 25
2-VTPP-1-12	**14 MAY 26**
2-VTPP-2-1	31 OCT 24
2-VTPP-2-2	23 MAR 23
2-VTPP-2-3	12 JUN 25
2-VTPP-2-5	12 JUN 25
2-VTPP-2-6	12 JUN 25
2-VTPP-6-1	**14 MAY 26**
2-VTPP-6-2	26 DEC 24
2-VTPP-6-3	26 DEC 24
2-VTPP-6-5	**14 MAY 26**
2-VTPP-6-6	26 DEC 24
2-VTPP-6-7	26 DEC 24
2-VTPP-8-1	**14 MAY 26**
2-VTPP-8-2	15 MAY 25
2-VTPP-8-3	**14 MAY 26**
2-VTPP-8-4	15 MAY 25
2-VTPP-8-5	**14 MAY 26**
2-VTPP-8-6	15 MAY 25
2-VTPP-8-7	**14 MAY 26**
2-VTPP-8-8	15 MAY 25
2-VTPP-8-9	15 MAY 25
2-VTPP-8-10	15 MAY 25
2-VTPP-8-11	**14 MAY 26**
2-VTPP-8-12	15 MAY 25
2-VTPP-8-13	15 MAY 25
2-VTPP-8-15	**14 MAY 26**
2-VTPP-8-16	15 MAY 25
2-VTPP-8-17	15 MAY 25
2-VTPP-9-1	**14 MAY 26**
2-VTPP-9-2	**14 MAY 26**
2-VTPP-9-3	**14 MAY 26**
2-VTPP-9-4	**14 MAY 26**
2-VTPP-9-5	**14 MAY 26**
2-VTPP-9-6	**14 MAY 26**

PHRAE / PHRAE AIRPORT

2-VTCP-1-1	10 JUL 25
2-VTCP-1-2	21 MAR 24
2-VTCP-1-3	21 MAR 24
2-VTCP-1-4	21 MAR 24
2-VTCP-1-5	10 JUL 25
2-VTCP-1-6	**14 MAY 26**
2-VTCP-1-7	**14 MAY 26**
2-VTCP-1-8	**14 MAY 26**
2-VTCP-1-9	8 AUG 24
2-VTCP-1-10	10 JUL 25
2-VTCP-2-1	26 DEC 24
2-VTCP-6-1	10 JUL 25
2-VTCP-6-2	10 JUL 25
2-VTCP-6-3	26 DEC 24
2-VTCP-6-4	26 DEC 24
2-VTCP-8-1	26 DEC 24
2-VTCP-8-2	26 DEC 24
2-VTCP-8-3	26 DEC 24
2-VTCP-8-4	26 DEC 24
2-VTCP-8-5	26 DEC 24
2-VTCP-8-6	26 DEC 24
2-VTCP-8-7	26 DEC 24
2-VTCP-8-8	26 DEC 24

PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT

2-VTBP-1-1	10 JUL 25
2-VTBP-1-2	19 FEB 26
2-VTBP-1-3	22 JAN 26
2-VTBP-1-4	22 JAN 26
2-VTBP-1-5	12 SEP 19
2-VTBP-1-6	22 FEB 24

PRACHUAP KHIRI KHAN / HUA HIN AIRPORT

2-VTPH-1-1	7 OCT 21
2-VTPH-1-2	22 FEB 24
2-VTPH-1-3	13 JUN 24
2-VTPH-1-4	13 JUN 24
2-VTPH-1-5	13 JUN 24
2-VTPH-1-6	17 APR 25
2-VTPH-1-7	**14 MAY 26**
2-VTPH-1-8	10 JUL 25
2-VTPH-1-9	**14 MAY 26**
2-VTPH-1-10	15 MAY 25
2-VTPH-1-11	10 JUL 25
2-VTPH-2-1	18 JUL 19
2-VTPH-8-1	10 JUL 25
2-VTPH-8-3	10 JUL 25
2-VTPH-8-4	10 JUL 25
2-VTPH-8-5	12 AUG 21
2-VTPH-8-6	12 AUG 21
2-VTPH-9-1	27 FEB 20
2-VTPH-9-2	27 FEB 20
2-VTPH-9-3	27 FEB 20
2-VTPH-9-4	27 FEB 20
2-VTPH-9-5	27 FEB 20
2-VTPH-9-6	27 FEB 20
2-VTPH-9-7	27 FEB 20
2-VTPH-9-8	27 FEB 20
2-VTPH-9-9	27 FEB 20
2-VTPH-9-10	27 FEB 20
2-VTPH-9-11	27 FEB 20
2-VTPH-9-12	27 FEB 20

RANONG / RANONG AIRPORT

2-VTSR-1-1	19 FEB 26
2-VTSR-1-2	7 OCT 21
2-VTSR-1-3	**14 MAY 26**
2-VTSR-1-4	7 OCT 21
2-VTSR-1-5	**14 MAY 26**
2-VTSR-1-6	**14 MAY 26**
2-VTSR-1-7	10 JUL 25
2-VTSR-2-1	18 JUL 19
2-VTSR-6-1	20 MAY 21
2-VTSR-6-2	20 MAY 21
2-VTSR-6-3	20 MAY 21
2-VTSR-6-4	20 MAY 21
2-VTSR-6-5	20 MAY 21
2-VTSR-6-6	20 MAY 21
2-VTSR-6-7	20 MAY 21
2-VTSR-6-8	20 MAY 21
2-VTSR-8-1	10 JUL 25
2-VTSR-8-2	10 JUL 25
2-VTSR-8-3	10 JUL 25
2-VTSR-8-4	10 JUL 25
2-VTSR-8-5	10 JUL 25
2-VTSR-8-6	10 JUL 25

Page	Date
2-VTSR-8-7	2 NOV 23
2-VTSR-8-8	2 NOV 23

ROI ET / ROI ET AIRPORT

2-VTUV-1-1	16 APR 26
2-VTUV-1-2	7 AUG 25
2-VTUV-1-3	7 AUG 25
2-VTUV-1-4	7 AUG 25
2-VTUV-1-5	7 AUG 25
2-VTUV-1-6	7 AUG 25
2-VTUV-1-7	**14 MAY 26**
2-VTUV-1-8	7 AUG 25
2-VTUV-1-9	27 NOV 25
2-VTUV-2-1	27 NOV 25
2-VTUV-6-1	21 APR 22
2-VTUV-6-2	16 JUL 20
2-VTUV-6-3	16 JUL 20
2-VTUV-6-5	21 APR 22
2-VTUV-6-6	16 JUL 20
2-VTUV-6-7	16 JUL 20
2-VTUV-8-1	21 APR 22
2-VTUV-8-2	15 MAY 25
2-VTUV-8-3	21 APR 22
2-VTUV-8-4	15 MAY 25
2-VTUV-8-5	21 APR 22
2-VTUV-8-6	15 MAY 25
2-VTUV-8-7	21 APR 22
2-VTUV-8-8	16 JUL 20
2-VTUV-8-9	15 MAY 25
2-VTUV-8-10	16 JUL 20
2-VTUV-8-11	21 APR 22
2-VTUV-8-12	20 MAY 21
2-VTUV-8-13	20 MAY 21
2-VTUV-8-15	21 APR 22
2-VTUV-8-16	20 MAY 21
2-VTUV-8-17	20 MAY 21
2-VTUV-9-1	21 APR 22
2-VTUV-9-2	21 APR 22
2-VTUV-9-3	21 APR 22
2-VTUV-9-4	21 APR 22

SA KAEO / WATTHANA NAKHON AIRPORT

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

SAKON NAKHON / SAKON NAKHON AIRPORT

2-VTUI-1-1	8 SEP 22
2-VTUI-1-2	7 OCT 21
2-VTUI-1-3	31 OCT 24
2-VTUI-1-4	15 JUN 23
2-VTUI-1-5	15 JUN 23
2-VTUI-1-6	15 JUN 23
2-VTUI-1-7	10 JUL 25
2-VTUI-1-8	15 MAY 25
2-VTUI-1-9	**14 MAY 26**
2-VTUI-1-10	30 NOV 23
2-VTUI-1-11	25 DEC 25
2-VTUI-2-1	31 OCT 24
2-VTUI-8-1	25 DEC 25
2-VTUI-8-2	15 MAY 25
2-VTUI-8-3	25 DEC 25
2-VTUI-8-4	15 MAY 25
2-VTUI-8-5	25 DEC 25
2-VTUI-8-6	15 MAY 25
2-VTUI-8-7	25 DEC 25
2-VTUI-8-8	15 MAY 25
2-VTUI-8-9	25 DEC 25
2-VTUI-8-10	28 JAN 21
2-VTUI-8-11	25 DEC 25
2-VTUI-8-12	28 JAN 21

SONGKHLA / SONGKHLA AIRPORT

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

SUKHOTHAI / SUKHOTHAI AIRPORT

2-VTPO-1-1	19 FEB 26
2-VTPO-1-2	19 FEB 26
2-VTPO-1-3	19 FEB 26
2-VTPO-1-4	19 FEB 26
2-VTPO-1-5	19 FEB 26
2-VTPO-1-6	**14 MAY 26**
2-VTPO-1-7	**14 MAY 26**
2-VTPO-1-8	**14 MAY 26**
2-VTPO-2-1	19 FEB 26
2-VTPO-2-3	**14 MAY 26**
2-VTPO-3-1	25 DEC 25
2-VTPO-6-1	**14 MAY 26**
2-VTPO-6-2	19 FEB 26
2-VTPO-6-3	**14 MAY 26**
2-VTPO-6-4	19 FEB 26
2-VTPO-8-1	19 FEB 26
2-VTPO-8-3	**14 MAY 26**
2-VTPO-8-4	19 FEB 26
2-VTPO-8-5	19 FEB 26
2-VTPO-8-7	**14 MAY 26**
2-VTPO-8-8	19 FEB 26
2-VTPO-8-9	**14 MAY 26**
2-VTPO-8-10	19 FEB 26

SURAT THANI / SURAT THANI AIRPORT

2-VTSB-1-1	**14 MAY 26**
2-VTSB-1-2	2 OCT 25
2-VTSB-1-3	7 AUG 25
2-VTSB-1-4	7 AUG 25
2-VTSB-1-5	10 JUL 25
2-VTSB-1-6	**14 MAY 26**
2-VTSB-1-7	7 AUG 25
2-VTSB-1-8	16 APR 26
2-VTSB-1-9	16 APR 26
2-VTSB-2-1	2 OCT 25
2-VTSB-3-1	2 OCT 25
2-VTSB-6-1	16 APR 26
2-VTSB-6-2	16 APR 26
2-VTSB-6-3	18 JUL 19
2-VTSB-6-5	16 APR 26
2-VTSB-6-6	16 APR 26
2-VTSB-6-7	16 APR 26
2-VTSB-6-8	18 JUL 19
2-VTSB-7-1	16 APR 26
2-VTSB-7-2	16 APR 26
2-VTSB-7-3	18 JUL 19
2-VTSB-7-5	16 APR 26
2-VTSB-7-6	16 APR 26
2-VTSB-7-7	16 APR 26
2-VTSB-7-8	18 JUL 19
2-VTSB-8-1	16 APR 26
2-VTSB-8-2	16 APR 26
2-VTSB-8-3	10 JUL 25
2-VTSB-8-5	16 APR 26
2-VTSB-8-6	16 APR 26
2-VTSB-8-7	16 APR 26
2-VTSB-8-8	16 APR 26
2-VTSB-9-1	31 OCT 24

SURAT THANI / SAMUI AIRPORT

2-VTSM-1-1	19 FEB 26
2-VTSM-1-2	19 FEB 26
2-VTSM-1-3	19 FEB 26
2-VTSM-1-4	19 FEB 26
2-VTSM-1-5	19 FEB 26
2-VTSM-1-6	19 FEB 26
2-VTSM-1-7	19 FEB 26
2-VTSM-1-8	**14 MAY 26**
2-VTSM-1-9	19 FEB 26
2-VTSM-1-10	19 FEB 26
2-VTSM-1-11	19 FEB 26
2-VTSM-1-12	19 MAR 26
2-VTSM-2-1	19 FEB 26
2-VTSM-2-3	2 OCT 25
2-VTSM-2-5	19 FEB 26
2-VTSM-3-1	2 OCT 25
2-VTSM-6-1	19 MAR 26
2-VTSM-6-2	19 MAR 26
2-VTSM-6-3	18 JUN 20
2-VTSM-6-5	19 MAR 26
2-VTSM-6-6	19 MAR 26
2-VTSM-6-7	18 JUN 20
2-VTSM-8-1	19 MAR 26
2-VTSM-8-2	10 JUL 25
2-VTSM-8-3	19 MAR 26
2-VTSM-8-4	10 JUL 25
2-VTSM-8-5	19 MAR 26
2-VTSM-8-6	10 JUL 25
2-VTSM-8-7	19 MAR 26
2-VTSM-8-8	10 JUL 25
2-VTSM-8-9	19 MAR 26
2-VTSM-8-10	19 MAR 26
2-VTSM-8-11	15 JUL 21
2-VTSM-8-13	19 MAR 26
2-VTSM-8-14	19 MAR 26
2-VTSM-8-15	15 JUL 21
2-VTSM-8-17	19 MAR 26
2-VTSM-8-18	19 MAR 26
2-VTSM-8-19	15 JUL 21
2-VTSM-8-21	19 MAR 26
2-VTSM-8-22	19 MAR 26
2-VTSM-8-23	15 JUL 21

TAK / TAK AIRPORT

2-VTPT-1-1	22 JAN 26
2-VTPT-1-2	22 JAN 26
2-VTPT-1-3	2 OCT 25
2-VTPT-1-4	2 OCT 25
2-VTPT-1-5	**14 MAY 26**
2-VTPT-1-6	22 JAN 26
2-VTPT-2-1	18 JUL 19
2-VTPT-6-1	10 JUL 25
2-VTPT-7-1	10 JUL 25
2-VTPT-8-1	22 JAN 26
2-VTPT-9-1	10 JUL 25

TAK / MAE SOT AIRPORT

2-VTPM-1-1	7 AUG 25
2-VTPM-1-2	26 JAN 23
2-VTPM-1-3	26 JAN 23
2-VTPM-1-4	26 JAN 23
2-VTPM-1-5	4 SEP 25
2-VTPM-1-6	26 JAN 23
2-VTPM-1-7	**14 MAY 26**
2-VTPM-1-8	**14 MAY 26**
2-VTPM-1-9	26 DEC 24

Page	Date
2-VTPM-1-10	26 DEC 24
2-VTPM-2-1	1 DEC 22
2-VTPM-2-2	1 DEC 22
2-VTPM-2-3	26 JAN 23
2-VTPM-2-4	1 DEC 22
2-VTPM-2-5	1 DEC 22
2-VTPM-2-6	1 DEC 22
2-VTPM-3-1	1 DEC 22
2-VTPM-6-1	26 DEC 24
2-VTPM-6-2	26 DEC 24
2-VTPM-7-1	26 DEC 24
2-VTPM-7-2	26 DEC 24
2-VTPM-8-1	26 DEC 24
2-VTPM-8-2	26 DEC 24
2-VTPM-8-3	26 DEC 24
2-VTPM-8-4	26 DEC 24

TRANG / TRANG AIRPORT

2-VTST-1-1	**14 MAY 26**
2-VTST-1-2	30 OCT 25
2-VTST-1-3	30 OCT 25
2-VTST-1-4	30 OCT 25
2-VTST-1-5	**14 MAY 26**
2-VTST-1-6	**14 MAY 26**
2-VTST-1-7	**14 MAY 26**
2-VTST-2-1	**14 MAY 26**
2-VTST-2-3	**14 MAY 26**
2-VTST-8-1	10 JUL 25
2-VTST-8-2	18 JUL 19
2-VTST-8-3	10 JUL 25
2-VTST-8-4	18 JUL 19
2-VTST-8-5	15 JUN 23
2-VTST-8-6	3 DEC 20

TRAT (KHAO SMING) / TRAT AIRPORT

2-VTBO-1-1	19 FEB 26
2-VTBO-1-2	27 NOV 25
2-VTBO-1-3	19 FEB 26
2-VTBO-1-4	19 FEB 26
2-VTBO-1-5	25 DEC 25
2-VTBO-1-6	**14 MAY 26**
2-VTBO-1-7	19 FEB 26
2-VTBO-2-1	19 FEB 26
2-VTBO-3-1	17 APR 25
2-VTBO-6-1	17 APR 25
2-VTBO-7-1	17 APR 25
2-VTBO-8-1	19 FEB 26
2-VTBO-8-2	19 FEB 26
2-VTBO-9-1	17 APR 25

UBON RATCHATHANI / UBON RATCHATHANI AIRPORT

2-VTUU-1-1	10 JUL 25
2-VTUU-1-2	22 JAN 26
2-VTUU-1-3	10 JUL 25
2-VTUU-1-4	13 JUN 24
2-VTUU-1-5	13 JUN 24
2-VTUU-1-6	10 JUL 25
2-VTUU-1-7	10 JUL 25
2-VTUU-1-8	28 NOV 24
2-VTUU-1-9	4 SEP 25
2-VTUU-1-10	**14 MAY 26**
2-VTUU-1-11	13 JUN 24
2-VTUU-1-12	13 JUN 24
2-VTUU-1-13	25 DEC 25
2-VTUU-2-1	10 JUL 25
2-VTUU-2-3	10 JUL 25
2-VTUU-2-5	10 JUL 25
2-VTUU-6-1	7 AUG 25
2-VTUU-6-2	10 JUL 25
2-VTUU-6-3	7 AUG 25
2-VTUU-6-4	10 JUL 25
2-VTUU-7-1	4 SEP 25
2-VTUU-7-2	10 JUL 25
2-VTUU-7-3	7 AUG 25
2-VTUU-7-4	10 JUL 25
2-VTUU-8-1	7 AUG 25
2-VTUU-8-2	10 JUL 25
2-VTUU-8-3	7 AUG 25
2-VTUU-8-4	10 JUL 25
2-VTUU-8-5	25 DEC 25
2-VTUU-8-6	25 DEC 25
2-VTUU-8-7	25 DEC 25
2-VTUU-8-8	25 DEC 25
2-VTUU-8-9	25 DEC 25
2-VTUU-8-11	7 AUG 25
2-VTUU-8-12	10 JUL 25
2-VTUU-8-13	7 AUG 25
2-VTUU-8-14	10 JUL 25

UDON THANI / UDON THANI AIRPORT

2-VTUD-1-1	7 AUG 25
2-VTUD-1-2	25 JAN 24
2-VTUD-1-3	16 APR 26
2-VTUD-1-4	13 JUL 23
2-VTUD-1-5	13 JUL 23
2-VTUD-1-6	13 JUL 23
2-VTUD-1-7	13 JUL 23
2-VTUD-1-8	7 AUG 25
2-VTUD-1-9	15 MAY 25
2-VTUD-1-10	**14 MAY 26**
2-VTUD-1-11	**14 MAY 26**
2-VTUD-1-12	16 APR 26
2-VTUD-1-13	15 MAY 25
2-VTUD-2-1	21 APR 22
2-VTUD-2-3	13 JUN 24
2-VTUD-6-1	21 APR 22
2-VTUD-6-2	28 JAN 21
2-VTUD-6-3	28 JAN 21
2-VTUD-6-5	21 APR 22
2-VTUD-6-6	28 JAN 21
2-VTUD-6-7	28 JAN 21
2-VTUD-7-1	21 APR 22
2-VTUD-7-2	28 JAN 21
2-VTUD-7-3	28 JAN 21
2-VTUD-7-5	21 APR 22
2-VTUD-7-6	28 JAN 21
2-VTUD-7-7	28 JAN 21
2-VTUD-8-1	15 MAY 25
2-VTUD-8-2	15 MAY 25
2-VTUD-8-3	11 JUL 24
2-VTUD-8-4	15 MAY 25
2-VTUD-8-5	11 JUL 24
2-VTUD-8-6	15 MAY 25
2-VTUD-8-7	25 MAR 21
2-VTUD-8-8	25 MAR 21
2-VTUD-8-9	15 MAY 25
2-VTUD-8-11	25 MAR 21
2-VTUD-8-12	25 MAR 21
2-VTUD-8-13	25 MAR 21
2-VTUD-8-14	25 MAR 21

YALA/BETONG AIRPORT

2-VTSY-1-1	**14 MAY 26**
2-VTSY-1-2	**14 MAY 26**
2-VTSY-1-3	**14 MAY 26**
2-VTSY-1-4	17 APR 25
2-VTSY-1-5	**14 MAY 26**
2-VTSY-1-6	**14 MAY 26**
2-VTSY-1-7	**14 MAY 26**
2-VTSY-1-8	**14 MAY 26**
2-VTSY-2-1	30 OCT 25
2-VTSY-3-1	30 OCT 25
2-VTSY-3-3	30 OCT 25
2-VTSY-6-1	**14 MAY 26**
2-VTSY-6-2	**14 MAY 26**
2-VTSY-6-3	**14 MAY 26**
2-VTSY-6-4	**14 MAY 26**
2-VTSY-8-1	**14 MAY 26**
2-VTSY-8-2	**14 MAY 26**
2-VTSY-8-3	**14 MAY 26**
2-VTSY-8-4	**14 MAY 26**

KHON-KAEN / NAM PHONG

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

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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-VTUO-2-1	In AIP	21 MAR 2024
		Chumphon	AD 2-VTSE-2-1	In AIP	14 MAY 2026
		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	16 APR 2026
		Loei	AD 2-VTUL-2-1	In AIP	14 MAY 2026
		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	14 MAY 2026
		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-VTUO-2-3	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-3	In AIP	14 MAY 2026
		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	14 MAY 2026
		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-VTUO-2-5	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-5	In AIP	14 MAY 2026
		Lampang	AD 2-VTCL-2-5	In AIP	30 OCT 2025
		Nakhon Si Thammarat	AD 2-VTSF-2-5	In AIP	7 AUG 2025
	1 : 10,000	**Sukhothai**	AD 2-VTPO-2-3	In AIP	14 MAY 2026
	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-VTUO-3-1	in AIP	29 DEC 2022
		Chumphon			
	1 : 20,000	RWY 06/24	AD 2-VTSE-3-1	In AIP	14 MAY 2026
		Krabi			
	1 : 2,000	RWY 14/32	AD 2-VTSG-3-1	In AIP	2 OCT 2025
		Nakhon Si Thammarat			
	1 : 2,000	RWY 01/19	AD 2-VTSF-3-1	In AIP	7 AUG 2025
		Sukhothai			
	1 : 15,000	RWY 18/36	AD 2-VTPO-3-1	In AIP	25 DEC 2025
		Surat Thani			
	1 : 2,000	RWY 04/22	AD 2-VTSB-3-1	In AIP	2 OCT 2025
		Samui			
	1 : 15,000	RWY 17/35	AD 2-VTSM-3-1	In AIP	2 OCT 2025
		Betong			
	1 : 20,000	RWY 07/25	AD 2-VTSY-3-1	In AIP	30 OCT 2025
		Mae Sot			
	1 : 20,000	RWY 09/27	AD 2-VTPM-3-1	In AIP	1 DEC 2022

5.5 Aerodrome Obstacle Chart - ICAO Type B

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

5.6 Precision Approach Terrain Chart - ICAO

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

5.7 Area Chart - ICAO

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

5.8 Standard Departure Chart - Instrument (SID) - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		**Don Mueang Intl**			
		RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C	AD 2-VTBD-6-1	In AIP	14 MAY 2026
		RNAV RWY21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	AD 2-VTBD-6-9	In AIP	14 MAY 2026
		RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A	AD 2-VTBD-6-15	In AIP	14 MAY 2026
		RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	AD 2-VTBD-6-23	In AIP	14 MAY 2026
		RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B	AD 2-VTBD-6-29	In AIP	14 MAY 2026
		RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	AD 2-VTBD-6-35	In AIP	14 MAY 2026
		RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D	AD 2-VTBD-6-43	In AIP	14 MAY 2026

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		RNAV RWY 03R - BONVO1D DOS-BU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	AD 2-VTBD-6-49	In AIP	14 MAY 2026
		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	14 MAY 2026
	1 : 750,000	RNAV RWY 18 - KABMU2S MONLO2S	AD 2-VTCC-6-11	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S	AD 2-VTCC-6-13	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 18 - LAMUN2W VISES2W	AD 2-VTCC-6-17	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N	AD 2-VTCC-6-19	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C	AD 2-VTCC-6-23	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - LAMUN2N VISES2N	AD 2-VTCC-6-27	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - ADLUS2N	AD 2-VTCC-6-29	In AIP	14 MAY 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	14 MAY 2026
	1 : 750,000	RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B	AD 2-VTCT-6-3	In AIP	14 MAY 2026
		Phuket			
	1 : 800,000	RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A	AD 2-VTSP-6-1	In AIP	16 APR 2026
	1 : 800,000	RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B	AD 2-VTSP-6-5	In AIP	16 APR 2026
		Suvarnabhumi Intl			
		RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUN-LI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K	AD 2-VTBS-6-1	In AIP	14 MAY 2026
		RNAV RWY 02L - ALBOS1F BON-VO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEM-BO2F TARED1F UKERA1F UGUVO1F VANKO1F	AD 2-VTBS-6-15	In AIP	14 MAY 2026

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		RNAV RWY 02R - ALBOS1H BONVO1H 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	14 MAY 2026
		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	14 MAY 2026
		RNAV RWY 20L - ALBOS1G BONVO1G 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	14 MAY 2026
		RNAV RWY 20R - ALBOS1E BONVO1E 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	14 MAY 2026
		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	14 MAY 2026
		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	14 MAY 2026
		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	14 MAY 2026
		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	14 MAY 2026
		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	14 MAY 2026

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	14 MAY 2026
		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	14 MAY 2026
	1 : 600,000	RNAV RWY26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PAD-PA1C PIMER1C TAXEB1C	AD 2-VTSS-6-5	In AIP	14 MAY 2026
		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	16 APR 2026
	1 : 500,000	RWY 32 - SURAT2G TRANG2C PHUKET2E	AD 2-VTSG-6-3	In AIP	16 APR 2026
	1 : 600,000	RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G	AD 2-VTSG-6-5	In AIP	16 APR 2026
	1 : 600,000	RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F	AD 2-VTSG-6-7	In AIP	16 APR 2026
		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	14 MAY 2026
	1 : 500,000	RNAV RWY 20 - ERVES1B NUBKA1B	AD 2VTSC-6-3	In AIP	14 MAY 2026
		Phitsanulok			
	1 : 700,000	RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBLI1A PIBIK1A POLOB1A REMER1A	AD 2-VTPP-6-1	In AIP	14 MAY 2026
	1 : 700,000	RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBLI1B PIBIK1B POLOB1B REMER1B	AD 2-VTPP-6-5	In AIP	14 MAY 2026
		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 - PEBLI1C TOPAS1C	AD 2-VTPO-6-1	In AIP	14 MAY 2026
	1 : 700,000	RNAV RWY 36 - PEBLI1D TOPAS1D	AD 2-VTPO-6-3	In AIP	14 MAY 2026
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1D EMVEL1D IDNAR1D LAMUL1D NIXET1D SEGRA1D TAVAT1D TOGIM1D	AD 2-VTSB-6-1	In AIP	16 APR 2026
	1 : 500,000	RNAV RWY 22 - ADLAL1C EMVEL1C IDNAR1C LAMUL1C NIXET1C NIXET1X SEGRA1C TAVAT1C TOGIM1C	AD 2-VTSB-6-5	In AIP	16 APR 2026
		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 SUR-GU1B TERCO1B	AD 2-VTUD-6-1	In AIP	21 APR 2022
	1 : 500,000	RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SUR-GU1D 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	14 MAY 2026
	1 : 500,000	RNAV RWY 25 - ERVES1B PETAC1B	AD 2-VTSY-6-3	In AIP	14 MAY 2026

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	14 MAY 2026
		RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B	AD 2-VTBD-7-9	In AIP	14 MAY 2026
		Chiang Mai Intl			
	1 : 750,000	RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B	AD 2-VTCC-7-1	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 18 - ADLUS2X LAMUN2X VISES2X	AD 2-VTCC-7-7	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - ENBAT2A MARNI2A PANTA2A PUMAM2A	AD 2-VTCC-7-11	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A	AD 2-VTCC-7-15	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - LAMUN2A VISES2A	AD 2-VTCC-7-19	In AIP	14 MAY 2026
		Phuket Intl			
	1 : 800,000	RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C	AD 2-VTSP-7-1	In AIP	16 APR 2026
	1 : 800,000	RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D	AD 2-VTSP-7-7	In AIP	16 APR 2026
		Suvarnabhumi Intl			
		RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D	AD 2-VTBS-7-1	In AIP	14 MAY 2026
		RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C	AD 2-VTBS-7-11	In AIP	14 MAY 2026
		Hat Yai Intl			
	1 : 600,000	RNAV RWY08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B	AD 2-VTSS-7-1	In AIP	14 MAY 2026
	1 : 600,000	RNAV RWY26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A	AD 2-VTSS-7-5	In AIP	14 MAY 2026
		Krabi			
	1 : 600,000	RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E	AD 2-VTSG-7-1	In AIP	16 APR 2026

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Arrival Chart - Instrument (STAR) - ICAO		**Lampang**			
	1 : 500,000	RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B	AD 2-VTCL-7-1	In AIP	20 FEB 2025
	1 : 500,000	RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A	AD 2-VTCL-7-5	In AIP	20 FEB 2025
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1B EMVEL1B IDNAR1B IKERA1B LAMUL1B SEGRA1B TAVAT1B TOGIM1B	AD 2-VTSB-7-1	In AIP	16 APR 2026
	1 : 500,000	RNAV RWY 22 - ADLAL1A EMVEL1A IDNAR1A IKERA1A LAMUL1A SEGRA1A TAVAT1A TOGIM1A	AD 2-VTSB-7-5	In AIP	16 APR 2026
		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	14 MAY 2026
	1 : 500,000	VOR RWY 21R	AD 2-VTBD-8-3	In AIP	14 MAY 2026
	1 : 500,000	VOR RWY 03R	AD 2-VTBD-8-5	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC y RWY 03L	AD 2-VTBD-8-7	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC y RWY 21L	AD 2-VTBD-8-9	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC y RWY 21R CAT II	AD 2-VTBD-8-11	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 21L	AD 2-VTBD-8-13	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 21R CAT II	AD 2-VTBD-8-17	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 03L	AD 2-VTBD-8-21	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 21L	AD 2-VTBD-8-25	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 21R	AD 2-VTBD-8-27	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 03L	AD 2-VTBD-8-29	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 03R	AD 2-VTBD-8-31	In AIP	14 MAY 2026
		Chiang Mai Intl			
	1 : 500,000	VOR a RWY 18	AD 2-VTCC-8-1	In AIP	14 MAY 2026
	1 : 500,000	VOR RWY 36	AD 2-VTCC-8-3	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTCC-8-5	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 36	AD 2-VTCC-8-7	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 18	AD 2-VTCC-8-11	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 36	AD 2-VTCC-8-13	In AIP	14 MAY 2026
		Mae Fah Luang-Chiang Rai Intl			
	1 : 550,000	VOR RWY 03	AD 2-VTCT-8-1	In AIP	14 MAY 2026
	1 : 550,000	VOR RWY 21	AD 2-VTCT-8-3	In AIP	14 MAY 2026
	1 : 550,000	ILS or LOC y RWY 03	AD 2-VTCT-8-5	In AIP	14 MAY 2026
	1 : 750,000	ILS or LOC z RWY 03	AD 2-VTCT-8-7	In AIP	14 MAY 2026
	1 : 750,000	RNP RWY 03	AD 2-VTCT-8-11	In AIP	14 MAY 2026
	1 : 750,000	RNP RWY 21	AD 2-VTCT-8-13	In AIP	14 MAY 2026
		Phuket Intl			
	1 : 600,000	VOR Y RWY 09	AD 2-VTSP-8-1	In AIP	16 APR 2026
	1 : 600,000	VOR Y RWY 27	AD 2-VTSP-8-3	In AIP	16 APR 2026
	1 : 700,000	VOR Z RWY 09	AD 2-VTSP-8-5	In AIP	16 APR 2026
	1 : 500,000	VOR Z RWY 27	AD 2-VTSP-8-7	In AIP	16 APR 2026
	1 : 500,000	ILS or LLZ RWY 27	AD 2-VTSP-8-9	In AIP	16 APR 2026
	1 : 500,000	RNP z RWY 09	AD 2-VTSP-8-11	In AIP	16 APR 2026
	1 : 500,000	RNP z RWY 27	AD 2-VTSP-8-13	In AIP	16 APR 2026
	1 : 500,000	RNP y RWY 09 (AR)	AD 2-VTSP-8-15	In AIP	16 APR 2026

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	16 APR 2026
		Suvarnabhumi Intl			
	1 : 500,000	ILS or LOC z RWY 01 CAT II	AD 2-VTBS-8-1	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 02R CAT II	AD 2-VTBS-8-5	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 19 CAT II	AD 2-VTBS-8-9	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 20L CAT II	AD 2-VTBS-8-13	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 01	AD 2-VTBS-8-17	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 02L	AD 2-VTBS-8-19	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 02R	AD 2-VTBS-8-21	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 19	AD 2-VTBS-8-23	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 20L	AD 2-VTBS-8-25	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 20R	AD 2-VTBS-8-27	In AIP	14 MAY 2026
		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	14 MAY 2026
	1 : 500,000	VOR RWY 26	AD 2-VTSS-8-3	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC y RWY 26	AD 2-VTSS-8-5	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 26	AD 2-VTSS-8-7	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 08	AD 2-VTSS-8-9	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 26	AD 2-VTSS-8-11	In AIP	14 MAY 2026
		Buri Ram			
	1 : 500,000	NDB RWY 04	AD 2-VTUO-8-1	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 04	AD 2-VTUO-8-3	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 22	AD 2-VTUO-8-5	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 04	AD 2-VTUO-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 22	AD 2-VTUO-8-10	In AIP	26 DEC 2024

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		Chumphon			
	1 : 500,000	NDB RWY 06	AD 2-VTSE-8-1	In AIP	14 MAY 2026
	1 : 500,000	NDB RWY 24	AD 2-VTSE-8-3	In AIP	14 MAY 2026
	1 : 500,000	VOR RWY 06	AD 2-VTSE-8-5	In AIP	14 MAY 2026
	1 : 500,000	VOR RWY 24	AD 2-VTSE-8-7	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC y RWY 24	AD 2-VTSE-8-9	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 24	AD 2-VTSE-8-11	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 06	AD 2-VTSE-8-15	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 24	AD 2-VTSE-8-17	In AIP	14 MAY 2026
		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	16 APR 2026
	1 : 400,000	LOC RWY 32	AD 2-VTSG-8-3	In AIP	16 APR 2026
Instrument Approach Chart - ICAO	1 : 400,000	ILS RWY 32	AD 2-VTSG-8-5	In AIP	16 APR 2026
	1 : 400,000	RNP RWY 32	AD 2-VTSG-8-7	In AIP	16 APR 2026
		Lampang			
	1 : 500,000	VOR RWY 18	AD 2-VTCL-8-1	In AIP	20 FEB 2025
	1 : 500,000	VOR RWY 36	AD 2-VTCL-8-3	In AIP	20 FEB 2025
	1 : 500,000	LOC y RWY 36	AD 2-VTCL-8-5	In AIP	20 FEB 2025
	1 : 500,000	LOC z RWY 36	AD 2-VTCL-8-7	In AIP	20 FEB 2025
	1 : 500,000	RNP RWY 18	AD 2-VTCL-8-11	In AIP	20 FEB 2025
	1 : 500,000	RNP RWY 36	AD 2-VTCL-8-15	In AIP	20 FEB 2025
		Loei			
	1 : 500,000	VOR RWY 19	AD 2-VTUL-8-1	In AIP	20 MAY 2021
	1 : 500,000	RNP RWY 19	AD 2-VTUL-8-3	In AIP	26 DEC 2024
		Lop Buri			
	1 : 300,000	ILS or LOC RWY 05 CAT A, B	AD 2-VTBL-8-1	In AIP	17 APR 2025
		Mae Hong Son			
	1 : 500,000	RNP a RWY 11	AD 2-VTCH-8-1	In AIP	20 FEB 2025
		Nakhon Phanom			
	1 : 400,000	VOR RWY 15	AD 2-VTUW-8-1	In AIP	25 DEC 2025
	1 : 400,000	VOR RWY 33	AD 2-VTUW-8-3	In AIP	25 DEC 2025
	1 : 400,000	ILS or LOC RWY 15	AD 2-VTUW-8-5	In AIP	25 DEC 2025

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO	1 : 400,000	RNP RWY 15	AD 2-VTUW-8-7	In AIP	25 DEC 2025
	1 : 400,000	RNP RWY 33	AD 2-VTUW-8-9	In AIP	25 DEC 2025
		Nakhon Ratchasima			
	1 : 500,000	VOR/DME RWY 06	AD 2-VTUQ-8-1	In AIP	15 MAY 2025
	1 : 500,000	VOR/DME RWY 24	AD 2-VTUQ-8-3	In AIP	27 NOV 2025
	1 : 500,000	ILS/DME RWY 06	AD 2-VTUQ-8-5	In AIP	15 MAY 2025
	1 : 500,000	LLZ/DME RWY 06	AD 2-VTUQ-8-7	In AIP	15 MAY 2025
	1 : 400,000	RNP RWY 06	AD 2-VTUQ-8-9	In AIP	21 APR 2022
	1 : 400,000	RNP RWY 24	AD 2-VTUQ-8-11	In AIP	21 APR 2022
		Khorat			
	1 : 400,000	ILS or LOC RWY 24	AD 2-VTUN-8-1	In AIP	23 APR 2020
		Takhli			
	1 : 500,000	ILS or LOC y RWY 18	AD 2-VTPI-8-1	In AIP	7 NOV 2019
	1 : 500,000	ILS or LOC z RWY 18	AD 2-VTPI-8-5	In AIP	7 NOV 2019
	1 : 500,000	RNAV (GNSS) RWY 18	AD 2-VTPI-8-7	In AIP	5 DEC 2019
	1 : 500,000	RNAV (GNSS) RWY 36	AD 2-VTPI-8-9	In AIP	5 DEC 2019
		Nakhon Si Thammarat			
	1 : 500,000	VOR RWY 01	AD 2-VTSF-8-1	In AIP	10 JUL 2025
	1 : 500,000	VOR y RWY 19	AD 2-VTSF-8-3	In AIP	10 JUL 2025
	1 : 500,000	VOR z RWY 19	AD 2-VTSF-8-5	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC y RWY 19	AD 2-VTSF-8-7	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC z RWY 19	AD 2-VTSF-8-9	In AIP	10 JUL 2025
		RNP RWY 01	AD 2-VTSF-8-11	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 19	AD 2-VTSF-8-13	In AIP	15 JUL 2021
		Nan Nakhon			
	1 : 500,000	NDB RWY 02 CAT C, D	AD 2-VTCN-8-1	In AIP	26 DEC 2024
	1 : 500,000	VOR RWY 02	AD 2-VTCN-8-3	In AIP	26 DEC 2024
	1 : 500,000	VOR RWY 20	AD 2-VTCN-8-5	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 02	AD 2-VTCN-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 20	AD 2-VTCN-8-9	In AIP	26 DEC 2024
		Narathiwat			
	1 : 500,000	VOR RWY 02	AD 2-VTSC-8-1	In AIP	14 MAY 2026
	1 : 500,000	VOR RWY 20	AD 2-VTSC-8-3	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC y RWY 02	AD 2-VTSC-8-5	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 02	AD 2-VTSC-8-7	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 02	AD 2-VTSC-8-11	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 20	AD 2-VTSC-8-13	In AIP	14 MAY 2026

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Pattani**			
	1 : 400,000	RNP RWY 08 CAT A, B	AD 2-VTSK-8-1	In AIP	14 MAY 2026
	1 : 400,000	RNP RWY 26 CAT A, B	AD 2-VTSK-8-3	In AIP	14 MAY 2026
		Phetchabun			
	1 : 500,000	VOR RWY 36	AD 2-VTPB-8-1	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTPB-8-3	In AIP	18 JUL 2019
	1 : 500,000	RNP RWY 18	AD 2-VTPB-8-5	In AIP	7 AUG 2025
	1 : 500,000	RNP RWY 36	AD 2-VTPB-8-7	In AIP	7 AUG 2025
		Phitsanulok			
	1 : 500,000	VOR RWY 14	AD 2-VTPP-8-1	In AIP	14 MAY 2026
	1 : 500,000	VOR RWY 32	AD 2-VTPP-8-3	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC y RWY 32	AD 2-VTPP-8-5	In AIP	14 MAY 2026
	1 : 700,000	ILS or LOC z RWY 32	AD 2-VTPP-8-7	In AIP	14 MAY 2026
	1 : 700,000	RNP RWY 14	AD 2-VTPP-8-11	In AIP	14 MAY 2026
	1 : 700,000	RNP RWY 32	AD 2-VTPP-8-15	In AIP	14 MAY 2026
		Phrae			
	1 : 600,000	VOR RWY 01	AD 2-VTCP-8-1	In AIP	26 DEC 2024
	1 : 600,000	VOR RWY 19	AD 2-VTCP-8-3	In AIP	26 DEC 2024
	1 : 600,000	RNP RWY 01	AD 2-VTCP-8-5	In AIP	26 DEC 2024
	1 : 600,000	RNP RWY 19	AD 2-VTCP-8-7	In AIP	26 DEC 2024
		Hua Hin			
	1 : 400,000	NDB RWY 16	AD 2-VTPH-8-1	In AIP	10 JUL 2025
	1 : 400,000	VOR RWY 16	AD 2-VTPH-8-3	In AIP	10 JUL 2025
	1 : 400,000	RNP RWY 16	AD 2-VTPH-8-5	In AIP	12 AUG 2021
		Ranong			
	1 : 500,000	VOR RWY 02	AD 2-VTSR-8-1	In AIP	10 JUL 2025
	1 : 500,000	ILS RWY 02	AD 2-VTSR-8-3	In AIP	10 JUL 2025
	1 : 500,000	LOC RWY 02	AD 2-VTSR-8-5	In AIP	10 JUL 2025
	1 : 500,000	RNP RWY 02	AD 2-VTSR-8-7	In AIP	2 NOV 2023
		Roi Et			
	1 : 500,000	VOR RWY 18	AD 2-VTUV-8-1	In AIP	21 APR 2022
	1 : 500,000	VOR RWY 36	AD 2-VTUV-8-3	In AIP	21 APR 2022
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTUV-8-5	In AIP	21 APR 2022
	1 : 500,000	ILS or LOC z RWY 36	AD 2-VTUV-8-7	In AIP	21 APR 2022
	1 : 500,000	RNP RWY 18	AD 2-VTUV-8-11	In AIP	21 APR 2022
	1 : 500,000	RNP RWY 36	AD 2-VTUV-8-15	In AIP	21 APR 2022

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		Sakon Nakhon			
	1 : 500,000	VOR RWY 05	AD 2-VTUI-8-1	In AIP	25 DEC 2025
	1 : 500,000	VOR RWY 23	AD 2-VTUI-8-3	In AIP	25 DEC 2025
	1 : 500,000	ILS RWY 23	AD 2-VTUI-8-5	In AIP	25 DEC 2025
	1 : 500,000	LOC RWY 23	AD 2-VTUI-8-7	In AIP	25 DEC 2025
	1 : 500,000	RNP RWY 05	AD 2-VTUI-8-9	In AIP	25 DEC 2025
	1 : 500,000	RNP RWY 23	AD 2-VTUI-8-11	In AIP	25 DEC 2025
		Sukhothai			
	1 : 500,000	NDB RWY 36	AD 2-VTPO-8-1	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTPO-8-3	In AIP	14 MAY 2026
	1 : 600,000	RNP RWY 18	AD 2-VTPO-8-7	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 36	AD 2-VTPO-8-9	In AIP	14 MAY 2026
		Surat Thani			
	1 : 500,000	ILS or LOC z RWY 22	AD 2-VTSB-8-1	In AIP	16 APR 2026
	1 : 500,000	RNP RWY 04	AD 2-VTSB-8-5	In AIP	16 APR 2026
	1 : 500,000	RNP RWY 22	AD 2-VTSB-8-7	In AIP	16 APR 2026
Instrument Approach Chart - ICAO		**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	14 MAY 2026
	1 : 500,000	RNP a	AD 2-VTSY-8-3	In AIP	14 MAY 2026

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	14 MAY 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

5.13 Other Charts

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
VFR Entry Procedure Chart		**Chumphon**			
	1 : 400,000	RWY 06/24	AD 2-VTSE-9-1	In AIP	14 MAY 2026
		Khon Kaen			
	1 : 500,000	RWY 03/21 (NORTH)	AD 2-VTUK-9-1	In AIP	13 AUG 2020
	1 : 500,000	RWY 03/21 (SOUTH)	AD 2-VTUK-9-3	In AIP	13 AUG 2020
		Phitsanulok			
	1 : 550,000	RWY 14/32	AD 2-VTPP-9-1	In AIP	14 MAY 2026
		Hua Hin			
	1 : 450,000	RWY 16/34	AD 2-VTPH-9-1	In AIP	27 FEB 2020
		Roi Et			
	1 : 600,000	RWY 18/36	AD 2-VTUV-9-1	In AIP	21 APR 2022
VFR Entry Procedure for Helicopter Chart		**Hua Hin**			
	1 : 450,000	RWY 16/34	AD 2-VTPH-9-3	In AIP	27 FEB 2020
VFR Exit Procedure Chart		**Chumphon**			
	1 : 400,000	RWY 06	AD 2-VTSE-9-3	In AIP	14 MAY 2026
	1 : 400,000	RWY 24	AD 2-VTSE-9-5	In AIP	14 MAY 2026
		Khon Kaen			
	1 : 500,000	RWY 03 (NORTH)	AD 2-VTUK-9-5	In AIP	13 AUG 2020
	1 : 500,000	RWY 03 (SOUTH)	AD 2-VTUK-9-7	In AIP	13 AUG 2020
	1 : 500,000	RWY 21 (NORTH)	AD 2-VTUK-9-9	In AIP	13 AUG 2020
	1 : 500,000	RWY 21 (SOUTH)	AD 2-VTUK-9-11	In AIP	13 AUG 2020
		Phitsanulok			
	1 : 550,000	RWY 14	AD 2-VTPP-9-3	In AIP	14 MAY 2026
	1 : 550,000	RWY 32	AD 2-VTPP-9-5	In AIP	14 MAY 2026
		Hua Hin			
	1 : 450,000	RWY 16	AD 2-VTPH-9-5	In AIP	27 FEB 2020
	1 : 450,000	RWY 34	AD 2-VTPH-9-7	In AIP	27 FEB 2020
		Roi Et			
	1 : 600,000	RWY 18/36	AD 2-VTUV-9-3	In AIP	21 APR 2022
VFR Exit Procedure for Helicopter Chart		**Hua Hin**			
	1 : 450,000	RWY 16	AD 2-VTPH-9-9	In AIP	27 FEB 2020
	1 : 450,000	RWY 34	AD 2-VTPH-9-11	In AIP	27 FEB 2020
VFR Entry and Exit Procedure for Light Aircraft Chart		**Don Mueang Intl**			
	1 : 750,000	RWY 21L/21R	AD 2-VTBD-9-1	In AIP	14 MAY 2026
	1 : 750,000	RWY 03L/03R	AD 2-VTBD-9-7	In AIP	14 MAY 2026
		Suvarnabhumi Intl			
	1 : 750,000	RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-1	In AIP	14 MAY 2026

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
VFR Entry and Exit Procedure for Helicopter Chart		**Don Mueang Intl**			
	1 : 750,000	RWY 21L/21R	AD 2-VTBD-9-15	In AIP	14 MAY 2026
	1 : 750,000	RWY 03L/03R	AD 2-VTBD-9-21	In AIP	14 MAY 2026
		Suvarnabhumi Intl			
	1 : 750,000	RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-7	In AIP	28 NOV 2024
VFR Overfly Procedure for Light Aircraft Chart		**Don Mueang Intl**			
	1 : 750,000	RWY 03L/03R 21L/21R	AD 2-VTBD-9-13	In AIP	14 MAY 2026
		Suvarnabhumi Intl			
	1 : 750,000	RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-5	In AIP	14 MAY 2026
VFR Overfly Procedure for Helicopter Chart		**Don Mueang Intl**			
	1 : 750,000	RWY 03L/03R 21L/21R	AD 2-VTBD-9-27	In AIP	28 NOV 2024
		Suvarnabhumi Intl			
	1 : 750,000	RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-11	In AIP	14 MAY 2026
Bird Concentrations		**Don Mueang Intl**	AD 2-VTBD-9-1	In AIP	16 MAY 2024
		Suvarnabhumi Intl	AD 2-VTBS-9-13	In AIP	15 MAY 2025

6. Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000

NIL

7. Topographical charts

NIL

8. Corrections to charts not contained in the AIP

NIL

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, AND CTA

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
BANGKOK FLIGHT INFORMATION REGION A point on the Thai border at 100010N then along the national border between Thailand and Myanmar/Laos/Cambodia to the coast then to 100007N 1021448E - 070000N 1030000E - 064500N 1024000E - 061500N 1021500E then westward along the national border between Thailand and Malaysia to 063008N 0992949E - 071508N 0975950E - 100007N 0962950E then eastward along 100010N to the Thai border. UNL GND	Bangkok ACC	Bangkok Control (English, Thai) H24		
WIDTH OF AIRWAYS **AIRWAYS WITHIN BANGKOK FIR** The lateral limits of airways commences from 5 NM either side of the centre line at the facility funnelling out on a 5 degrees (VOR) or 7.5 degrees (NDB) tolerance to a maximum width of 10 NM either side of the centre line. **AIRWAYS WITHIN BANGKOK AREA OF RESPONSIBILITY** The width of airways within Bangkok area of responsibility (AOR) is 50 NM CONTROL AREAS **ALFA CONTROL AREA** The airspace within a circle of 50 NM radius centred on 135452.0N1003620.0E. FL 460 FL 285 Class of airspace: A BELOW FL 285 ABOVE FL 160 Class of airspace: B **VFR FLIGHT IN ALFA CONTROL AREA** In order to avoid collision between aircraft in Control Area, all VFR aircraft before entering ALFA Control Area, must contact Bangkok Area Control by reporting position.	Bangkok ACC	Bangkok Control (English, Thai) H24		Excluding VTD16, VTD19 and VTD47

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
BANGKOK AREA CONTROL CENTRE SECTOR ORGANIZATION ***BANGKOK AREA CONTROL CENTRE IS DIVIDED INTO 12 SECTORS AS FOLLOWS:*** **SECTOR 1N** An area bounded by 162305N 0985437E - then clockwise along Bangkok/Yangon FIR boundary and Bangkok/Vientiane FIR boundary to 173357N 1010000E - 170000N 1004517E then along the clockwise arc of 30 NM radius centred on PSL DVOR/DME (164613N 1001729E) to 163202N 1004503E - 161748N 1004455E - 162305N 0985437E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	124.5 MHz 256.3 MHz 121.5 MHz/EMERG	
SECTOR 2N An area bounded by 161748N 1004455E - 163202N 1004503E then along the clockwise arc of 30 NM radius centred on PSL DVOR/DME (164613N 1001729E) to 170000N 1004517E - 173357N 1010000E then clockwise along Bangkok/Vientiane FIR boundary to 175851N 1030000E - 160948N 1030000E - 161329N 1020259E - 161748N 1004455E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	126.5 MHz 121.5 MHz/EMERG	
SECTOR 3N An area bounded by a straight lines joining the following points 135506N 1003548E - 162305N 0985437E - 161748N 1004455E - 161329N 1020259E - 135506N 1003548E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	128.1 MHz 263.8 MHz 121.5 MHz/EMERG	
SECTOR 4N An area bounded by 133006N 0991249E then clockwise along Bangkok/Yangon FIR boundary to 162305N 0985437E - 135506N 1003548E - 133006N 0991249E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	120.95 MHz 121.5 MHz/EMERG	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SECTOR 5N An area bounded by 141302N 1030000E - 160948N 1030000E - 175851N 1030000E then clockwise along Bangkok/Vientiane FIR boundary and Bangkok/Phnom Penh FIR boundary to 141302N 1030000E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	132.1 MHz 268.5 MHz 121.5 MHz/EMERG	
SECTOR 6N An area bounded by 135506N 1003548E - 161329N 1020259E - 160948N 1030000E - 141302N 1030000E - 135506N 1003548E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	133.1 MHz 285.3 MHz 121.5 MHz/EMERG	
SECTOR 1S An area bounded by 114007N 0993449E then clockwise along Bangkok/Yangon FIR boundary to 133006N 0991249E - 135506N 1003548E - 132006N 1004948E - 124106N 1004948E - 122500N 1005105E - 104130N 1012502E - 110007N 1005948E - 112907N 0995949E - 114007N 0993449E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	120.5 MHz 256.6 MHz 121.5 MHz/EMERG	
SECTOR 2S An area bounded by 102334N 0984514E - then clockwise along Bangkok/Yangon FIR boundary to 114007N 0993449E - 112907N 0995949E - 110007N 1005948E - 104130N 1012502E - 100244N 1013741E - 090240N 1000013E - 102334N 0984514E FL460 FL270	Bangkok ACC	Bangkok Control (English, Thai) H24	118.35 MHz 121.5 MHz/EMERG	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SECTOR 3S An area bounded by 100007N 0974918E - 100007N 0983849E then clockwise along Bangkok/Yangon FIR boundary to 102334N 0984514E - 090240N 1000013E - 064717N 1000000E - 080650N 0981825E (PUT DVOR/DME) - 100007N 0974918E FL460 GND and an area bounded by 102334N 0984514E then clockwise along Bangkok/Yangon FIR boundary to 114007N 0993449E - 112907N 0995949E - 090240N 1000013E - 102334N 0984514E up to but not including FL270 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	125.7 MHz 268.5 MHz 121.5 MHz/EMERG	
SECTOR 4S An area bounded by 100007N 0962950E - 100007N 0974918E - 080650N 0981825E (PUT DVOR/DME) - 064717N 1000000E - 063844N 1001050E then clockwise along Bangkok/Kuala Lumpur FIR boundary to 063008N 0992949E - 071508N 0975950E - 100007N 0962950E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	133.9 MHz 121.5 MHz/EMERG	
SECTOR 5S An area bounded by 100244N 1013741E - 104130N 1012502E - 122500N 1005105E - 124106N 1004948E - 132006N 1004948E - 135506N 1003548E - 141302N 1030000E then clockwise along Bangkok/Phnom Penh FIR boundary to 113654N 1030000E - 100000N 1021500E - 100244N 1013741E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	135.5MHz 285.5MHz 121.5 MHz/EMERG	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SECTOR 6S An area bounded by 063844N 1001050E - 064717N 1000000E - 090240N 1000013E - 100244N 1013741E - 100000N 1021500E - 070000N 1030000E - 064500N 1024000E - 061500N 1021500E then clockwise along Bangkok/Kuala Lumpur FIR boundary to 063844N 1001050E FL460 GND and an area bounded by 112907N 0995949E - 110007N 1005948E - 104130N 1012502E - 100244N 1013741E - 090240N 1000013E - 112907N 0995949E up to but not including FL270 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	123.95 MHz 265.9 MHz 121.5 MHz/EMERG	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
BANGKOK TERMINAL CONTROL AREA The airspace within a circle of 50 NM radius centred on VTBD ARP (135452N 1003620E). FL 160 3000 ft Class of airspace: C Sectorization of air traffic the Bangkok TMA is divided into 10 sectors as follows: **1. Approach East 1 (APE 1) Sector** The area of responsibility for APE 1 Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R035/51.3D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R100/50.3D thence a straight line back to VTBD ARP excluding ARR sector, DAR sector, DSB sector, DDP sector. This sector encompasses ATS and RNAV routes: W1, A202, A1, Y1, Y2, Y13 and Y16. Aircraft operating in this sector shall contact BAPP on frequency 119.1 MHz or 274.5 MHz. **2. Approach East 2 (APE 2) Sector** The area of responsibility of APE 2 Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R100/50.3D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R155/49.1D thence a straight line back to VTBD ARP excluding ARR sector, DAR sector, DSB sector and DDP sector. This sector encompasses ATS and RNAV routes: G474, L880, M633, N506, N891, P629, R468 and Y12. Aircraft operating in this sector shall contact BAPP on frequency 122.35 MHz or 274.5 MHz. **3. Approach South 1 (APS 1) Sector** The area of responsibility of APS 1 Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R155/49.1D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R193/48.7D, BKK R250/11.8D thence a straight line back to VTBD ARP excluding ARR sector, DAR sector, DSB sector, DDP sector and VTD47. This sector encompasses ATS and RNAV routes: A464, M751, W19, R201, M904, M757 and Y11. Aircraft operating in this sector shall contact BAPP on frequency 120.3 MHz or 274.5 MHz. **4. Approach South 2 (APS 2) Sector** The area of responsibility of APS 2 Sector is defined by a straight line joining successively the following points: BKK R250/11.8D, BKK R193/48.7D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R250/49.1D thence a straight line back to BKK R250/11.8D excluding DAR sector, DDP sector, VT D8A, VT D8B and VT D47. This sector encompasses ATS and RNAV routes: G458, W31, Y8 and M769. Aircraft operating in this sector shall contact BAPP on frequency 124.35 MHz or 274.5 MHz.	Bangkok APP	Bangkok Approach (English, Thai) H24	119.1 MHz 119.25 MHz 119.4 MHz 120.3 MHz 121.1 MHz 122.35 MHz 124.35 MHz 125.2 MHz 125.8 MHz 126.3 MHz 133.4 MHz 133.0 MHz 274.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	Excluding Bangkok CTR,Kamphaeng Saen CTR, VT D2, VT D6A, VT D6B, VT D8A, VTD8B, VT D8C, VT D8D, VT D8E, VT D8F and VT D47

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
5. Approach West (APW) Sector The area of responsibility of APW Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R250/49.1D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R325/50.7D thence a straight line back to VTBD ARP excluding DAR sector, DDP sector, VT D6A, VT D6B, VT D8A, VT D8B, VT D8C, VT D8D, VT D8E, VT D8F and VT D47. This sector encompasses ATS routes: G463, L301,L507, L524, M502, M524, M633 and P646. Aircraft operating in this sector shall contact BAPP on frequency 125.2 MHz or 274.5 MHz. **6. Approach North (APN) Sector** The area of responsibility of APN Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R325/50.7D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R035/51.3D thence a straight line back to VTBD ARP excluding ARR sector, DAR sector, DSB sector, DDP sector, VT D2, VT D6A, VT D6B, VT D8C, VT D8D, VT D8E and VT D8F. This sector encompasses ATS and RNAV routes: Y26, Y27, A464, Y7, Y28, W9, B346, W21 and R474.Aircraft operating in this sector shall contact BAPP on frequency 133.4 MHz or 274.5 MHz. **7. Suvarnabhumi Departure (DSB) Sector** a) When runway 19/20L/20R in use The area of responsibility of DSB Sector (RWY19/ 20L/20R) is defined by a straight line joining successively the following points: 134342N 1003526E, 133710N 1005941E, 131625N 1005412E, 132330N 1002757E thence a straight line back to 134342N 1003526E from ground up to altitude 10 000 feet. Aircraft operating in this sector shall contact DSB on frequency 119.25 MHz or 274.5 MHz. b) When runway 01/02L/02R in use The area of responsibility of DSB Sector (RWY01/ 02L/02R) is defined by a straight line joining successively the following points: 133640N 1010140E, 140000N 1010752E, 140721N 1004032E, 134200N 1004148E thence a straight line back to 133640N 1010140E from ground to altitude 10 000 feet. Aircraft operating in this sector shall contact DSB on frequency 119.25 MHz or 274.5 MHz. **8. Suvarnabhumi Arrival (ARR) Sector** a) When runway 19/20L/20R in use The area of responsibility of ARR Sector (19/20L/ 20R) is defined by a straight line joining successively the following points: 141329N 1004424E, 140858N 1010135E, 133427N 1005206E, 133856N 1003457Ethence a straight line back to 141329N 1004424E from ground to altitude 10 000 ft excluding DSB sector.				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
Aircraft operating in this sector shall contact ARR on frequency 121.1 MHz (126.3 MHz if so instructed) or 274.5 MHz. b) When runway 01/02L/02R in use The area of responsibility of ARR Sector (RWY 01/ 02L/02R) is defined by a straight line joining successively the following points: 134716N 1003714E, 134246N 1005423E, 130815N 1004457E, 131244N 1002749E thence a straight line back to 134716N 1003714E from ground to altitude 10 000 ft excluding DSB sector. Aircraft operating in this sector shall contact ARR on frequency 121.1 MHz (or 126.3 MHz if so instructed) or 274.5 MHz. **9. Don Mueang Departure (DDP) Sector** a) When runway 21L/R in use The area of responsibility of DDP Sector (RWY 21L/R) is defined by a straight line joining successively the following points: 135248N 1003849E, 133023N 1003030E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 140012N 1001111E thence a straight line back to 135248N 1003849E from ground to altitude 8 000 ft excluding ARR sector, DSB sector, VT D6A, VT D6B, VT R2 and VT R80. Aircraft operating in this sector shall contact DDP on frequency 119.4 MHz or 274.5 MHz. b) When runway 03L/R in use The area of responsibility of DDP Sector (RWY 03L/R) is defined by a straight line joining successively the following points: 135248N 1003849E, 141005N 1001553E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 141717N 1004755E thence a straight line back to 135248N 1003849E from ground to altitude 8 000 ft excluding ARR sector, DSB sector, VT D6A, VT D6B and VT R81. Aircraft operating in this sector shall contact DDP on frequency 119.4 MHz or 274.5 MHz. **10. Don Mueang Arrival (DAR) Sector** a) When runway 21L/R in use The area of responsibility of DAR Sector (RWY 21L/R) is defined by a straight line joining successively the following points: 135248N 1003849E, 140012N 1001111E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 141715N 1004755E thence a straight line back to 135248N 1003849E from ground to altitude 8 000 ft excluding ARR sector, VT D6A, VT D6B and VT R81. Aircraft operating in this sector shall contact DAR on frequency 133.0 MHz or 274.5 MHz.				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
b) When runway 03L/R in use The area of responsibility of DAR Sector (RWY 03L/R) is defined by a straight line joining successively the following points: 135248N 1003849E, 133027N 1003019E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 141005N 1001553E thence a straight line back to 135248N 1003849E from ground to altitude 8 000 ft excluding DSB sector, VT D6A, VT D6B, VT R2, VT R80 and VT R81. Aircraft operating on this sector shall contact DAR on frequency 133.0 MHz or 274.5 MHz.				
BANGKOK CONTROL ZONE The airspace within a circle of 35 NM radius centred on VTBD ARP (135452N1003620E) ALT 11000 ft GND Class of airspace: C	Bangkok APP	Bangkok Approach (English, Thai) H24	119.1 MHz 119.25 MHz 119.4 MHz 120.3 MHz 121.1 MHz 122.35 MHz 124.35 MHz 125.2 MHz 125.8 MHz 126.3 MHz 133.4 MHz 133.0 MHz 274.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	Excluding Kamphaeng Saen CTR, VT D6A, VT D6B, VT D8A, VT D8B, VT D8C, VT D8D, VT D8E, and VT D8F.
BETONG CONTROLLED AIRSPACES				
A. BETONG CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point located at 055647N 1010551E then along Bangkok FIR/Kuala Lumpur FIR boundary to 054809N 1011837E and then counter clockwise along 10 NM radius centred on BET DVOR/DME (054708N 1010839E) to the starting point. up to but not including 4000 ft AGL GND Class of airspace: D	Hat Yai APP (Hat Yai Sector)	Narathiwat Approach (English, Thai) 2300-1100*	125.55 MHz** 121.5 MHz/EMERG	*TWR hours of services: 0130-0930 other than this period and holiday 3 HR PN to Hat Yai Approach Control Centre via AFTN VTSSZAZX VTSYZTZX Tel: +667 323 4900 VTSSZTZX Tel: +667 425 1074 VTSCZTZX Tel: +667 356 5077 **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
BURI RAM CONTROLLED AIRSPACES **A. BURI RAM CONTROL ZONE** The airspace within a circle of 10 NM radius centred on BRM DVOR/DME (151422N1031532E) up to but not including 2000 ft AGL GND Class of airspace: C	Group of Provincial Approach Air Traffic Control (Ubon Sector)	Buri Ram Approach (English, Thai) As AD OPR HR	125.55 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9612 Fax: +662 285 9610
B. BURI RAM TERMINAL CONTROL AREA The airspace enclosed by the following boundaries beginning at a point 152840N 1033030E then clockwise along 20 NM arc from BRM DVOR/DME (151422N1031532E) to 151633N 1033522E then clockwise along 25 NM arc radius centred on 145209N 1032920E to 145132N 1035548E - 144953N 1035055E then clockwise along 20 NM arc radius centred on 145209N 1032920E to 143830N 1031416E - 143652N 1030924E then clockwise along 25 NM arc radius centred on 145209N 1032920E to 145620N 1030434E - 145300N 1024000E then counter clockwise along 35 NM arc from KHORAT TACAN (145606N1020422E) 151135N 1023700E - 151224N 1030024E then clockwise along 15 NM arc from BRM DVOR/DME to 152918N 1031751E - 154407N 1032620E then counter clockwise along 30 NM arc from ROT DVOR/DME (160701N1034620E) then direct to starting point. ALT 11000 ft 2000 FT AGL Class of airspace: C				
CHIANG MAI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. CHIANG MAI CONTROL ZONE Starting from 184604N 0984749E then clockwise along an arc of 10 NM radius from CMA DVOR/DME (184558N 0985740E) to 185516N 0985755E - 191204N 0991049E from this point make an arc of 30 NM radius from CMA DVOR/DME clockwise to 190640N 0991848E - 184904N 0990719E - 184958N 0991754E from this point make an arc of 20 NM radius from CMA DVOR/DME clockwise to 183217N 0984249E then direct to the starting point. Excluding airspace extending upward from ground to and including 2 000 ft above mean sea level enclosed by boundaries beginning at 184207N 0990436E - 184159N 0991209E - 183648N 0991109E - 183645N 0990441E then direct to starting point. UP TO BUT NOT INCLUDING 5000 ft AGL GND Class of airspace: C	Chiang Mai APP	Chiang Mai Approach (English, Thai) H24	129.6 MHz 305.4 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	
B. CHIANG MAI TERMINAL CONTROL AREA The airspace enclosed by the following boundaries, beginning at 185356N 0983240E then clockwise along an arc of 25 NM radius from CMA DVOR/DME (184558N 0985740E) to 184832N 0992354E - 184805N 0993741E from this point make an arc of 38 NM radius from CMA DVOR/DME clockwise to 181445N 0983440E - 184604N 0984749E and direct to the starting point ALT 11000 ft 2000 ft Class of airspace: C	Chiang Mai APP	Chiang Mai/Radar Approach (English, Thai) H24	129.6 MHz 305.4 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	
CHIANG RAI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. CHIANG RAI CONTROL ZONE The airspace within a circle of 10 NM radius centred on CTR DVOR/DME (195656N 0995259E) up to but not including 2000 ft AGL GND Class of airspace: C **B. CHIANG RAI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: starting from a point 194456N 1002418E - 193557N 1001551E then clockwise along 30 NM arc radius centred on CTR DVOR/DME (195656N 0995259E) to 193515N 0993053E - 194811N 0994002E then clockwise along 15 NM arc radius centred on CTR DVOR/DME to 201155N 0995400E - 202611N 0995400E and then along BKK FIR to the starting point. ALT 11000 ft 2000 FT AGL Class of airspace: C	Group of Provincial Approach Air Traffic Control (Chiang Rai Sector)	Chiang Rai Approach (English, Thai) As AD OPR HR	120.05 MHz 257.8 MHz 121.5 MHz/EMERG	VTBBZAZX: Tel: +662 285 9614 Fax: +662 285 9610
CHUMPHON CONTROLLED AIRSPACES				
A. CHUMPHON CONTROL ZONE A circle of 15 NM radius centred on CPN DVOR/DME (104240N0992156E) up to but not including 2000 ft AGL GND Class of airspace: D **B. CHUMPHON TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 105613N 0994155E then clockwise along 25 NM arc radius centred on CPN DVOR/DME (104240N0992156E) to 101525N 0991501E - 101325N 0991501E then clockwise along 30 NM arc radius centred on CPN DVOR/DME to 101719N 0990701E - 102155N 0990843E then clockwise along 30 NM arc radius centred on CPN DVOR/DME to 110125N 0994531E then direct to the starting point. Excluding the Myanmar territory. ALT 7000 ft 2000 FT AGL Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Chumphon Approach (English, Thai) As AD OPR HR	122.6 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610
HAT YAI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. HAT YAI CONTROL ZONE A Circle of 15 NM radius cent red on HTY DVOR/ DME (065603N1002317E) up to but not including 3000 ft GND Class of airspace: C **B. HAT YAI TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries beginning at 070302N 0994913E then clockwise along 35 NM arc from HTY DVOR/ DME to (065603N 1002317E) 071508N 1005248E - 065602N 1004836E then clockwise along 25 NM arc from HTY DVOR/ DME to 064608N 0994631E - 064656N 1004242E - 063608N 1003848E - 062738N 1003830E then follow westward along the Bangkok FIR boundary to 064332N 1001149E - 064508N 1000649E - 070008N 1000449E then direct to the starting point. ALT 11000ft 3000 ft Class of airspace: C	Hat Yai APP	Hat Yai Approach (English, Thai) H24	126.7 MHz 301.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG 133.2 MHz	Except the airspace overlapped VTD50 ALT 8000 ft 3000 ft Backup frequency
HUA HIN CONTROLLED AIRSPACES				
A. HUA HIN CONTROL ZONE The airspace within a circle of 10 NM radius centre on HHN DVOR/DME (123804N 0995704E) up to but not including 2000ft GND Class of airspace: D **B. HUA HIN TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: beginning at a point 124200N 1001200E from this point make an arc of 15 NM from HHN DVOR/DME (123804N 0995704E) clockwise to 122444N 1000408E - 121431N 1000515E then clockwise along 25 NM from HHN DVOR/ DME to 121316N 0995533E - 122339N 0995332E then clockwise along arc 15 NM from HHN DVOR/ DME to 124300N 0994310E then make a straight line north ward 125600N 0994100E then make an arc of 25 NM from HHN DVOR/DME clockwise to 125000N 1001830E then southward to the starting point. Excluding VTR3 and VTR8 and G458. ALT 11000ft 2000ft Class of airspace: D	Hua Hin APP	Hua Hin Approach (English, Thai) As AD OPR HR	126.2 MHz 121.5 MHz/EMERG	RMK / Aircraft inadvertent penetrate R3 (Royal Palace) located at HHN 178R/ 2.7 NM have become a matter of serious concerned to alleviate the situation. All pilot are urged to anticipate his/her flight path and follow ATC instruction to avoid this area. VTPHZTZX Tel: +668 1572 4878

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
KAMPHAENG SAEN CONTROL ZONE The airspace within a circle of 25 NM radius centred on KPS TACAN (channel 98, 140522N0995456E) ALT 6000 ft GND Class of airspace: C	Kamphaeng Saen APP	Kamphaeng Saen Approach (English, Thai) H24	134.1 MHz 308.6 MHz	Excluding Bangkok Control Zone
KHON KAEN CONTROLLED AIRSPACES				
A. KHON KAEN CONTROL ZONE The airspace within a circle of 10 NM radius centred on KKN DVOR/DME (162815N1024717E) up to but not including 2000 ft AGL GND Class of airspace: C **B. KHON KAEN TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 165549N 1025943E then clockwise along 30 NM arc radius centred on KKN DVOR/DME (162815N1024717E) to 162238N 1031752E - 162204N 1031925E then counter clockwise along 30 NM arc radius centred on ROT DVOR/DME (160701N1034620E) to 161241N 1031547E - 161314N 1031415E then clockwise along 30 NM arc radius centred on KKN DVOR/DME to 165529N 1023402E - then counter clockwise along 30 NM arc radius centred on UDN DVOR/DME (172305N1024630E) to the starting point ALT 11000 ft 2000 ft Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Khon Kaen Approach (English, Thai) As AD OPR HR	123.4 MHz 240.0 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610
KHORAT CONTROL ZONE The airspace enclosed by the following boundaries beginning at a point 150735.7N 1022135.3E - 151135.7N 1023647.2E - and clockwise along a 35 NM arc radius centred on KRT TACAN (145606.0N1020421.8E) to 145305.8N 1023947.2E - 145105.8N 1022447.3E - and clockwise along 20 NM arc radius centred on KRT TACAN to 143605.8N 1020147.5E - 143005.8N 1014047.6E - and clockwise along a 35 NM arc radius centred on KRT TACAN to 144705.8N 1012947.7E - 145353.7N 1014347.6E - and clockwise along a 20 NM arc radius centred on KRT TACAN to the starting point. ALT 11000 ft GND Class of airspace: C	Khorat APP	Khorat Approach (English, Thai) H24	129.75 MHz 349.0 MHz	All inbound traffic to Khorat CTR shall contact Khorat APP on freq 349.0 MHz or 129.75 MHz before entering CTR.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
KRABI CONTROLLED AIRSPACES				
A. KRABI CONTROL ZONE The airspace within a circle of 10 NM radius centred on KBI DVOR/DME (080627N 0985839E) up to but not including 2000 ft GND Class of airspace: C **B. KRABI TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 073618N 0991303E - 074956N 0984323E then counter clockwise along 30 NM arc radius centred on PUT DVOR/DME (080650N 0981825E) to 082115N 0984500E then clockwise along 20 NM arc radius centred on KBI DVOR/DME (080627N 0985839E) to 082624N 0985606E - 083636N 0985806E then clockwise along 30 NM arc radius centred on KBI DVOR/DME to 083510N 0990754E - 082508N 0990607E then clockwise along 20 NM arc radius centred on KBI DVOR/DME to 075718N 0991636E - 075118N 0992322E then counter clockwise along 25 NM arc radius centred on TRN DVOR/DME (073032N 0993734E) to the starting point ALT 11000 ft 2000 ft Class of airspace: C	Phuket APP (Phuket Sector)	Krabi Approach* (English, Thai) As AD OPR HR	120.05 MHz** 121.5 MHz/EMERG	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
LAMPANG CONTROLLED AIRSPACES				
A.LAMPANG CONTROL ZONE The airspace within a circle of 10 NM radius centre on LPN DVOR/DME (181636N 0993008E) up to but not including 2000 ft GND Class of airspace: C **B. LAMPANG TERMINAL CONTOL AREA** The airspace enclosed by a circle of 25 NM radius centred on LPN DVOR/DME (181636N0993008E) excluding CHIANG MAI Terminal Control Area and ATS route A464 ALT 11000 ft 2000 ft Class of airspace: C	Chiang Mai APP (Chiang Mai Sector)	Lampang Approach (English, Thai) As AD OPR HR	119.3 MHz* 121.5 MHz/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
LOEI CONTROLLED AIRSPACES				
A. LOEI CONTROL ZONE The airspace within a circle of 10 NM radius centred on LOY DVOR/DME (172649N 1014323E) up to but not including 2000 ft GND Class of airspace: C **B. LOEI TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 172903N 1012236E - and then clockwise along 20 NM arc radius centred on LOY DVOR/DME (172649N 1014323E) to 173040N 1020354E - 172957N 1021600E then counter clockwise along 30 NM arc radius centred on UDN DVOR/DME (172305N1024630E) to 171956N 1021521E - 172039N 1020316E then clockwise along 20 NM arc radius centred on LOY DVOR/DME to 171342N 1012735E - 170942N 1011736E then clockwise along 30 NM arc radius centred on LOY DVOR/DME to 172734N 1011202E then direct to the starting point ALT 11000 ft 2000 ft Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Loei Approach (English Thai) As AD OPR HR	122.55 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610
MAE HONG SON CONTROLLED AIRSPACES				
A. MAE HONG SON CONTROL ZONE The airspace within a circle of 10 NM radius on MHS DVOR/DME (191911N 0975444E) Excluding the Myanmar territory. up to but not including 2000 ft GND Class of airspace: D **B. MAE HONG SON TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on MHS DVOR/DME (191911N 0975444E) Excluding the Myanmar territory. ALT 11000 ft 2000 ft Class of airspace: D	Chiang Mai APP (Chiang Mai Sector)	Mae Hong Son Approach (English, Thai) As AD OPR HR	126.2 MHz* 121.5 MHz/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
MAE SOT CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. MAE SOT CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point 165147N 0983219E and then clockwise along 10 NM arc radius centred on MST DVOR/DME (164152N 0983230E) to 163205N 0983613E and then along BKK FIR to the starting point. up to but not including 2000 ft GND Class of airspace: C **B. MAE SOT TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 170105N 0982749E and then clockwise along 20 NM arc radius centred on MST DVOR/DME (164152N 0983230E) to 170135N 0983119E - 171153N 0983301E and then clockwise along 30 NM arc radius centred on MST DVOR/DME to 170959N 0984349E - 170005N 0984149E and then clockwise along 20 NM arc radius centred on MST DVOR/DME to 165205N 0985049E - 165305N 0985349E and then counter clockwise along 20 NM arc radius centred on TK NDB (165358N 0991508E) to 064305N 0985649E - 164235N 0985349E and then clockwise along 20 NM arc radius centred on MST DVOR/DME to 162235N 0983919E and then along BKK FIR to the starting point. ALT 11000 ft 2000 ft Class of airspace: C	Chiang Mai APP (Chiang Mai Sector)	Mae Sot Approach* (English, Thai) As AD OPR HR	120.65 MHz** 121.5 MHz/EMERG	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace. **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
NARATHIWAT CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. NARATHIWAT CONTROL ZONE The airspace within a circle of 10 NM radius centred on NTW DVOR/DME (063138N 1014443E) up to but not including 2000 ft AGL GND Class of airspace: C **B. NARATHIWAT TERMINAL CONTROL AREA** 1. A circle of 25 NM radius centred on NTW DVOR/DME (063138N 1014443E) ALT 11000 ft 2000 ft 2. The airspace enclosed by the following boundaries: Starting from a point located at 061837N 1012314E - 061403N 1010630E then along Bangkok FIR/Kuala Lumpur FIR boundary to 055441N 1013651E - 060745N 1013655E and then clockwise along 25 NM radius centred on NTW DVOR/DME to the starting point. ALT 11000 ft 4000 ft Class of airspace: C	Hat Yai APP (Hat Yai Sector)	Narathiwat Approach (English, Thai) As AD OPR HR	125.55 MHz* 121.5 MHz/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
NAN CONTROLLED AIRSPACES				
A. NAN CONTROL ZONE The airspace within a circle of 10 NM radius centred on NAN DVOR/DME (184833N1004657E) up to but not including 2000 ft AGL GND Class of airspace: C **B. NAN TERMINAL CONTROL AREA** The airspace enclosed by the following boundary : Starting from a point 185714N 1011715E - 182342N 1010448E then clockwise along 30 NM arc radius centred on NAN DVOR/DME (184833N1004657E) to 182235N 1003057E - 181854N 1002739E from this point then counter clockwise along 20 NM arc radius centred on PAE DVOR/DME (180803N1000959E) to 182553N 1001937E - 182916N 1002241E from this point clockwise along 30 NM arc radius centred on NAN DVOR/DME to the starting point. Excluding the Laos territory. ALT11000 ft 2000 ft Class of airspace: C	Group of Provincial Approach Air Traffic Control (Chiang Rai Sector)	Nan Approach (English, Thai) As AD OPR HR	120.25 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9614 Fax: +662 285 9610
NAKHON PHANOM CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. NAKHON PHANOM CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point 173305N 1043846E - 171905N 1044728E and then clockwise along 10 NM arc radius centred on NKP DVOR/DME (172318N 1043818E) to the starting point Excluding the Laos territory. up to but not including 2000 ft AGL GND Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Sakon Nakhon Approach* (English, Thai) As AD OPR HR	123.35 MHz 284.0 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610
NAKHON SI THAMMARAT CONTROLLED AIR-SPACES				
A.NAKHON SI THAMMARAT CONTROL ZONE The airspace within a circle of 10 NM radius centred on NKS DVOR/DME (083230N 0995649E) up to but not including 2000 ft AGL GND Class of airspace: C **B.NAKHON SI THAMMARAT TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 085315N 0993440E - 084642N 0994231E then clockwise along 20 NM arc radius centred on NKS DVOR/DME (083230N 0995649E) to 084227N 1001421E - 084228N 1002524E then clockwise along 30 NM arc radius centred on NKS DVOR/DME to 080526N 0994327E - 081514N 0994629E then clockwise along 20NM arc radius centred on NKS DVOR/DME to 083730N 0993715E - 084538N 0992841E then counter clockwise along 30 NM arc radius centred on STN DVOR/DME (090746N 0990805E) to the starting point. ALT 11000 ft 2000 ft Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Nakhon Si Thammarat Approach (English, Thai) As AD OPR HR	119.75 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610
PATTANI CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. PATTANI CONTROL ZONE The airspace within a circle of 10 NM radius centred on 064718N 1010853E up to but not including 2000 ft AGL GND Class of airspace: C **B. PATTANI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 070820N 1005000E - 065432N 1013524E - 062808N 1011936E - 064020N 1004018E then direct to a starting point ALT 11000 ft 2000 ft Excluding Hat Yai TMA, Narathiwat TMA Class of airspace: C	Hat Yai APP (Hat Yai Sector)	Pattani Approach* (English, Thai) 2300–1100*	126.0 MHz**	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace TWR hours of services: 3 HR PN in advance to Hat Yai Approach Control Centre via AFTN VTSSZAZX VTSSZTZX Fax: +667 425 1070 VTSSZTZX Tel: +667 425 1074 VTSKZTZX Tel: +661 988 3274 **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
PHETCHABUN CONTROLLED AIRSPACES				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
A. PHETCHABUN CONTROL ZONE The airspace within a circle of 10 NM radius centred on PCB DVOR/DME (164034N 1011148E) up to but not including 2000 ft AGL GND Class of airspace: C **B. PHETCHABUN TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 170243N 1004958E then clockwise along 30 NM arc radius from PCB DVOR/DME (164034N 1011148E) to 170820N 1005837E - 170000N 1010427E from this point clockwise along 20 NM arc radius centred on PCB DVOR/DME to 170001N 1011857E - 170824N 1012443E then clockwise along 20 NM arc radius centred on PCB DVOR/DME to 170256N 1013328E - 165433N 1012743E then clockwise along 20 NM arc radius centred on PCB DVOR/DMEto 161958N 1010935E - 161032N 1010601E then clockwise along 30 NM arc radius centred on PCB DVOR/DMEto 161358N 1005616E - 162324N 1005949E then clockwise along 20 NM arc radius from PCB DVOR/DME to 163745N 1005031E - 163802N 1004759E and counter clockwise along 30 NM arc radius centred on PSL DVOR/DME (164613N 1001729E) to 164801N 1004908E - 164744N 1005140E then clockwise along 20 NM arc radius centred on PCB DVOR/DME to 165423N 1005548E then direct to the starting point. ALT 11000 ft 2000 ft Class of airspace: C	Group of Provincial Approach Air Traffic Control (Chiang Rai Sector)	Phetchabun Approach (English, Thai) As AD OPR HR	126.7 MHz	VTBBZAZX Tel: +662 285 9614 Fax: +662 285 9610
PHITSANULOK CONTROLLED AIRSPACES				
A. PHITSANULOK CONTROL ZONE The airspace within a circle of 15 NM radius centred on PSL DVOR/DME (164613N 1001729E) up to but not including 2000 ft AGL GND Class of airspace: C **B. PHITSANULOK TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on PSL DVOR/DME (164613N 1001729E) ALT 11000 ft 2000 ft Class of airspace: C	Phitsanulok APP	Phitsanulok Approach (English, Thai) As AD OPR HR	120.7 MHz/284.0MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
PHRAE CONTROLLED AIRSPACES **A. PHRAE CONTROL ZONE** The airspace within a circle of 10 NM radius centred on PAE DVOR/DME (180803N 1000959E) up to but not including 2000 ft AGL GND Class of airspace: C **B. PHRAE TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 182635N 1000218E - 183635N 0993948E then clockwise along 30 NM arc radius centred on PAE DVOR/DME (180803N 1000959E) to 183804N 1001048E - 182805N 1001212E then clockwise along 20 NM arc radius centred on PAE DVOR/DME to 175705N 1002748E - 174935N 1003448E then clockwise along 30 NM arc radius centred on PAE DVOR/DME to 173805N 1000718E - 174823N 1000642E and then clockwise along 20 NM arc radius the centred on PAE DVOR/DME to the starting point ALT 11000 ft 2000 ft Excluding LAMPANG TMA Class of airspace: C	Group of Provincial Approach Air Traffic Control (Chiang Rai Sector)	Phrae Approach (English, Thai) As AD OPR HR	120.1 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9614 Fax: +662 285 9610
PHUKET CONTROLLED AIRSPACES **A. PHUKET CONTROL ZONE** A circle of 10 NM centres on PUT DVOR/DME (080650N 0981825E) up to but not including 2000 ft AGL GND Class of airspace: C **B. PHUKET TERMINAL CONTROL AREA** The airspace within a circle of 30 NM radius centres on PUT DVOR/DME (080650N 0981825E) ALT 11000 ft 2000 ft Class of airspace: C	Phuket APP	Phuket Approach (English, Thai) H24	124.7 MHz 284.0 MHz 120.7 MHz/ARR 121.5 MHz/EMERG 243.0 MHz/EMERG	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
RANONG CONTROLLED AIRSPACES **A. RANONG CONTROL ZONE** The airspace within a circle of 10 NM radius centred on RAN DVOR/DME (094641N 0983501E) up to but not including 2000 ft GND Class of airspace: C **B. RANONG TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 093117N 0985501E - 092956N 0985610E then counter clockwise along 25 NM arc radius centred on STN DVOR/DME (090746N 0990805E) to 092313N 0984808E - 092434N 0984659E then clockwise along 25 NM arc radius centred on RAN DVOR/DME (094641N 0983501E) to the starting point. Excluding the portion of area produced in Yangon FIR. ALT 11000 ft 2000 ft Class of airspace: C	Phuket APP (Phuket Sector)	Ranong Approach (English, Thai) As AD OPR HR*	125.1 MHz** 121.5 MHz/EMERG	*Approach control unit shall accordingly maintain close coordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace. **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
ROI ET CONTROLLED AIRSPACES **A. ROIET CONTROL ZONE** The airspace within a circle of 10 NM radius centred on ROT DVOR/DME (160701N 1034620E) up to but not including 2000 ft GND Class of airspace: C **B. ROI ET TERMINAL CONTROL AREA** The airspace within a circle of 30 NM radius centred on ROT DVOR/DME (160701N 1034620E) ALT 11000 ft 2000 ft Class of airspace: C	Group of Provincial Approach Air Traffic Control (Ubon Sector)	Roi Et Approach (English, Thai) As AD OPR HR	125.4 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9612 Fax: +662 285 9610

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SAKON NAKHON CONTROLLED AIRSPACES **A. SAKON NAKHON CONTROL ZONE** The airspace within a circle of 10 NM radius centred on SKN DVOR/DME (171251N 1040812E) up to but not including 2000 ft GND Class of airspace: C **B. SAKON NAKHON TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 174253N 1040758E - 174253N 1042406E - 164253N 1044446E - 164253N 1040758E then clockwise along 30 NM arc radius centred on SKN DVOR/DME (171251N 1040812E) to the starting point. Excluding the Laos territory. ALT 11000 ft 2000 ft Excluding Nakhon Phanom Control Zone Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Sakon Nakhon Approach (English, Thai) As AD OPR HR	123.35 MHz / 284.0 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610
SURAT THANI CONTROLLED AIRSPACES **A. SURAT THANI CONTROL ZONE** The airspace within a circle of 10 NM radius centred on STN DVOR/DME (090746N 0990805E) up to but not including 3000 ft GND Class of airspace: C **B. SURAT THANI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 093307N 0991101E - 093737N 0991231E then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746N 0990805E) to 093443N 0992201E - 093019N 0992031E then clockwise along 25 NM arc radius centred on STN DVOR/DME to 085607N 0993037E - 085307N 0993419E then clockwise along 30 NM arc radius centred on STN DVOR/DME to 084031N 0991931E - 084467N 0991707E then clockwise along 25 NM arc radius centred on STN DVOR/DME to 084549N 0985701E - 084207N 0985349E then clockwise along 30 NM arc radius centred on STN DVOR/DME to 084837N 0984607E - 085225N 0984925E then clockwise along 25 NM arc radius centred on STN DVOR/DME to the starting point. ALT 11000 ft 2000 ft Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Surat Thani Approach (English, Thai) As AD OPR HR	123.35 MHz/ 240.0MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SAMUI CONTROLLED AIRSPACES				VTBBZAZX Tel: +662 285 9613 Fax +662 285 9610
A.SAMUI CONTROL ZONE The airspace within a circle of 10 NM radius centred of VTSM ARP(093256N 1000345E) up to but not including 3000 ft AGL GND Class of airspace: C **B. SAMUI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: starting from a point 100256N 1000511E then clockwise along 30 NM arc radius on VTSM ARP (093256N 1000345E) to 093802N 1003338E - 093300N 1002357E then clockwise along 20 NM arc radius on VTSM ARP to 091346N 0995834E - 090459N 0995306E - clockwise along 30NM arc radius centred on VTSM ARP to 091000N 0994428E - 091851N 0994940E - then clockwise along 20 NM arc radius centred on VTSM ARP to 095256N 1000302E - then direct to starting point. Including B463 11000 ft AGL 2000 ft AGL Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Samui Approach (English, Thai) As AD OPR HR	129.6 MHz/305.4 MHz 121.5 MHz/EMERG	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SUKHOTHAI CONTROLLED AIRSPACES **A. SUKHOTHAI AERODROME TRAFFIC ZONE** A circle of 5 NM radius centred on THS NDB (171407N 0994919E) 2000 FT AGL GND Class of airspace: C	Sukhothai TWR			
B. SUKHOTHAI CONTROL ZONE The airspace within a circle of 10 NM radius centred on THS NDB (171407N 0994919E) Excluding Phitsanulok TMA. up to but not including 2000 ft AGL GND **C. SUKHOTHAI TERMINAL CONTROL AREA** The airspace enclosed by the follow boundaries beginning at 174029N 1000432E - 172551N 0995909E then clockwise along 15 NM arc from THS NDB (171407N 0994919E) to 170000N 0995100E - 164454N 0995100E then clockwise along 30 NM arc from THS NDB to 164648N 0993848E - 170130N 0994154E then clockwise along 15 NM arc from THS NDB to 171348N 0993412E - 172442N 0992006E then clockwise along 30 NM arc from THS NDB to the starting point. Excluding Phitsanulok TMA. ALT 11000 ft 2000 ft Class of airspace: C **D. Transition Altitude: 11 000 ft**	Phitsanulok APP	Sukhothai Approach (English, Thai) As AD OPR HR	120.7 MHz 121.5 MHz/EMERG	
TAKHLI CONTROL ZONE The airspace enclosed by the following boundaries: beginning at 144511.7N 1003309.1E and clockwise along a 35 NM arc radius from TKL TACAN (151629.13N1001756.62E) to 145805.7N 1004848.0E then counter clockwise along a 12 NM arc radius from Khok Kathiam (centred on 145228.7N1003948.2E) to the starting point. ALT 11000 ft 2000 Class of airspace: C	Takhli APP	Takhli Approach (English, Thai) H24	122.3 MHz 236.6 MHz 253.5 MHz	Conventional Approach (Secondary) Excluding Alfa Control Area, VTD31 and Nakhon Sawan Aerodrome Traffic Zone.

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
TRANG CONTROLLED AIRSPACES **A. TRANG CONTROL ZONE** The airspace within a circle of 10 NM radius centred on TRN DVOR/DME (073032N 0993734E) up to but not including 2000 ft GND Class of airspace: C **B. TRANG TERMINAL CONTROL AREA** The airspace enclosed by a circle of 25 NM radius centred on TRN DVOR/DME (073032N 0993734E) Excluding Hat Yai TMA. ALT 11000 ft 2000 ft Class of airspace: C	Hat Yai APP (Hat Yai Sector)	Trang Approach (English, Thai) As AD OPR HR	125.3 MHz* 121.5 MHz/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
TRAT CONTROLLED AIRSPACES **A. TRAT CONTROL ZONE** The airspace within a circle of 10 NM radius centred of TRT NDB (121628N 1021850E) up to but not including 2000 ft GND Class of airspace: C **B. TRAT TERMINAL CONTROL AREA** The airspace enclosed by the follow boundaries beginning at 123300N 1020609E then clockwise along 20 NM arc radius centred on TRT NDB to 115552N 1021639E - 114626N 1021310E then clockwise along 30 NM arc radius centred on TRT NDB to 114952N 1020335E - 115918N 1020704E then clockwise along 20 NM arc radius centred on TRT NDB to 122511N 1015943E - 123131N 1015147E then clockwise along 30 NM arc radius centred on TRT NDB to 123919N 1015813E - then direct to starting point ALT 11000 ft ALT 2000 ft Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Trat Approach (English, Thai) As AD OPR HR	120.25 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610
UBON CONTROLLED AIRSPACES **A. UBON CONTROL ZONE** The airspace within a circle of 10 NM radius centred on UBL DVOR/DME (151443N 1045157E) up to but not including 3000 ft AGL GND Class of airspace: C **B. UBON TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on UBL DVOR/DME (151443N 1045157E) FL 200 2000ft AGL Class of airspace: C	Group of Provincial Approach Air Traffic Control (Ubon Sector)	Ubon Approach (English, Thai) As AD OPR HR	123.5 MHz / 257.8 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9612 Fax: +662 285 9610

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
UDON CONTROLLED AIRSPACES **A. UDON CONTROL ZONE** The airspace within a circle of 10 NM radius centred on UDN DVOR/DME (172305N1024630E) up to but not including 3000 ft AGL GND Class of airspace: C **B. UDON TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on UDN DVOR/DME (172305N1024630E) Excluding the Laos territory. ALT 11000 ft 2000 ft Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Udon Approach (English, Thai) As AD OPR HR	126.2 MHz / 265.9 MHz 119.45 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610 Backup frequency
U–TAPAO CONTROLLED AIRSPACES **A. U-TAPAO CONTROL ZONE** The airspace within a circle of 5 NM radius centred on U-Tapao aerodrome (124047N 1010018E) up to but not including 2000 ft AGL GND Class of airspace: C **B. U-TAPAO TERMINAL CONTROL AREA** The airspace enclosed by a circle of 50 NM radius centred on U-Tapao aerodrome (124047N 1010018E) 1. From 5 NM to 15 NM radius measured from the centre of the aerodrome, 700 ft above ground level to unlimited. 2. From 15 NM to 50 NM radius measured from the centre of the aerodrome, 2 000 ft above ground level to unlimited with the following exception: (i) U-Tapao Control Zone (ii) That portion overlapped by Bangkok Alfa Control Area and Hua Hin Terminal Control Area. (iii) All airspace on airways A464, R468, G463 and G458 from FL65 to FL460	U-Tapao APP	U-Tapao Approach (English, Thai) H24	119.7 MHz/PRI 134.5 MHz/SEC 273.3 MHz/PRI 238.3 MHz/SEC 121.5 MHz/EMERG 243.0 MHz/EMERG	VTBUZPZX Tel: +663 824 5196
AREA OUTSIDE CONTROL AIRSPACE The area outside control airspace (outside airways TMA and CTR), but within Bangkok FIR. Class of airspace: G	Bangkok ACC	Bangkok Control (English, Thai) H24		See frequency in use at appropriate sectors

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
BANGKOK DVOR/DME	BKK	117.7 MHz (CH 124X)	H24	135337N 1003546E	0 m (100 ft)	DVOR/DME restriction due to obstacles surround DVOR/DME station, coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: – Radial 321°-030° altitude should not below 2 500 ft – Radial 031°-060° altitude should not below 4 000 ft – Radial 061°-120° altitude should not below 3 000 ft – Radial 121°-320° altitude should not below 4 000 ft
BETONG DVOR/DME	BET	113.1 MHz (CH 78X)	H24	054708N 1010839E	240 m (800 ft)	DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitude and distance in various areas as follows: – Radial 350°-020° altitude should not below 8 000 ft – Radial 021°-040° altitude should not below 6 500 ft – Radial 041°-060° altitude should not below 9 000 ft – Radial 061°-075° altitude should not below 15 000 ft – Radial 076°-349° unable to check due to border limit
BURI RAM DVOR/DME	BRM	117.2 MHz (CH 119X)	H24	151422N 1031532E	180 m (600 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 091°-140° altitude should not below 3 500 ft – Radial 141°-240° altitude should not below 5 000 ft – Radial 241°-280° altitude should not below 4 000 ft – Radial 281°-090° altitude should not below 2 500 ft
CHIANG MAI DVOR/DME	CMA	116.9 MHz (CH 116X)	H24	184558N 0985740E	330 m (1100 ft)	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal at required altitudes in various areas as follows: 1. 40 NM Orbit – Radial 350º-080º altitude should not below 8 000 ft – Radial 081º-180º altitude should not below 7 000 ft – Radial 181º-240º altitude should not below 9 000 ft 2. 20 NM Orbit (Due to mountainous terrain) – Radial 241º-349º altitude should not below 12 000 ft

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
CHIANG RAI DVOR/DME	CTR	116.5MHz (CH 112X)	H24	195656N 0995259E	390 m (1300 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at the required altitude in various areas as follows: 1. 40 NM – Radial 141º-180º altitude should not below 5 000 ft – Radial 181º-210º altitude should not below 7 500 ft – Radial 211º-255º altitude should not below 9 000 ft – Radial 256º-265º altitude should not below 10 000 ft – Radial 266º-270º altitude should not below 9 000 ft 2. 20 NM (Due to border limited) – Radial 271º-340º altitude should not below 6 500 ft – Radial 341º-140º altitude should not below 5 000 ft
CHUM PHAE DVOR/DME	CMP	112.9MHz (CH 76X)		163807N 1015920E	270 m (900 ft)	DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, during radial check found roughness and bends out of tolerance, DVOR/DME unusable on radial as follows: – Radial 102° distance between 9.5-10.5 DME at altitude 4 500 ft – Radial 223º distance between 11.0-12.0 DME at altitude 5 000 ft – Radial 273º distance between 13.0-14.0 DME at altitude 6 000 ft – Radial 343º distance between 6.0-8.5 DME at altitude 5 500 ft 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes and distances in various areas as follows: – Radial 001º-010º altitude should not below 5 500 ft – Radial 011º-080º altitude should not below 4 500 ft – Radial 081º-105º altitude should not below 7 000 ft – Radial 106º-120º altitude should not below 6 000 ft – Radial 121º-190º altitude should not below 5 000 ft – Radial 191º-230º altitude should not below 6 000 ft – Radial 231º-260º altitude should not below 8 000 ft – Radial 261º-310º altitude should not below 7 000 ft – Radial 311º-330º altitude should not below 8 000 ft – Radial 331º-350º altitude should not below 5 500 ft – Radial 351º-360º altitude should not below 6 500 ft

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
CHUM PHON DVOR/DME	CPN	110MHz (CH 37X)	H24	104240N 0992156E	0 m (0 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit at the required altitude and distance in various areas as follows: 1. 40 NM – Radial 011°-020° altitude should not below 5 000 ft – Radial 021°-050° altitude should not below 4 000 ft – Radial 051°-100° altitude should not below 2 000 ft – Radial 101°-110° altitude should not below 4 000 ft – Radial 111°-190° altitude should not below 2 000 ft – Radial 191°-225° altitude should not below 4 000 ft – Radial 226°-230° altitude should not below 6 000 ft 2. 30 NM (Due to border limited) – Radial 231°-270° altitude should not below 5 000 ft 3. 20 NM (Due to border limited) – Radial 271°-010° altitude should not below 5 000 ft
HAT YAI DVOR/DME	HTY	115.3MHz (CH 100X)	H24	065603N 1002317E	30 m (100 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 171º- 240º at 10 NM ALT should not below 5 000 ft – Radial 131º- 170º at 20 NM ALT should not below 4 000 ft – Radial 031º-130º at 40 NM ALT should not below 5 000 ft – Radial 241º- 270º at 40 NM ALT should not below 7 000 ft – Radial 271º- 300º at 40 NM ALT should not below 10 000 ft – Radial 301º- 330º at 40 NM ALT should not below 6 000 ft – Radial 331º- 030º at 40 NM ALT should not below 3 000 ft
HUA HIN DVOR/DME	HHN	113.3MHz (CH 80X)	H24	123804N 0995704E	30 m (100 ft)	DVOR/DME restriction, due to terrain surround DVOR/DME station coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: 1. 40 NM clockwise orbit – Radial 001°-170° altitude should not below 3 000 ft – Radial 171°-210° altitude should not below 7 000 ft – Radial 301°-340° altitude should not below 10 000 ft – Radial 340°-360° altitude should not below 3 000 ft 2. 30 NM clockwise orbit (Due to border limited) – Radial 211°- 300° altitude should not below 10 000 ft 3. Radial 341° distance 10.3 DME at altitude 4 000 ft found roughness out of tolerance

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
KAMPHAENG SAEN DVOR/DME	KPS	114.5 MHz (CH 92X)	2300-1100	140956N 0995715E	-	
KHON KAEN DVOR/DME	KKN	114.9 MHz (CH 96X)	H24	162815N 1024717E	210 m (700 ft)	DVOR/DME restriction due to terrain surround DVOR/DME station, coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: – Radial 001°-080° altitude should not below 2 500 ft – Radial 081°-220° altitude should not below 2 000 ft – Radial 221°-360° altitude should not below 3 500 ft
KHORAT DVOR/DME	KRT	113.7 MHz (CH 84X)	H24	145502N 1020823E	210 m (700 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 081°-280° altitude should not below 5 000 ft – Radial 281°-080° altitude should not below 3 500 ft
KRABI DVOR/DME	KBI	111 MHz (CH 47X)	H24	080627N 0985839E	30 m (100 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitude in various areas as follows: – Radial 001º-180º altitude should not below 5 500 ft – Radial 181º-200º altitude should not below 7 000 ft – Radial 201º-340º altitude should not below 10 000 ft – Radial 341º-360º altitude should not below 15 500 ft
LAMPANG DVOR/DME	LPN	114.7 MHz (CH 94X)	H24	181636N 0993008E	240 m (800 ft)	DVOR/DME restriction, due to terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes in various areas as follows: – Radial 351º-070º beyond 40 NM should not below 6 000 ft – Radial 071º-130º beyond 30 NM should not below 6 000 ft – Radial 131º-320º beyond 40 NM should not below 6 000 ft – Radial 321º-350º beyond 30 NM should not below 6 000 ft

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
LOEI DVOR/DME	LOY	115.9MHz (CH 106X)	H24	172649N 1014323E	270 m (900 ft)	DVOR/DME restriction, 1. Unusable due to roughness out of tolerance – Radial 020° between 10-11 DME altitude 3 000 ft – Radial 243° between 7-8 DME altitude 6 000 ft and between 32-33 DME altitude 7 500 ft 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 2.1 40 NM orbit – Radial 030°-050° altitude should not below 10 000 ft – Radial 051°-100° altitude should not below 7 000 ft – Radial 101°-130° altitude should not below 10 000 ft – Radial 131°-200° altitude should not below 5 000 ft – Radial 201°-250° altitude should not below 12 000 ft – Radial 251°-270° altitude should not below 13 000 ft 2.2 20 NM orbit (Due to border limited) – Radial 271°-029° altitude should not below 4 500 ft
MAE HONG SON DVOR/DME	MHS	115.5MHz (CH 102X)	H24	191911N 0975444E	540 m (1800 ft)	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance – Radial 040° distance between 10.5-12.5 DME altitude 5 500 ft – Radial 085° distance between 5.5-7.5 DME altitude 7 000 ft – Radial 100° distance between 9.0-10.0 DME altitude 7 000 ft – Radial 120° distance between 9.5 - 10.5 DME altitude 7 500 ft 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 060°-080° altitude should not below 8 500 ft – Radial 081°-140° altitude should not below 13 000 ft – Radial 141°-190° altitude should not below 9 000 ft – Radial 191°-059° unable to perform due to border limited

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
MAE SOT DVOR/DME	MST	116.7 MHz (CH 114X)	H24	164152N 0983230E	210 m (700 ft)	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance – Radial 104° distance between 6.0-13.0 DME altitude 5 500 ft – Radial 012° distance between 22.0-24.0 DME altitude 5 000 ft – Radial 124° distance between 32.0-34.0 DME altitude 6 600 ft 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at the required altitude in various areas as follows: – Radial 000°-030° altitude should not below 7 000 ft – Radial 031°-060° altitude should not below 9 000 ft – Radial 061°-070° altitude should not below 10 000 ft – Radial 071°-120° altitude should not below 9 000 ft – Radial 121°-360° unable to perform due to border limited
NAKHON PHANOM DVOR/DME	NKP	111.6 MHz (CH 53X)	H24	172318N 1043818E	180 m (600 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes in various areas as follows: – Radial 181°-190° altitude should not below 2 500 ft – Radial 191°-260° altitude should not below 4 000 ft – Radial 261°-320° altitude should not below 2 500 ft – Radial 321°-180° unable to check (Due to border limited)
NAKHON SI THAMMARAT DVOR/DME	NKS	117.4 MHz (CH 121X)	H24	083230N 0995649E	0 m (0 ft)	Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes is various areas: – Radial 001º-190º beyond 40 NM should not below 2 500 ft – Radial 191º-240º beyond 40 NM should not below 7 000 ft – Radial 241º-280º beyond 25 NM should not below 8 000 ft – Radial 281º-320º beyond 40 NM should not below 7 000 ft – Radial 321º-360º beyond 40 NM should not below 5 000 ft
NAN DVOR/DME	NAN	115.7 MHz (CH 104X)	H24	184833N 1004657E	210 m (700 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 011º-110º at 20 NM should not below 8 000 ft – Radial 111º-160º at 20 NM should not below 6 000 ft – Radial 161º-180º at 40 NM should not below 6 000 ft – Radial 181º-330º at 40 NM should not below 7 000 ft – Radial 311º-010º at 40 NM should not below 8 000 ft

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
NARATHIWAT DVOR/DME	NTW	116.3 MHz (CH 110X)	H24	063138N 1014443E	30 m (100 ft)	DVOR/DME restriction, 1. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: a) 40 NM clockwise orbit flown from – Radial 271º-290º altitude should not below 9 000 ft – Radial 291º-300º altitude should not below 4 000 ft – Radial 301º-020º altitude should not below 2 000 ft b) 20 NM clockwise orbit flown from – Radial 021º-130º altitude should not below 2 000 ft – Radial 131º-270º altitude should not below 5 000 ft 2. Due to the out-of-tolerance 30 Hz FM deviation ratio on radial 294º unusable within 10-40 NM.
PHETCHABUN DVOR/DME	PCB	115.4 MHz (CH 101X)	H24	164034N 1011148E	150 m (500 ft)	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance on radial 277° distance between 7-9 DME altitude 5 500 ft 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 061°-230° beyond 30 NM altitude should not below 6 500 ft – Radial 231°-320° beyond 30 NM altitude should not below 8 000 ft – Radial 321°-060° beyond 40 NM altitude should not below 7 500 ft
PHITSANULOK DVOR/DME	PSL	114.1 MHz (CH 88X)	H24	164613N 1001729E	60 m (200 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 351°-120° altitude should not below 5 500 ft – Radial 121°-270° altitude should not below 3 000 ft – Radial 271°-300° altitude should not below 5 000 ft – Radial 301°-350° altitude should not below 3 500 ft

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
PHRAE DVOR/DME	PAE	111.8 MHz (CH 55X)	H24	180803N 1000959E	180 m (600 ft)	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance on radial 146° distance between 7.0-8.0 DME altitude 7 000 ft 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 055º-080º altitude should not below 9 000 ft – Radial 081º-160º altitude should not below 11 000 ft – Radial 161º-180º altitude should not below 8 000 ft – Radial 181º-350º altitude should not below 6 000 ft – Radial 351º-054º altitude should not below 6 500 ft
PHUKET DVOR/DME	PUT	116.9 MHz (CH 116X)	H24	080650N 0981825E	30 m (100 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 360º-030º altitude should not below 5 500 ft – Radial 031º-170º altitude should not below 9 000 ft – Radial 171º-220º altitude should not below 7 000 ft – Radial 221º-359º altitude should not below 3 000 ft
RANONG DVOR/DME	RAN	113.4 MHz (CH 81X)	H24	094641N 0983501E	30 m (100 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/ DME station coverage, check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 20 NM orbit – Radial 020°-040° altitude should not below 6 000 ft – Radial 041°-060° altitude should not below 12 000 ft – Radial 061°-120° altitude should not below 16 000 ft – Radial 151°-170° altitude should not below 9 000 ft 40 NM orbit – Radial 121°-150° altitude should not below 16 000 ft – Radial 171°-187° altitude should not below 12 000 ft – Radial 188°-230° altitude should not below 7 000 ft – Radial 231°-019° unable to fly due to border limited.

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
RAYONG DVOR/DME	RYN	112.5 MHz (CH 72X)	H24	124643N 1014035E	0 m (0 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 011º-040º altitude should not below 9 000 ft – Radial 041º-050º altitude should not below 4 000 ft – Radial 051º-080º altitude should not below 6 000 ft – Radial 081º-240º altitude should not below 4 000 ft – Radial 240º-010º altitude should not below 5 000 ft
ROI-ET DVOR/DME	ROT	111.2 MHz (CH 49X)	H24	160701N 1034620E	150 m (500 ft)	Coverage orbit data refer from commissioning checked as follows: – 40 NM clockwise orbit flown from radial 001°-360° altitude should not below 2 000 ft – Airway W5 flown to 40 NM at 2 000 ft was checked and found satisfactory
SAKON NAKHON DVOR/DME	SKN	114.2 MHz (CH 89X)	H24	171251N 1040812E	180 m (600 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: 1. 30 NM orbit (Due to border limited) – Radial 000º-130º altitude should not below 2 100 ft 2. 40 NM orbit – Radial 131º-280º altitude should not below 5 500 ft – Radial 281º-359º altitude should not below 2 100 ft
SONGKHLA DVOR/DME	SKL	113.5 MHz (CH 82X)	H24	071119.65N 1003615.11E	-	Military facility
SAMUI DVOR/DME	SMU	117.6 MHz (CH 123X)	H24	093249N 1000342E	0 m (0 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: – Radial 000º-015º beyond 25 NM altitude should not below 4 000 ft – Radial 016º-040º beyond 25 NM altitude should not below 6 000 ft – Radial 041º-060º beyond 20 NM altitude should not below 11 000 ft – Radial 061º-070º beyond 25 NM altitude should not below 9 000 ft – Radial 071º-120º beyond 40 NM altitude should not below 11 000 ft – Radial 121º-180º beyond 40 NM altitude should not below 5 000 ft – Radial 181º-210º beyond 25 NM altitude should not below 8 000 ft – Radial 211º-260º beyond 20 NM altitude should not below 9 000 ft – Radial 261º-280º beyond 25 NM altitude should not below 7 000 ft – Radial 281º-360º beyond 40 NM altitude should not below 8 000 ft

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
SURAT THANI DVOR/DME	STN	110.6 MHz (CH 43X)	H24	090746N 0990805E	0 m (0 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage orbit 40 NM as follows: – Radial 001º-070º altitude should not below 1 500 ft – Radial 071º-090º altitude should not below 3 500 ft – Radial 091º-150º altitude should not below 5 000 ft – Radial 151º-190º altitude should not below 1 500 ft – Radial 191º-360º altitude should not below 4 000 ft – Radial 227º distance approximate 10-13 DME out of tolerance roughness and scalloping
SUKHOTHAI NDB	THS	292 kHz	H24	171407N 0994919E		1. Route coverage checked on bearing 021° from THS to PR altitude 9 000 ft flown to 57 NM found satisfactory 2. Coverage 50 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 041°-100° at altitude 4 000 ft – Bearing 101°-190° at altitude 2 000 ft – Bearing 191°-040° at altitude 5 000 ft
TAKHLI NDB	TL	350 kHz	H24	151633.45N 1001751.11E	-	
TAK NDB	TK	332 kHz	H24	165358N 0991508E		1. Route coverage checked and result found satisfactory as follows: – Bearing 098° from TK to PSL altitude 7 000 ft flown to 60 NM – Bearing 254° from TK to MST altitude 7 000 ft flown to 43 NM 2. Coverage 15 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 001°-360° at altitude 3 500 ft
TRANG DVOR/DME	TRN	116.6 MHz (CH 113X)	H24	073032N 0993734E	30 m (100 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at the required altitude in various areas as follows: 1. 20 NM orbit – Radial 081°-130° altitude should not below 6 000 ft 2. 40 NM orbit – Radial 131°-350° altitude should not below 4 000 ft – Radial 351°-030° altitude should not below 6 000 ft – Radial 031°-080° altitude should not below 7 000 ft

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
TRAT NDB	TRT	384 kHz (CH 36X)	H24	121628N 1021850E		NDB restriction, due to mountainous terrain surround NDB station, coverage check does not provide adequate signal clockwise 50 NM orbit at altitude in various areas as follows: – Bearing 001º-145º unable to performed due to border limited – Bearing 146º-320º altitude should not below 5 000 ft – Bearing 321º-360º altitude should not below 8 000 ft
UBON DVOR/DME	UBL	112.7 MHz (CH 74X)	H24	151443N 1045157E	120 m (400 ft)	DVOR/DME restriction 1. Due to obstacles surround DVOR/ DME station, coverage check does not provide adequate signal clockwise orbit at required altitude in various areas as follows: a) 40 NM – Radial 111°-155° altitude should not below 3 000 ft – Radial 156°-165° altitude should not below 7 000 ft – Radial 166°-200° altitude should not below 5 000 ft – Radial 201°-070° altitude should not below 3 000 ft b) 30 NM (Due to border limit) – Radial 071°-110° altitude should not below 2 000 ft 2. During 6 NM orbit found 30 Hz. AM modulation is fluctuated within 29%-50% between radial 170°-190°. UBON DVOR/DME unusable between radial 170°-190° (CW) beyond 10 NM altitude 2 000 ft
UDON DVOR/DME	UDN	114.3 MHz (CH 90X)	H24	172305N 1024630E	180 m (600 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal at required altitudes in various areas as follows: 1. 15 NM orbit – RDL 277º-280º ALT should not below 5000 ft 2. 20 NM orbit (due to border limited) – RDL 331º- 030º ALT should not below 2500 ft 3. 40 NM orbit – RDL 031º- 090º ALT should not below 3000 ft – RDL 091º-190º ALT should not below 4000 ft – RDL 191º- 268º ALT should not below 5000 ft – RDL 269º- 276º ALT should not below 8000 ft – RDL 281º- 330º ALT should not below 5000 ft 4. The En-route radial 275 (W15) beyond 20 NM ALT 6500 ft the DVOR/DME signal out of tolerance.

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
U-TAPAO DVOR/DME	BUT	110.8MHz (CH 45X)	H24	124000N 1010002E	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude and distance in various areas: – Radial 101°-170° altitude should not below 2 000 ft – Radial 171°-250° altitude should not below 6 000 ft – Radial 251°-320° altitude should not below 8 000 ft – Radial 321°-050° altitude should not below 6 000 ft – Radial 051°-100° altitude should not below 4 000 ft

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates		ATS route or other route
1	2		3
ABTOK	061818N	1021744E	M644
ADLAL	091810N	0993106E	W32
ADLUS	190610N	0991320E	A581, W20
ADNEP	080344N	1010318E	W19
AGEDO	132419N	1022139E	B204
AIZAK	175302N	1002040E	W40
AKATO	133716N	0991019E	M502
AKRET	164016N	1030856E	W6, Y23
AKVUG	090349N	0992219E	Y93, Y99
ALBOS	144442N	1010142E	R474
ALEMI	123626N	1012600E	W42, Y12
ALGIT	165300N	1024655E	W5, Y22
ALUMO	104554N	1015123E	M644, R575, Y12
ANBOK	183635N	1011248E	R207
ANBUX	102137N	1011908E	R575, Y11
ANDAX	090441N	0983545E	Y5
ANKID	154049N	1033057E	W38
ANKOS	135300N	1012742E	G474, L880
ANLUR	171330N	1012705E	Y31
ANOBO	110323N	1021442E	N891, R575
ANPAN	085116N	0973720E	L759
ANPUB	075141N	0975216E	P627
ANPUS	165800N	1024651E	W5, Y22
ANREN	135212N	1021838E	G474, L880, W42
APOBI	090147N	1002814E	A464, Y95
APRIL	110007N	0994307E	G458
APUSA	100057N	1002007E	M626, W99, Y17
ASABO	151209N	1042102E	W1, Y20
ASEKU	120306N	1003905E	M757, W42
BARCE	172245N	1011219E	W15
BASIT	093447N	1022108E	R588
BEBUV	172713N	0991613E	Y26, Y33
BEKOD	162117N	0994636E	A464
BENSA	102631N	1022630E	N891
BENVI	192707N	0995741E	W22
BERLU	131350N	1015620E	N506, R468, W42
BETNO	150554N	0981231E	G463, P646
BIDEM	142154N	1034750E	R345
BIGVO	172830N	0984154E	A581, R202, W7
BITEN	082659N	0992029E	W24, Y4, Y99
BLAFF	151633N	1001751E	W9, Y28, Y7
BODUR	154853N	1032127E	B460
BOKAK	125736N	1022947E	B205, N506, R468
BOKIB	190434N	0982225E	W9
BOMAS	172305N	0980549E	A581
BONVO	134410N	0994607E	M502
BOPNU	175826N	1030052E	M648

Name-code designator	Coordinates		ATS route or other route
1	2		3
BOVGO	170740N	1014935E	B218
BUTRA	152506N	1053546E	A1, Y16
BUXEL	114342N	0994540E	Y8
CRIST	184752N	1001334E	R207, W12, Y28
DADSA	090713N	0981749E	G331
DALAN	062808N	0993920E	B579
DANDO	073054N	1002024E	M769, Y9
DIPUN	120457N	1011011E	M904
DIRAX	110007N	1003248E	A464, W19
DOLNI	131740N	1011048E	N891, P629, Y12
DOMKA	191419N	0982602E	W36
DONSI	100738N	1002401E	M769, W99, Y17
DORNA	092459N	0994614E	W32, Y3, Y93
DOSBU	135240N	1015002E	G474, L880
DOTUS	163103N	1032732E	R470, W4, Y21
DOXAS	084657N	1002208E	M769, Y94
DUBAX	062556N	1000737E	R325
DUBEN	193249N	1001207E	R215, W29, Y27, Y28
DUBOL	171004N	1013154E	W39
DUGON	080125N	1020549E	M644
DULEM	134416N	1021400E	M633, W42
EGUBO	112838N	1000450E	W31, W42, Y5, Y99
EKAVO	113737N	0993025E	M626
ELDAL	162106N	0993839E	Y26, Y32, Y37
ELNET	174625N	1023746E	R470
ELREM	072616N	1000607E	W17
EMELA	101249N	1010729E	M751, R575
EMRIT	080621N	0984840E	R588, Y99
EMRUT	160020N	1023533E	W6, Y23
EMTIX	114931N	1000814E	Y96, Y99
EMVEL	084438N	0992122E	W17, Y99
ENBAT	180941N	0991004E	A464
ENLEP	153353N	1042800E	R470, W4, W5, Y21, Y22
ENRAG	100223N	1000931E	W32
ENTEK	154755N	1041024E	R470, W4, W5, Y21, Y22
ENVON	072933N	1001406E	W28
EPGOT	075416N	0984555E	W14
ERVES	061208N	1012853E	W44
ESGIB	172458N	1021514E	W15
GOKEX	111815N	1002544E	M769, W32, Y96
GOKON	164301N	1004834E	W26, Y31
GOLUD	061706N	1021639E	M751
GOMES	132406N	1013506E	B204, N506, R468
GORSI	133055N	1012128E	N506, R468

Name-code designator	Coordinates		ATS route or other route
1	2		3
GOSTA	171557N	1002230E	W29
GRASO	150917N	1034714E	R345, W1, Y13, Y15, Y20
GULNO	171915N	1031735E	W15
GUPMO	085012N	1002750E	A464, W94
GUROK	160329N	1041106E	A202, Y15
GUTSO	124820N	1003454E	A464, M751, W19
HOTEL	130006N	1001948E	G458, W31, Y99
IBETO	141036N	0992946E	L524
IBIRI	175223N	0992317E	Y33
IBUBU	175128N	1000336E	W25, Y27
IDAGA	110007N	1005348E	M751
IDKOR	173810N	1001243E	W22, Y34
IDNAR	084344N	0991524E	W24
IDRUK	082724N	1005513E	R588, W19, Y95
IGEVI	083640N	0982320E	W34, Y5
IGNAX	175144N	0993339E	W9
IGONI	142633N	0995430E	L507
IGPOP	165002N	0994708E	W26, Y7
IGUDA	185047N	0992332E	Y36
IKERA	093146N	0991532E	G458, Y8
IKISU	184739N	1000349E	R207, W12, W22, Y27
IKOGA	073935N	1013235E	M626, Y24, Y95
IKULA	100006.90N	0972114.00E	L515, R325
KABMU	182739N	0993247E	W15
KADAV	164754N	0985341E	W26
KADAX	061602N	1021542E	M626
KARMI	062940N	1003121E	A464, M757
KASNI	130450N	1004042E	M757
KENNE	064340N	1004132E	Y18
KEXIL	174204N	0992954E	Y7
KIGOB	130646N	1005106E	M904, Y11
KIMET	164928N	0994429E	Y32
LAMUL	084818N	0985208E	G458, Y8
LAMUN	190513N	0984044E	R207, W36
LEBIM	130515N	1002825E	M769, Y98
LEDER	175044N	1022825E	R474
LERNI	062706N	1011618E	Y19
LIPLI	141028N	1015756E	Y16
LOSDA	085356N	1003425E	M757, Y94, Y95
LUDVI	152849N	0983530E	L507
LUXIR	082819N	0990200E	W32
MABKO	094809N	1003543E	M757, W33
MACHI	191306N	0983346E	R207, W36
MAKAS	164947N	0982949E	G473
MALKI	143111N	1011153E	W1, Y20
MARNI	180836N	0990549E	Y26
MEMAN	183452N	0991859E	W15

Name-code designator	Coordinates		ATS route or other route
1	2		3
MENEX	110831N	0994543E	G458, M626, W34, W42, Y3, Y5, Y8
MESEM	090719N	0994816E	R575, W33, Y4
MIGAR	141823N	0985907E	L524, L877
MONBU	082659N	0984056E	Y3
MONLO	184702N	0993743E	R207, W12
MOTNA	131110N	1002306E	G458, Y8, Y99
MUBAN	085441N	1012952E	M751, R588
MUBUS	134530N	1004342E	M633, P629
MUDMA	090050N	0975115E	L515, R325
MUGNO	175107N	1025753E	M648
NEMTE	160345N	1022913E	Y2
NIROP	171614N	1001444E	W22
NIXET	092517N	0992613E	Y99
NOBER	151636N	1004006E	B346, W21, W39
NOGAD	173834N	1020021E	B218
NOMEK	093404N	0984835E	Y5
NOMEP	113830N	1010454E	Y11
NONEL	105301N	0995337E	M626, Y4, Y98, Y99
NUBKA	065434N	1013426E	W19
NUGPA	130254N	1014959E	P629, W42
NULBO	102919N	1003643E	M757
NULMA	083118N	0990228E	W32
NUMDO	193243N	0993402E	A581, W20
NUNLI	145127N	0992304E	L507
NURDA	142451N	0983322E	L524
NUTGU	072803N	0985020E	B579
NUVLU	164146N	0993140E	Y26, Y30
OBKIB	151913N	1044249E	G473
OBLEX	072948N	1003228E	M757, Y10
OKENA	161608N	1042533E	A202, W43
OLBAG	095849N	1001852E	W99, Y17
OLDIR	125401N	1021325E	B205, P629
OLSEL	113411N	1001649E	Y96, Y98
OLTUM	134439N	1014956E	M633
OLVUK	143928N	1001240E	Y26
OMDIL	181107N	0995546E	W13
OMGIV	171709N	1012243E	B346, W27
OMURO	135143N	1024559E	G474, L880
ONETI	081757N	0984633E	R575, W33
ONUVI	163228N	1022655E	W16
OSPEX	082015N	0991319E	Y4, Y99
OSROG	085820N	1013431E	R588, Y11
OSVIP	074253N	0984409E	R325
OTBAD	181514N	0995622E	W15
OTGOL	091306N	0993248E	Y93
OVLEN	155804N	0995509E	Y27
PADET	100007N	0981719E	G331

Name-code designator	Coordinates		ATS route or other route
1	2		3
PADPA	071700N	0995532E	W14
PAGLU	091549N	1001709E	W35, Y95
PAKMO	162013N	0995656E	Y27, Y7
PAKRI	145202N	1025409E	W42, Y13
PANKU	172035N	1005606E	W15, W16
PANTA	181351N	0991917E	W9, Y7
PASAT	145727N	1034726E	A1, R345
PASTO	140005N	0993007E	L301
PASVA	061529N	1020431E	A334, Y11, Y24, Y25
PEBLI	161606N	1001736E	W9, Y28, Y31
PEKBA	144808N	1034733E	R345, Y16
PETAC	061740N	1011945E	Y18, Y19
PIBAN	162314N	0995718E	Y27, Y29
PIBIK	171130N	1000028E	W9
PIDEL	122143N	1010514E	M904, W42, Y11
PIMER	073045N	1002449E	A464
PINUN	092825N	1002306E	M769, W35
PIPOB	142236N	1011914E	Y1, Y13, Y2
PIVUT	174644N	0994553E	W23
POLAK	132106N	1003454E	A464, M751, W19
POLOB	171309N	1000328E	W23, Y27, Y34
PONUK	201858N	1002306E	A581, Y27
POTEV	152153N	1052206E	A1
POVEX	165905N	1030530E	R470, W4, Y21
POXUN	064718N	1010853E	Y19
PUMAM	180831N	0985001E	A581, W7
PUMOR	141420N	0984348E	L877
RAMBU	150554N	1032319E	W1, Y20
RAMEI	150240N	1030040E	A202, W1, W38, W42, Y20
REBED	074332N	0983736E	B579
RECNO	083425N	0992825E	R575, W33, Y4
REGOS	120007N	1003454E	A464, M751, W19, W32, W42
RELIP	080432N	1002619E	A464, R588
REMER	165935N	1004531E	W27
RIBDO	172014N	1012918E	W27
RIGTO	064228N	1001504E	M769
RIPMU	090852N	1002238E	M769, Y95
RIVDU	144236N	1002019E	Y27
ROBDA	092558N	1003511E	M757, W19
ROBKA	141043N	1012508E	A1
RUKSA	143351N	1015512E	Y13
RUMVA	091717N	1001600E	Y95
RUPTA	125839N	1014733E	W42
RURAR	161943N	1041436E	B460
RUSET	074616N	0974257E	P627
SABIS	125959N	1001125E	Y8

Name-code designator	Coordinates		ATS route or other route
1	2		3
SAGAL	151757N	1044522E	G473
SAKDA	113654N	1030000E	R334, R575
SANOT	145134N	1032548E	A1, Y15
SAPAM	080434N	0973300E	L645, R203
SARER	082127N	0990057E	W32
SARIM	173030N	0994737E	W9
SATVA	082902N	0975756E	L759
SAVSA	083016N	0983729E	G458, Y8
SEDNO	161733N	1031707E	W5, Y22
SEGRA	085300N	0992831E	W28
SELKA	142020N	1015311E	A1, Y14
SEMBO	145359N	1001548E	A464
SIRAT	103450N	1013640E	M904
SISUK	194804N	0980243E	R207
SORTO	095353N	1002342E	M626, M769
SUNGO	182312N	1002346E	R202, W25
SUPIN	083435N	1010419E	M626, R588
SUPOJ	101642N	1001220E	W31, W32
SURGU	170158N	1022408E	W21
SURIX	105959N	1015015E	W33
SURMA	115122N	1002633E	M769, W42, Y5, Y98
SUSID	083659N	0981808E	G331
SWENI	172555N	1015903E	W15
TAMOS	063208N	1002407E	A457
TANEK	140306N	0985819E	L301, M633
TARED	142620N	0993129E	G463, P646
TAVAT	084257N	0990416E	W32
TAVUN	1000N	09633E	L759
TAXEB	064641N	1004645E	A334
TEDOS	084834N	0990507E	W32, Y3
TERCO	165550N	1023308E	Y1
TIDAR	065230N	1025000E	M904
TIKAL	080220N	1014448E	M751, Y11
TOGIM	092659N	0985148E	W17
TOMIP	191105N	1011548E	R215, Y36
TONIK	091736N	1015907E	M644, M904, R588, Y25
TONUV	062319N	1011127E	Y18
TOPAS	172916N	0992358E	A464
TOPER	143808N	1024538E	A1, W42
TORAN	163541N	0985219E	Y37
TUNRA	074737N	0991905E	W32
TUPGO	134349N	1023918E	M633
TUSPU	101948N	1003108E	A464, W19, W99
UBLOD	143715N	1012612E	W1, Y1, Y2, Y20
UBNEN	080520N	0974812E	L645, R203
UDIKU	170735N	1011952E	B346, Y31
UGIPA	134524N	1005221E	M633, N506, R468

Name-code designator	Coordinates		ATS route or other route
1	2		3
UGUVO	150835N	1001141E	Y27
UKERA	120207N	1000110E	G458, W31
UPKUP	140353N	1012655E	Y16
UPMUT	150043N	1000536E	Y26
UPNEP	094213N	1002936E	A464, M626, R575, W19, W33, W35
UPSAB	083348N	0980452E	L515, R325
UPVIL	113836N	1001421E	W42, Y5, Y96
URGAD	074615N	0984031E	R325
URGUM	164154N	0985322E	Y30
UTHAI	070008N	0992949E	R325
UTTAR	174305N	1002706E	W29
VALSI	093108N	1003518E	M626, M757
VANKO	123511N	0994538E	Y8
VAPVU	124701N	1023149E	P629
VEGNA	091427N	0992251E	W32, Y99
VEGRA	170333N	0983653E	W7
VENAG	175411N	0994158E	W23
VENPO	150645N	1042202E	A1
VESUD	152108N	1043854E	G473
VININ	093754N	1001740E	R575, W33
VISES	185811N	0983438E	W9
VUTHI	145007N	0995725E	W10
XIKMA	142236N	1023626E	W42, Y16
YAKUA	174415N	1013052E	B346, Y35

ENR 5. NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED, DANGER AREAS

1. All airspace in which a potential hazard to aircraft operations may exist and all areas over which the operation of civil aircraft may, for one reason or another, be restricted either temporarily or permanently, are classified, according to the following types of areas as defined by ICAO.

Prohibited Area

An airspace of defined dimensions above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited. The flight of aircraft within the designated airspace is require prior authorization from appropriate agency.

Restricted Area

An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions. The flight of aircraft within the designated airspace is not absolutely prohibited but require prior authorization from appropriate agency or pilot comply with specified entry criteria.

Danger Area

An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified time. The effect of the creation of danger area is to caution operators or pilots of aircraft that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their aircraft.

2. Each area is given a designation consisting of the nationality letters "VT" followed by a letter indicating the type of the area ("P" for Prohibited, "R" for Restricted and "D" for Danger) and a number. A geographical name may be used in connection with the designation. For example, VT P4 MUANG KOM, VT R1 BANGKOK CITY, VT D2 LOP BURI, etc

3. Each area is described in the tabulation indicating its lateral and vertical limits, the type of restriction or hazard involved, the time at which the area is active, and any other pertinent information.

4. Prohibited Areas (VTP), Restricted Areas (VTR), and Danger Areas (VTD) managed by the Airspace Management Cell (AMC) will be identified with the remark "AMC Manageable Area". Uninvolved aircraft shall not operate within the AMC manageable area during the period specified in AUP/UUP or NOTAM unless ATC clearance has been granted.

5. PROHIBITED, RESTRICTED AND DANGER AREAS

5.1 PROHIBITED AREAS

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTP4 MUANG KOM Area bounded by lines joining successively the following points: 150700N 1005900E - 150700N 1005000E - 145500N 1005000E - 145500N 1005900E - 150700N 1005900E	FL 240 GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : Bombing / Air Firing Area Time of activity : MON - FRI, H24 Permission to entry : Only authorized aircraft Inflight information : Chandy Tower freq. 134.75 MHz or 285.4 MHz Contact agency : Chandy Tower, Tel: +662 534 6000 ext. 25884
VTP7 SATTAHIP Circle of 4NM radius centred on point 123845N 1005300E	UNL GND	Type of restriction : Naval Base Nature of hazard/activity : National security area Time of activity : H24 Permission to entry : Only authorized aircraft by RTN Inflight information : U-Tapao Approach freq. 119.7 MHz or 273.3 MHz Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5600

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTP36 KHAO SOIDAO TAI A semi-circle 17 NM radius of 125613N 1021250E from 0° to 180°	ALT 5 000 ft GND	Type of restriction : RTN Area Nature of hazard/activity : Military operations Time of activity : Sunset to Sunrise Permission to entry : Only authorized aircraft by RTN Inflight information : Trat Approach freq. 120.25 MHz Contact agency : Chanthaburi and Trat Border Defense, Tel. +663 931 2334, +663 931 1099
VTP37 KHAO KHLONG OA A semi-circle 14 NM radius of 123419N 1023635E from 135° to 315°	ALT 5 000 ft GND	Type of restriction : RTN Area Nature of hazard/activity : Military operations Time of activity : Sunset to Sunrise Permission to entry : Only authorized aircraft by RTN Inflight information : Trat Approach freq. 120.25 MHz Contact agency : Chanthaburi and Trat Border Defense, Tel. +663 931 2334, +663 931 1099
VTP38 KO CHANG - KO KHUD Area bounded by lines joining successively the following points: 121737N 1021424E - 120945N 1023432E - 114630N 1025324E - 113800N 1025530E - 113000N 1023000E - 120000N 1021100E - 121737N 1021424E	ALT 5 000 ft GND	Type of restriction : RTN Area Nature of hazard/activity : Military operations Time of activity : Sunset to Sunrise Permission to entry : Only authorized aircraft by RTN Inflight information : Trat Approach freq. 120.25 MHz Contact agency : Chanthaburi and Trat Border Defense, Tel. +663 931 2334, +663 931 1099

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTR83 SUKOTHAI PALACE Circle of 1 NM radius centred on point 134656.66N 1003033.51E	ALT 6 000 ft GND	Type of restriction : Royal Residence Area Nature of hazard, activity : - Time of activity : H24 Permission to entry : As specified condition: 1. Authorized aircraft; or 2. HOSP or MEDEVAC aircraft, prior coordination with ATC is required. Any occurrence of entry into restricted area shall be reported to CAAT. Inflight information : Don Mueang Approach freq. 119.4 MHz or Bangkok Approach freq. 125.8 MHz or 262.5 MHz Contact agency : CAAT, Air Navigation Service Standards Department
VTR84 TIPPIMARN PALACE Circle of 1 NM radius centred on point 142929.82N 1013145.88E	ALT 7 500 ft GND	Type of restriction : Royal Residence Area Nature of hazard/activity : - Time of activity : H24 Permission to entry : As specified condition: 1. Authorized aircraft; or 2. HOSP or MEDEVAC aircraft, prior coordination with ATC is required. Any occurrence of entry into restricted area shall be reported to CAAT. Inflight information : OSCAR Control Contact agency : CAAT, Air Navigation Service Standards Department

5.3 DANGER AREAS

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD2 LOP BURI Area bounded by lines joining successively the following points: 150716N 1001010E - 150700N 1005000E - 145500N 1005000E - 145500N 1010525E - 144237N 1010529E - 143637N 1010525E - 143700N 1000900E - 150716N 1001010E	ALT 6000 ft GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000-1000 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Khok Kathiam Tower freq. 122.6 MHz or 238.6 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 2 Air Traffic Control branch, Tel. +662 534 6000 ext. 50520
VTD3A KABIN BURI/WATTANA NAKHON, PRACHIN BURI Area bounded by lines joining successively the following points: 135900N 1022000E - 135900N 1025043E on the border then follow the boundary to 133000N 1022138E - 133000N 1022000E - 135900N 1022000E	FL 140 GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000-1000 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : OSCAR Control freq. 127.0 MHz or 331.3 MHz Pilots are advised to contact prior to entering. Contact agency : Wattana Nakhon Tower, Tel. +662 534 6000 ext. 42908, 42909

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD3B KABIN BURI/WATTANA NAKHON, PRACHIN BURI Area bounded by lines joining successively the following points: 135900N 1015400E - 135900N 1022000E - 133000N 1022000E - 133000N 1015400E - 135900N 1015400E	FL 140 GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000-1000 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : OSCAR Control freq. 127.0 MHz or 331.3 MHz Pilots are advised to contact prior to entering. Contact agency : Wattana Nakhon Tower, Tel. +662 534 6000 ext. 42908, 42909
VTD5A PRACHUAP, KHIRI KHAN Area bounded by lines joining successively the following points: 120800N 0993409E on boundary to 120800N 1000953E - 114700N 1000347E - 114700N 0993851E on boundary then follow the boundary to 120800N 0993409E	ALT 6500 ft GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000-1000 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Prachuap Tower freq. 135.9 MHz or 351.1 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 5 Air Traffic Control branch, Tel. +662 534 6000 ext. 40555, 40556
VTD5B PRACHUAP, KHIRI KHAN Area bounded by lines joining successively the following points: 114700N 0993851E on boundary to 114700N 1000347E - 112651N 0995458E - 112651N 0992422E on boundary then follow the boundary to 114700N 0993851E	ALT 6500 ft GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000 - 1000 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Prachuap Tower freq. 135.9 MHz or 351.1 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 5 Air Traffic Control branch, Tel. +662 534 6000 ext. 40555, 40556
VTD6A BANGKOK, NONTHABURI, NAKHON PATHOM, SUPHANBURI Area bounded by lines joining successively the following points: 141811N 1002501E - 141820N 1004015E - 135820N 1002641E - 140500N 1001251E - 141811N 1002501E	ALT 5000 ft GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : Everyday, 2300 - 1000 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Don Mueang Approach freq. 119.4 MHz or 262.5 MHz Pilots are advised to contact prior to entering. Contact agency : 604 Squadron, Tel. +662 534 6000 ext. 22553
VTD6B BANGKOK, NONTHABURI, NAKHON PATHOM, SUPHANBURI Area bounded by lines joining successively the following points: 140500N 1001251E - 135820N 1002641E - 134604N 1002225E - 134630N 1001255E - 140500N 1001251E	ALT 5000 ft GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : Everyday, 2300 - 1000 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Don Mueang Approach freq. 119.4 MHz or 262.5 MHz Pilots are advised to contact prior to entering. Contact agency : 604 Squadron, Tel. +662 534 6000 ext. 22553

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD8A RATCHABURI Area bounded by lines joining successively the following points: 134900N 0992300E - 135410N 0995819E - 132604N 1000707E then follow the coastline westward to 130000N 1000414E - 130000N 0994000E - 134900N 0992300E	FL 460 GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000 - 1100 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Kamphaeng Saen Approach freq. 127.75 MHz or 237.0 MHz Pilots are advised to contact prior to entering. Contact agency : Kamphaeng Saen Flying Training School Air Traffic Control branch, Tel. +662 534 6000 ext. 37517, 37522
VTD8B RATCHABURI Area bounded by lines joining successively the following points: 133200N1001600E then follow the coastline westward to 132806N 1001320E - 132604N 1000707E - 135410N 0995819E - 135600N 1001100E - 134800N 1001100E - 133200N 1001600E	ALT 12000 ft GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000 - 1100 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Kamphaeng Saen Approach freq. 127.75 MHz or 237.0 MHz Pilots are advised to contact prior to entering. Contact agency : Kamphaeng Saen Flying Training School Air Traffic Control branch, Tel. +662 534 6000 ext. 37517, 37522
VTD8C KANCHANABURI Area bounded by lines joining successively the following points: 135253N 0994930E - 134900N 0992300E - 141500N 0992300E - 140930N 0995226E - then counterclockwise along 45 NM arc radius centred on BKK VOR/DME (135336.8N 1003546.3E) to 135253N 0994930E	ALT 9000 ft GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000 - 1100 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Kamphaeng Saen Approach freq. 127.75 MHz or 237.0 MHz Pilots are advised to contact prior to entering. Contact agency : Kamphaeng Saen Flying Training School Air Traffic Control branch, Tel. +662 534 6000 ext. 37517, 37522
VTD8D KANCHANABURI Area bounded by lines joining successively the following points: 135600N 1001100E - 135253N 0994930E - then clockwise along 45NM arc radius centred on BKK VOR/DME (135336.8N 1003546.3E) to 140930N 0995226E - 140600N 1001100E - 135600N 1001100E	ALT 6000 ft GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000 - 1100 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Kamphaeng Saen Approach freq. 127.75 MHz or 237.0 MHz Pilots are advised to contact prior to entering. Contact agency : Kamphaeng Saen Flying Training School Air Traffic Control branch, Tel. +662 534 6000 ext. 37517, 37522

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD8E SUPHAN BURI Area bounded by lines joining successively the following points: 140930N 0995226E - 141500N 0992300E - 145400N 0995700E - 143304N 1001310E - then counter clockwise along 45 NM arc radius centred on BKK VOR/DME (135336.8N 1003546.3E) to 140930N 0995226E	ALT 8000 ft GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000 - 1100 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Kamphaeng Saen Approach freq. 127.75 MHz or 237.0 MHz Pilots are advised to contact prior to entering. Contact agency : Kamphaeng Saen Flying Training School Air Traffic Control branch, Tel. +662 534 6000 ext. 37517, 37522 Note: Training aircraft at FL200 and above will be authorized by Bangkok ACC.
VTD8F SUPHAN BURI Area bounded by lines joining successively the following points: 140600N 1001100E - 140930N 0995226E - then clockwise along 45 NM arc radius centred on BKK VOR/DME (135336.8N 1003546.3E) to 143304N 1001310E - 141900N 1002400E - 140600N 1001100E	ALT 6000 ft GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000 - 1100 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Kamphaeng Saen Approach freq. 127.75 MHz or 237.0 MHz Pilots are advised to contact prior to entering. Contact agency : Kamphaeng Saen Flying Training School Air Traffic Control branch, Tel. +662 534 6000 ext. 37517, 37522 Note: Training aircraft at FL200 and above will be authorized by Bangkok ACC.
VTD8G SUPHAN BURI Area bounded by lines joining successively the following points: 142558N 0992300E - 142558N 0993232E - 141500N 0992300E - 142558N 0992300E	ALT 8000 ft GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000 - 1100 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Kamphaeng Saen Approach freq. 127.75 MHz or 237.0 MHz Pilots are advised to contact prior to entering. Contact agency : Kamphaeng Saen Flying Training School Air Traffic Control branch, Tel. +662 534 6000 ext. 37517, 37522
VTD20 HUA HIN Area bounded by lines joining the following points: 1300N 09937E - 1300N 10010E - 1210N 10010E - then along the arc of 30 NM radius centred on HHN DVOR/DME (123804.04N 0995704.23E) 1300N 09937E *Excluding* Hua Hin CTR, Hua Hin TMA and G458	ALT 11 000 ft GND	Type of restriction : Civil Flight Training Area Nature of hazard/activity : Flight school training Time of activity : Sunrise to Sunset Inflight information : Hua Hin Approach freq. 126.2 MHz Contact agency : -

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD21 SATTAHIP BAY Area 1 Area bounded by lines joining successively the following points: 1220N 10030E - 1240N 10030E - 1240N 10040.8E - 1220N 10040.8E - 1220N 10030E	ALT 6 000 ft GND	Type of restriction : RTN Gun Training Range for surface ships Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHz or 273.3 MHz Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
Area 2 Area bounded by lines joining successively the following points: 1220N 10040.8E - 1240N 10040.8E - 1240N 10058E - 1220N 10058E - 1220N 10040.8E	FL 150 GND	
Area 3 Area bounded by lines joining successively the following points: 1220N 10058E - 1237N 10058E - 1237N 10115E - 1220N 10115E - 1220N 10058E	FL 150 GND	
VTD22 KO KHRAM, SATTAHIP Area bounded by lines joining successively the following points: 1251.3N 10040E - 1251.3N 10051E - 1240N 10051E - 1240N 10040E - 1251.3N 10040E	FL 150 GND	Type of restriction : RTN Gun Training Range for surface ships and aircraft Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHz or 273.3 MHz Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
VTD23 KO PHAI Area bounded by lines joining successively the following points: 1250N 10030E - 1305N 10030E - 1305N 10045E - 1250N 10045E - 1250N 10030E	ALT 6 000 ft GND	Type of restriction : RTN Gun Training Range for surface ships and aircraft Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHz or 273.3 MHz Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
VTD24 KO CHANG, TRAT Circle of 5 NM radius centred on point 1203.1N 10214.6E	FL 150 GND	Type of restriction : RTN Gun Training Range for surface ships and aircraft Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHz or 273.3 MHz, if unable contact Trat Approach freq. 120.25 MHz Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD25 KO TAO, CHUMPHON Circle of 5 NM radius centred on point 0956.6N 09959.8E	FL 150 GND	Type of restriction : RTN Weapon Training Range for surface ships and aircraft Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : Samui Approach freq. 129.6 MHz or 305.4 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 7, Surat Thani Air Force Base, Tel. +667 744 1132
VTD26 CHONG SAMAE SAN, SATTAHIP Area bounded by lines joining successively the following points: 1233.5N 10055.3E - 1237.3N 10055.3E - 1237.3N 10057.3E - 1233.5N 10057.3E - 1233.5N 10055.3E	FL 150 GND	Type of restriction : RTN Gun Training Range Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHz or 273.3 MHz Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
VTD27 PONG NAM RON, CHANTHABURI Area bounded by lines joining successively the following points: 1255.2N 10217.1E - 1250.6N 10220.4E - 1255.8N 10222.8E - 1259.5N 10221.4E - 1255.2N 10217.1E	ALT 8 000 ft GND	Type of restriction : RTN Gun Training Range Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHz or 273.3 MHz Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
VTD28 SATTAHIP Area bounded by lines joining successively the following points: 1250.5N 10049.7E - 1251.3N 10051.7E - 1246.8N 10053.5E - 1245.8N 10051.6E - 1250.5N 10049.7E	FL 150 GND	Type of restriction : RTN Gun Training Range Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHz or 273.3 MHz Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
VTD29 HIN RAKIT PATTANI Circle of 3 NM radius centred on point 0644N 10144E	FL 150 GND	Type of restriction : RTN Weapon Training Range for surface ships and aircraft Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : Narathiwat Approach freq. 125.55 MHz Pilots are advised to contact prior to entering. Contact agency : 2nd Naval Area Command, Tel. +667 432 5804
VTD30W NAKHON RATCHASIMA Area 1 Area bounded by lines joining successively the following points: 144905.7N 1011547.8E - 162005.4N 1021047.3E - 160405.5N 1022847.2E - 145935.7N 1015947.5E - 144305.8N 1012247.8E	UNL GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2300-1000 Inflight information : OSCAR Control freq. 127.0 MHz or 331.3 MHz, if unable contact Khorat Approach freq. 129.75 MHz or 349.0 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 1 Air Traffic Control branch, Tel. +662 534 6000 ext 40555, 40556
VTD30W NAKHON RATCHASIMA Area 2 Area bounded by lines joining successively the following points: 150905.7N 1021947.3E - 160005.5N 1024247.1E - 154905.6N 1032146.8E - 151305.7N 1032146.8E	UNL GND	

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD32 NAKHON RATCHASIMA Circle of 50 NM radius centred on point KRT TACAN (145606.0N 1020421.8E). *Excluding* Khorat Control Zone and Buri Ram Terminal Control Area.	ALT 5 500 ft GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2300-1400 Inflight information : OSCAR Control freq. 127.0 MHz or 331.3 MHz, if unable Khorat Approach freq. 129.75 MHz or 349.0 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 1 Air Traffic Control branch, Tel. +662 534 6000 ext 40555, 40556
VTD33 NAKHON SAWAN, CHAI NAT Area1 Area bounded by lines joining successively the following points: 154125.79N 0994345.28E - 154124.14N 0995122.80E - 150656.33N 1000238.89E - 150006.18N 0995717.24E - 154125.79N 0994345.28E	FL 240 GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2200-1700 Inflight information : OSCAR Control freq. 127.0 MHz or 331.3 MHz, if unable contact Takhli Approach freq. 124.0 MHz or 325.0 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 4 Air Traffic Control branch, Tel. +662 534 6000 ext 53544, 53546
Area 2 Area bounded by lines joining successively the Following points: 163705.34N 0992523.13E - 154125.79N 0994345.28E - 150006.18N 0995717.24E - 150012.17N 0992327.39E - 153847.73N 0983417.53E - then follow the boundary to 163508.84N 0983522.41E - 163705.10N 0985248.80E - 163705.34N 0992523.13E	UNL GND	
VTD34 PHETCHABUN, PHICHIT Area 1 Area bounded by lines joining successively the following points: 151305.60N 1010147.90E - 151305.60N 1002648.10E - 152405.50N 1002148.20E - 161623.05N 1002148.10E - then follow the arc 30 NM counter clockwise from PSL DVOR/DME (164613.34N 1001728.70E) to 163458.20N 1004628.25E - 163205.30N 1012647.60E - 151305.60N 1010147.90E *Excluding* Airway W21	FL 280 GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2200-1700 Inflight information : FOCAL Control freq. 127.0 MHz or 331.3 MHz, if unable contact Takhli Approach freq. 124.0 MHz or 325.0 MHz or Phetchabun Approach freq. 126 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 4 Air Traffic Control branch, Tel. +662 534 6000 ext 53544, 53546
Area 2 Area bounded by lines joining successively the following points: 151305.60N 1010147.90E - 151305.69N 1002803.35E - 153222.66N 1002148.11E - 161623.05N 1002148.10E - then follow the arc 30 NM counter clockwise from PSL DVOR/DME (164613.34N 1001728.70E) to 163458.20N 1004628.25E - 163205.30N 1012647.60E - 151305.60N 1010147.90E *Excluding* Airway W21	UNL GND	

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD41A MAE RIM, CHIANG MAI Area bounded by lines joining successively the following points: 194129N 0981654E on Thai Myanmar border then follow the boundary to 202015N 0994829E - 185219N 0994829E - 185116N 0990719E then follow 10 NM arc counterclockwise from CHM TACAN (184612N 0985812E) to 185610N 0985657E - 194129N 0981654E Excluding Chiang Mai TMA and Chiang Rai TMA	FL 460 GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000 - 1000 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : FOCAL Control freq. 127.0 MHz or 331.3 MHz, if unable contact Chiang Mai Approach freq. 129.6 MHz or 305.4 MHz Pilots are advised to contact prior to entering. Contact agency: Wing 41 Air Traffic Control branch, Tel. +662 534 6000 ext 57504, 57503
VTD41B CHOM THONG, CHIANG MAI Area bounded by lines joining successively the following points: 184700N 0974543E - 184700N 0984800E - 182000N 0985800E - 174121N 0985800E - 173000N 0980000E on Thai-Myanmar border then follow the boundary to starting point.	FL 460 GND	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000 - 1000 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : FOCAL Control freq. 127.0 MHz or 331.3 MHz, if unable contact Chiang Mai Approach freq. 129.6 MHz or 305.4 MHz Pilots are advised to contact prior to entering. Contact agency: Wing 41 Air Traffic Control branch, Tel. +662 534 6000 ext 57504, 57503
VTD43 LOP BURI Area bounded by lines joining successively the following points: 151305.6N 1004748.0E - 162705.3N 1015547.4E - 162005.4N 1021047.3E - 144905.7N 1011547.8E	FL 350 GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0100-0900 Inflight information : OSCAR Control freq. 127.0 or 331.3 MHz, if unable contact Khorat Approach freq. 129.75 MHz or 285.0 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 1 Air Traffic Control branch, Tel. +662 534 6000 ext 40555, 40556
VTD44 UBON, YASOTHON Area bounded by lines joining successively the following points: 152100N 1043800E - 152100N 1032200E - 161500N 1032200E - 152100N 1043800E	FL 200 GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2300-1000 Inflight information : OSCAR Control freq. 127.0 or 331.3 MHz, if unable contact Khorat Approach freq. 123.5 MHz or 257.8 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 21 Air Traffic Control branch, Tel. +662 534 6000 ext 43506, 43502
VTD45 UBON, SI SA KET Area bounded by lines joining successively the following points: 145800N 1053700E - 150400N 1050000E - 150200N 1045200E - 143800N 1034000E - 142500N 1034000E - then follow the boundary to 145800N 1053700E	UNL ALT 3 000 ft	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2200-1300 Inflight information : OSCAR Control freq. 127.0 or 331.3 MHz, if unable contact Khorat Approach freq. 123.5 MHz or 257.8 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 21 Air Traffic Control branch, Tel. +662 534 6000 ext 43506, 43502

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD46 NAKHON RATCHASIMA Area bounded by 20 NM arc from KRT TACAN (145606.0N 1020421.8E) beginning at point 143600N 1020200E - then counter clockwise, along the arc to 145100N 1022500E - 145100N 1032500E - 142200N 1032500E - then follow the boundary to 135600N 1024700E - 135600N 1015600E - 143600N 1020200E	FL 200 GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2300-1000 Inflight information : OSCAR Control freq. 127.0 or 331.3 MHz, if unable contact Khorat Approach freq. 129.75 MHz or 349.0 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 1 Air Traffic Control branch, Tel. +662 534 6000 ext 40555, 40556
VTD47 SAMUT SAKHON Area bounded by lines joining successively the following points: 134700N 1002700E - 133800N 1002700E - 132900N 1002100E - then follow the coast line to 133200N 1001600E - 134800N 1001100E - 134700N 1002700E	UNL FL 120	AMC - Manageable Area Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0130-0930 Inflight information : Bangkok Approach freq. 124.35 MHz or 274.5 MHz Pilots are advised to contact prior to entering. Contact agency : -
VTD54 UBON Area bounded by 15 NM arc from UBL TACAN (151544.70N 1045300.00E) beginning at point 152900N 1044900E - 152900N 1045300E - 161400N 1045500E - 161400N 1040900E - then along the arc to the starting point.	UNL GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2200-1700 Inflight information : OSCAR Control freq. 127.0 MHz or 331.3 MHz, if unable contact Ubon Approach freq. 123.5 MHz or 257.8 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 21 Air Traffic Control branch, Tel. +662 534 6000 ext 43506, 43502
VTD55 UBON Area bounded by 15 NM arc from UBL TACAN (151544.70N 1045300.00E) beginning at point 152900N 1045300E - 161400N 1045500E - 161400N 1050100E then clockwise along the FIR boundary to 153600N 1053700E - 152700N 1050000E - then along the arc to the starting point.	UNL GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2200-1700 Inflight information : OSCAR Control freq. 127.0 MHz or 331.3 MHz, if unable contact Ubon Approach freq. 123.5 MHz or 257.8 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 46 Air Traffic Control branch, Tel. +662 534 6000 ext 55164, 55157
VTD56 SONGKHLA Area bounded by lines joining successively the following points: 080843N 1003941E - 081826N 1005159E - 065600N 1012500E - 065600N 1004600E - 071100N 1003700E - 080843N 1003941E	FL 460 GND	AMC - Manageable AreaType of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000 - 1000 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : BIG SHELL Control freq. 127.0 MHz or 331.3 MHz, if unable contact Hat Yai Approach freq. 126.7 MHz or 301.5 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 56 Air Traffic Control branch, Tel. +662 534 6000 ext. 63555, 63520

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD58 SURAT THANI Area bounded by lines joining successively the following points: 112554.32N 0992354.41E Thai-Myanmar border to 105129.09N 0994016.74E - 092518.00N 0994006.00E - 083301.22N 0983331.55E - then follow the arc 30 NM clockwise from PUT DVOR/DME (080654.83N 0981822.69E) to 083625.96N 0982432.98E - 090818.00N 0975118.00E - 092900.00N 0971600.00E - 095000.00N 0982500.00E - 100004.46N 0983705.87E - then follow the boundary to the starting point.	FL 390 GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : Notified by NOTAM Inflight information : BIG SHELL Control freq. 127.0 MHz or 331.3 MHz, if unable, contact Surat Approach freq. 119.3 MHz or 236.6 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 7 Air Traffic Control branch, Tel. +662 534 6000 ext 65556, 65513
VTD59 SURAT THANI Area 1 Area bounded by lines joining successively the following points: 1058.0N 09906.0E Thai-Myanmar border to 1058.0N 09934.5E - 0933.0N 09911.0E - then follow the arc 25 NM counter clockwise from STN DVOR/DME (090746.24N 0990805.09E) to 0852.3N 09849.5E - 0833.0N 09833.5E - then follow the arc 30 NM counter clockwise from PUT DVOR/DME (080654.83N 0981822.69E) to 0836.0N 09812.0E - 0929.0N 09736.0E - 0929.0N 09816.0E - 0950.0N 09825.0E - 0955.0N 09832.0E - then follow the boundary to the starting point. *Excluding* Chumpon TMA and Ranong TMA and CTR.	UNL GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2300-1700 Inflight information : BIG SHELL control freq. 127.0 MHz or 331.3 MHz, if unable contact Surat Approach freq. 123.35 MHz or 240.0 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 7 Air Traffic Control branch, Tel. +662 534 6000 ext 65556, 65513
Area 2 Beginning at 0929.0N 09736.0E - 0836.0N 09812.0E - then follow the arc 30 NM counter clockwise from PUT DVOR/DME (080654.83N 0981822.69E) to 0820.0N 09751.5E - 0820.0N 09730.0E - 0929.0N 09730.0E - 0929.0N 09736.0E	ALT 12 000 ft GND	
VTD60 SURAT THANI Area 1 Area bounded by lines joining successively the following points: 092108.45N 0993149.01E - 103415.64N 0995439.12E - 094830.78N 1001754.79E - 081808.39N 1001550.28E - 081828.66N 0994352.24E - 083107.99N 0993638.33E - 085743.18N 0993640.94E - 092108.45N 0993149.01E	UNL GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2300-1700 Inflight information : BIG SHELL control freq. 127.0 MHz or 331.3 MHz, if unable contact Samui Approach freq. 129.6 MHz or 305.4 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 7 Air Traffic Control branch, Tel. +662 534 6000 ext 65556, 65513

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
Area 2 Area bounded by lines joining successively the following points: 092847.28N 0993411.75E - 100005.16N 0994357.26E - 100000.95N 0995504.62E - 093017.70N 0994547.49E - 092847.28N 0993411.75E	UNL GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : Notified by NOTAM Inflight information : BIG SHELL control freq. 127.0 MHz or 331.3 MHz, if unable contact Samui Approach freq. 129.6 MHz or 305.4 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 7 Air Traffic Control branch, Tel. +662 534 6000 ext 65556, 65513
VTD61 SURAT THANI Area bounded by lines joining successively the following points: 0845.0N 09929.0E - 0827.0N 09951.0E - 0816.0N 09947.0E - 0828.0N 09842.0E - 0845.7N 09857.2E - then follow the arc 25 NM from STN DVOR/DME (090746.24N 0990805.09E) counter clockwise to 0844.5N 09917.3E - 0840.4N 09919.7E - 0845.0N 09929.0E	ALT 7 000 ft GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2300-1700 Inflight information : BIG SHELL control freq. 127.0 MHz or 331.3 MHz, if unable contact Surat Approach freq. 123.35 MHz or 240.0 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 7 Air Traffic Control branch, Tel. +662 534 6000 ext 65556, 65513
VTD63 UDON, LOEI Area 1 Udon, Loei Area bounded by lines joining successively the following points: 1750.8N 10235.5E on Thai-Laotian border then follow the arc 30 NM counter clockwise from UDN TACAN (1722.9N 10248.1E) to 1700.0N 10228.0E - 1700.0N 10130.0E - 1744.0N 10130.0E - then eastward along the Thai-Laotian border to the starting point.	UNL GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2200-1700 Inflight information : OSCAR Control freq. 127.0 MHz or 331.3 MHz, if unable contact Udon Approach freq. 126.2 MHz or 265.9 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 23 Air Traffic Control branch, Tel. +662 534 6000 ext 45512, 45502
Area 2 Udon, Loei, Khon Kaen Beginning at 1700.0N 10228.0E - then follow the arc 30 NM counter clockwise from UDN TACAN (1722.9N 10248.1E) to 1656.0N 10239.5E - then follow the arc 30 NM counter clockwise from KN NDB (162743.41N 1024704.18E) 1630.0N 10217.0E - 1630.0N 10130.0E - 1700.0N 10130.0E - 1700.0N 10228.0E	ALT 10 000 ft GND	
VTD64 UDON, NONG KHAI (North Area) Area bounded by lines joining successively the following points: 1755.0N 10247.0E on Thai-Laotian border to 1753.0N 10247.5E - then follow the arc 30 NM clockwise from UDN TACAN (1722.9N 10248.1E) to 1725.53N 10319.35E - 1731.94N 10441.36E then northward along the Thai-Laotian border to the starting point.	UNL GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2200-1700 Inflight information : OSCAR Control freq. 127.0 MHz or 331.3 MHz, if unable contact Udon Approach freq. 126.2 MHz or 265.9 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 23 Air Traffic Control branch, Tel. +662 534 6000 ext 45512, 45502

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD64 UDON, NONG KHAI (South Area) Area bounded by lines joining successively the following points: 1725.53N 10319.35E then follow the arc 30 NM clockwise from UDN TACAN (1722.9N 10248.1E) to 1709.0N 10315.8E - 1630.0N 10409.2E - 1630.0N 10440.0E then northward along the Thai-Laotian border to 1731.94N 10441.36E then to the starting point.	UNL GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 2200-1700 Inflight information : OSCAR Control freq. 127.0 MHz or 331.3 MHz, if unable contact Udon Approach freq. 126.2 MHz or 265.9 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 23 Air Traffic Control branch, Tel. +662 534 6000 ext 45512, 45502
NAKHON PHANOM FLYING TRAINING, AREA WITHIN VTD64 Area 1 Area bounded by lines joining the following points: 172800N 1041500E - 174800N 1041500E - 173600N 1042600E - 172800N 1042200E - 172800N 1041500E Area 2 Area bounded by lines joining the following points: 163000N 1041500E - 165600N 1041500E - 170800N 1042500E - 170800N 1043900E - 170000N 1043800E - 163000N 1043900E - 163000N 1041500E	ALT 6 000 ft GND	Type of restriction : Civil Flight Training Area Nature of hazard/activity : Flight school training Time of activity : Between 2300-1100 Inflight information : Sakon Nakhon Approach freq. 123.35 MHz or 284.0 MHz, if unable contact Nakhon Phanom Tower freq. 122.5 MHz Pilots are advised to contact prior to entering. Contact agency : Nakhon Phanom Tower, Tel. +668 5911 6562
VTD65 NORTHEASTERN AREA A circle 20 NM radius centred on point 1639.0N 10258.0E	FL 150 GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Bombing / Air Firing Area Time of activity : MON - FRI, 0000-1000 Inflight information : Khon Kaen Approach freq. 123.4 MHz or 240.0 MHz Pilots are advised to contact prior to entering. Contact agency : Air Operation Division, Tel. +662 280 2499
VTD67 KANCHANABURI Area bounded by lines joining successively the following points: 1454.0N 09830.0E - 1454.0N 09957.0E - 1415.0N 09923.0E - 1349.0N 09923.0E - 1349.0N 09914.0E - 1435.0N 09830.0E - 1454.0N 09830.0E	ALT 6 000 ft GND	Type of restriction : RTA Flying Training Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : Kanchanaburi Tower freq. 122.0 MHz Pilots are advised to contact prior to entering. Contact agency : Air Operation Division, Tel. +662 280 2499
VTD70 CHANTHANBURI Area bounded by the line joining the following points 1253N 10213E - 1253N 10153E - 1313N 10153E - 1313N 10213E (Banchankhtem Kitchakut District Chanthaburi Province)	FL 150 GND	Type of restriction : RTN Flight Training Area Nature of hazard/activity : Millitary flight training area Time of activity : MON - FRI, 0130-0930 except public holidays Inflight information : U-Tapao Approach freq. 119.7 MHz or 273.3 MHz Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD71 GULF OF THAILAND Area bounded by the line joining the following points: 1100N 10135E - 1100N 10105E - 1200N 10045E - 1200N 10135E	FL 300 GND	Type of restriction : RTN Flight Training Area Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : U-Tapao Approach freq. 119.7 MHz or 273.3 MHz Pilots are advised to contact prior to entering. Contact agency : Royal Thai Naval Air Division, Tel. +663 824 5193, +663 824 5196
VTD74 PHANGNGA Area bounded by the lines joining successively the following points: Area 1 091500N 0971500E - 091500N 0974000E - 084500N 0974000E - 084500N 0971500E - 091500N 0971500E	FL 150 GND	Type of restriction : RTN Weapon Training Range for surface ships Nature of hazard/activity : Military operations Time of activity : Notified by NOTAM Inflight information : Phuket Approach freq. 124.7 MHz or 284.0 MHz Pilots are advised to contact prior to entering. Contact agency : 3rd Naval Area Command, Tel. +667 639 1590
Area 2 090000N 0975000E - 090000N 0980500E - 084000N 0980500E - 084000N 0975000E - 090000N 0975000E	ALT 9 000 ft GND	
Area 3 083300N 0975000E - 083300N 0981400E - 082700N 0981400E - 082700N 0975000E - 083300N 0975000E	ALT 8 000 ft GND	
VTD75 KHON KAEN Area bounded by the lines joining successively the following points: 163000N 1023700E - 161300N 1022200E - 163000N 1021700E - 163000N 1023700E	ALT 6 000 ft GND	Type of restriction : Civil Flight Training Area Nature of hazard/activity : Flight school training Time of activity : SAT and SUN, 2300 - 1400 after this period will be notified by NOTAM Inflight information : Roi Et Approach freq. 125.4MHz, if unable contact Khon Kaen Tower Pilots are advised to contact prior to entering. Contact agency : -
VTD76 KHON KAEN Area bounded by the lines joining successively the following point: 161700N 1025000E - 162000N 1031500E - 160000N 1031500E - 160000N 1025000E - 161700N 1025000E	ALT 6 000 ft GND	Type of restriction : Civil Flight Training Area Nature of hazard/activity : Flight school training Time of activity : SAT and SUN, 2300 - 1400 after this period will be notified by NOTAM Inflight information : Roi Et Approach freq. 125.4MHz, if unable contact Khon Kaen Tower Pilots are advised to contact prior to entering. Contact agency : -
VTD77 KHON KAEN / ROI-ET Area bounded by the lines joining successively the following point: 160000N 1033915E - 154615N 1032430E - then along the arc of 30 NM radius centred on ROT DVOR/DME (160700.59N 1034619.45E) 162800N 1032430E - 161400N 1033915E - then along the arc of 10 NM radius centred on ROT DVOR/DME to starting point.	ALT 6 000 ft GND	Type of restriction : Civil Flight Training Area Nature of hazard/activity : Flight school training Time of activity : SAT and SUN, 2300 - 1400 after this period will be notified by NOTAM Inflight information : Roi Et Approach freq. 125.4MHz, if unable contact Khon Kaen Tower Pilots are advised to contact prior to entering. Contact agency : -

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VTD461 PHITSANULOK Area bounded by lines joining successively the following points: 165257N 0992221E - 165300N 0995502E - 155216N 1001522E - 152300N 1001511E - 152300N 1000500E - 155216N 0994251E - 165257N 0992221E Excluding Phitsanulok TMA AND Sukhothai TMA	ALT 6500 ft GND	AMC - Manageable AreaType of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI, 0000 - 1000 Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : FOCAL freq. 127.0 MHz or 331.3 MHz, if unable contact Phitsanulok Approach freq. 120.7 MHz or 284.0 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 46 Air Traffic Control branch , Tel. +662 534 6000 ext. 55164, 55157

6. THE TEMPORARY RESERVED AREA (TRA)

Temporary Reserved Area

An airspace of defined dimensions, temporarily reserved and allocated for the specific use of a particular user during a defined period, as specified in the AUP/UUP or a NOTAM issued by the Airspace Management Cell (AMC), and through which other traffic may or may not be allowed to transit under air traffic control clearance.

Each area is given a designation consisting of the nationality letters "VT" followed by a letter "TRA" (indicating the Temporary Reserved Area) and a number. A geographical name may be used in connection with the designation. For example, VTTRA 2 MUAK LEK, VTTRA 56A SONGKHLA, etc.

Details of the newly established temporary reserved area (VTTRA) as follow :

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction,nature of hazard, risk of interception)
1	2	3
VTTRA2 MUAK LEK Area bounded by lines joining successively the following points: 144237N 1010529E - 144231N 1011547E - 143229N 1011541E - 143234N 1010523E - 144237N 1010529E	ALT 5000 ft GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Khok Kathiam Tower freq. 122.6 MHz or 238.6 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 2 Air Traffic Control branch, Tel. +662 534 6000 ext. 50520
VTTRA3A KABIN BURI/WATTANA NAKHON, PRACHIN BURI Area bounded by lines joining successively the following points: 135900N 1013444E - 135900N 1015400E - 133000N 1015400E - 133000N 1013425E - 135900N 1013444E	ALT 10000 ft GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : OSCAR Control freq. 127.0 MHz or 331.3 MHz Pilots are advised to contact prior to entering. Contact agency: Wattana Nakhon Tower, Tel. +662 534 6000 ext. 42908, 42909

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction,nature of hazard, risk of interception)
1	2	3
VTTRA3B KABIN BURI/WATTANA NAKHON, PRACHIN BURI Area bounded by lines joining successively the following points: 133000N 1013425E - 133000N 1022138E on the border then follow the boundary to 130925N 1022351E - 131300N 1020939E - 133000N 1013425E Excluding VT D70 and VT P36	FL 140 GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : OSCAR Control freq. 127.0 MHz or 331.3 MHz Pilots are advised to contact prior to entering. Contact agency: Wattana Nakhon Tower, Tel. +662 534 6000 ext. 42908, 42909
VTTRA5 PRACHUAP, KHIRI KHAN Area bounded by lines joining successively the following points: 112651N 0992422E on boundary to 112651N 0993721E - 110000N 0993149E - 110000N 0990545E on Thai-Myanmar border then follow the boundary to starting point.	ALT 6500 ft GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : Prachuap Tower freq. 135.9 MHz or 351.1 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 5 Air Traffic Control branch, Tel. +662 534 6000 ext. 40555, 40556
VTTRA46 PHITSANULOK Area bounded by lines joining successively the following points: 165313N 1003248E - 165313N 1004314E - 164305N 1004308E - 164305N 1003248E - 165313N 1003248E	ALT 6500 ft GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information: Phitsanulok Approach freq. 120.7 MHz or 284.0 MHz, if unable contact FO-CAL freq. 127.0 MHz or 331.3 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 46 Air Traffic Control branch , Tel. +662 534 6000 ext. 55164, 55157
VTTRA56A SONGKHLA Area bounded by lines joining successively the following points 063600N 1003900E - 065600N 1004600E - 065600N 1012500E - 062400N 1014300E - 061500N 1011000E - 063600N 1003900E Excluding HAT YAI TMA.	FL 460 GND	Type of restriction : RTAF Flying Training Nature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : BIG SHELL Control freq. 127.0 MHz or 331.3 MHz, if unable contact Hat Yai Approach freq. 126.7 MHz or 301.5 MHz except in Narathiwat TMA contact Narathiwat Tower freq. 122.7 MHz or 236.6 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 56 Air Traffic Control branch, Tel. +662 534 6000 ext. 63555, 63520

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction,nature of hazard, risk of interception)
1	2	3
VTTRA56B SONGKHLA Area bounded by lines joining successively the following points: 063600N 1000400E - 063054N 0994334E - 063655N 0993839E - 070600N 0993300E - 070000N 1000500E - 064500N 1000700E - 063600N 1000400E	FL 460 GND	Type of restriction : RTAF Flying TrainingNature of hazard/activity : High speed combat manoeuvring Time of activity : MON - FRI Planned activation time and level to be specified in AUP/UUP or NOTAM. Inflight information : BIG SHELL Control freq. 127.0 MHz or 331.3 MHz, if unable contact Hat Yai Approach freq. 126.7 MHz or 301.5 MHz except in Narathiwat TMA contact Narathiwat Tower freq. 122.7 MHz or 236.6 MHz Pilots are advised to contact prior to entering. Contact agency : Wing 56 Air Traffic Control branch, Tel. +662 534 6000 ext. 63555, 63520

ENR 6. EN-ROUTE CHARTS

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

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PROHIBITED, RESTRICTED, DANGER AREAS		
Identification	Upper limit Lower limit	Activation time
P4	FL250 1000	MON - FRI 0000-1000
P7	9000 SFC	H24
P36	FL200 SFC	HN
P37	FL200 SFC	HN
P38	FL200 SFC	HN
R1	FL200 SFC	H24
R2	FL200 SFC	H24
R3	FL150 SFC	NOTIFIED BY NOTAM
R5	FL150 SFC	NOTIFIED BY NOTAM
R6	FL150 SFC	NOTIFIED BY NOTAM
R8	FL150 SFC	H24
R11	9000 SFC	H24
R12	FL200 SFC	NOTIFIED BY NOTAM
R13	9000 SFC	H24
R15	FL200 SFC	H24
R51	FL150 SFC	HJ
R52	FL150 SFC	HJ
R62	FL150 SFC	HN
R66	FL150 SFC	NOTIFIED BY NOTAM
R68	FL250 1000	MON - FRI 0000-1000
R79	FL150 SFC	NOTIFIED BY NOTAM
R80	FL200 SFC	H24
R81	FL150 SFC	H24
R82	FL200 SFC	H24
R83	FL200 SFC	H24
R84	FL150 SFC	H24
D2	FL150 SFC	MON - FRI 0000-1000
D3A	FL250 1000	MON - FRI 0000-1000
D3B	FL250 1000	MON - FRI 0000-1000
D5A	FL150 SFC	MON - FRI 0000-1000
D5B	FL150 SFC	MON - FRI 0000-1000
D6A	FL200 SFC	EVERYDAY 2300-1000
D6B	FL150 SFC	EVERYDAY 2300-1000
D8A	FL250 1000	MON - FRI 0000-1100
D8B	FL150 SFC	MON - FRI 0000-1100
D8C	FL200 SFC	MON - FRI 0000-1100
D8D	FL150 SFC	MON - FRI 0000-1100
D8E	FL250 1000	MON - FRI 0000-1100
D8F	FL150 SFC	MON - FRI 0000-1100
D8G	FL250 1000	MON - FRI 0000-1100
D20	FL110 SFC	HJ
D21 AREA1	FL250 1000	NOTIFIED BY NOTAM
D21 AREA2	FL250 1000	NOTIFIED BY NOTAM
D21 AREA3	FL250 1000	NOTIFIED BY NOTAM
D22	FL250 1000	NOTIFIED BY NOTAM
D23	FL250 1000	NOTIFIED BY NOTAM
D24	FL250 1000	NOTIFIED BY NOTAM
D25	FL250 1000	NOTIFIED BY NOTAM
D26	FL250 1000	NOTIFIED BY NOTAM
D27	FL250 1000	NOTIFIED BY NOTAM
D28	FL250 1000	NOTIFIED BY NOTAM
D29	FL250 1000	NOTIFIED BY NOTAM
D30 AREA1	9000 SFC	MON - FRI 2300-1000
D30 AREA2	9000 SFC	MON - FRI 2300-1000
D32	FL150 SFC	MON - FRI 2300-1400
D33 AREA1	9000 SFC	MON - FRI 2200-1700
D33 AREA2	9000 SFC	MON - FRI 2200-1700
D34 AREA1	FL250 1000	MON - FRI 2200-1700
D34 AREA2	9000 SFC	MON - FRI 2200-1700
D41A	FL250 1000	MON - FRI 0000-1000
D41B	FL250 1000	MON - FRI 0000-1000
D43	FL250 1000	MON - FRI 0100-0900
D44	FL250 1000	MON - FRI 2300-1000
D45	9000 SFC	MON - FRI 2200-1300
D46	FL250 1000	MON - FRI 2300-1000
D461	FL250 1000	MON - FRI 0000-1000
D47	9000 SFC	EVERYDAY 0130-0930
D54	9000 SFC	MON - FRI 2200-1700
D55	9000 SFC	MON - FRI 2200-1700
D56	FL250 1000	MON - FRI 0000-1000
D58	FL250 1000	NOTIFIED BY NOTAM
D59 AREA1	9000 SFC	MON - FRI 2300-1700
D59 AREA2	FL150 SFC	MON - FRI 2300-1700
D60 AREA1	9000 SFC	MON - FRI 2300-1700
D60 AREA2	9000 SFC	NOTIFIED BY NOTAM
D61	FL250 1000	MON - FRI 2300-1700
D63 AREA1	9000 SFC	MON - FRI 2200-1700
D63 AREA2	FL150 SFC	MON - FRI 2200-1700
D64 (North Area)	9000 SFC	MON - FRI 2200-1700
D64 (South Area)	9000 SFC	MON - FRI 2200-1700
D64 AREA1	FL250 1000	MON - FRI 2300-1100
D64 AREA2	FL150 SFC	MON - FRI 2300-1100
D65	FL250 1000	MON - FRI 0000-1000
D67	FL250 1000	NOTIFIED BY NOTAM
D70	FL250 1000	MON - FRI 0130-0930
D71	FL250 1000	NOTIFIED BY NOTAM
D74 AREA1	9000 SFC	NOTIFIED BY NOTAM
D74 AREA2	FL150 SFC	NOTIFIED BY NOTAM
D74 AREA3	FL150 SFC	NOTIFIED BY NOTAM
D75	FL150 SFC	SAT - SUN 2300-1400
D76	FL250 1000	SAT - SUN 2300-1400
D77	FL250 1000	SAT - SUN 2300-1400
TRA 2	FL150 SFC	NOTIFIED BY NOTAM
TRA 3A	FL150 SFC	NOTIFIED BY NOTAM
TRA 3B	9000 SFC	NOTIFIED BY NOTAM
TRA 5	FL150 SFC	NOTIFIED BY NOTAM
TRA 46	FL150 SFC	NOTIFIED BY NOTAM
TRA 56A	9000 SFC	NOTIFIED BY NOTAM
TRA 56B	9000 SFC	NOTIFIED BY NOTAM

COMMUNICATION FACILITIES

BACC
SECTOR 1N 124.5 MHz; 256.3 MHz; 121.5 MHz
SECTOR 2N 126.5 MHz; 121.5 MHz
SECTOR 3N 128.1 MHz; 263.8 MHz; 121.5 MHz
SECTOR 4N 120.95 MHz; 121.5 MHz
SECTOR 5N 132.1 MHz; 268.5 MHz; 121.5 MHz
SECTOR 6N 133.1 MHz; 285.3 MHz; 121.5 MHz
SECTOR 1S 120.5 MHz; 256.6 MHz; 121.5 MHz
SECTOR 2S 118.35 MHz; 121.5 MHz
SECTOR 3S 125.7 MHz; 268.5 MHz; 121.5 MHz
SECTOR 4S 133.9 MHz; 121.5 MHz
SECTOR 5S 135.5 MHz; 285.5 MHz; 121.5 MHz
SECTOR 6S 123.95 MHz; 265.9 MHz; 121.5 MHz

DON MUEANG
APP 119.1 MHz; 119.4 MHz;120.3 MHz; 124.35 MHz; 125.2 MHz;125.8 MHz; 133.4 MHz; 121.5 MHz; 243.0 MHz
CDC 127.7 MHz
DAR 133.0 MHz; 274.5 MHz; 121.5 MHz; 243.0 MHz
TWR 118.1 MHz; 236.6 MHz
SMC 121.9 MHz; 122.5 MHz; 257.8 MHz
ATIS 126.4 MHz; 344.6 MHz; 118.55 MHz

SUVARNABHUMI
APP 122.35 MHz; 124.35 MHz; 125.2 MHz; 133.4 MHz; 119.1 MHz; 120.3 MHz; 125.8 MHz; 274.5 MHz; 121.5 MHz; 243.0 MHz
APP(DEP) 119.25 MHz; 274.5 MHz; 121.5 MHz; 243.0 MHz
APP(ARR) 121.1 MHz; 126.3 MHz; 274.5 MHz; 121.5 MHz; 243.0 MHz
TWR 118.2 MHz; 262.5 MHz; 119.0 MHz; 121.5 MHz; 243.0 MHz
SMC 121.65 MHz; 275.8 MHz; 121.7 MHz 121.75 MHz; 121.95 MHz
CDC 128.7 MHz; 133.8 MHz
ATIS 133.6 MHz; 278.6 MHz; 127.65 MHz

CHIANG MAI
APP 129.6 MHz; 305.4 MHz
TWR 118.1 MHz; 121.5 MHz; 236.6 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 127.425 MHz; 301.5 MHz

CHIANG RAI
APP 120.05 MHz; 257.8 MHz
TWR 121.5 MHz; 118.4 MHz; 236.6 MHz
ATIS 127.85 MHz

PHUKET
APP 121.5 MHz; 124.7 MHz; 243.0 MHz; 284.0 MHz
ARR 120.7 MHz;
TWR 118.1 MHz; 121.5 MHz; 236.6 MHz; 243.0 MHz
GND 121.9 MHz
CDC 118.55 MHz
ATIS 128.0 MHz

U-TAPAO
APP 119.7 MHz; 121.5 MHz; 134.5 MHz; 238.3 MHz; 273.3 MHz; 243.0 MHz
TWR 118.1 MHz; 121.5 MHz; 118.3 MHz; 227.0 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz

HAT YAI
APP 126.7 MHz; 301.5 MHz; 133.2 MHz; 121.5 MHz; 243.0 MHz
TWR 118.1 MHz; 121.5 MHz; 275.8 MHz; 243.0 MHz; 133.2 MHz
GND 121.9 MHz; 257.8 MHz; 121.5 MHz 243.0 MHz
ATIS 128.8 MHz

BURI RAM
APP 125.55 MHz; 121.5 MHz
TWR 118.05 MHz; 236.6 MHz; 121.5 MHz
ATIS 127.05 MHz

CHUMPHON
APP 122.6 MHz; 121.5 MHz;
TWR 122.15 MHz; 236.6 MHz; 121.5 MHz

KHON KAEN
APP 123.4 MHz; 240.0 MHz; 121.5 MHz
TWR 121.5 MHz; 122.25 MHz; 236.6 MHz
GND 121.9 MHz
ATIS 126.85 MHz

KRABI
APP 120.05 MHz; 121.5 MHz
TWR 122.5 MHz; 236.6 MHz; 121.5 MHz
GND 121.9 MHz
ATIS 132.4 MHz

LAMPANG
APP 119.3 MHz; 121.5 MHz
TWR 121.5 MHz; 122.3 MHz; 236.6 MHz
ATIS 128.65 MHz

LOEI
APP 122.55 MHz; 121.5 MHz
TWR 121.5 MHz; 118.35 MHz; 236.6 MHz
ATIS 126.25 MHz

KHOK KATHAM
TWR 122.6 MHz; 238.6 MHz; 121.5 MHz; 243.0 MHz
GND 121.75 MHz; 257.8 MHz

MAE HONG SON
APP 126.2 MHz; 121.5 MHz
TWR 122.3 MHz; 236.6 MHz
ATIS 127.45 MHz

KAMPHAENG SAEN
APP 347.2 MHz; 127.75 MHz
ASR(ARR) 347.2 MHz
ASR(DEP) 237.0 MHz
TWR 237.5 MHz; 123.3 MHz; 121.5 MHz; 243.0 MHz
GND 257.8 MHz; 121.75 MHz

NAKHON PHANOM
APP 123.35 MHz; 284.0 MHz; 121.5 MHz
TWR 122.15 MHz; 121.5 MHz; 236.6 MHz
GND 121.9 MHz
ATIS 128.85 MHz

KHORAT
APP 349.0 MHz; 129.75 MHz
ASR(ARR) 349.0 MHz; 129.75 MHz
ASR(DEP) 285.0 MHz; 134.1 MHz
SRA 382.4 MHz
TWR 240.5; 122.2 MHz; 121.5 MHz; 243.0 MHz
GND 257.8 MHz; 121.75 MHz
ATIS 390.6 MHz

NAKHON SAWAN
TWR 122.8 MHz; 122.3 MHz; 121.5 MHz; 236.6 MHz

SONGKHLA
TWR 121.5 MHz; 126.2 MHz; 227.0 MHz
AFS USB 7745 KHz; USB 5443 KHz

TAKHLI
APP 325.0 MHz; 124.0 MHz
ASR(ARR) 325.0 MHz; 124.0 MHz
ASR(DEP) 282.5 MHz; 134.1 MHz
SRA 382.4 MHz
TWR 241.5 MHz; 133.25 MHz; 121.5 MHz; 243.0 MHz
GND 236.6 MHz; 257.8 MHz; 121.75 MHz
ATIS 253.0 MHz

NAKHON SI THAMMARAT
APP 119.75 MHz; 121.5 MHz
TWR 122.55 MHz; 236.6 MHz; 121.5 MHz; 243.0 MHz
GND 121.9 MHz
ATIS 123.4 MHz

CHA-IAN
TWR 122.7 MHz; 236.6 MHz; 121.5 MHz
G/A/G 121.9 MHz; 6577 KHz; 5490 KHz

NAN NAKHON
APP 120.25 MHz; 121.5 MHz
TWR 118.55 MHz; 121.5 MHz; 236.6 MHz
ATIS 355 KHz

NARATHIWAT
APP 121.5 MHz; 125.55 MHz
TWR 121.5 MHz; 122.7 MHz; 236.6 MHz
GND 121.9 MHz; 121.5 MHz
ATIS 383 KHz

PATTANI
APP 126.0 MHz
TWR 121.5 MHz; 119.3 MHz; 236.6 MHz

PHETCHABUN
APP 126.7 MHz
TWR 122.3 MHz; 236.6 MHz

PHITSANULOK
APP 120.7 MHz; 284.0 MHz; 121.5 MHz; 243.0 MHz
TWR 121.5 MHz; 118.9 MHz; 236.6 MHz; 243.0 MHz
GND 121.9 MHz
ATIS 127.4 MHz

PHRAE
APP 120.1 MHz; 121.5 MHz
TWR 121.5 MHz; 118.6 MHz; 236.6 MHz
ATIS 340 KHz

PRACHUAP
TWR 351.1 MHz; 135.9 MHz; 236.6 MHz; 121.5 MHz; 243.0 MHz
GND 257.8 MHz; 121.75 MHz

HUA HIN
APP 126.2 MHz; 121.5 MHz
TWR 122.7 MHz; 236.6 MHz; 121.5 MHz; 243.0 MHz
GND 121.9 MHz
ATIS 126.8 MHz

RANONG
APP 121.5 MHz; 125.1 MHz
TWR 121.5 MHz; 122.25 MHz; 236.6 MHz
ATIS 126.475 MHz

ROI-ET
APP 125.4 MHz; 121.5 MHz
TWR 119.75 MHz; 236.6 MHz; 121.5 MHz
ATIS 319 KHz

WATTHANA NAKHON
TWR 121.5 MHz; 243.0 MHz; 118.1 MHz; 236.6 MHz

SAKON NAKHON
APP 123.35 MHz; 284.0 MHz; 121.5 MHz
TWR 121.5 MHz; 119.65 MHz; 236.6 MHz
GND 121.9 MHz
ATIS 128.25 MHz

SUKHOTHAI
APP 120.7 MHz; 121.5 MHz
TWR 122.9 MHz; 121.5 MHz
GND 121.9 MHz
ATIS 128.6 MHz

MAE SOT
APP 120.65 MHz; 121.5 MHz
TWR 121.5 MHz; 118.35 MHz; 236.6 MHz
ATIS 316 KHz

TRANG
APP 125.3 MHz; 121.5 MHz
TWR 118.4 MHz; 236.6 MHz
ATIS 134.5 MHz; 121.5 MHz

TRAT
APP 120.25 MHz; 121.5 MHz
TWR 122.9 MHz; 121.5 MHz

UBON RATCHATHANI
APP 123.5 MHz; 257.8 MHz; 121.5 MHz
TWR 121.5 MHz; 119.9 MHz; 243.0 MHz; 274.5 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 128.2 MHz
ASR(ARR) 282.2 MHz; 125.75 MHz
SSR(DEP) 335.5 MHz; 134.1 MHz
SRA 382.4 MHz

UDON THANI
APP 126.2 MHz; 265.9 MHz; 119.45 MHz; 121.5 MHz
TWR 121.5 MHz; 122.5 MHz; 243.0 MHz; 355.4 MHz; 119.45 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 127.6 MHz

BETONG
APP 121.5 MHz; 125.55 MHz
TWR 121.5 MHz; 124.15 MHz; 236.6 MHz; 243.0 MHz
GND 121.5 MHz; 122.15 MHz; 243.0 MHz
ATIS 128.5 MHz

NAKHON RATCHASIMA
APP 123.6 MHz; 121.5 MHz
TWR 119.8 MHz; 236.6 MHz; 121.5 MHz
ATIS 126.6 MHz

Legend

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

AERONAUTICAL INFORMATION SERVICES DEPARTMENT
CIVIL AVIATION AUTHORITY OF THAILAND

ENROUTE CHART - ICAO

AIRAC AIP AMENDMENT 05/26
EFFECTIVE DATE
14 MAY 26

CHANGE : Revision Use Airspace .

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

NAUTICAL MILES
KILOMETRES

NOTE : FOR FLIGHT PLANNING PROCEDURE, SEE ENR 1.10

Lambert Conformal Conic Projection

INTENTIONALLY BLANK

VTBD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Don Mueang Approach Bangkok Approach	119.4 MHz / 274.5 MHz 133.4 MHz / 274.5 MHz 125.2 MHz / 274.5 MHz 124.35 MHz / 274.5 MHz 122.35 MHz / 274.5 MHz 119.1 MHz / 274.5 MHz 120.3 MHz / 274.5 MHz 125.8 MHz [2] 121.5 MHz [1] / 243.0MHz [1]	H24	1) Emergency frequency 2) Clearance delivery for aircraft departing to adjacent aerodromes and helicopters operating within BKK CTR 3) Arrival ATIS 4) Departure ATIS
CDC	Don Mueang Delivery	127.7 MHz	H24	
DAR	Don Mueang Arrival	133.0 MHz / 274.5 MHz 121.5 MHz [1] / 243.0MHz [1]	H24	
TWR	Don Mueang Tower	118.1 MHz / 236.6 MHz 121.5 MHz [1] / 243.0 MHz [1]	H24	
SMC	Don Mueang Ground	121.9 MHz / 257.8 MHz 122.5 MHz / 257.8 MHz	H24	
ATIS	Don Mueang Intl Airport	126.4 MHz [3] / 344.6 MHz [3] / 118.55 MHz [4]	H24	D-ATIS synthesized voice broadcast

VTBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Positions of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	BKK	117.7 MHz CH 124X	H24	135336.7N 1003546.3E	0 m (0 ft)	DVOR/DME restriction due to obstacles surround DVOR/DME station, coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: – Radial 321°-030° altitude should not below 2 500 ft. – Radial 031°-060° altitude should not below 4 000 ft. – Radial 061°-120° altitude should not below 3 000 ft. – Radial 121°-320° altitude should not below 4 000 ft.
ILS CAT II LOC-21R	IBKK	109.3 MHz	H24	135340.6N 1003540.6E		Instrument Landing System - Reference Datum Height (RDH) is 16.46 m (54 ft). A. Localizer - LOC 300 m. (984 ft.) from THR RWY 03L, along RWY centre line. Course width 3° B. Glide Path 3° - GP 333 m. (1,093 ft.) from THR RWY 21R, 120 m. (394 ft.) from RWY centre line. C.DME - Co-located with GP.
GP 21R		332.0 MHz	H24	135523.4N 1003642.8E		
DME		CH 30X		135523.4N 1003642.8E	0 m (0 ft)	
ILS CAT I LOC 21L	IDMG	110.3 MHz	H24	135351.8N 1003601.8E		Instrument Landing System – Reference Datum Height (RDH) is 53 ft. A. Localizer – LOC 225 m. from THR RWY 03R, along RWY centre line. – Course width 3.6° B. Glide Path 3° – GP 320 m. from THR RWY 21L, 120 m. from RWY centre line. C. DME – Co-located with GP
GP 21L		335.0 MHz	H24	135521.2N 1003647.4E		
DME 21L		CH40X		135521.2N 1003647.4E	0 m (0 ft)	
ILS CAT I LOC 03L	IBKD	109.7 MHz CH34X	H24	135543.8N 1003649.7E		Instrument Landing System – Designated operation coverage 9 DME (IBKD), ALT 6000 ft/AMSL – Reference Datum Height (RDH) is 55 ft. A. Localizer – Course width 3.0° B. Glide Path 3° – GP unusable beyond 6° right side of localizer course C. DME – Co-located with LOC
DME 03L			H24	135544.8N 1003647.5E	0 m (0 ft)	
GP 03L		333.2 MHz	H24	135356.4N 1003554.0E		

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

A380 AND B747-8 DEPARTURE FLIGHT ON 21R RUNWAY

AIRCRAFT STAND NO 80:

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

AIRCRAFT STAND NO 90:

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

B NORTH

- The aircraft shall be taxied to runway 21R.

A380 AND B747-8 DEPARTURE FLIGHT ON 03L RUNWAY

AIRCRAFT STAND NO 80:

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

AIRCRAFT STAND NO 90:

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

B NORTH

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

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

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

VTBD AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTBD-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTBD-2-3
Aircraft Parking/Docking Chart - ICAO (Verso)	AD 2-VTBD-2-4
Aerodrome Ground Movement Chart - ICAO	AD 2-VTBD-2-5
Precision Approach Terrain Chart - ICAO - RWY 21R	AD 2-VTBD-3-1
Aerodrome Obstacle Chart - ICAO Type A - RWY21R/03L	AD 2-VTBD-3-3
Aerodrome Obstacle Chart - ICAO Type A - RWY21L/03R	AD 2-VTBD-3-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C	AD 2-VTBD-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Radio communication failure table)	AD 2-VTBD-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Tabular description 1)	AD 2-VTBD-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Tabular description 2)	AD 2-VTBD-6-4
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Tabular description 3)	AD 2-VTBD-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Tabular description 4)	AD 2-VTBD-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Waypoint list table)	AD 2-VTBD-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	AD 2-VTBD-6-9
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Radio communication failure table)	AD 2-VTBD-6-10
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Tabular description 1)	AD 2-VTBD-6-11
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Tabular description 2)	AD 2-VTBD-6-12
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Tabular description 3)	AD 2-VTBD-6-13
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Waypoint list table)	AD 2-VTBD-6-14
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A	AD 2-VTBD-6-15
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R -ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Radio communication failure table)	AD 2-VTBD-6-16
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Tabular description 1)	AD 2-VTBD-6-17
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Tabular description 2)	AD 2-VTBD-6-18
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Tabular description 3)	AD 2-VTBD-6-19
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Tabular description 4)	AD 2-VTBD-6-20
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Waypoint list table)	AD 2-VTBD-6-21
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	AD 2-VTBD-6-23

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Radio communication failure table)	AD 2-VTBD-6-24
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Tabular description 1)	AD 2-VTBD-6-25
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Tabular description 2)	AD 2-VTBD-6-26
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Tabular description 3)	AD 2-VTBD-6-27
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Waypoint list table)	AD 2-VTBD-6-28
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B	AD 2-VTBD-6-29
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L -ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Radio communication failure table)	AD 2-VTBD-6-30
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Tabular description 1)	AD 2-VTBD-6-31
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Tabular description 2)	AD 2-VTBD-6-32
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Tabular description 3)	AD 2-VTBD-6-33
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Waypoint list table)	AD 2-VTBD-6-34
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	AD 2-VTBD-6-35
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Radio communication failure table)	AD 2-VTBD-6-36
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 1)	AD 2-VTBD-6-37
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 2)	AD 2-VTBD-6-38
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 3)	AD 2-VTBD-6-39
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 4)	AD 2-VTBD-6-40
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Waypoint list table)	AD 2-VTBD-6-41
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D	AD 2-VTBD-6-43
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Radio communication failure table)	AD 2-VTBD-6-44
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Tabular description 1)	AD 2-VTBD-6-45
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Tabular description 2)	AD 2-VTBD-6-46
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Tabular description 3)	AD 2-VTBD-6-47
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Waypoint list table)	AD 2-VTBD-6-48
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	AD 2-VTBD-6-49
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Radio communication failure table)	AD 2-VTBD-6-50
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 1)	AD 2-VTBD-6-51
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 2)	AD 2-VTBD-6-52
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 3)	AD 2-VTBD-6-53
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 4)	AD 2-VTBD-6-54

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Waypoint list table)	AD 2-VTBD-6-55
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A	AD 2-VTBD-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Radio communication failure table)	AD 2-VTBD-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 1)	AD 2-VTBD-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 2)	AD 2-VTBD-7-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 3)	AD 2-VTBD-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 4)	AD 2-VTBD-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 5)	AD 2-VTBD-7-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Waypoint list table)	AD 2-VTBD-7-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B	AD 2-VTBD-7-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Radio communication failure table)	AD 2-VTBD-7-10
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 1)	AD 2-VTBD-7-11
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 2)	AD 2-VTBD-7-12
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 3)	AD 2-VTBD-7-13
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 4)	AD 2-VTBD-7-14
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 5)	AD 2-VTBD-7-15
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Waypoint list table)	AD 2-VTBD-7-16
Instrument Approach Chart - ICAO - VOR RWY 21L	AD 2-VTBD-8-1
Instrument Approach Chart - ICAO - VOR RWY 21R	AD 2-VTBD-8-3
Instrument Approach Chart - ICAO - VOR RWY 03R	AD 2-VTBD-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 03L	AD 2-VTBD-8-7
Instrument Approach Chart - ICAO - ILS or LOC y RWY 21L	AD 2-VTBD-8-9
Instrument Approach Chart - ICAO - ILS or LOC y RWY 21L (Fix and point list table)	AD 2-VTBD-8-10
Instrument Approach Chart - ICAO - ILS or LOC y RWY 21R CAT II	AD 2-VTBD-8-11
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L	AD 2-VTBD-8-13
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L (Tabular description)	AD 2-VTBD-8-14
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L (Fix and point list table)	AD 2-VTBD-8-15
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II	AD 2-VTBD-8-17
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II (Tabular description)	AD 2-VTBD-8-18
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II (Fix and point list table)	AD 2-VTBD-8-19
Instrument Approach Chart - ICAO - ILS or LOC z RWY 03L	AD 2-VTBD-8-21
Instrument Approach Chart - ICAO - ILS or LOC z RWY 03L (Tabular description)	AD 2-VTBD-8-22
Instrument Approach Chart - ICAO - ILS or LOC z RWY 03L (Fix and point list table)	AD 2-VTBD-8-23
Instrument Approach Chart - ICAO - RNP RWY 21L	AD 2-VTBD-8-25
Instrument Approach Chart - ICAO - RNP RWY 21L (Tabular description)	AD 2-VTBD-8-26
Instrument Approach Chart - ICAO - RNP RWY 21R	AD 2-VTBD-8-27
Instrument Approach Chart - ICAO - RNP RWY 21R (Tabular description)	AD 2-VTBD-8-28
Instrument Approach Chart - ICAO - RNP RWY 03L	AD 2-VTBD-8-29
Instrument Approach Chart - ICAO - RNP RWY 03L (Tabular description)	AD 2-VTBD-8-30
Instrument Approach Chart - ICAO - RNP RWY 03R	AD 2-VTBD-8-31

Chart name	Page
Instrument Approach Chart - ICAO - RNP RWY 03R (Tabular description)	AD 2-VTBD-8-32
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R	AD 2-VTBD-9-1
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Verso)	AD 2-VTBD-9-2
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Tabular description 1)	AD 2-VTBD-9-3
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Tabular description 2)	AD 2-VTBD-9-4
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Tabular description 3)	AD 2-VTBD-9-5
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R	AD 2-VTBD-9-7
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R (Verso)	AD 2-VTBD-9-8
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R (Tabular description 1)	AD 2-VTBD-9-9
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R (Tabular description 2)	AD 2-VTBD-9-10
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R (Tabular description 3)	AD 2-VTBD-9-11
VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R 21L/21R	AD 2-VTBD-9-13
VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R 21L/21R (Tabular description)	AD 2-VTBD-9-14
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R	AD 2-VTBD-9-15
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R (Verso)	AD 2-VTBD-9-16
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R (Tabular description 1)	AD 2-VTBD-9-17
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R (Tabular description 2)	AD 2-VTBD-9-18
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R (Tabular description 3)	AD 2-VTBD-9-19
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R (Tabular description 4)	AD 2-VTBD-9-20
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R	AD 2-VTBD-9-21
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R (Verso)	AD 2-VTBD-9-22
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R (Tabular description 1)	AD 2-VTBD-9-23
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R (Tabular description 2)	AD 2-VTBD-9-24
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R (Tabular description 3)	AD 2-VTBD-9-25
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R (Tabular description 4)	AD 2-VTBD-9-26
VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R 21L/21R	AD 2-VTBD-9-27
VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R 21L/21R (Tabular description)	AD 2-VTBD-9-28
BIRD CONCENTRATION AND MOVEMENT	AD 2-VTBD-9-29

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STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

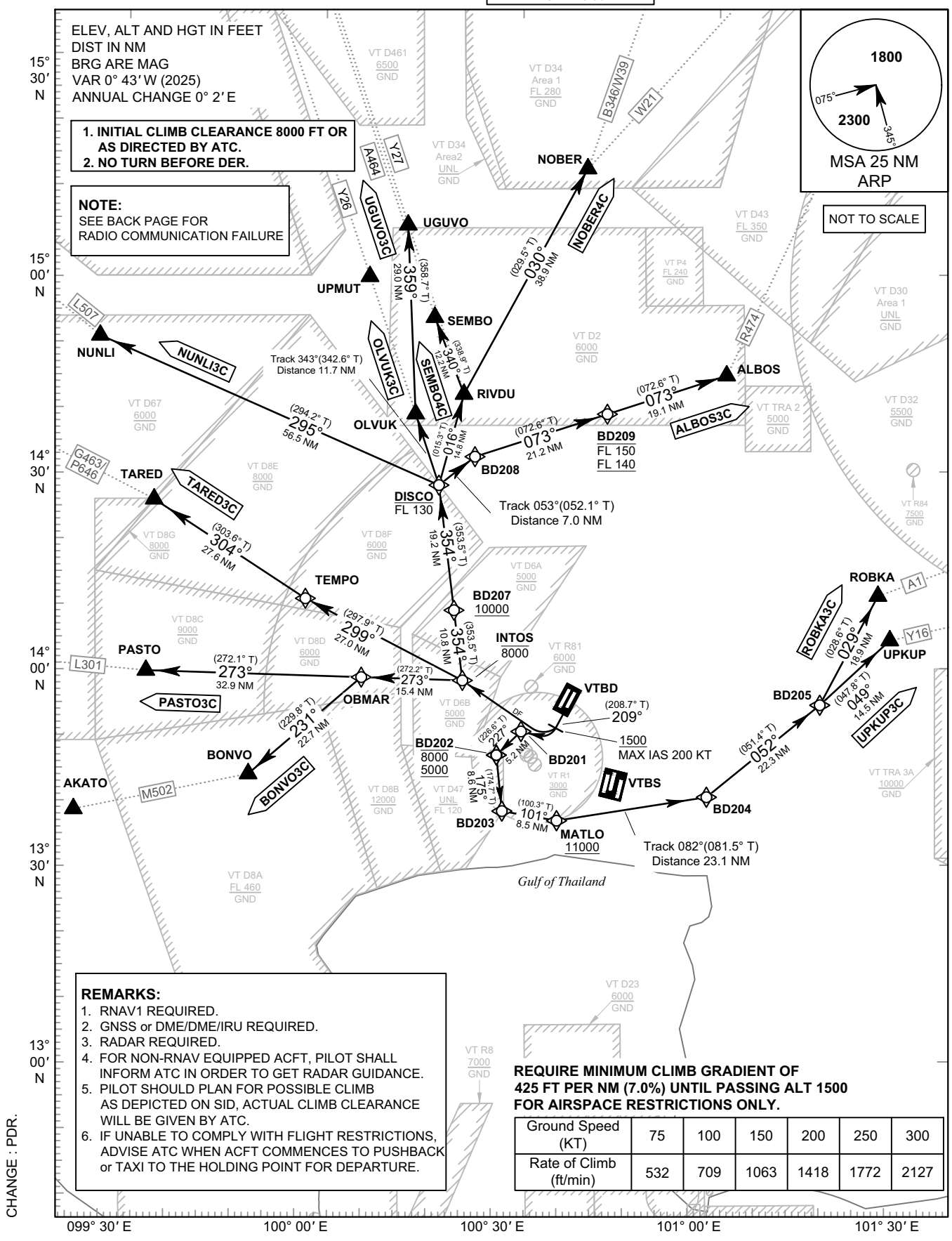
TRANSITION ALTITUDE
11000 FT

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

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

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L

ALBOS3C BONVO3C NOBER4C
NUNLI3C OLVUK3C PASTO3C
ROBKA3C SEMBO4C TARED3C
UPKUP3C UGUVO3C



REMARKS:
1. RNAV1 REQUIRED.
2. GNSS or DME/DME/IRU REQUIRED.
3. RADAR REQUIRED.
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE.
5. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK or TAXI TO THE HOLDING POINT FOR DEPARTURE.

REQUIRE MINIMUM CLIMB GRADIENT OF 425 FT PER NM (7.0%) UNTIL PASSING ALT 1500 FOR AIRSPACE RESTRICTIONS ONLY.

Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	532	709	1063	1418	1772	2127

CHANGE : PDR.

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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L**

ALBOS3C BONVO3C NOBER4C
NUNLI3C OLVUK3C PASTO3C
ROBKA3C SEMBO4C TARED3C
UPKUP3C UGUVO3C

RADIO COMMUNICATION FAILURE

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

CHANGE : CHART TITLE.

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

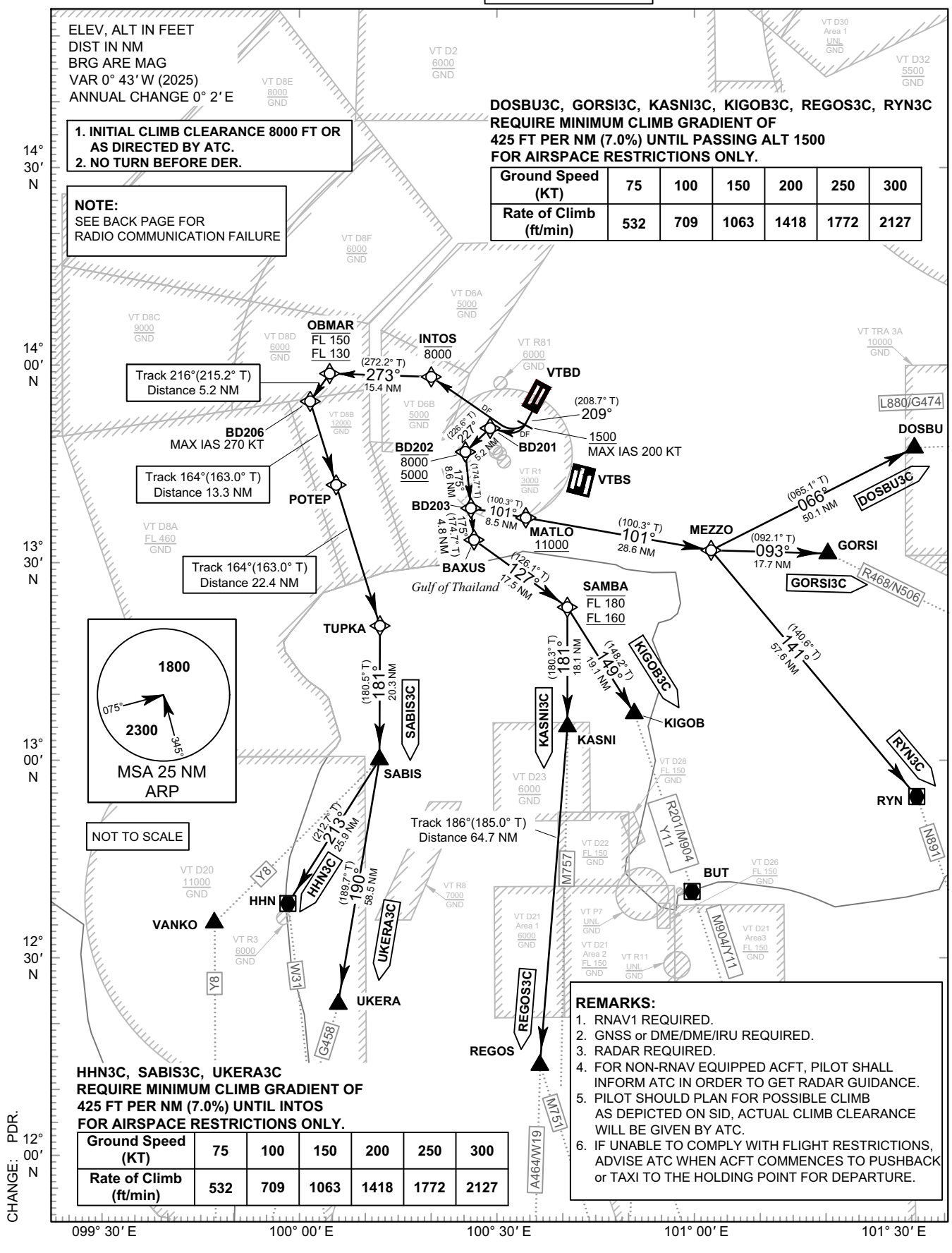
TRANSITION ALTITUDE
11000 FT

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

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

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L

DOSBU3C GORSI3C HHN3C
KASNI3C KIGOB3C REGOS3C
RYN3C SABIS3C UKERA3C



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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L**

DOSBU3C GORSI3C HHN3C
KASNI3C KIGOB3C REGOS3C
RYN3C SABIS3C UKERA3C

RADIO COMMUNICATION FAILURE

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

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY21L	-	KIGOB	KEE - GOB
BAXUS	BACKS - SUS	MATLO	MAT - LOH
BD201	-	MEZZO	MES - SOH
BD202	-	OBMAR	OB - MAR
BD203	-	POTEP	POH - TEP
BD206	-	REGOS	REE - GOSS
DOSBU	DOS - BU	RYN	RA - YONG
GORSI	GOR - SEE	SABIS	SAH - BISS
HHN	HUA - HIN	SAMBA	SAM - BAH
INTOS	IN - TOSS	TUPKA	TUP - KAH
KASNI	KAS - NEE	UKERA	U - KEY - RAH

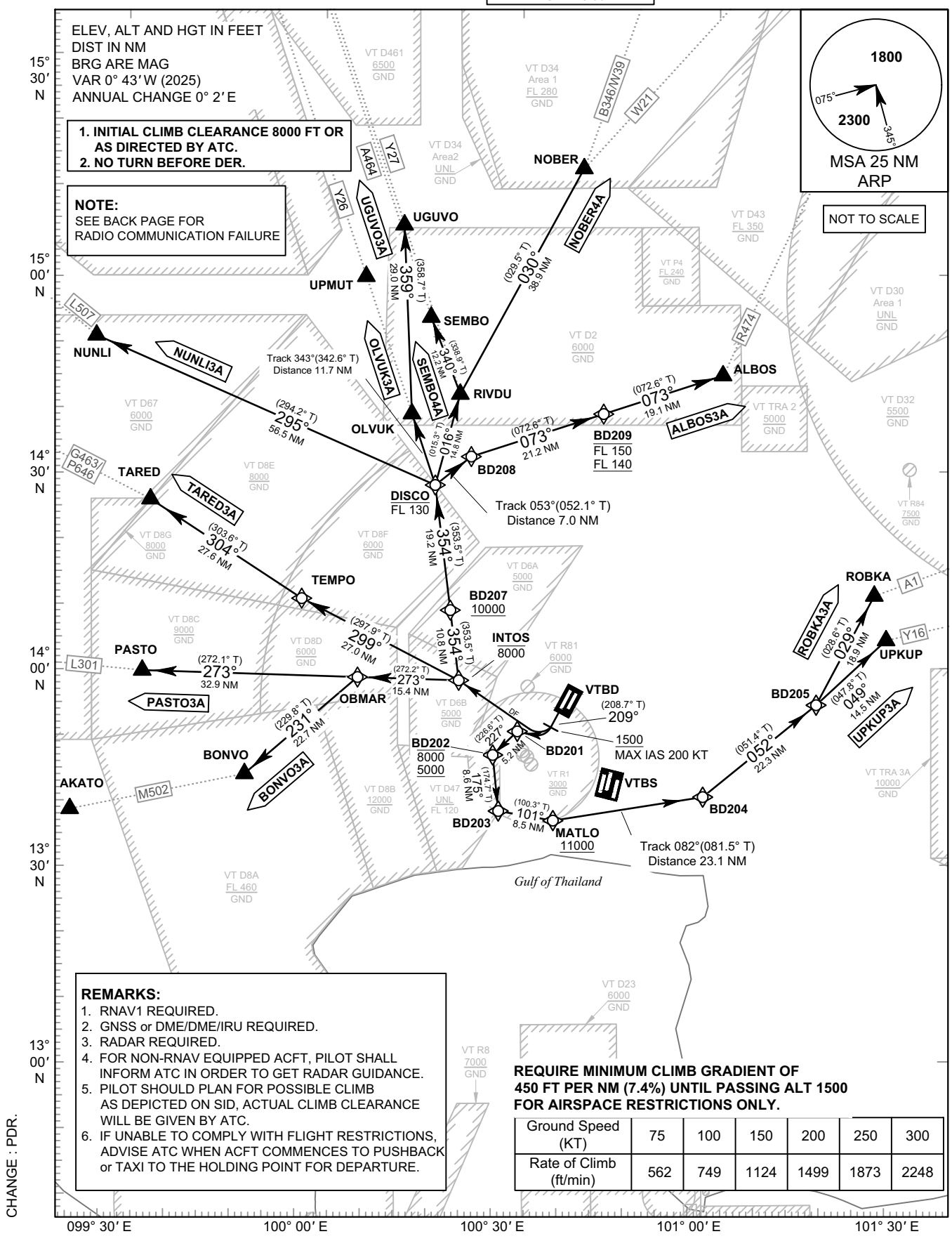
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 11000 FT
SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21R

ALBOS3A BONVO3A NOBER4A
NUNLI3A OLVUK3A PASTO3A
ROBKA3A SEMBO4A TARED3A
UPKUP3A UGUVO3A



REMARKS:

1. RNAV1 REQUIRED.
2. GNSS or DME/DME/IRU REQUIRED.
3. RADAR REQUIRED.
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE.
5. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK or TAXI TO THE HOLDING POINT FOR DEPARTURE.

REQUIRE MINIMUM CLIMB GRADIENT OF 450 FT PER NM (7.4%) UNTIL PASSING ALT 1500 FOR AIRSPACE RESTRICTIONS ONLY.

Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	562	749	1124	1499	1873	2248

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

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

ALBOS3A BONVO3A NOBER4A
NUNLI3A OLVUK3A PASTO3A
ROBKA3A SEMBO4A TARED3A
UPKUP3A UGUVO3A

RADIO COMMUNICATION FAILURE

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

CHANGE : CHART TITLE.

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

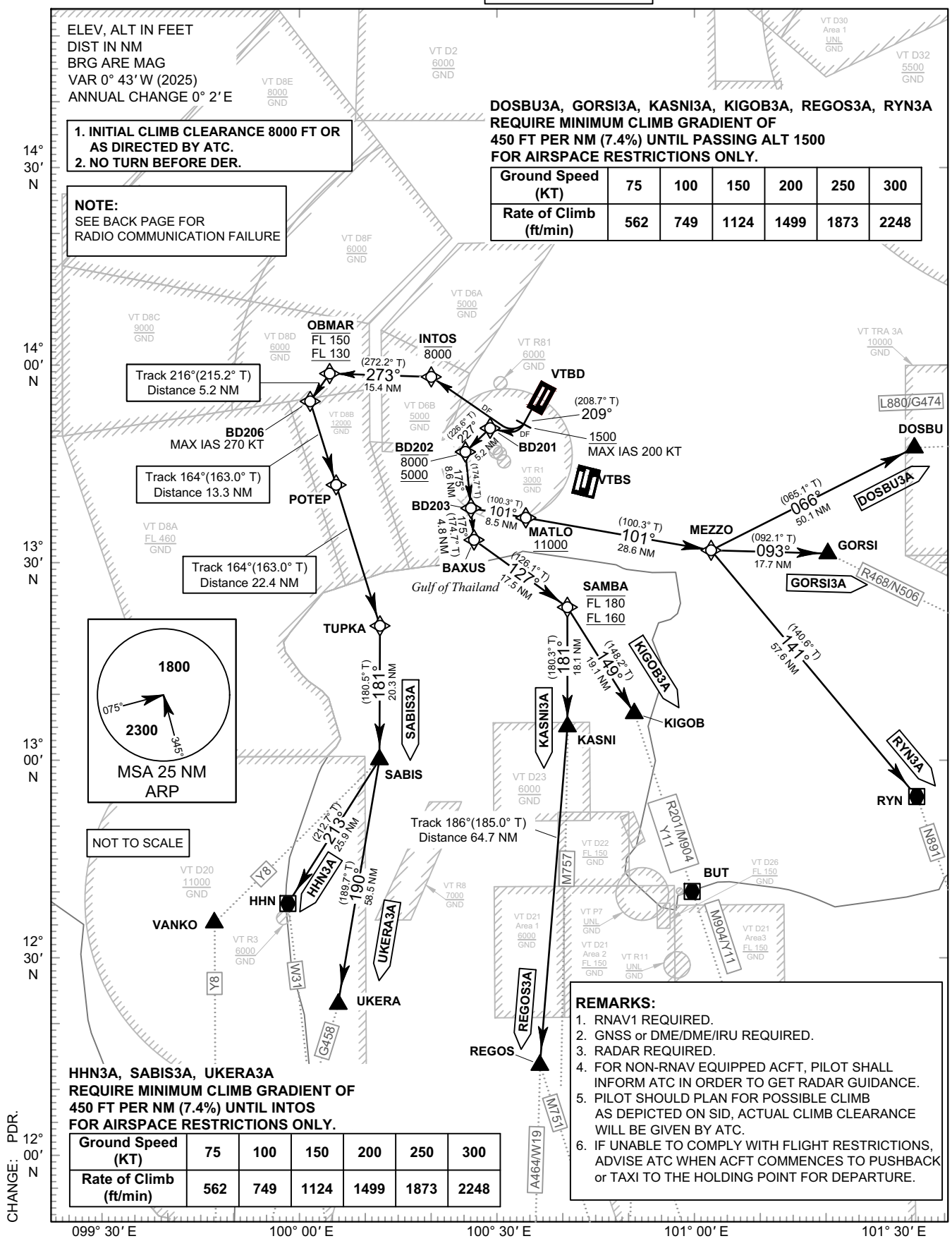
TRANSITION ALTITUDE
11000 FT

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

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

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21R

DOSBU3A GORSI3A HHN3A
KASNI3A KIGOB3A REGOS3A
RYN3A SABIS3A UKERA3A



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

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

DOSBU3A GORSI3A HHN3A
KASNI3A KIGOB3A REGOS3A
RYN3A SABIS3A UKERA3A

RADIO COMMUNICATION FAILURE

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

WAYPOINT PRONUNCIATION

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

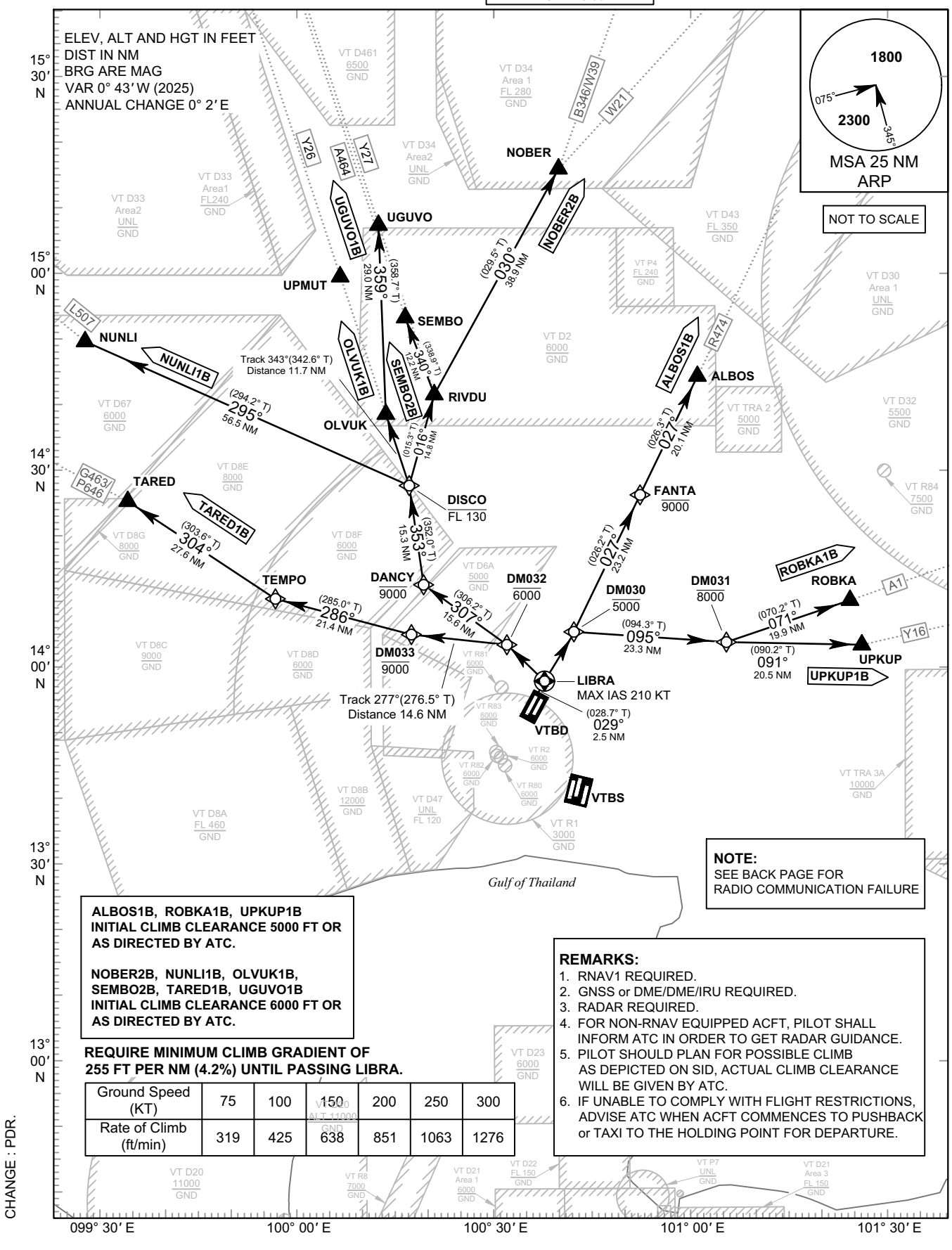
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 11000 FT
SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03L

ALBOS1B NOBER2B NUNLI1B
OLVUK1B ROBKA1B SEMBO2B
TARED1B UPKUP1B UGUVO1B



NOTE:
SEE BACK PAGE FOR
RADIO COMMUNICATION FAILURE

ALBOS1B, ROBKA1B, UPKUP1B
INITIAL CLIMB CLEARANCE 5000 FT OR AS DIRECTED BY ATC.

NOBER2B, NUNLI1B, OLVUK1B, SEMBO2B, TARED1B, UGUVO1B
INITIAL CLIMB CLEARANCE 6000 FT OR AS DIRECTED BY ATC.

REQUIRE MINIMUM CLIMB GRADIENT OF 255 FT PER NM (4.2%) UNTIL PASSING LIBRA.

Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	319	425	638	851	1063	1276

REMARKS:
1. RNAV1 REQUIRED.
2. GNSS or DME/DME/IRU REQUIRED.
3. RADAR REQUIRED.
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE.
5. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK or TAXI TO THE HOLDING POINT FOR DEPARTURE.

CHANGE : PDR.

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

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

ALBOS1B NOBER2B NUNLI1B
OLVUK1B ROBKA1B SEMBO2B
TARED1B UPKUP1B UGUVO1B

RADIO COMMUNICATION FAILURE

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

CHANGE : CHART TITLE.

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

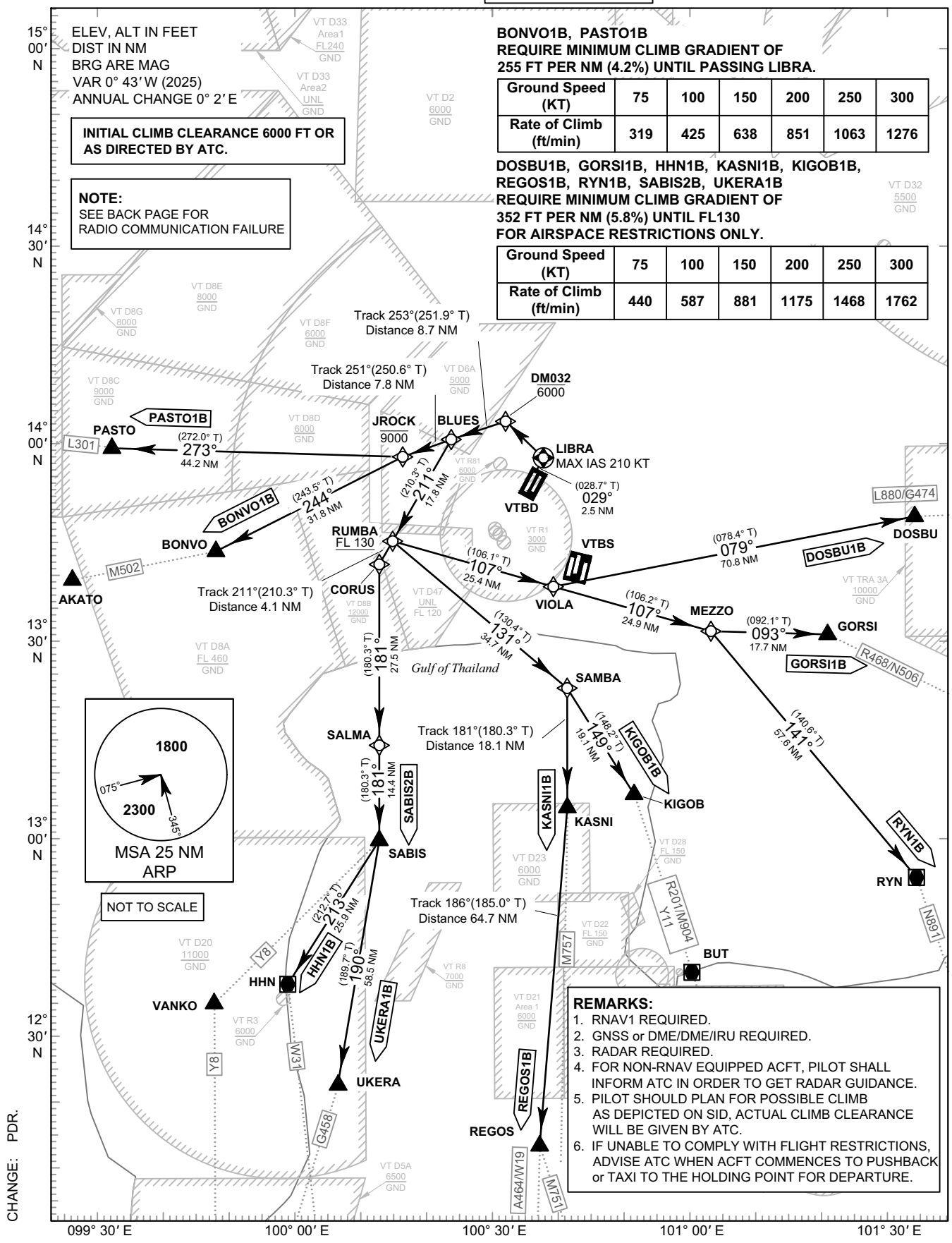
TRANSITION ALTITUDE
11000 FT

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

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

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03L

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B



CHANGE: PDR.

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

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

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B

RADIO COMMUNICATION FAILURE

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

WAYPOINT PRONUNCIATION

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

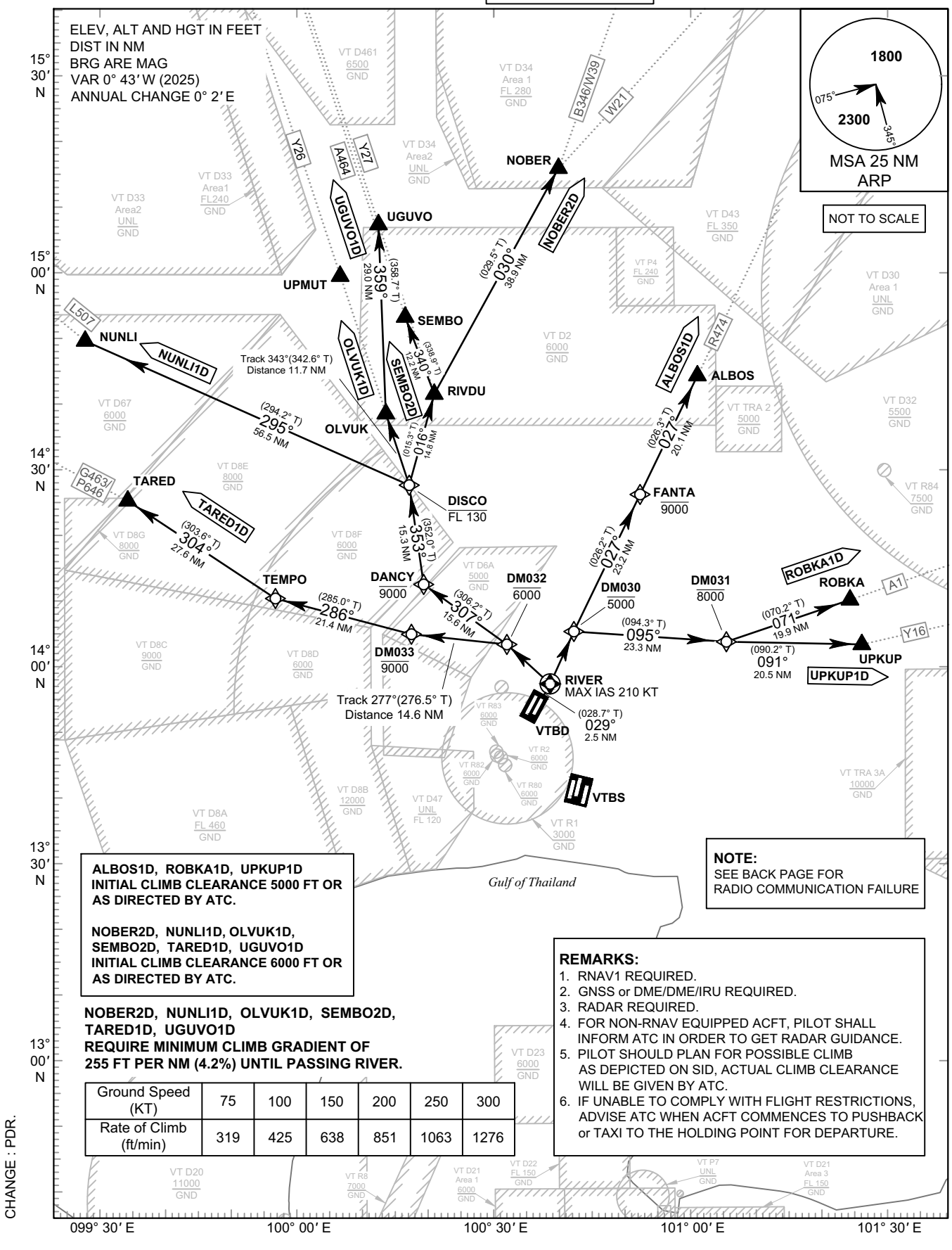
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 11000 FT
SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03R

ALBOS1D NOBER2D NUNLI1D
OLVUK1D ROBKA1D SEMBO2D
TARED1D UPKUP1D UGUVO1D



ALBOS1D, ROBKA1D, UPKUP1D INITIAL CLIMB CLEARANCE 5000 FT OR AS DIRECTED BY ATC.

NOBER2D, NUNLI1D, OLVUK1D, SEMBO2D, TARED1D, UGUVO1D INITIAL CLIMB CLEARANCE 6000 FT OR AS DIRECTED BY ATC.

NOBER2D, NUNLI1D, OLVUK1D, SEMBO2D, TARED1D, UGUVO1D REQUIRE MINIMUM CLIMB GRADIENT OF 255 FT PER NM (4.2%) UNTIL PASSING RIVER.

Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	319	425	638	851	1063	1276

NOTE:
SEE BACK PAGE FOR RADIO COMMUNICATION FAILURE

REMARKS:
1. RNAV1 REQUIRED.
2. GNSS or DME/DME/IRU REQUIRED.
3. RADAR REQUIRED.
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE.
5. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK or TAXI TO THE HOLDING POINT FOR DEPARTURE.

CHANGE : PDR.

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

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

ALBOS1D NOBER2D NUNLI1D
OLVUK1D ROBKA1D SEMBO2D
TARED1D UPKUP1D UGUVO1D

RADIO COMMUNICATION FAILURE

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

CHANGE : CHART TITLE.

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

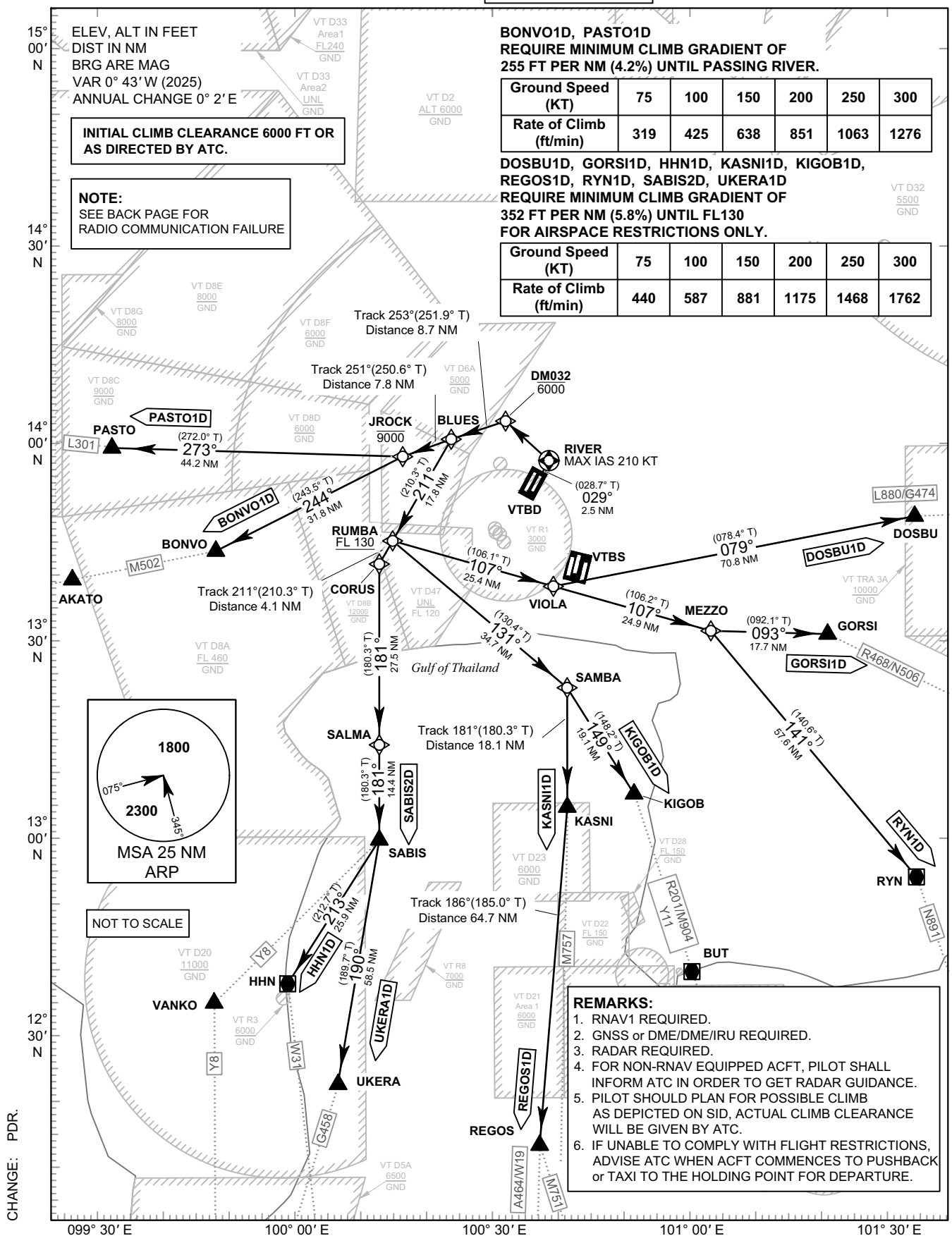
TRANSITION ALTITUDE
11000 FT

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

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

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03R

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D



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

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

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
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4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

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

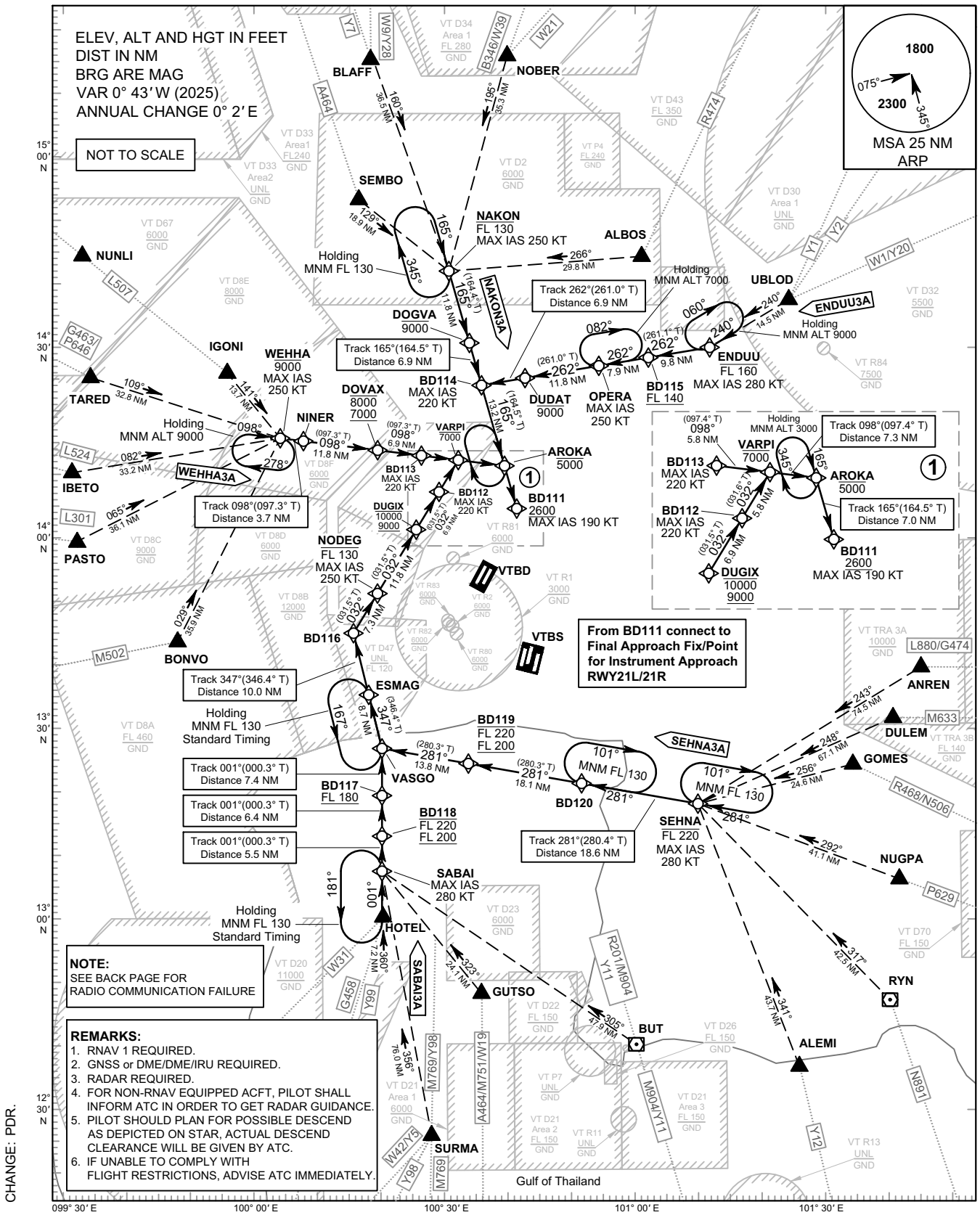
STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT
SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L/21R

ENDUU3A NAKON3A
SABAI3A SEHNA3A WEHHA3A



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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L/21R**

ENDUU3A NAKON3A
SABAI3A SEHNA3A WEHHA3A

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO AROKA FOR RWY 21L/RWY 21R, DESCEND IN ACCORDANCE WITH THE PUBLISHED SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE AT AROKA, MAKE A HOLD AS PUBLISHED AND MAINTAIN ALTITIUDE 3000FT. THEN CARRY OUT THE APPROPRIATE INSTRUMENT APPROACH PROCEDURE.
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.
4	FOR MORE INFORMATION OR OTHER CASES, REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

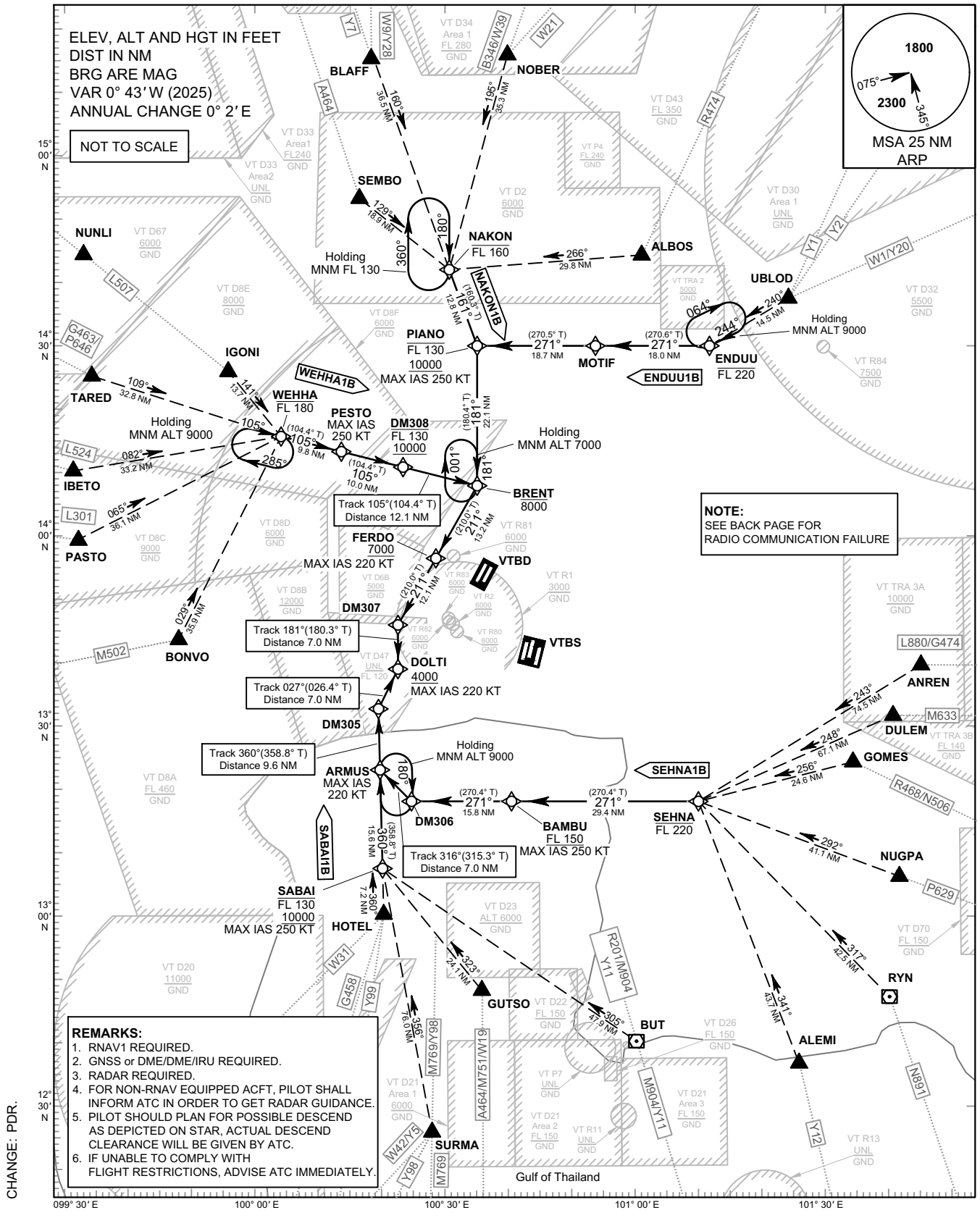
STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT
SPEED RESTRICTION
MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03L/03R

ENDUU1B NAKON1B
SABAI1B SEHNA1B WEHHA1B



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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03L/03R**

ENDUU1B NAKON1B
SABAI1B SEHNA1B WEHHA1B

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO DOTLI FOR RWY 03L/RWY 03R, DESCEND IN ACCORDANCE WITH THE PUBLISHED SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE AT DOTLI CARRY OUT THE APPROPRIATE INSTRUMENT APPROACH PROCEDURE.
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.
4	FOR MORE INFORMATION OR OTHER CASES, REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

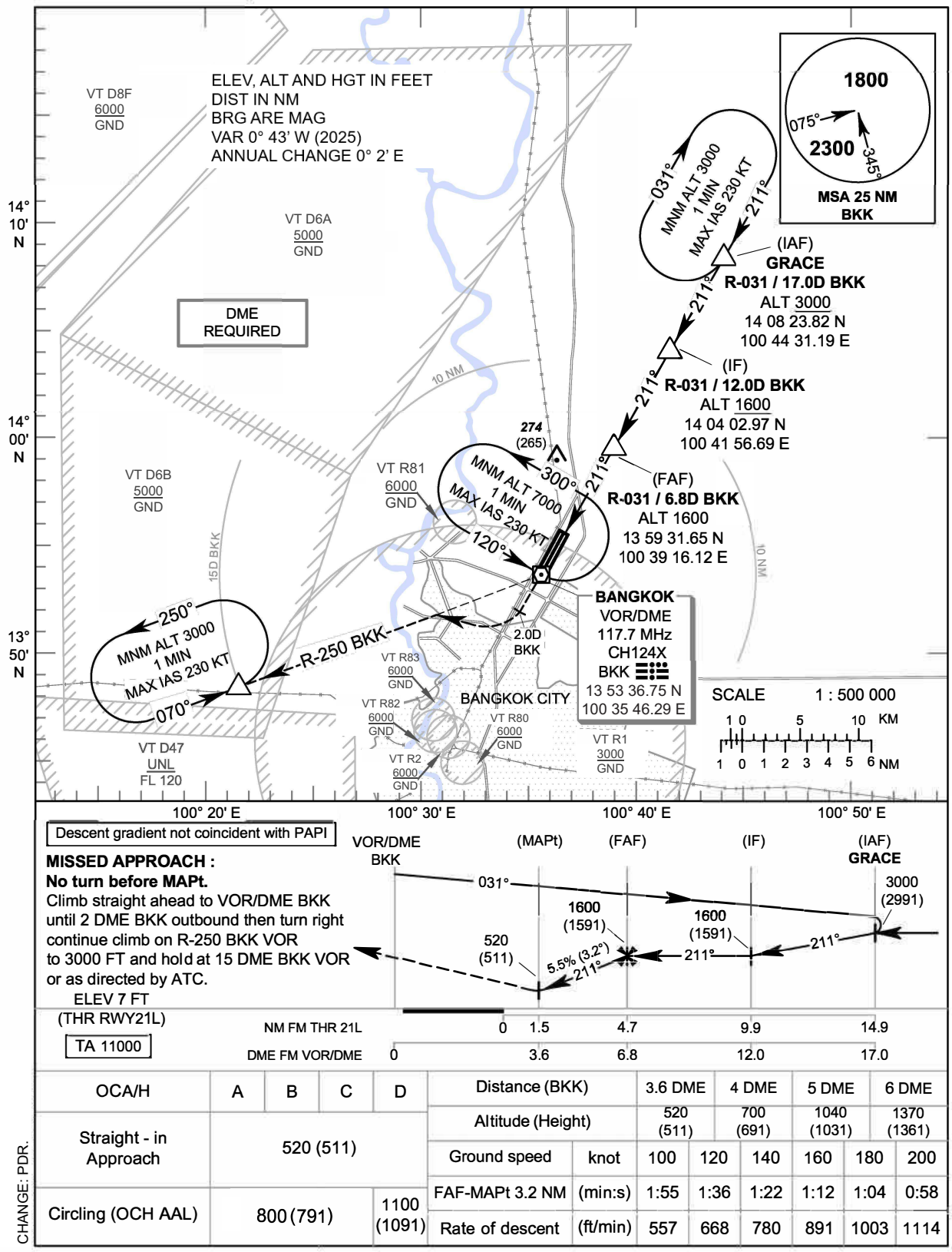
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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

BANGKOK / Don Mueang Intl (VTBD)

VOR RWY21L



Descent gradient not coincident with PAPI

MISSED APPROACH :
No turn before MAPt.
Climb straight ahead to VOR/DME BKK until 2 DME BKK outbound then turn right continue climb on R-250 BKK VOR to 3000 FT and hold at 15 DME BKK VOR or as directed by ATC.

ELEV 7 FT
(THR RWY21L)

TA 11000

OCA/H	A	B	C	D
Straight - in Approach	520 (511)			
Circling (OCH AAL)	800 (791)			1100 (1091)

Distance (BKK)		3.6 DME	4 DME	5 DME	6 DME
Altitude (Height)		520 (511)	700 (691)	1040 (1031)	1370 (1361)
Ground speed	knot	100	120	140	160	180	200
FAF-MAPt 3.2 NM	(min:s)	1:55	1:36	1:22	1:12	1:04	0:58
Rate of descent	(ft/min)	557	668	780	891	1003	1114

CHANGE: PDR.

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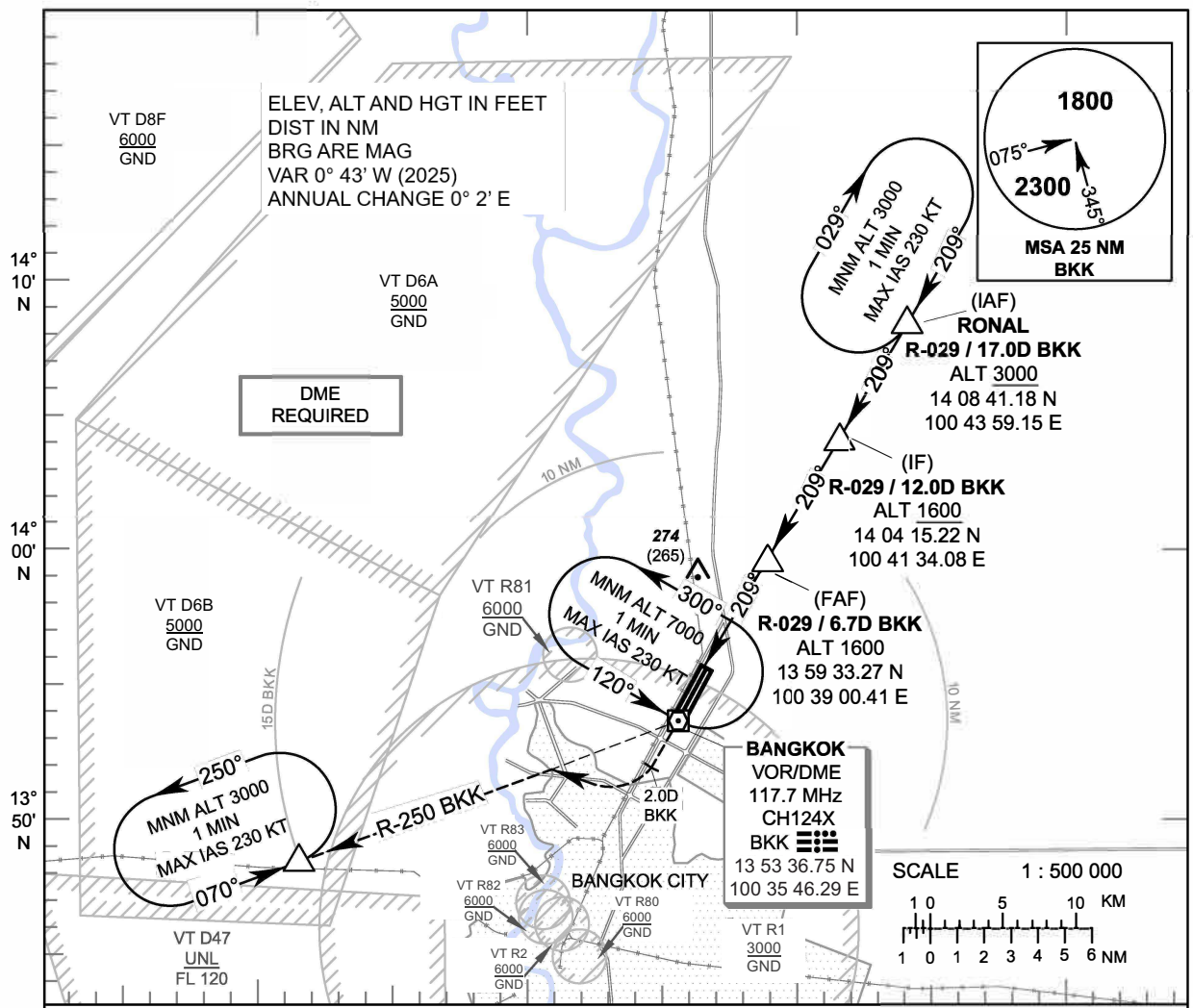
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

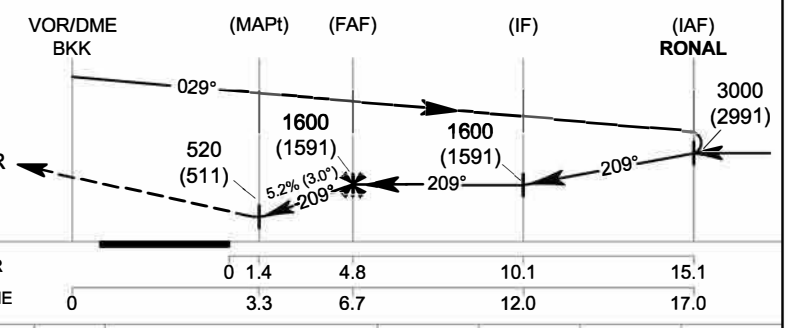
APP	: 119.1, 274.5
	: 119.4, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

VOR RWY21R



MISSED APPROACH :
No turn before MAPt.
Climb straight ahead to VOR/DME BKK until 2 DME BKK outbound then turn right continue climb on R-250 BKK VOR to 3000 FT and hold at 15 DME BKK VOR or as directed by ATC.



ELEV 7 FT
(THR RWY21R)

TA 11000

OCA/H	A	B	C	D
Straight - in Approach	520 (511)			
Circling (OCH AAL)	800 (791)			1100 (1091)

Distance (BKK)		3.3 DME	4 DME	5 DME	6 DME
Altitude (Height)		520 (511)	730 (721)	1050 (1041)	1360 (1351)
Ground speed	knot	100	120	140	160	180	200
FAF-MAPt 3.4 NM	(min:s)	2:02	1:42	1:27	1:17	1:08	1:01
Rate of descent	(ft/min)	531	637	743	849	955	1061

CHANGE: PDR.

INTENTIONALLY BLANK

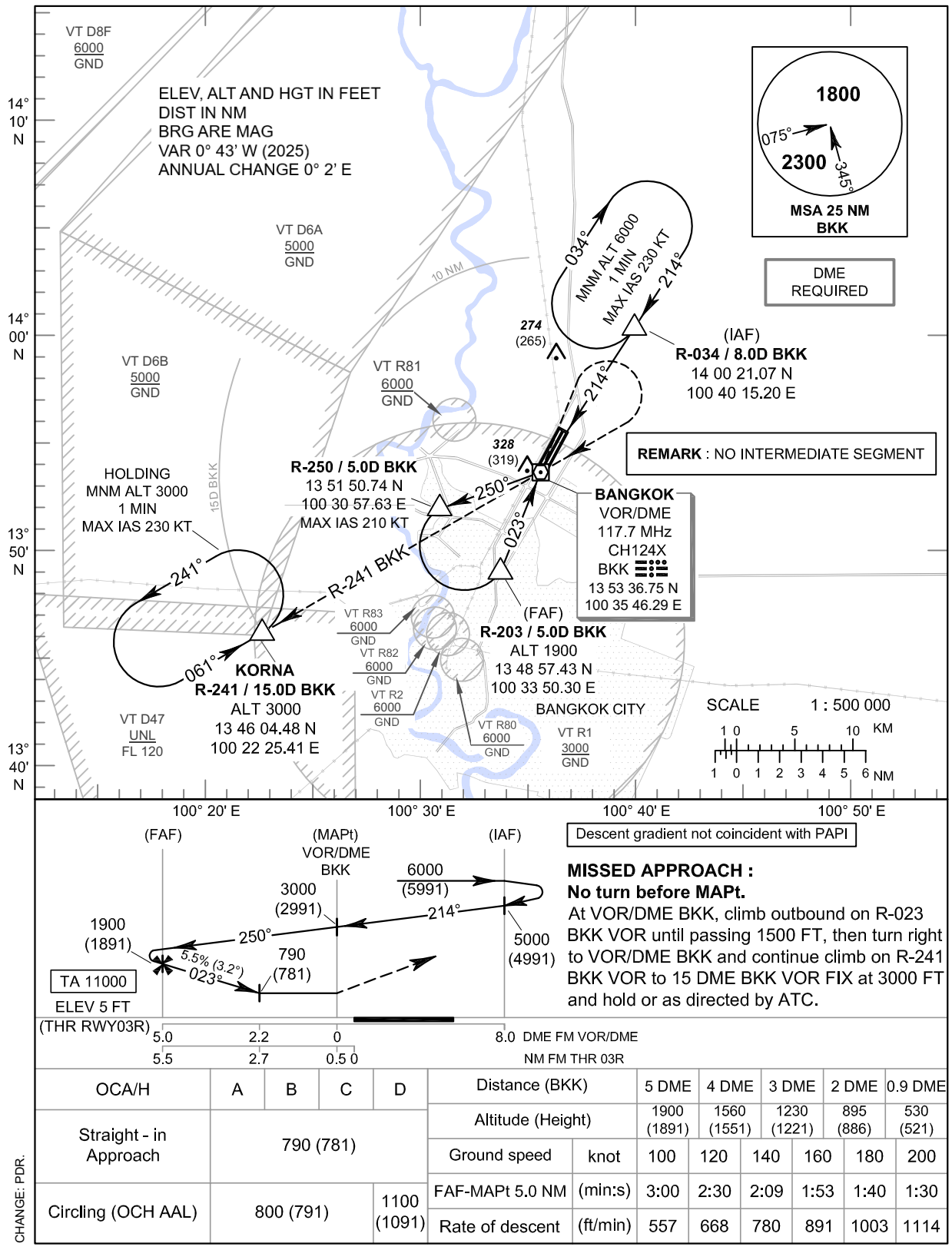
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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

BANGKOK / Don Mueang Intl (VTBD)

VOR RWY03R



Descent gradient not coincident with PAPI

MISSED APPROACH :
No turn before MAPt.
At VOR/DME BKK, climb outbound on R-023 BKK VOR until passing 1500 FT, then turn right to VOR/DME BKK and continue climb on R-241 BKK VOR to 15 DME BKK VOR FIX at 3000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight - in Approach	790 (781)			
Circling (OCH AAL)	800 (791)			1100 (1091)

Distance (BKK)		5 DME	4 DME	3 DME	2 DME	0.9 DME
Altitude (Height)		1900 (1891)	1560 (1551)	1230 (1221)	895 (886)	530 (521)
Ground speed	knot	100	120	140	160	180	200
FAF-MAPt 5.0 NM	(min:s)	3:00	2:30	2:09	1:53	1:40	1:30
Rate of descent	(ft/min)	557	668	780	891	1003	1114

CHANGE: PDR.

INTENTIONALLY BLANK

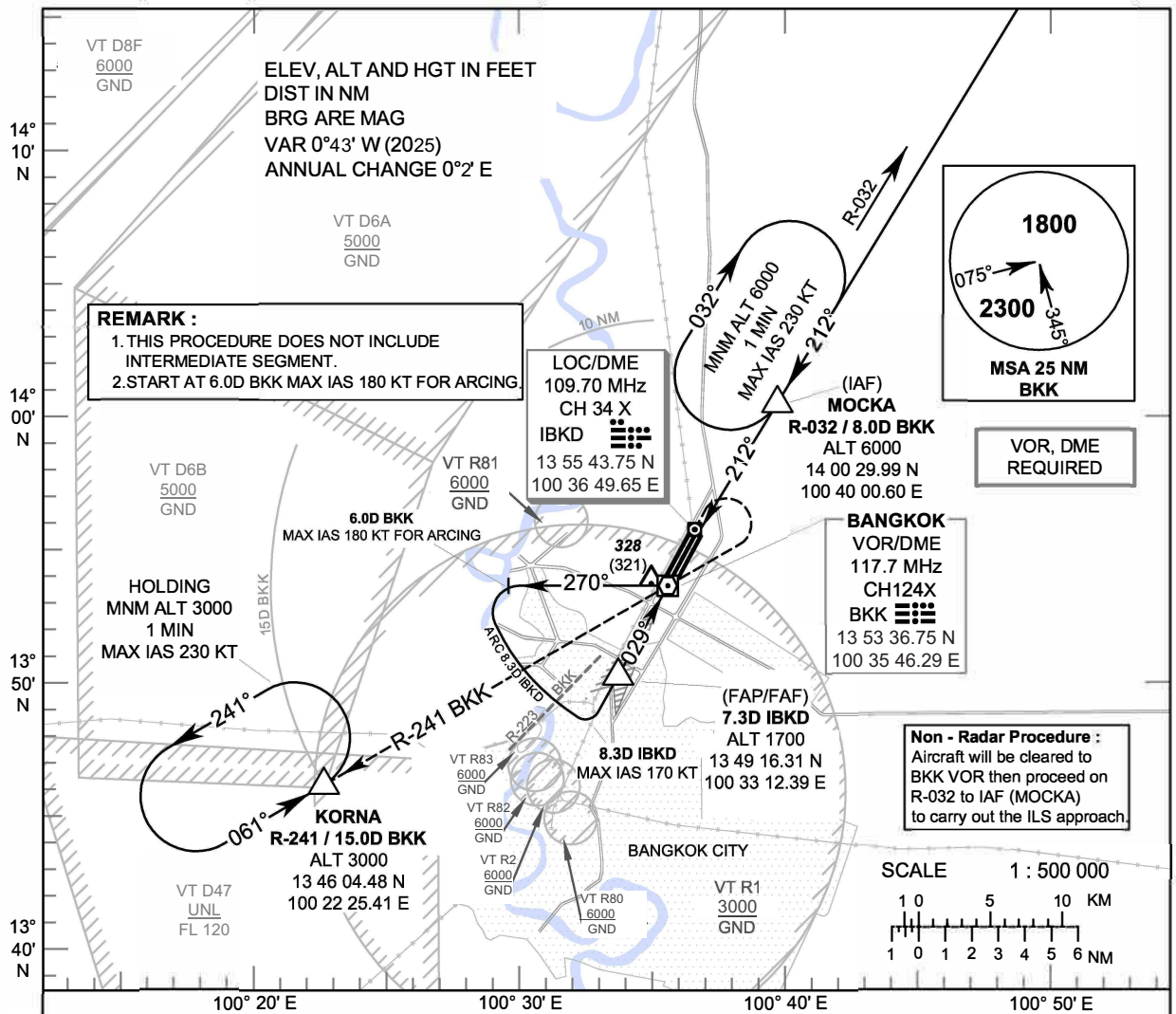
INSTRUMENT APPROACH CHART - ICAO

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

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

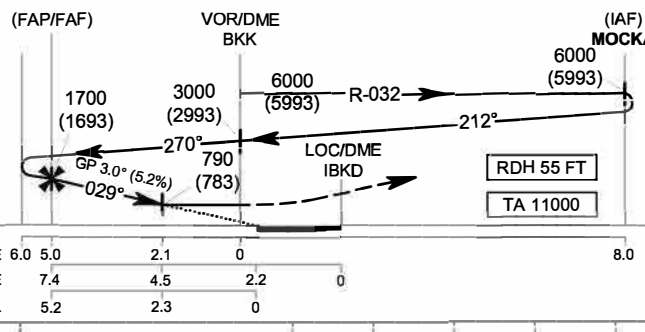
BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC y RWY03L



MISSED APPROACH :
No turn before MAPt (for LOC only).
Climb on track 029° direct to the LOC/DME
then climb outbound on R-029 BKK VOR to 1500 FT
then turn right to VOR/DME BKK and continue climb on
R-241 BKK VOR to 15 DME BKK VOR FIX at 3000 FT
and hold or as directed by ATC.

ELEV 7 FT
(THR RWY03L)



OCA/H	A	B	C	D
Straight-in Approach CAT I	220 (213)			
LOC only	790 (783)			
Circling (OCH AAL)	800 (791)			1100 (1091)

Distance (IBKD)		7 DME	6 DME	5 DME	4 DME	3.4 DME
Altitude (Height)		1605 (1598)	1290 (1283)	975 (968)	660 (653)	470 (463)
Ground speed	knot	100	120	140	160	180	200
FAF-MAPt 3.9 NM	(min:s)	2:20	1:57	1:40	1:28	1:18	1:10
Rate of descent	(ft/min)	530	637	743	849	955	1061

CHANGE: PDR.

INTENTIONALLY BLANK

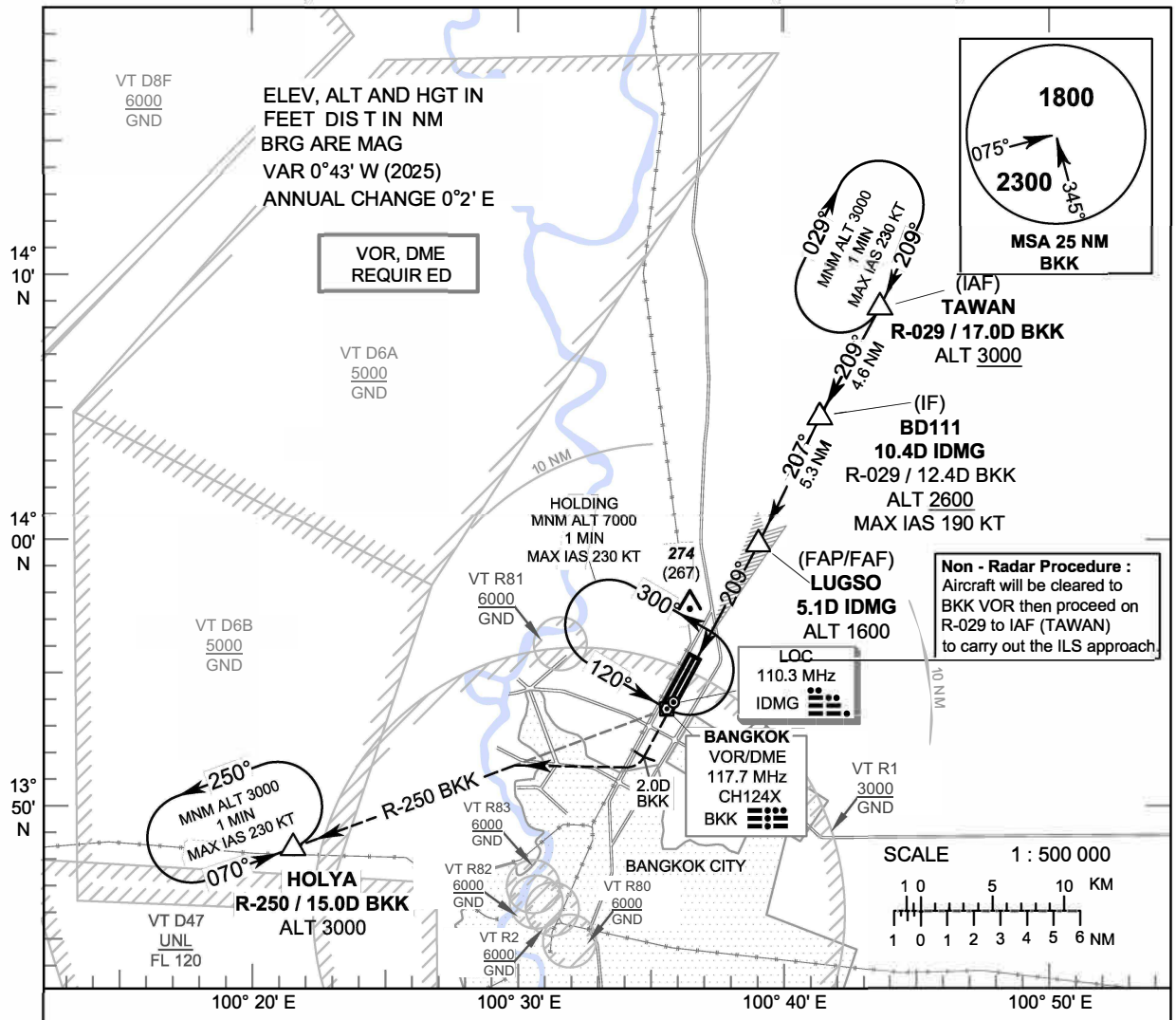
INSTRUMENT APPROACH CHART - ICAO

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

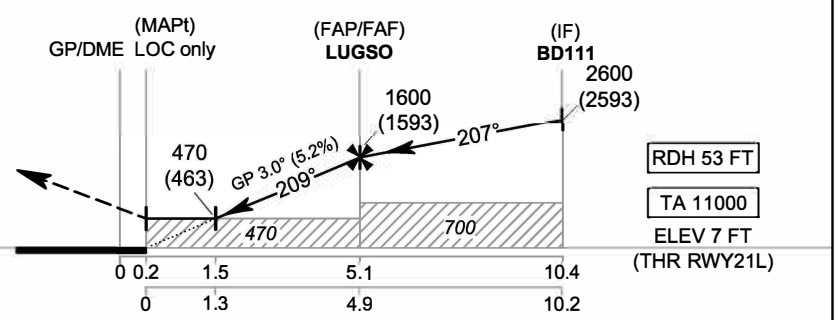
APP	: 119.1,274.5
	: 119.4,274.5
	: 120.3,274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2,274.5
DAR	: 133.0,274.5
TWR	: 118.1, 236.6
ATIS	: 126.4,344.6

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC y RWY21L



MISSED APPROACH :
No turn before MAPt (for LOC only).
Climb on RWY heading until 2.0D BKK, then turn right to intercept outbound R-250 BKK VOR, then proceed to HOLYA at 3000 FT and hold or as directed by ATC.



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

GS OUT

Distance (IDMG)	1.5 D	2 D	3 D	4 D	5 D	FAF
Altitude (Height)	470 (463)	625 (618)	940 (933)	1260 (1253)	1575 (1568)	1600 (1593)

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

CHANGE: PDR.

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

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC y RWY21L

FIX/POINT		COORDINATES	
(IAF) TAWAN	R-029 / 17.0D BKK	14° 08' 38.35" N	100° 44' 04.62" E
(IF) BD111	10.4D IDMG	14° 04' 35.38' N	100° 41' 47.72" E
(FAP/FAF) LUGSO	5.1D IDMG	13° 59' 47.35" N	100° 39' 21.27" E
MAPt (LOC only) @ RW21L	0.2D IDMG	13° 55' 28.41" N	100° 36' 55.96" E
LOC	IDMG	13° 53' 51.83" N	100° 36' 01.83" E
GP/DME	IDMG	13° 55' 21.28" N	100° 36' 47.46" E
HOLYA	R-250 / 15.0D BKK	13° 48' 16.86" N	100° 21' 21.08" E
VOR	BKK	13° 53' 36.75" N	100° 35' 46.29" E

CHANGE: VOR, LOC AND GP/DME COORDINATES.

INSTRUMENT APPROACH CHART - ICAO

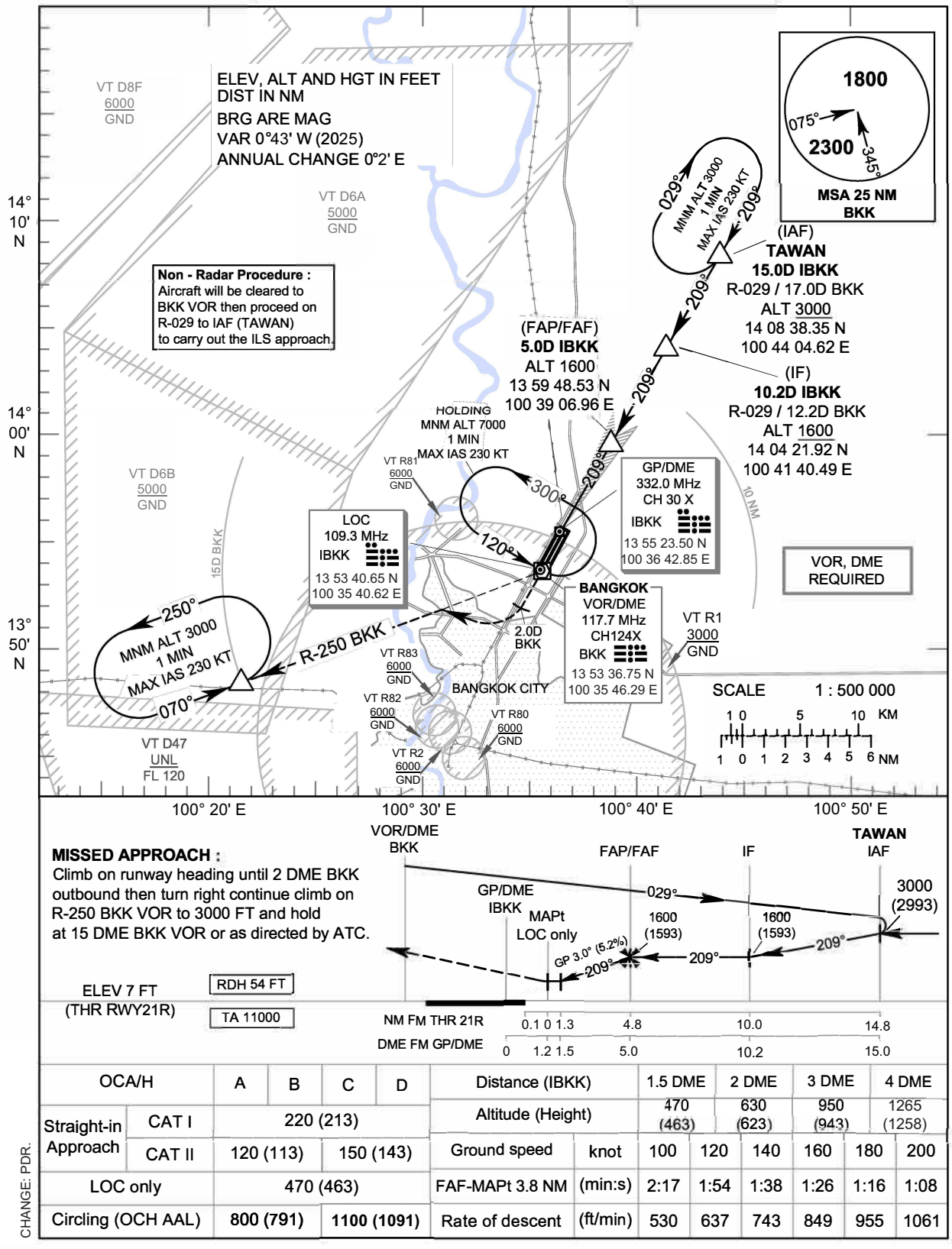
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21R - ELEV 7 FT

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

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC y RWY21R

CAT II



MISSED APPROACH :
Climb on runway heading until 2 DME BKK outbound then turn right continue climb on R-250 BKK VOR to 3000 FT and hold at 15 DME BKK VOR or as directed by ATC.

ELEV 7 FT
(THR RWY21R)

RDH 54 FT

TA 11000

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

Distance (IBKK)		1.5 DME	2 DME	3 DME	4 DME		
Altitude (Height)		470 (463)	630 (623)	950 (943)	1265 (1258)		
Ground speed	knot	100	120	140	160	180	200
FAF-MAPt 3.8 NM	(min:s)	2:17	1:54	1:38	1:26	1:16	1:08
Rate of descent	(ft/min)	530	637	743	849	955	1061

CHANGE: PDR.

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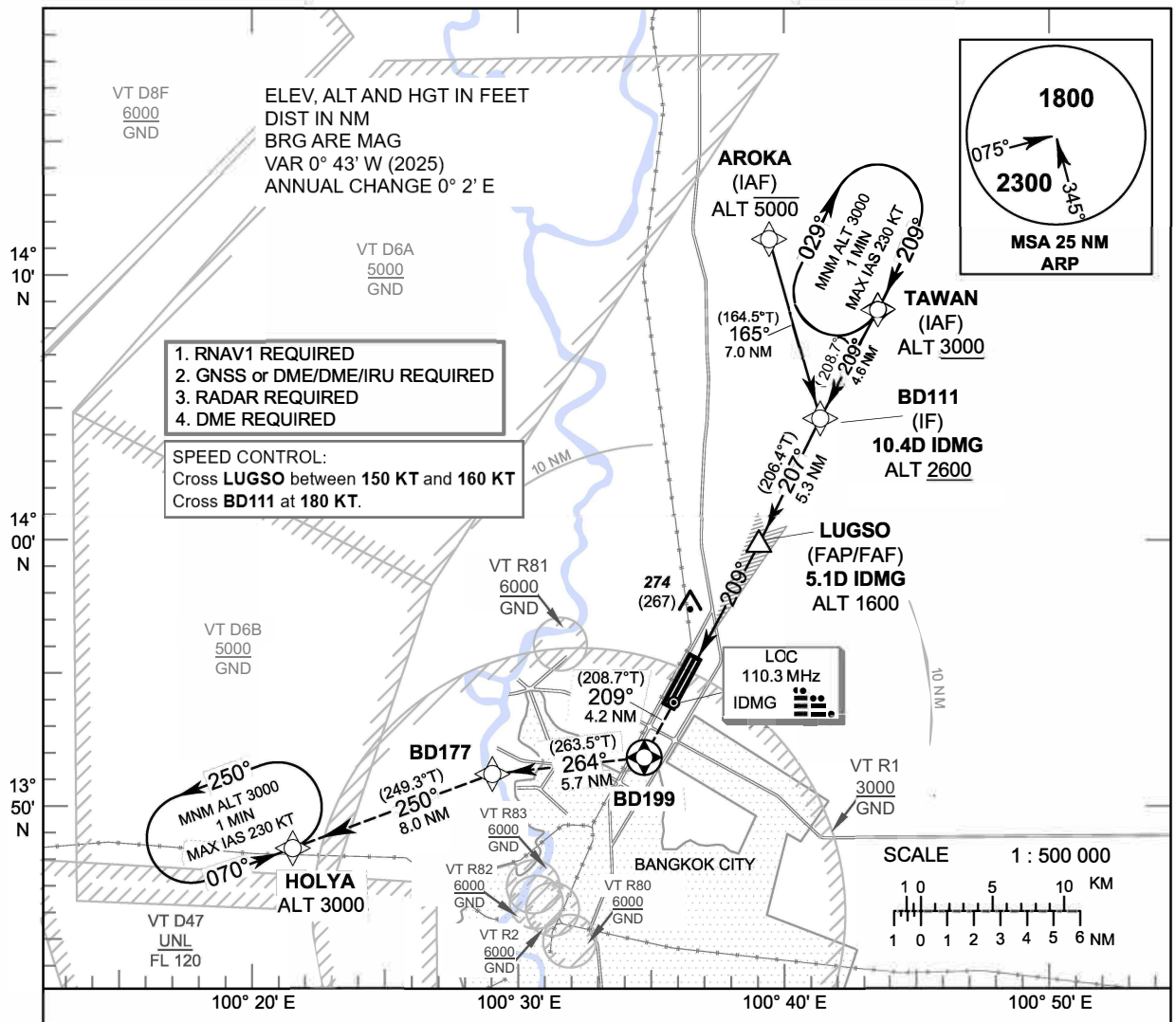
INSTRUMENT APPROACH CHART - ICAO

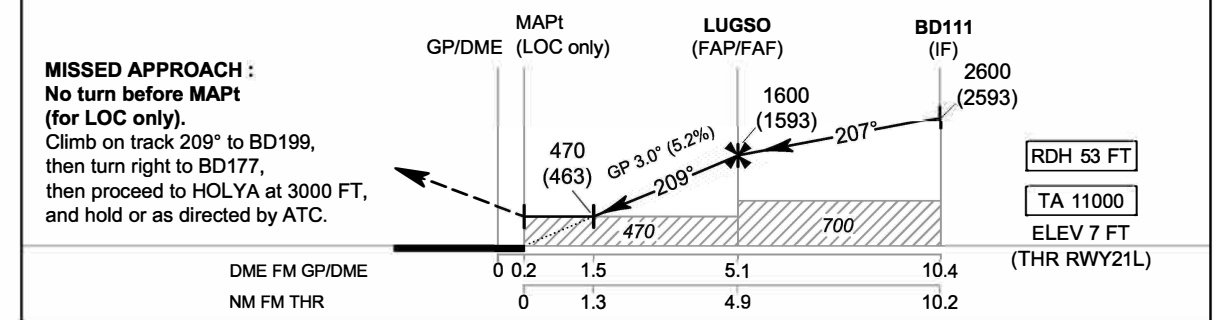
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21L - ELEV 7 FT

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

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21L





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

OCA/H		A	B	C	D	GS OUT	Distance (IDMG)	1.5 D	2 D	3 D	4 D	5 D	FAF
Straight - in Approach	CAT I	220 (213)					Altitude (Height)	470 (463)	625 (618)	940 (933)	1260 (1253)	1575 (1568)	1600 (1593)
LOC only		470 (463)					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)		800 (791)			1100 (1091)		Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

CHANGE: PDR.

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

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21L

CHANGE: TABULAR DESCRIPTION.

TABULAR DESCRIPTION

ILS or LOC z RWY21L

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

WAYPOINT LIST

ILS or LOC z RWY21L

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

INSTRUMENT APPROACH CHART - ICAO

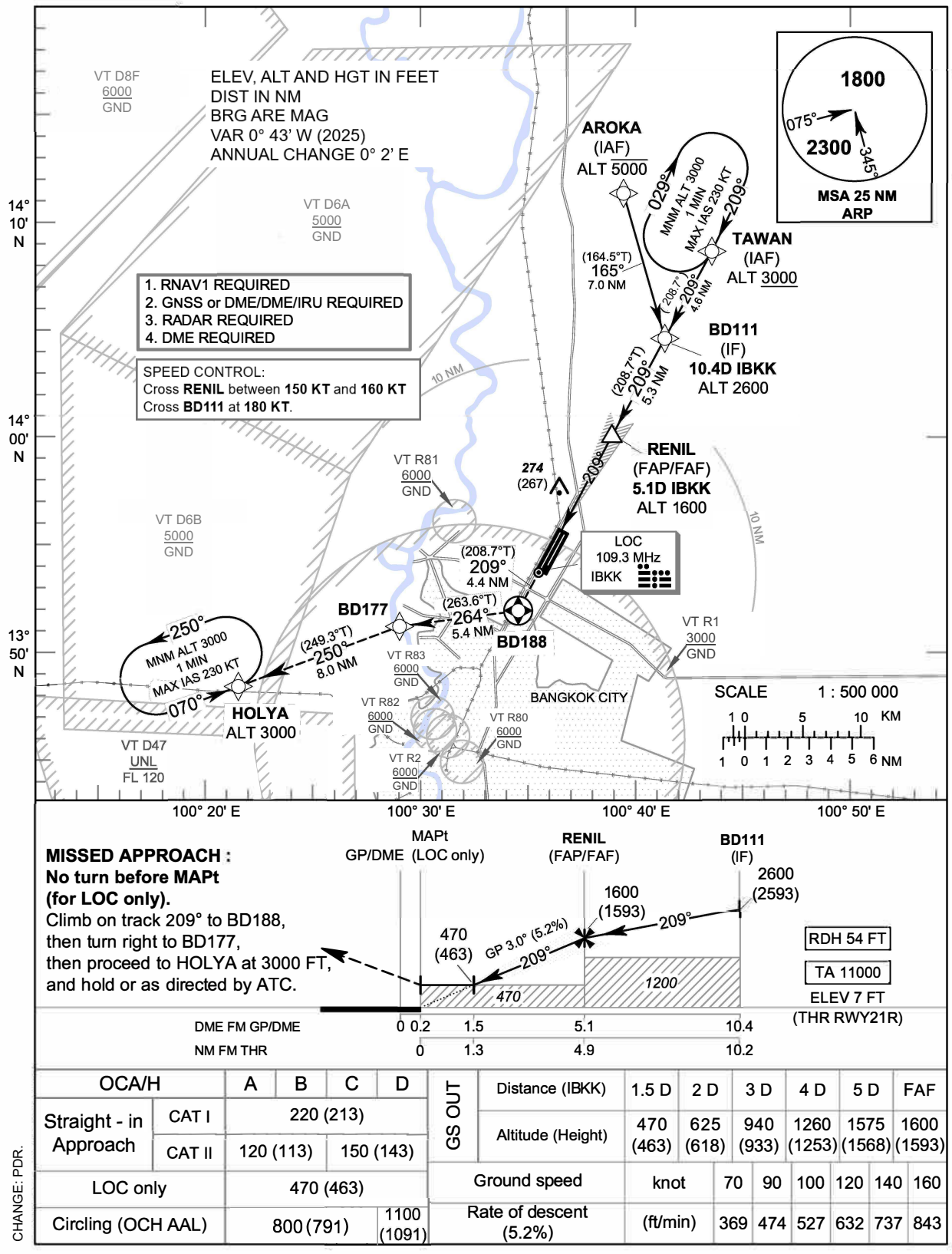
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21R - ELEV 7 FT

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

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21R

CAT II



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

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

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

CHANGE: PDR.

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

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21R

CAT II

CHANGE: TABULAR DESCRIPTION.

TABULAR DESCRIPTION

ILS or LOC z RWY21R

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

WAYPOINT LIST

ILS or LOC z RWY21R

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

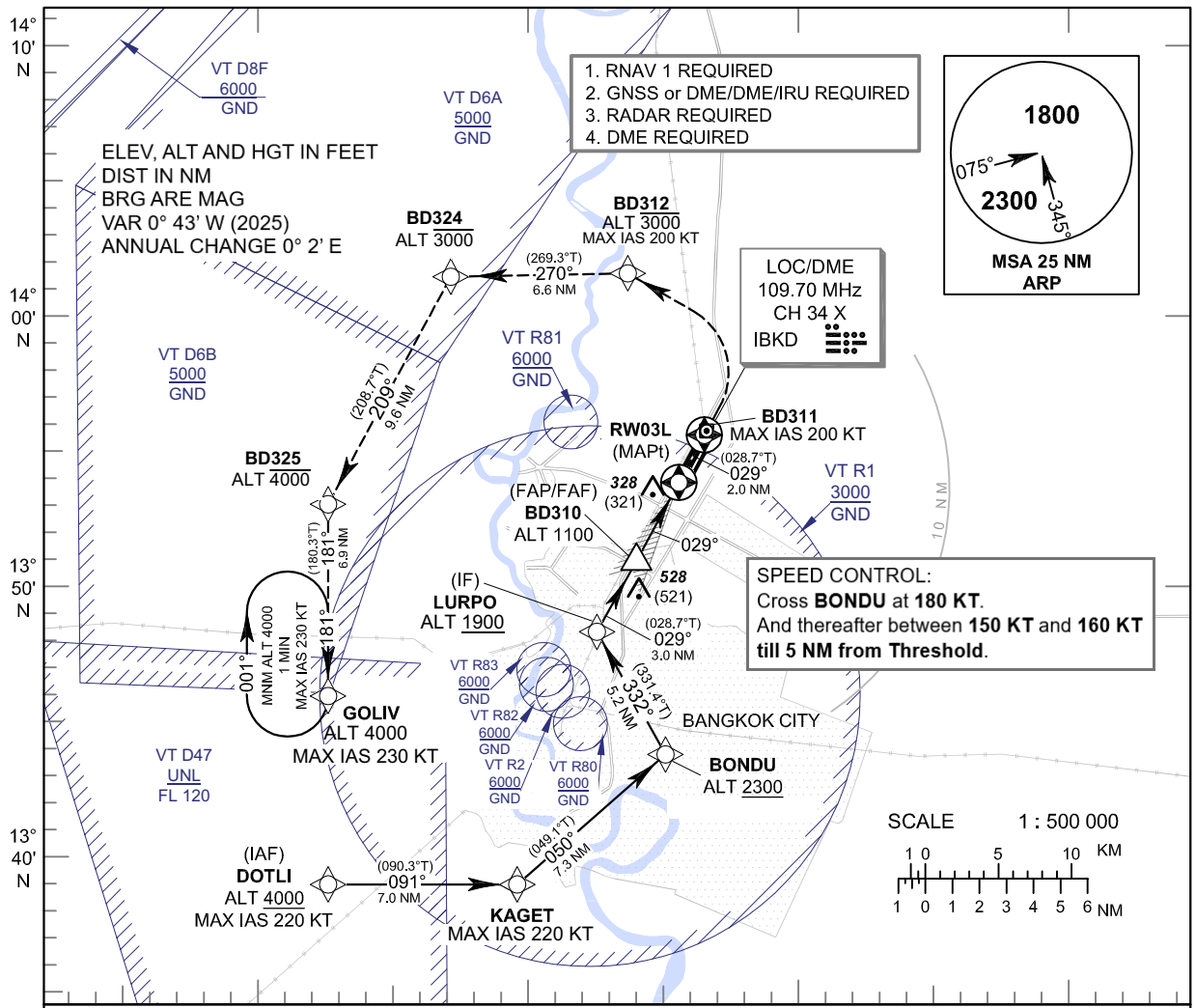
INSTRUMENT APPROACH CHART - ICAO

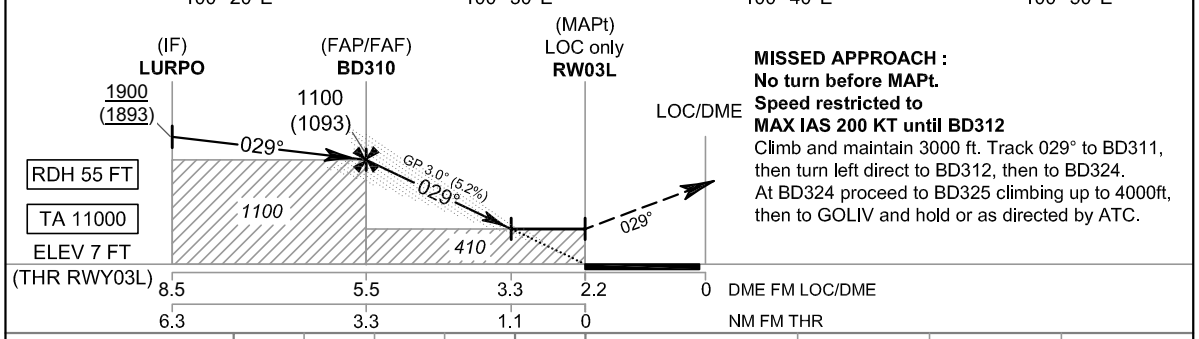
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03L - ELEV 7 FT

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

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY03L





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

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY03L

CHANGE: TABULAR DESCRIPTION.

TABULAR DESCRIPTION

ILS or LOC z RWY03L

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

WAYPOINT LIST

ILS or LOC z RWY03L

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

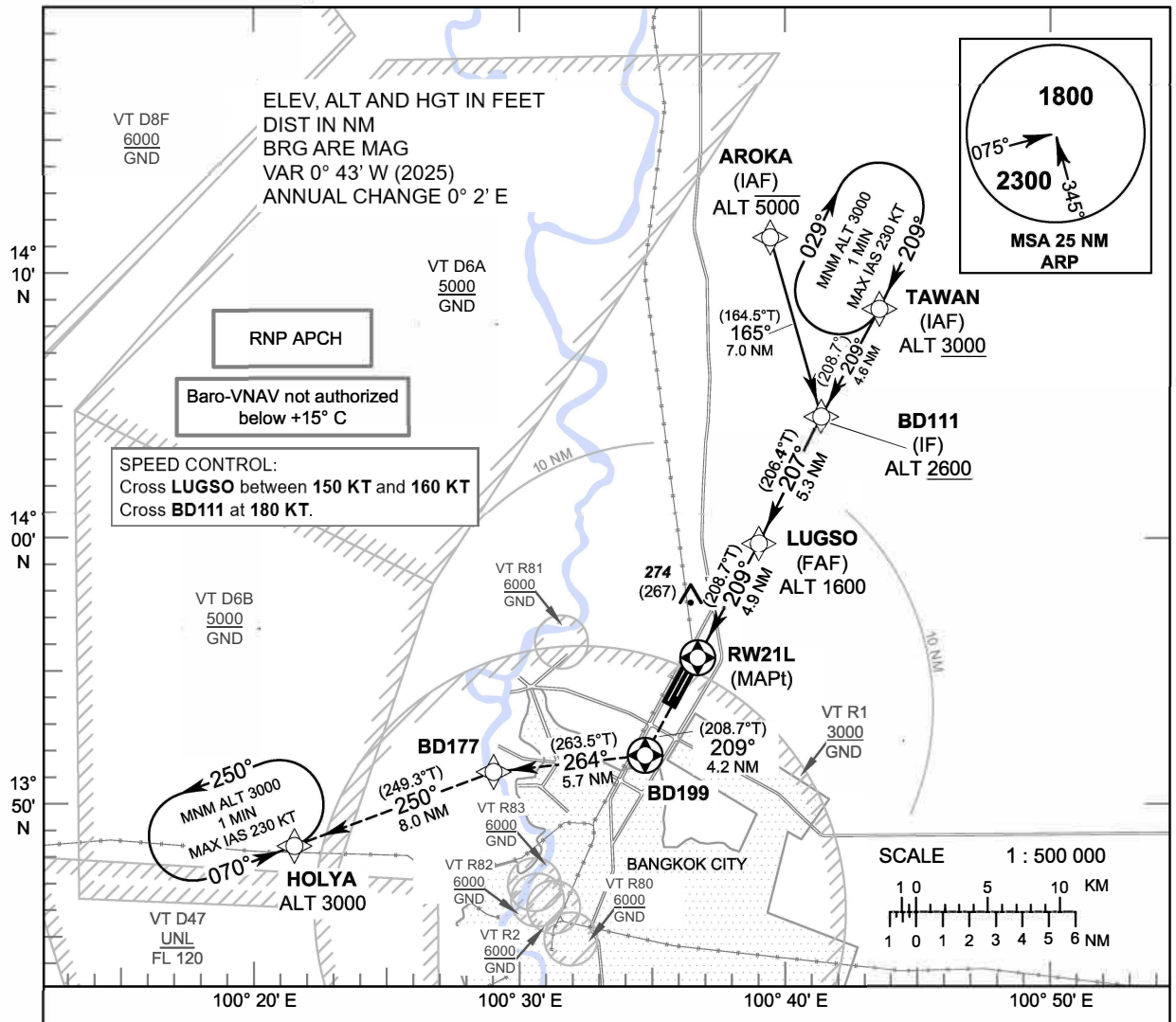
INSTRUMENT APPROACH CHART - ICAO

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

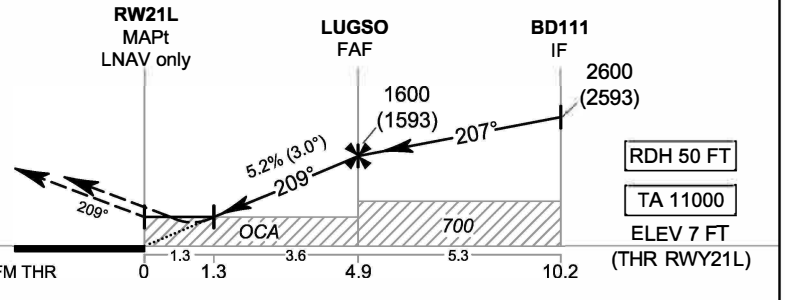
APP	: 119.1, 274.5
	: 119.4, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY21L



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



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

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

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

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY21L

TABULAR DESCRIPTION

RNP RWY21L

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

WAYPOINT LIST

RNP RWY21L

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

CHANGE: TABULAR DESCRIPTION.

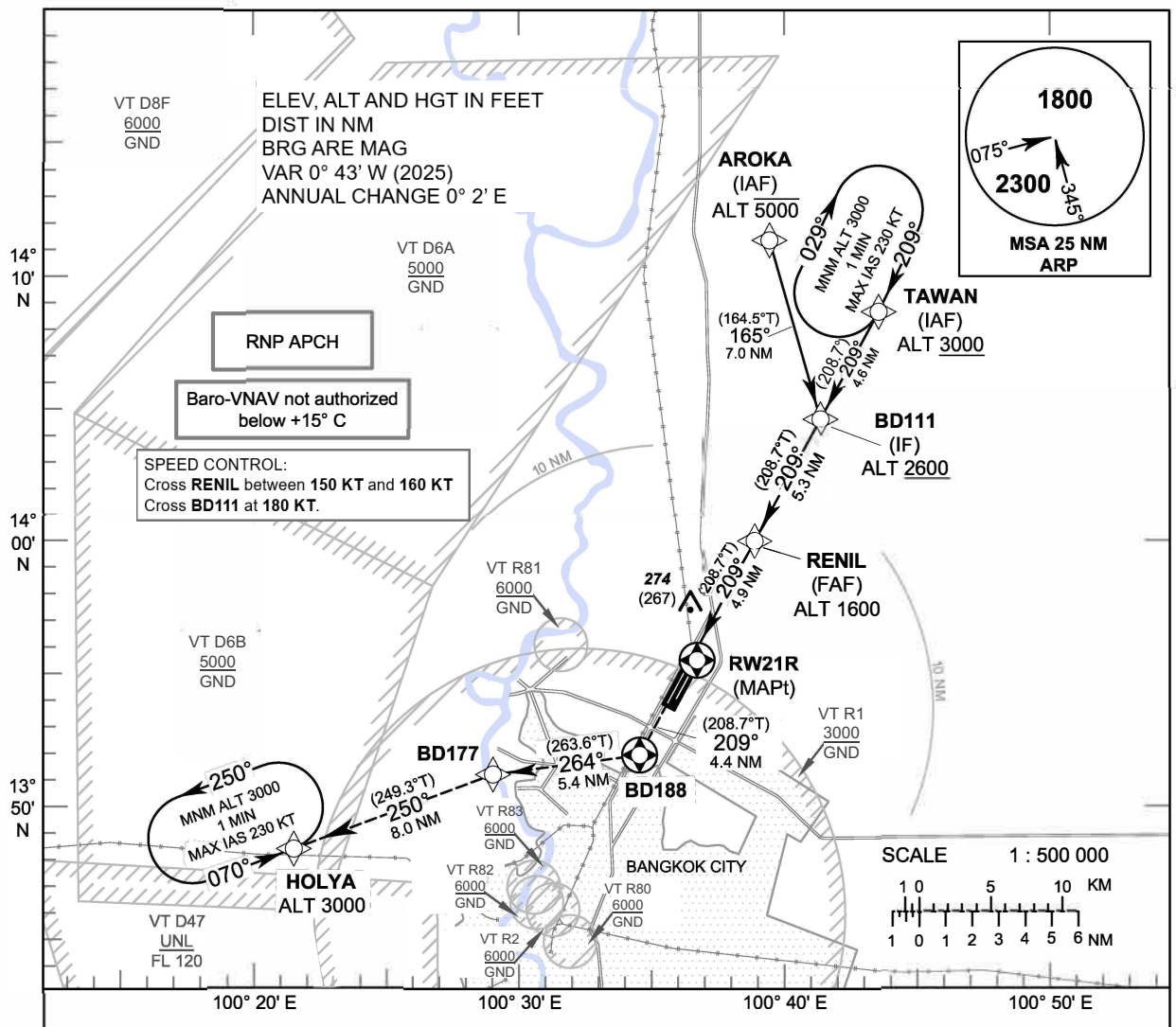
INSTRUMENT APPROACH CHART - ICAO

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

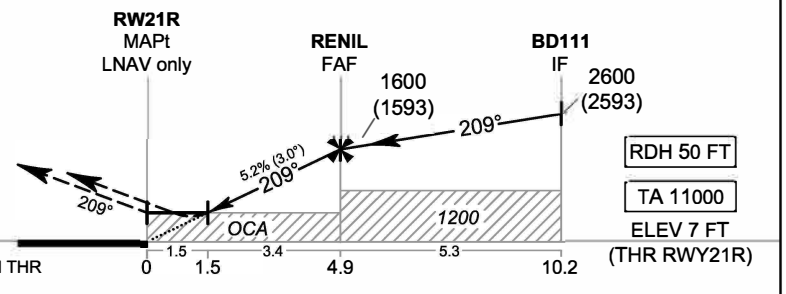
APP	: 119.1, 274.5
	: 119.4, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
DAR	: 133.0, 274.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY21R



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



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

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

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

CHANGE: PDR.

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

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY21R

TABULAR DESCRIPTION

RNP RWY21R

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

WAYPOINT LIST

RNP RWY21R

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

CHANGE: TABULAR DESCRIPTION.

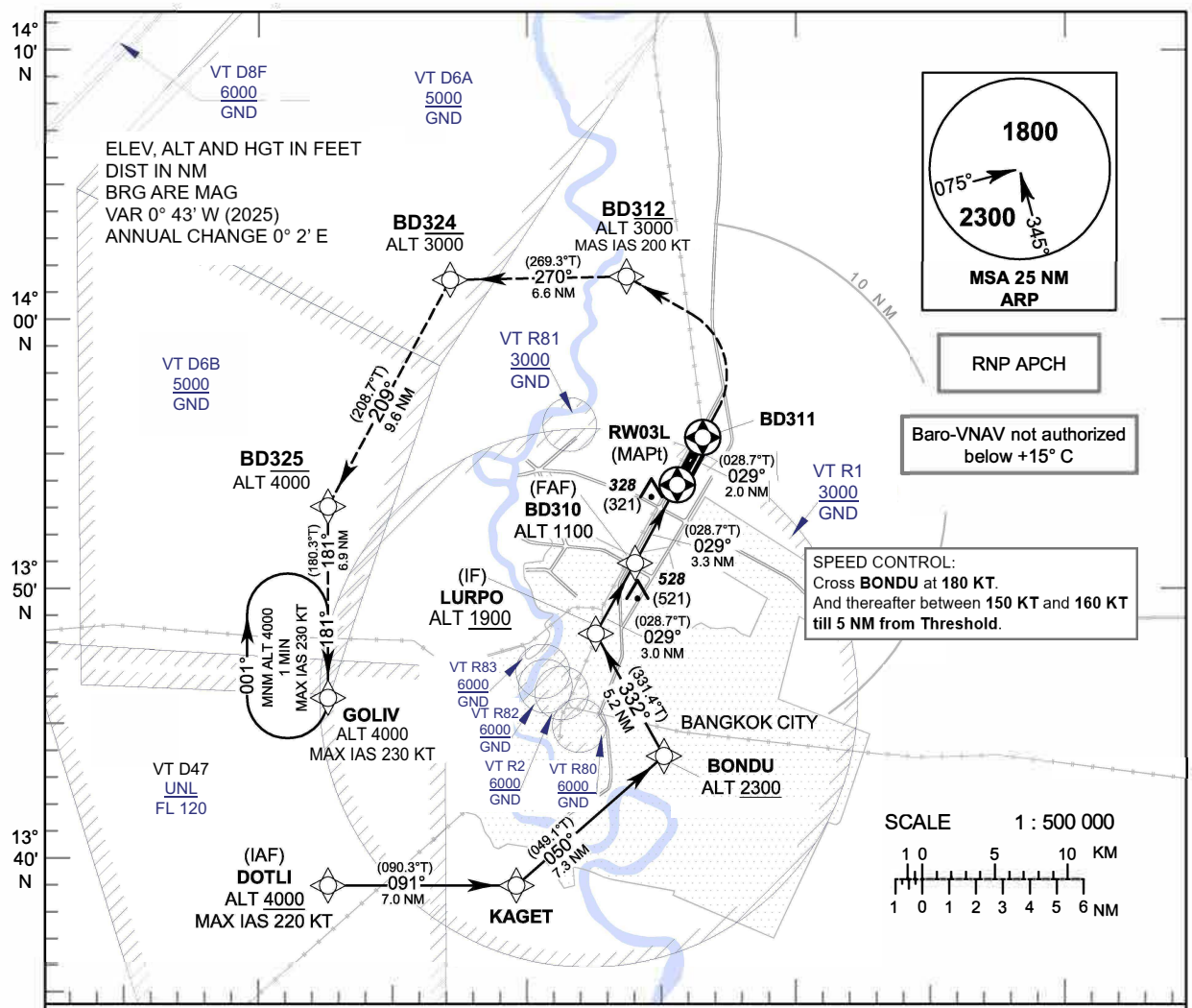
INSTRUMENT APPROACH CHART - ICAO

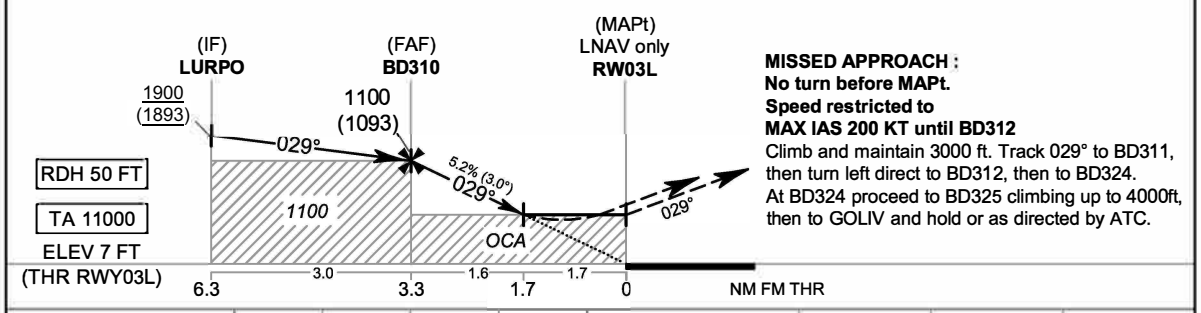
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03L - ELEV 7 FT

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

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY03L





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

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

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

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY03L

CHANGE: TABULAR DESCRIPTION.

TABULAR DESCRIPTION

RNP RWY03L

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

WAYPOINT LIST

RNP RWY03L

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

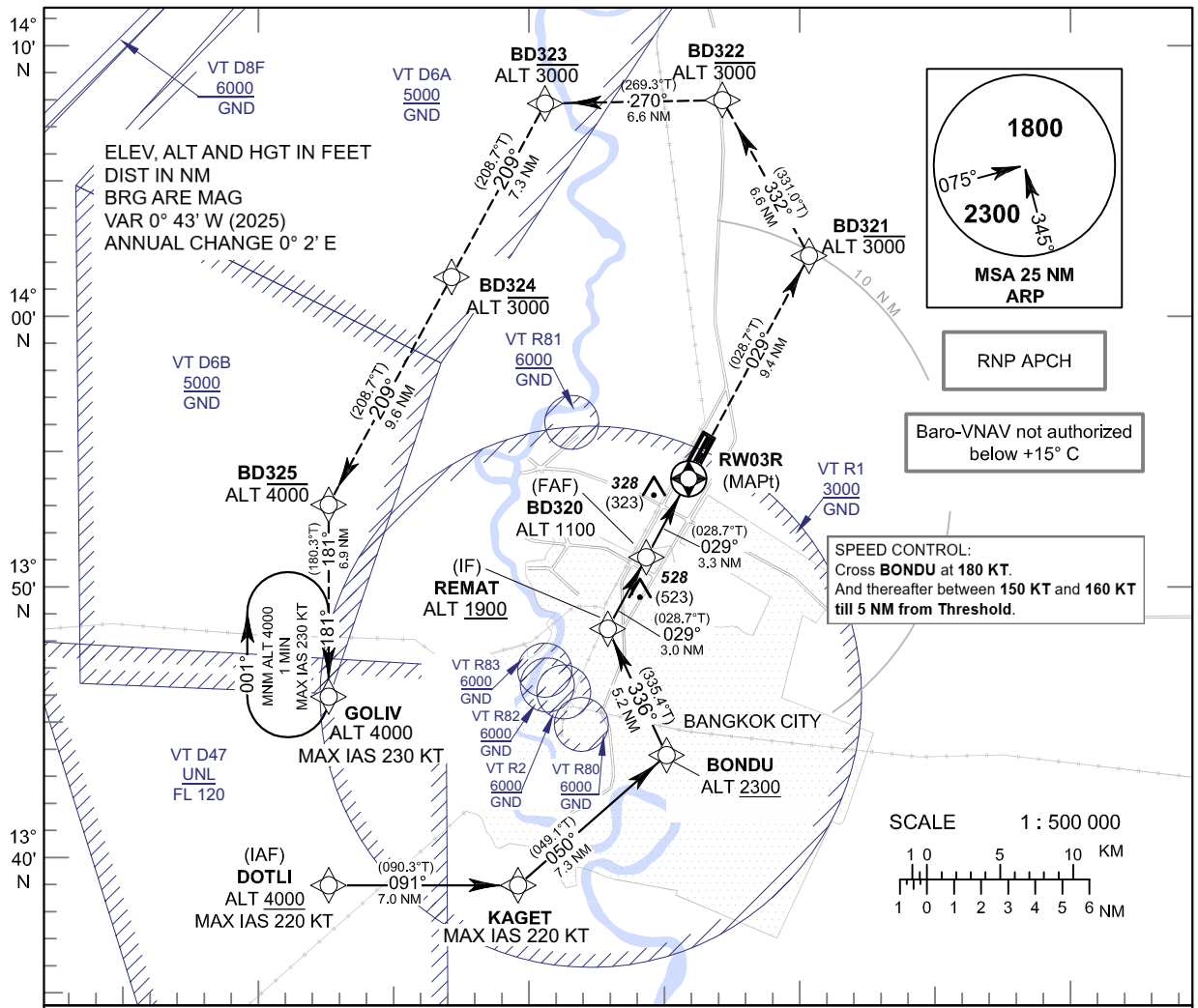
INSTRUMENT APPROACH CHART - ICAO

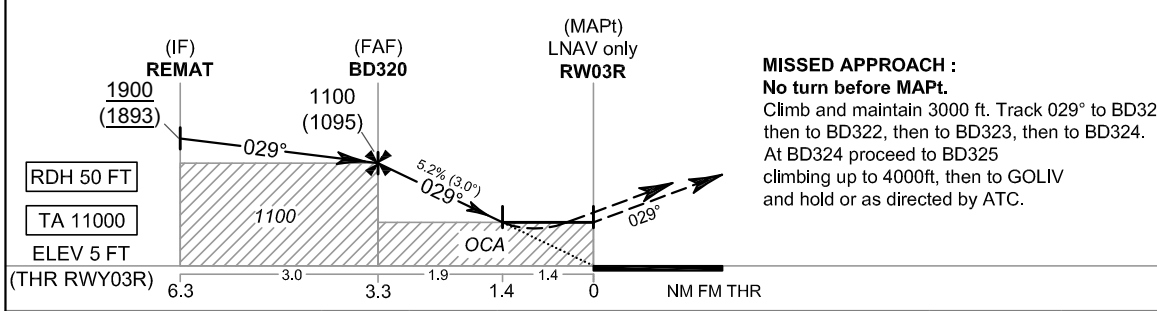
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03R - ELEV 5 FT

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

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY03R





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

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

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

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

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY03R

CHANGE: TABULAR DESCRIPTION.

TABULAR DESCRIPTION

RNP RWY03R

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

WAYPOINT LIST

RNP RWY03R

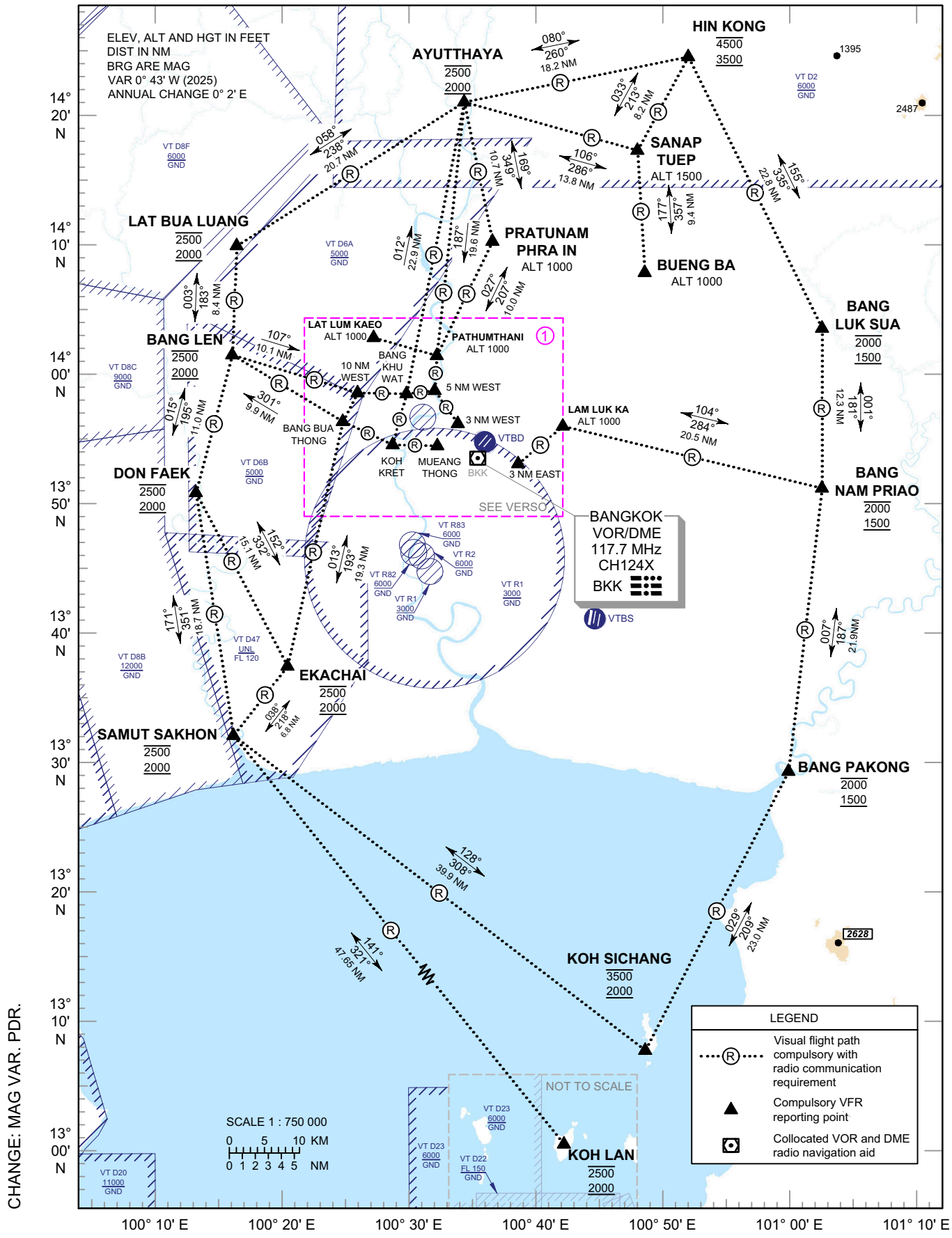
Waypoint Identifier	Coordinates	Pronunciation
DOTLI	13° 38' 58.09" N 100° 22' 19.70" E	DOT - LI
KAGET	13° 38' 55.60" N 100° 29' 31.05" E	KA - GET
BONDU	13° 43' 43.15" N 100° 35' 10.82" E	BON - DU
REMAT	13° 48' 25.56" N 100° 32' 58.68" E	REE - MAT
BD320	13° 51' 04.09" N 100° 34' 27.63" E	-
RW03R	13° 53'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

VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	:	119.4 , 274.5
		133.4 , 274.5
		125.2 , 274.5
		124.35 , 274.5
		122.35 , 274.5
		119.1 , 274.5
		120.3 , 274.5
		125.8
DAR	:	133.0 , 274.5
TWR	:	118.1 , 236.6
ATIS	:	126.4 , 344.6

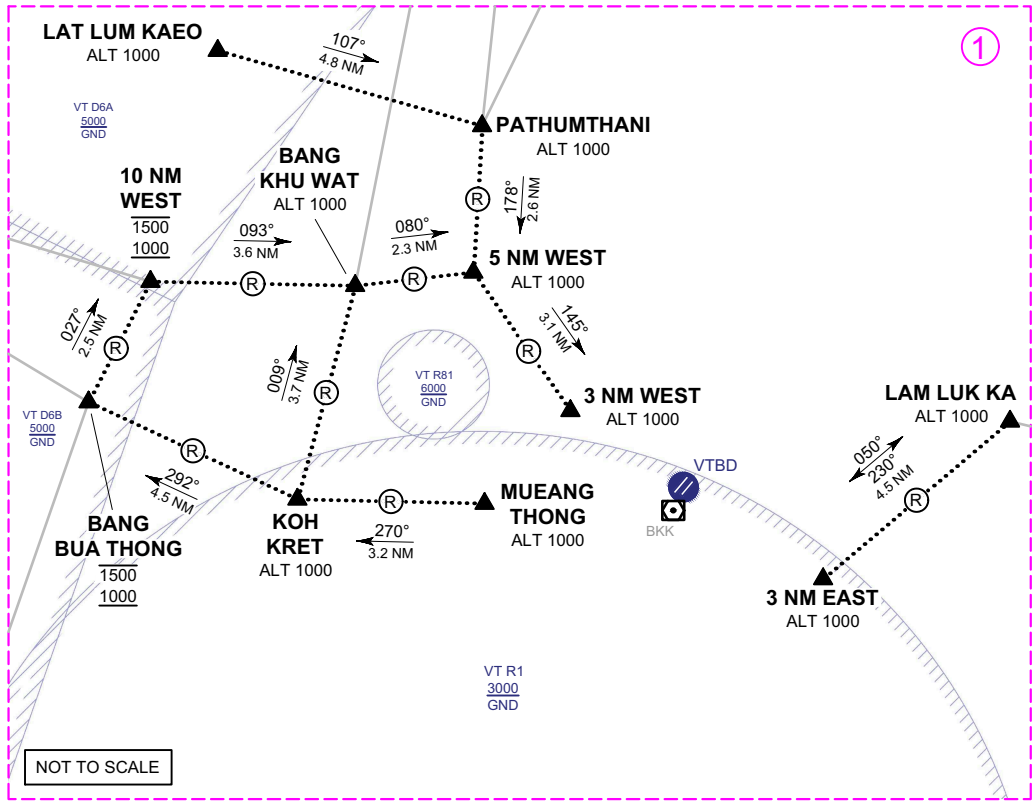
BANGKOK/Don Mueang Intl (VTBD)
RWY 21L/21R



VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

BANGKOK/Don Mueang Intl (VTBD)
RWY 21L/21R



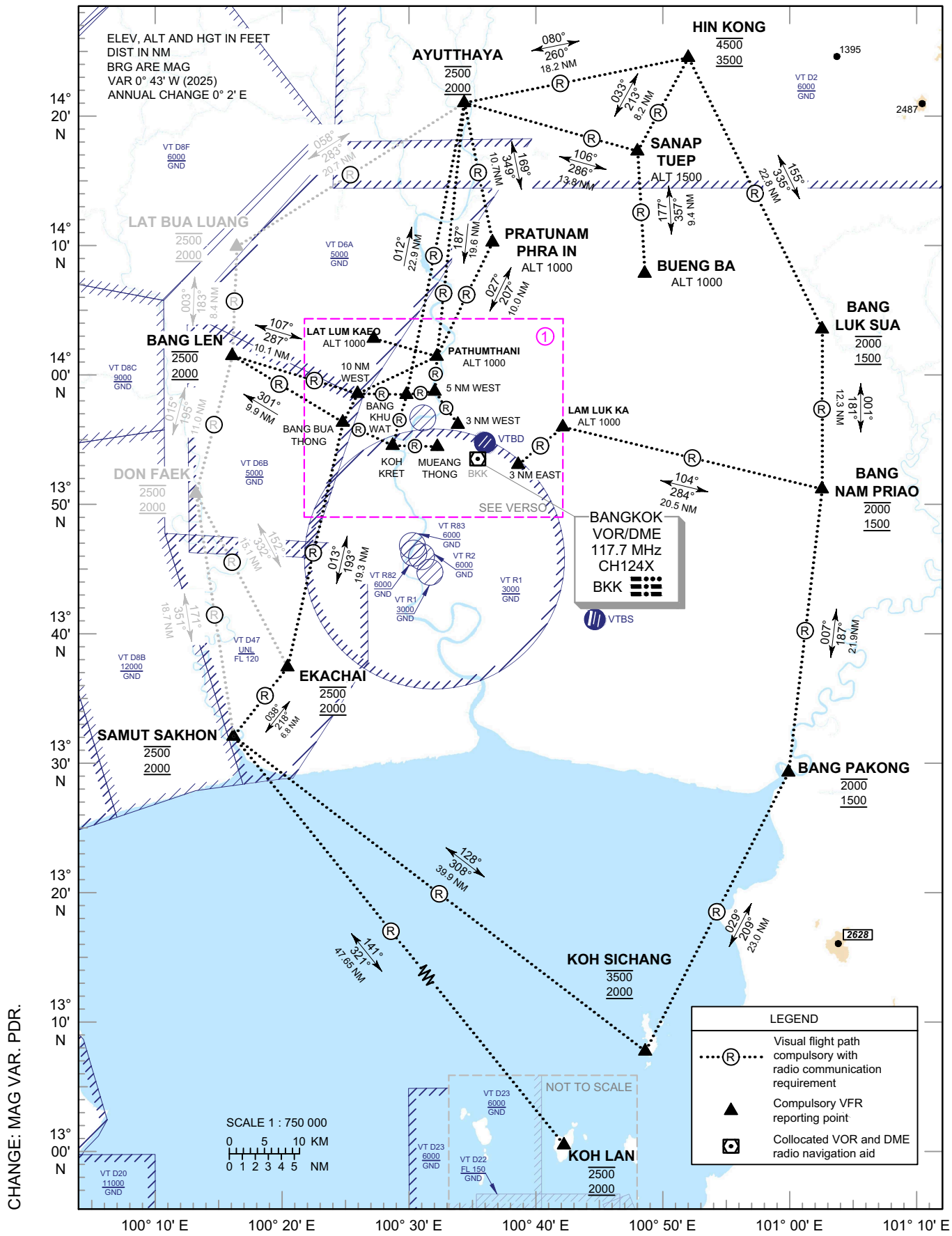
CHANGE: PDR.

VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	:	119.4 , 274.5
		133.4 , 274.5
		125.2 , 274.5
		124.35 , 274.5
		122.35 , 274.5
		119.1 , 274.5
		120.3 , 274.5
		125.8
DAR	:	133.0 , 274.5
TWR	:	118.1 , 236.6
ATIS	:	126.4 , 344.6

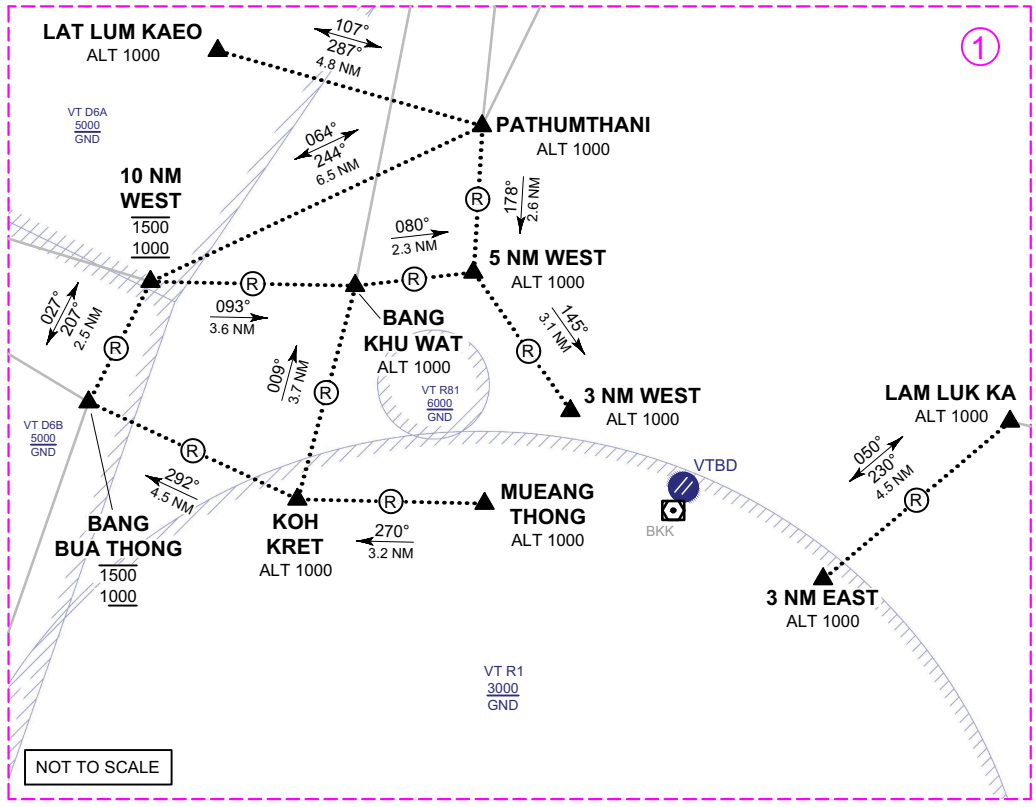
BANGKOK/Don Mueang Intl (VTBD)
RWY 03L/03R



VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

BANGKOK/Don Mueang Intl (VTBD)
RWY 03L/03R



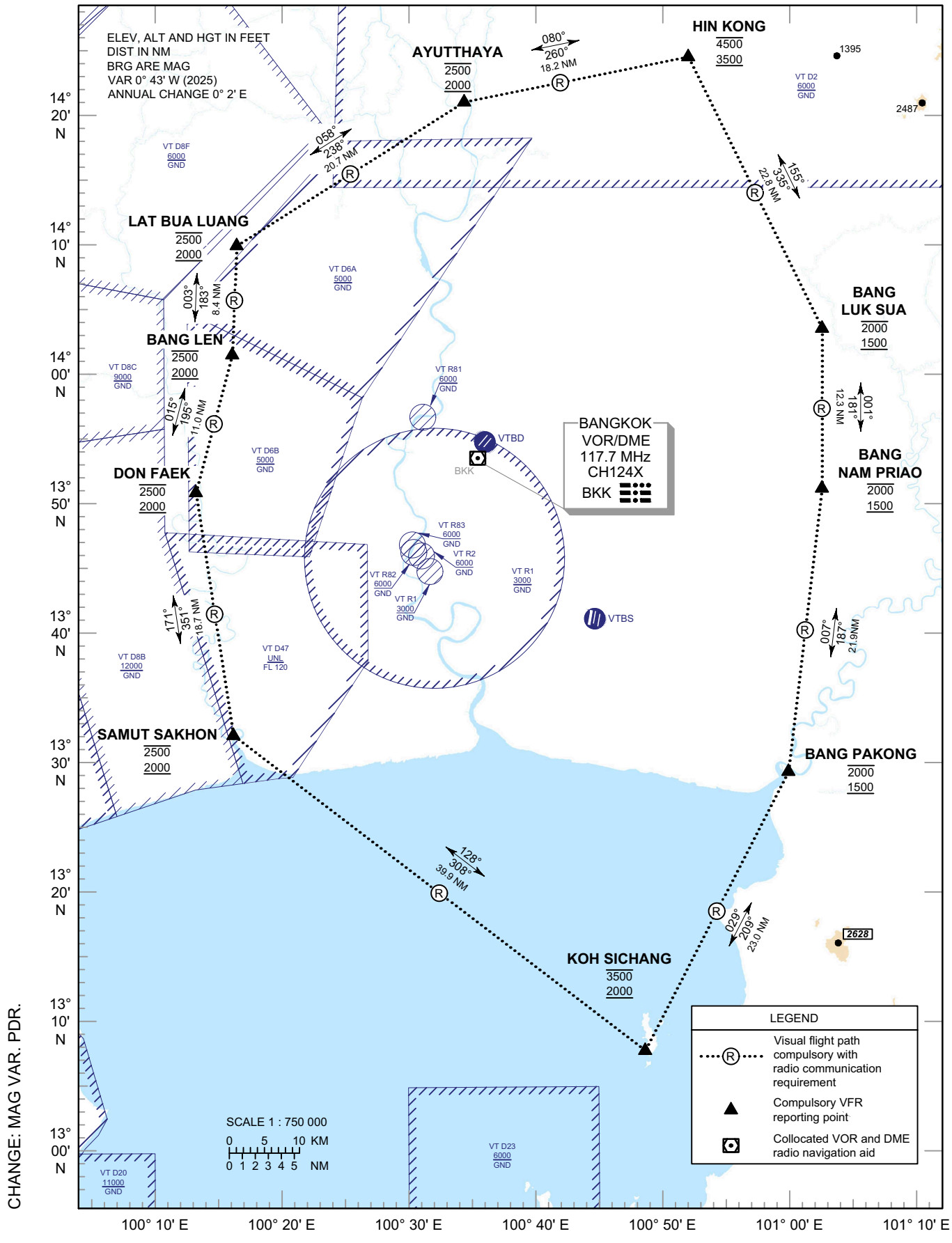
CHANGE: PDR.

VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	:	119.4 , 274.5
		133.4 , 274.5
		125.2 , 274.5
		124.35 , 274.5
		122.35 , 274.5
		119.1 , 274.5
		120.3 , 274.5
		125.8
DAR	:	133.0 , 274.5
TWR	:	118.1 , 236.6
ATIS	:	126.4 , 344.6

BANGKOK/Don Mueang Intl (VTBD)
RWY 03L/03R 21L/21R



VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

BANGKOK/Don Mueang Intl (VTBD)
RWY 03L/03R 21L/21R

VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART

BANGKOK/Don Mueang Intl (VTBD) RWY 03L/03R 21L/21R

OUTBOUND

- HIN KONG [ALT3500] - BANG LUK SUA [ALT2500] - BANG NAM PRIAO [ALT2500] - BANG PAKONG [ALT2500] - KOH SICHANG [ALT3500] - SAMUT SAKHON [ALT2500] - DON FAEK [ALT2500] - BANG LEN [ALT2500] - LAT BUA LUANG [ALT2500] - AYUTTHAYA [ALT2500] - HIN KONG [ALT3500]

INBOUND

- HIN KONG [ALT4500] - BANG LUK SUA [ALT2000] - BANG NAM PRIAO [ALT2000] - BANG PAKONG [ALT2000] - KOH SICHANG [ALT2000] - SAMUT SAKHON [ALT2000] - DON FAEK [ALT2000] - BANG LEN [ALT2000] - LAT BUA LUANG [ALT2000] - AYUTTHAYA [ALT2000] - HIN KONG [ALT4500]

LIGHT AIRCRAFT WITHIN BKK CTR CAN JOIN ALL SUITABLE REPORTING POINT IN VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART (BANGKOK/Don Mueang Intl (VTBD) RWY 03L/03R 21L/21R AND BANGKOK/Suvarnabhumi Intl (VTBS) RWY 19/01 02L/20R 20L/02R

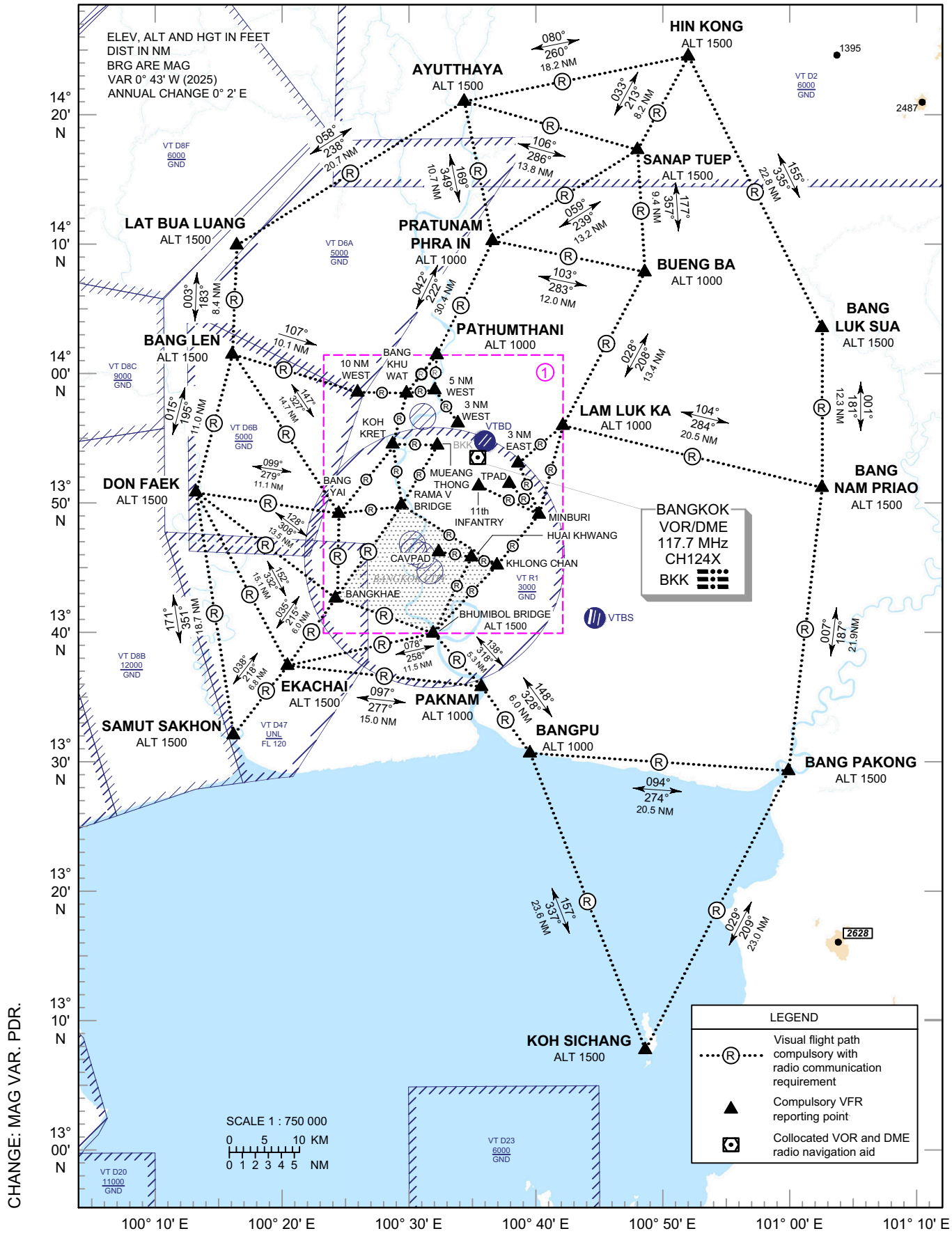
Reporting points	Landmark	Radial / DME from BKK VOR	Coordinates	
			Latitude	Longitude
HIN KONG	Hin Kong Interchange, Phahonyothin Rd.	R-030 / 35.2D	14° 24' 30.00" N	100° 52' 40.00" E
AYUTTHAYA	Preedee-Thamrong Bridge Crossing Pasak River	R-359 / 27.5D	14° 21' 08.00" N	100° 34' 53.00" E
LAT BUA LUANG	Singha Beverage Co.,Ltd. Ladbualuang	R-312 / 24.5D	14° 10' 08.00" N	100° 16' 48.00" E
BANG LEN	Scan Inter Solar Power Plant, Bang Phasi, Bang len	R-293 / 20.3D	14° 01' 42.00" N	100° 16' 24.00" E
DON FAEK	Motorway Bang Yai-Kanchanaburi Bridge Crossing Tha Chin River 4	R-263 / 21.7D	13° 51' 04.00" N	100° 13' 28.00" E
SAMUT SAKHON	Thachalom Roundabout	R-222 / 28.4D	13° 32' 17.00" N	100° 16' 20.00" E
KOH SICHANG	Koh Sichang	R-165 / 47.4D	13° 07' 45.00" N	100° 48' 40.00" E
BANG PAKONG	Devahastin Bridge, Bangna-Chonburi Expressway Crossing Bang Pakong River	R-136 / 33.9D	13° 29' 13.20" N	101° 00' 07.80" E
BANG NAM PRIAO	Bang Nam Priao Intersection	R-095 / 26.6D	13° 51' 05.00" N	101° 02' 58.00" E
BANG LUK SUA	Pradhana Vanalai Studio	R-070 / 28.3D	14° 03' 26.00" N	101° 03' 05.00" E

VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	:	119.4 , 274.5
		133.4 , 274.5
		125.2 , 274.5
		124.35 , 274.5
		122.35 , 274.5
		119.1 , 274.5
		120.3 , 274.5
		125.8
DAR	:	133.0 , 274.5
TWR	:	118.1 , 236.6
ATIS	:	126.4 , 344.6

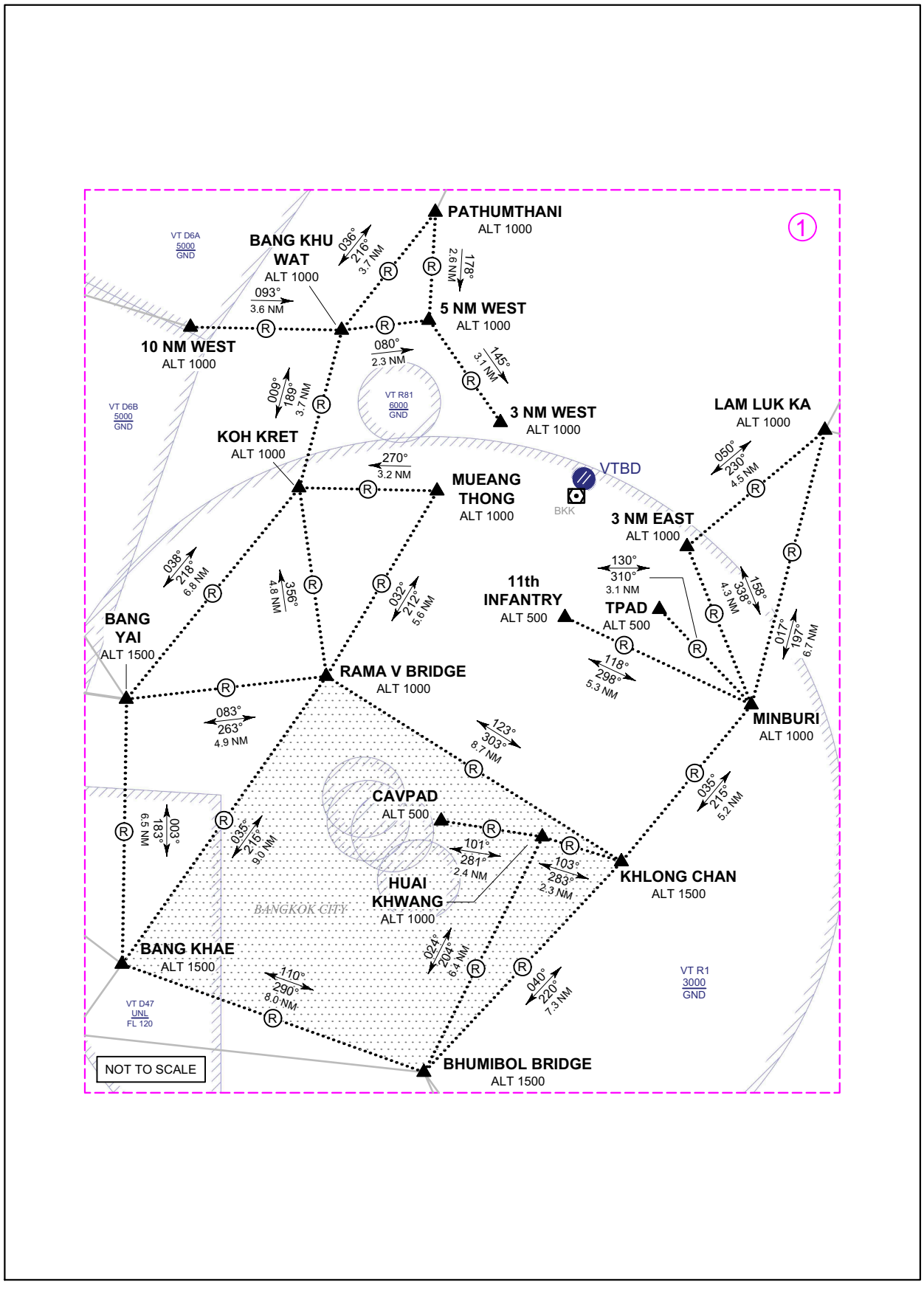
BANGKOK/Don Mueang Intl (VTBD)
RWY 21L/21R



VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

BANGKOK/Don Mueang Intl (VTBD)
RWY 21L/21R



CHANGE: PDR.

VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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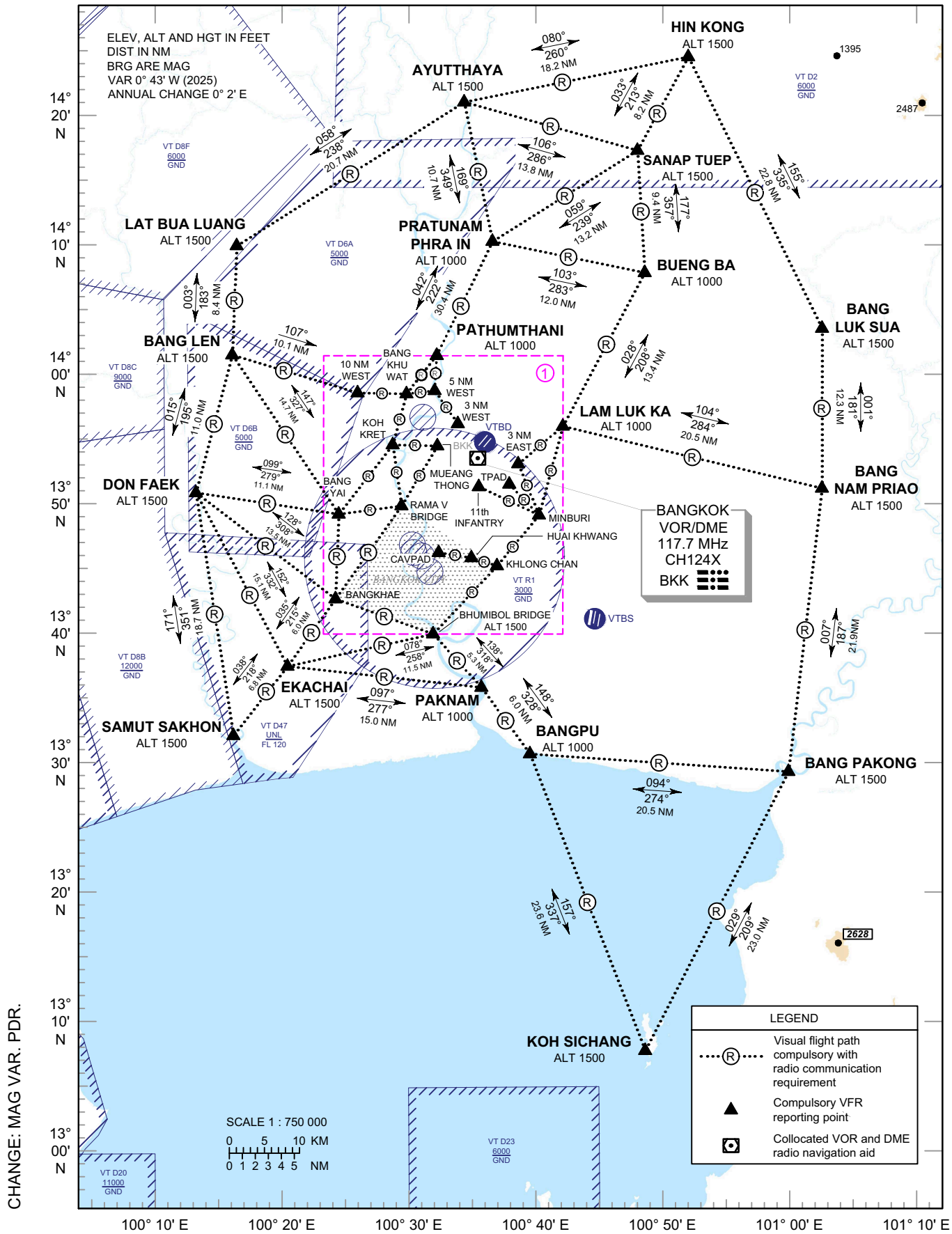
		133.4 , 274.5
		125.2 , 274.5
		124.35 , 274.5
		122.35 , 274.5
		119.1 , 274.5
		120.3 , 274.5
		125.8
DAR	:	133.0 , 274.5
TWR	:	118.1 , 236.6
ATIS	:	126.4 , 344.6

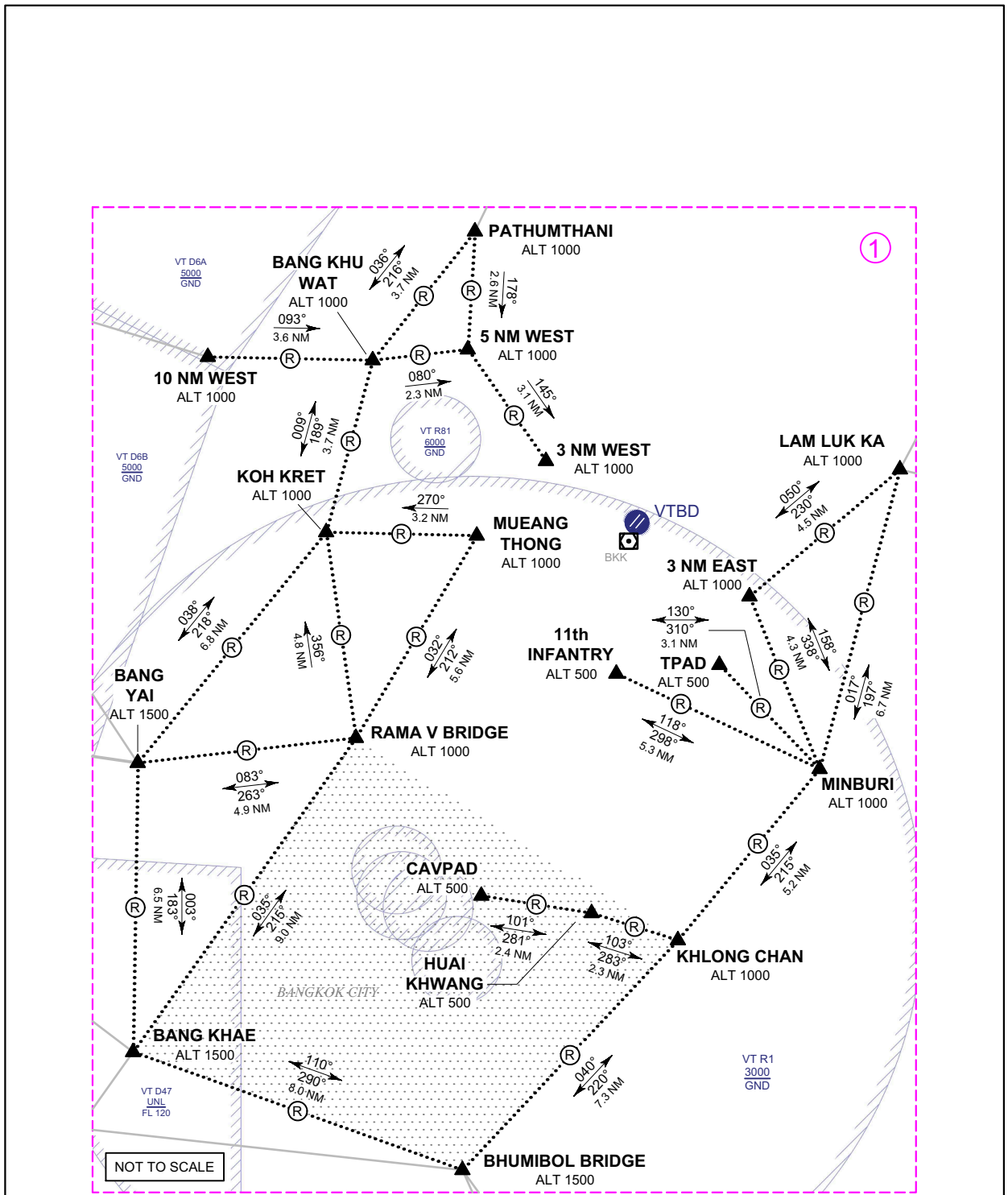
BANGKOK/Don Mueang Intl (VTBD)
RWY 03L/03R



VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

BANGKOK/Don Mueang Intl (VTBD)
RWY 03L/03R



CHANGE: PDR.

VFR OVERFLY PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	:	119.4 , 274.5
		133.4 , 274.5
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DAR	:	133.0 , 274.5
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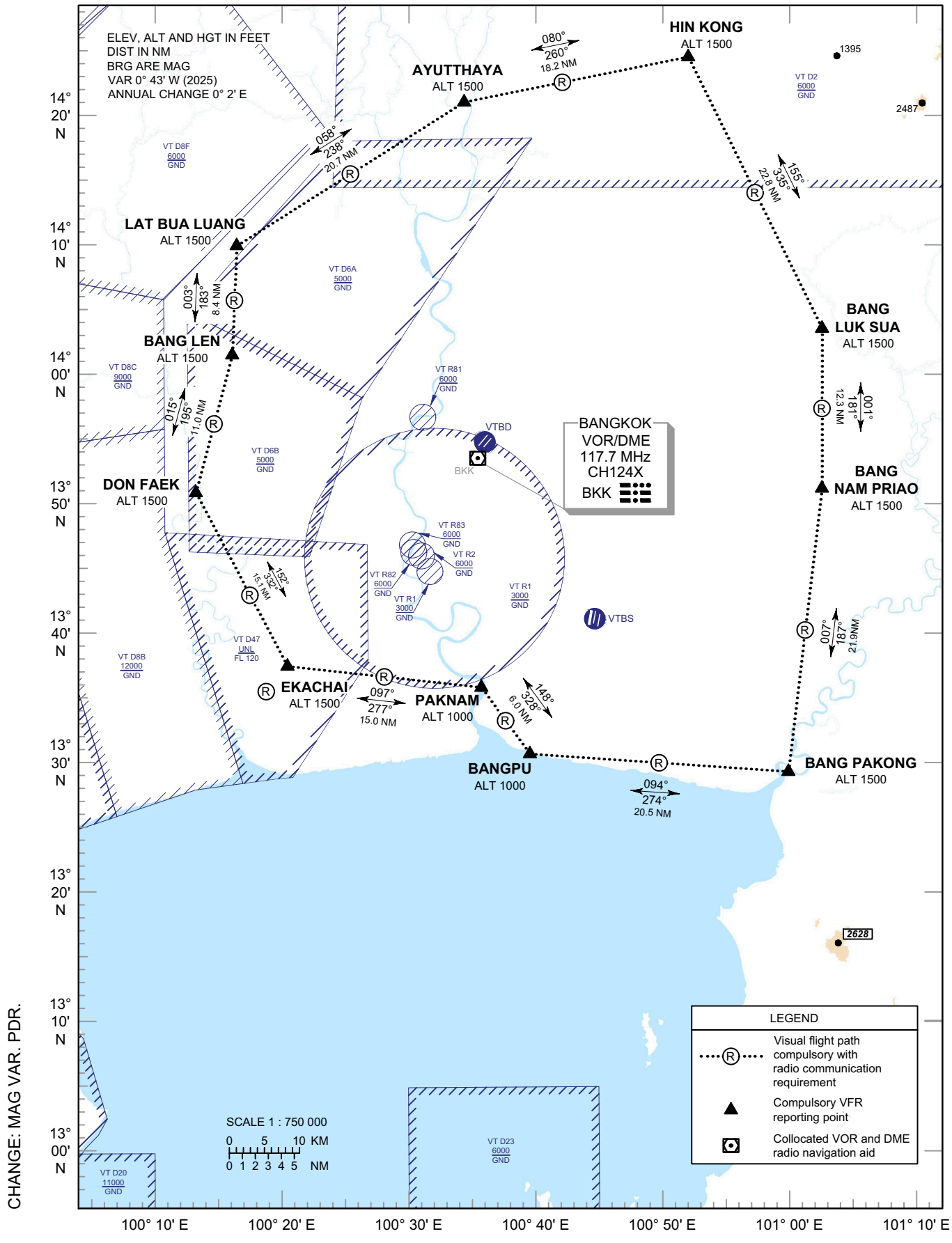
BANGKOK/Don Mueang Intl (VTBD)
RWY 03L/03R 21L/21R



VFR OVERFLY PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

BANGKOK/Don Mueang Intl (VTBD)
RWY 03L/03R 21L/21R

VFR OVERFLY PROCEDURE FOR HELICOPTER CHART

- HIN KONG [ALT1500] - BANG LUK SUA [ALT1500] - BANG NAM PRIAO [ALT1500] - BANG PAKONG [ALT1500] - BANGPU [ALT1000] - PAK NAM [ALT1000] - EKACHAI [ALT1500] - DON FAEK [ALT1500] - BANG LEN [ALT1500] - LAT BUA LUANG [ALT1500] - AYUTTHAYA [ALT1500] - HIN KONG [ALT1500]

HELICOPTER WITHIN BKK CTR CAN JOIN ALL SUITABLE REPORTING POINT IN VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART (BANGKOK/Don Mueang Intl (VTBD) RWY 03L/03R 21L/21R

Reporting points	Landmark	Radial / DME from BKK VOR	Coordinates	
			Latitude	Longitude
HIN KONG	Hin Kong Interchange, Phahonyothin Rd.	R-030 / 35.2D	14° 24' 30.00'' N	100° 52' 40.00'' E
AYUTTHAYA	Preedee-Thamrong Bridge Crossing Pasak River	R-359 / 27.5D	14° 21' 08.00'' N	100° 34' 53.00'' E
LAT BUA LUANG	Singha Beverage Co.,Ltd. Ladbualuang	R-312 / 24.5D	14° 10' 08.00'' N	100° 16' 48.00'' E
BANG LEN	Scan Inter Solar Power Plant, Bang Phasi, Bang len	R-293 / 20.3D	14° 01' 42.00'' N	100° 16' 24.00'' E
DON FAEK	Motorway Bang Yai-Kanchanaburi Bridge Crossing Tha Chin River 4	R-263 / 21.7D	13° 51' 04.00'' N	100° 13' 28.00'' E
EKACHAI	Ekachai Golf and Country Club	R-223 / 21.7D	13° 37' 37.00'' N	100° 20' 38.00'' E
PAKNAM	Samuthprakarn Learning Park and Tower	R-179 / 17.6D	13° 35' 53.82'' N	100° 35' 56.21'' E
BANGPU	Sukta Bridge	R-170 / 23.1D	13° 30' 44.00'' N	100° 39' 44.00'' E
BANG PAKONG	Devahastin Bridge, Bangna-Chonburi Expressway Crossing Bang Pakong River	R-136 / 33.9D	13° 29' 13.20'' N	101° 00' 07.80'' E
BANG NAM PRIAO	Bang Nam Priao Intersection	R-095 / 26.6D	13° 51' 05.00'' N	101° 02' 58.00'' E
BANG LUK SUA	Pradhana Vanalai Studio	R-070 / 28.3D	14° 03' 26.00'' N	101° 03' 05.00'' E

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 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	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 AV GAS 100 LL 1 AVGAS DC Motor Trailer from drum 200 L 5 AVGAS 100LL (Drum200 L) Capacity 1,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Chiang Mai International Airport has provided ground handling agents as the following number: 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 b) BAGS Ground Services Co.,Ltd Website:www.bags-groundservices.com Tel: +665 392 2461 c) Chiang Mai Ground Handling Services Co., Ltd. Tel: +668 0495 9391 E-mail: cgs.groundservices@gmail.com d) Hs Aviation Co., Ltd. Tel: +668 1901 2070 , +668 5485 3307 Website:www.hsavia.aero E-mail: ops@hsavia.aero e) Thai Ground Handling Website:www.thai-handling.com Tel: +668 0502 5184 E-mail: groundops@thai-handling.com

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

VTCC 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
18	180°	3400x45	PCR 650/F/B/X/T Asphalt 300 m BFR THR (Displacement) and 100 m RWY ENDS are PCR 660/R/A/W/T Concrete	184651.80N 0985746.52E -39 m (-129 ft)	THR 316 m/ 1036 ft
36	360°	3100x45	PCR 650/F/B/X/T Asphalt 100 m FM THR36 is PCR 660/R/A/W/T Concrete	184510.94N 0985746.26E -39.4 m (-129.3 ft)	THR 306.9 m/ 1006.9 ft TDZ 307.5 m/ 1008.9ft

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% -0.05% -0.50% -0.34% -0.49% -0.10% -0.02% -0.06% (300m 669m 1200m 1750m 2479m 2875m 3300m 3400m)	NIL	NIL	3520x300	240x90	NIL	NIL	NIL
+0.06% +0.02% +0.10% +0.49% +0.34% +0.50% +0.05% (100m 525m 921m 1650m 2200m 2731m 3100m)	NIL	NIL	3220x300	240x150	NIL	Yes	NIL

VTCC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18	3400	3400	3400	3100	NIL
36	3100	3100	3100	3100	NIL

VTCC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	SALS 420 m LIH	Green	PAPI Both 3° (61 ft)	NIL	NIL	3100 m 60 m White;LIH	Red	NIL	NIL
36	SALS 420 m LIH	Green	PAPI Both 3° (63 ft)	NIL	NIL	3100 m 60 m White;LIH	Red	NIL	NIL

VTCC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower building, FLG W G EV 2.5 SEC IBN: NIL As AD Administration
2	LDI location and LGT Anemometer location and LGT	Wind Cone near right PAPI 36, illuminated Anemometer: NIL
3	TWY edge and centre line lighting	EDGE: All TWY Centre Line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting At AD switch-overtime : 15 SEC
5	Remarks	NIL

VTCC AD 2.16 HELICOPTER LANDING AREA

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

VTCC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on CMA DVOR/DME (184558N 0985740E)
2	Vertical limits	5000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Chiang Mai Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTCC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Chiang Mai Approach	129.6 MHz 305.4 MHz 121.5 MHz [1)] 243.0 MHz [1)]	H24	[1)] Emergency frequency
TWR	Chiang Mai Tower	118.1 MHz 236.6 MHz 121.5 MHz [1)] 243.0 MHz [1)]	H24	
GND	Chiang Mai Ground	121.9 MHz 275.8 MHz	H24	
ATIS	Chiang Mai Int Airport	127.425 MHz 301.5 MHz	H24	

VTCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/ MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	CMA	116.9 MHz CH 116X	H24	184558.0N 0985740.4E	330 m (1100 ft)	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal at required altitudes in various area as follows: 1. 40 NM Orbit – Radial 350º-080º altitude should not below 8 000 ft – Radial 081º-180º altitude should not below 7 000 ft – Radial 181º-240º altitude should not below 9 000 ft 2. 20 NM Orbit (Due to mountainous terrain) – Radial 241º-349º altitude should not below 12 000 ft

Type of aid, MAG VAR CAT of ILS/ MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS CAT I LOC 36	ICMA	109.9 MHz	H24	184707.4N 0985746.6E (LOC)		Instrument landing system (ILS) – Reference Datum Height (RDH) is 16.5 m. A. Localizer – Coverage 18 NM within ± 10° and 10 NM between ± 10° and ± 35° from the front course line. – The localizer antenna array is located on the extended runway centre line at distance 478.4 m from THR of RWY 18. – Height of the array is 2.3 m. B. Glide path 3° – Coverage in sectors of 8° in azimuth on each side of the centre line of the ILS glide path to a distance of 10 NM up to 1.75 times the glide angle and down to 0.45 times the glide angle above the horizontal or down to 0.30 times the glide angle as required. – Location 327.6 m (1,075 ft) from THR RWY 36, 120.3 m (395 ft) west side from RWY centre line. C. DME – Paired with Glide Slope. – Power output 100 watts. – Bi-directional antenna. – Location 1447.4 m (4749 ft) from THR RWY 36, 176.3 m (579 ft) west side from RWY centre line
GP 36		333.8 MHz		184521.6N 0985742.1E		
DME 36		CH36X		184521.6N 0985742.1E	300 m (1000 ft)	
TACAN	CHM	CH 109		184631.9N 985738.7E		PN to ATC

VTCC AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 CHIANG MAI INTERNATIONAL AIRPORT

1.1.1 Reporting points for VFR flight

In order to expedite and maintain and orderly flow of air traffic into Chiang Mai International Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft, be set up as follow:

a) Aircraft entering to land from north of Chiang Mai International Airport, shall report over Mae Rim District, designated as MIKE ROMEO (1855.0N 9857.1E), Which is approximately 9 NM on R-353 of CMA VOR. When reaching MR the aircraft will be instructed to join aerodrome traffic circuit accordingly.
b) Aircraft entering to land from northeast of Chiang Mai International Airport, shall report over Doi Saket District, designated as DELTA SIERRA (1852.5N 9908.5E) and San Sai District, designated as SIERRA SIERRA (1851.5N 9903.0E) Which are approximately 12 NM on R-057 and 7 NM on R-043 of CMA VOR respectively. When reaching DS the aircraft will be instructed to join aerodrome traffic circuit accordingly.
c) Aircraft entering to land from east of Chiang Mai International Airport, shall report over San Kampaeng District, designated as SIERRA KILO (1844.5N 9907.5E) Which is approximately 9 NM on R-099 of CMA VOR. When reaching SK the aircraft will be instructed to join aerodrome traffic circuit accordingly.
d) Aircraft entering to land from south of Chiang Mai International Airport, shall report over Mae Tha District, designated as MIKE TANGO (1827.5N 9908.0E) and Sarapi District as SIERRA INDIA (1843.0N 9902.0E) Which are approximately 21 NM on R-152 and 5 NM on R-130 of CMA VOR respectively. When reaching SI the aircraft will be instructed to join aerodrome traffic circuit accordingly.

1.1.2 Aerodrome traffic circuit

a) Using runway 18 by entering left traffic circuit only.
b) Using runway 36 by entering right traffic circuit only.

- 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

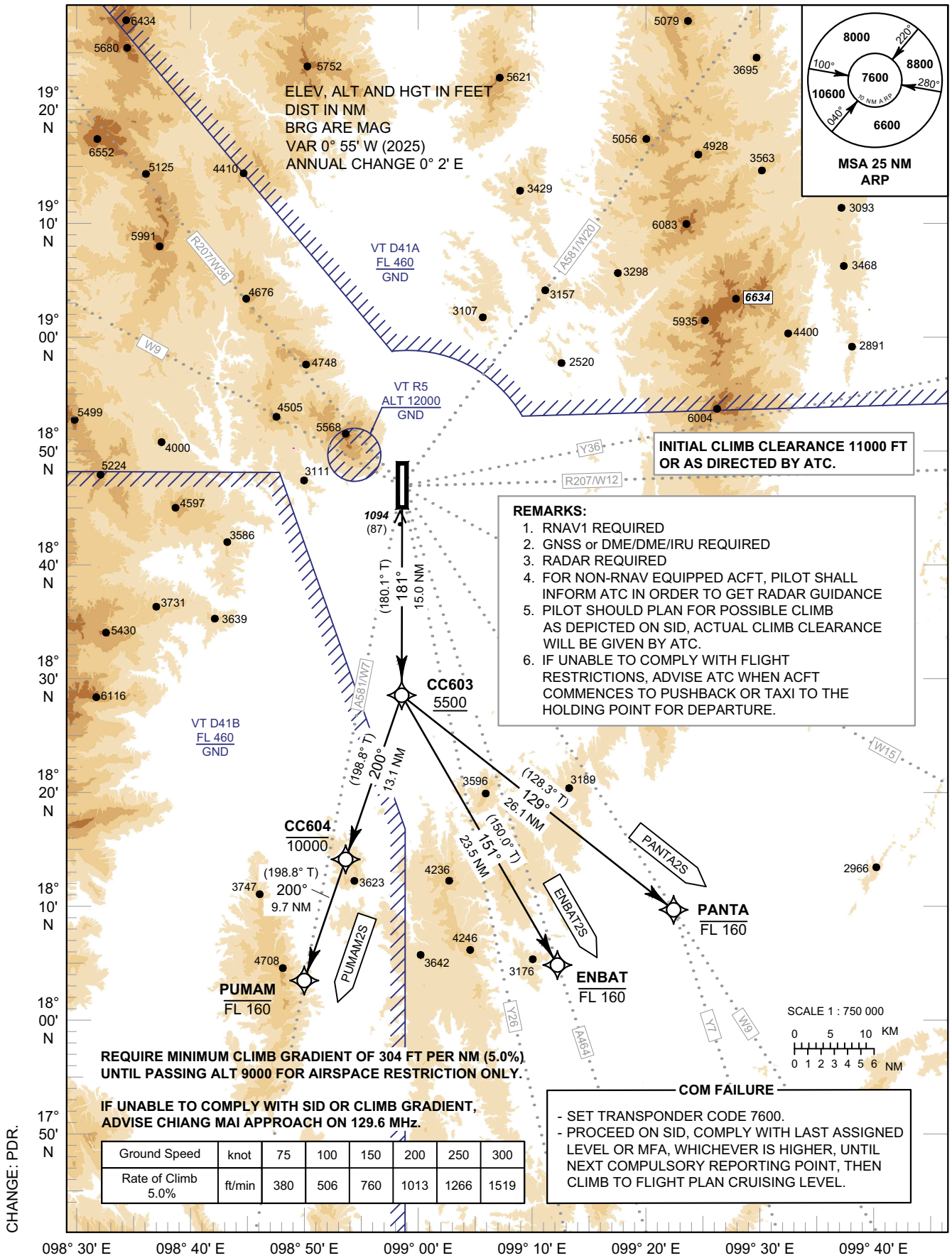
TRANSITION ALTITUDE
11000 FT

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

ENBAT2S PANTA2S PUMAM2S



Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.0%	ft/min	380	506	760	1013	1266	1519

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

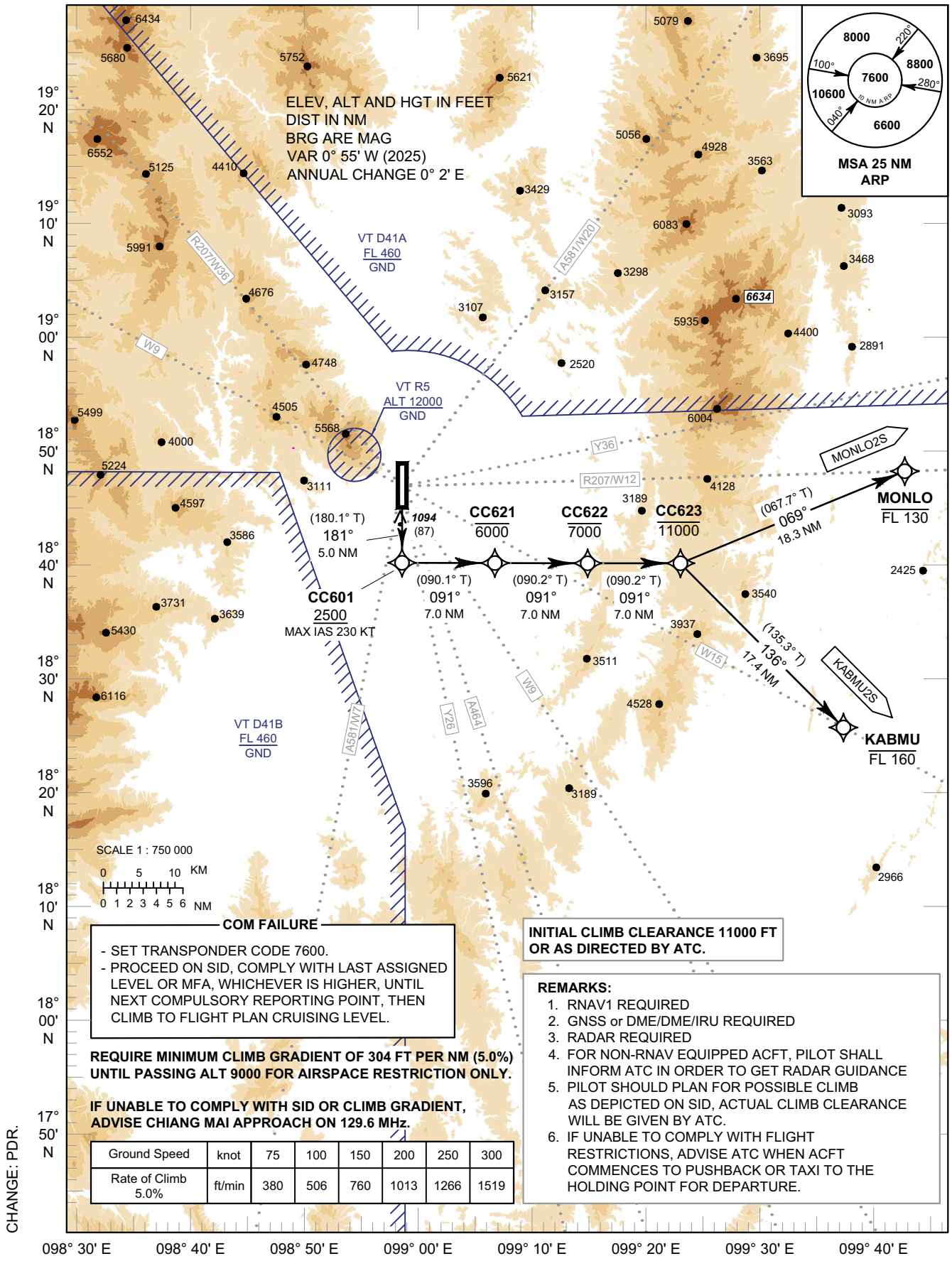
TRANSITION ALTITUDE
11000 FT

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



COM FAILURE

- SET TRANSPONDER CODE 7600.
- PROCEED ON SID, COMPLY WITH LAST ASSIGNED LEVEL OR MFA, WHICHEVER IS HIGHER, UNTIL NEXT COMPULSORY REPORTING POINT, THEN CLIMB TO FLIGHT PLAN CRUISING LEVEL.

REQUIRE MINIMUM CLIMB GRADIENT OF 304 FT PER NM (5.0%) UNTIL PASSING ALT 9000 FOR AIRSPACE RESTRICTION ONLY.

IF UNABLE TO COMPLY WITH SID OR CLIMB GRADIENT, ADVISE CHIANG MAI APPROACH ON 129.6 MHz.

Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.0%	ft/min	380	506	760	1013	1266	1519

INITIAL CLIMB CLEARANCE 11000 FT OR AS DIRECTED BY ATC.

REMARKS:

1. RNAV1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. RADAR REQUIRED
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE
5. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK OR TAXI TO THE HOLDING POINT FOR DEPARTURE.

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

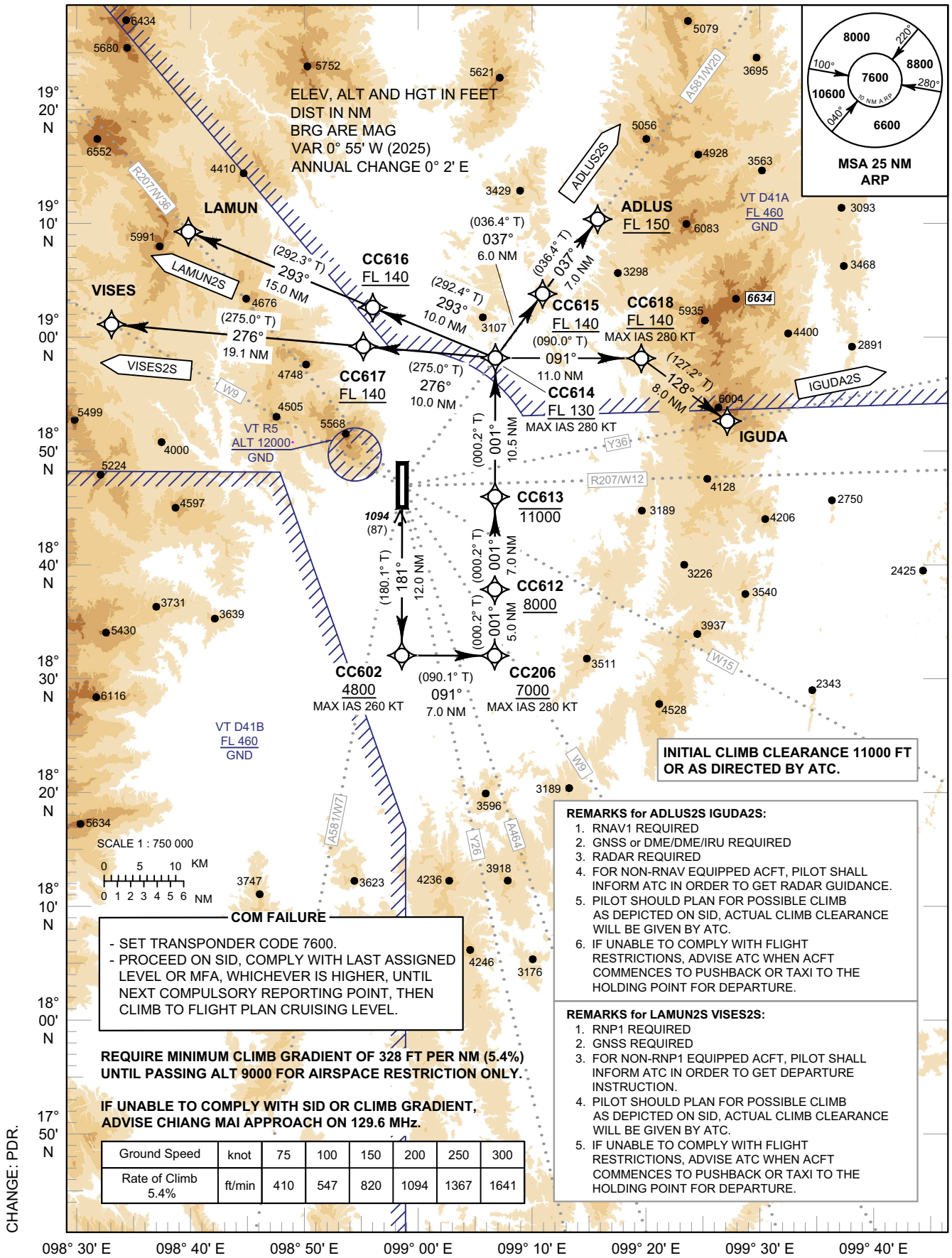
TRANSITION ALTITUDE
11000 FT

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

ADLUS2S IGUDA2S LAMUN2S VISES2S



Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.4%	ft/min	410	547	820	1094	1367	1641

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2S IGUDA2S LAMUN2S VISES2S

CHANGE: MAG VAR.

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

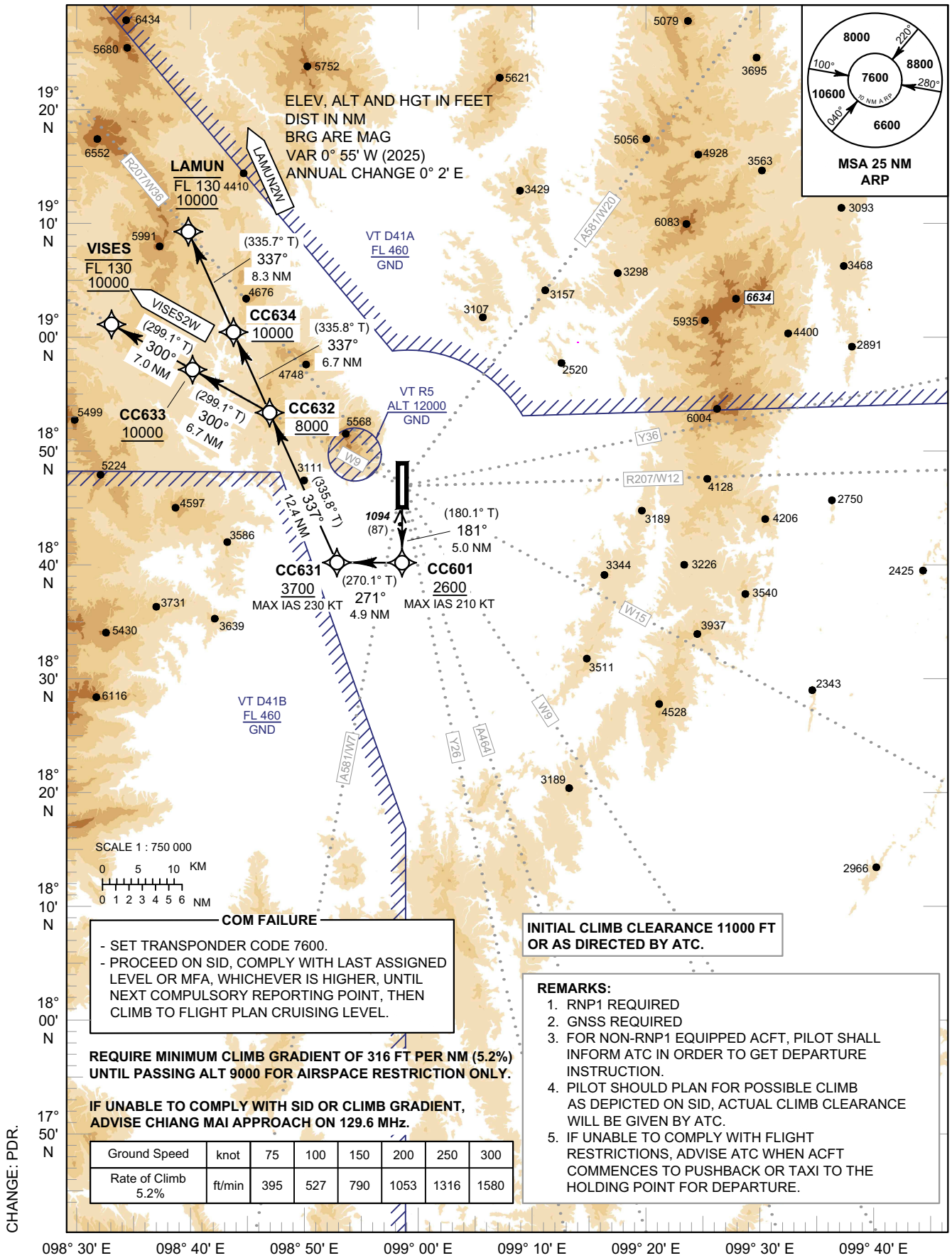
TRANSITION ALTITUDE
11000 FT

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

LAMUN2W VISES2W



COM FAILURE

- SET TRANSPONDER CODE 7600.
- PROCEED ON SID, COMPLY WITH LAST ASSIGNED LEVEL OR MFA, WHICHEVER IS HIGHER, UNTIL NEXT COMPULSORY REPORTING POINT, THEN CLIMB TO FLIGHT PLAN CRUISING LEVEL.

REQUIRE MINIMUM CLIMB GRADIENT OF 316 FT PER NM (5.2%) UNTIL PASSING ALT 9000 FOR AIRSPACE RESTRICTION ONLY.

IF UNABLE TO COMPLY WITH SID OR CLIMB GRADIENT, ADVISE CHIANG MAI APPROACH ON 129.6 MHz.

Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.2%	ft/min	395	527	790	1053	1316	1580

INITIAL CLIMB CLEARANCE 11000 FT OR AS DIRECTED BY ATC.

REMARKS:

1. RNP1 REQUIRED
2. GNSS REQUIRED
3. FOR NON-RNP1 EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET DEPARTURE INSTRUCTION.
4. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
5. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK OR TAXI TO THE HOLDING POINT FOR DEPARTURE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

LAMUN2W VISES2W

CHANGE: MAG VAR.

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

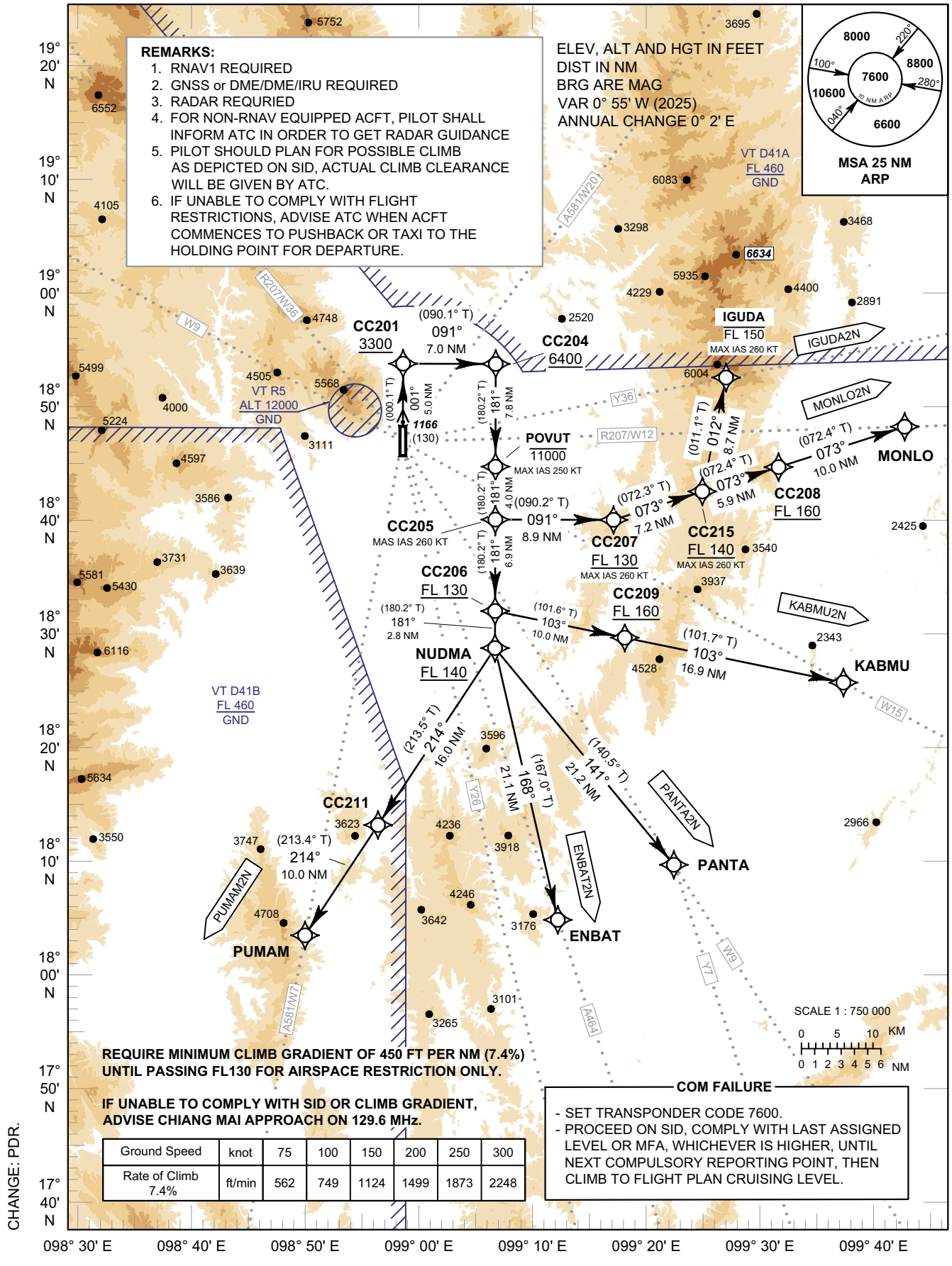
TRANSITION ALTITUDE
11000 FT

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 RWY36

ENBAT2N IGUDA2N KABMU2N
MONLO2N PANTA2N PUMAM2N



Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 7.4%	ft/min	562	749	1124	1499	1873	2248

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2N IGUDA2N KABMU2N
MONLO2N PANTA2N PUMAM2N

CHANGE: MAG VAR.

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

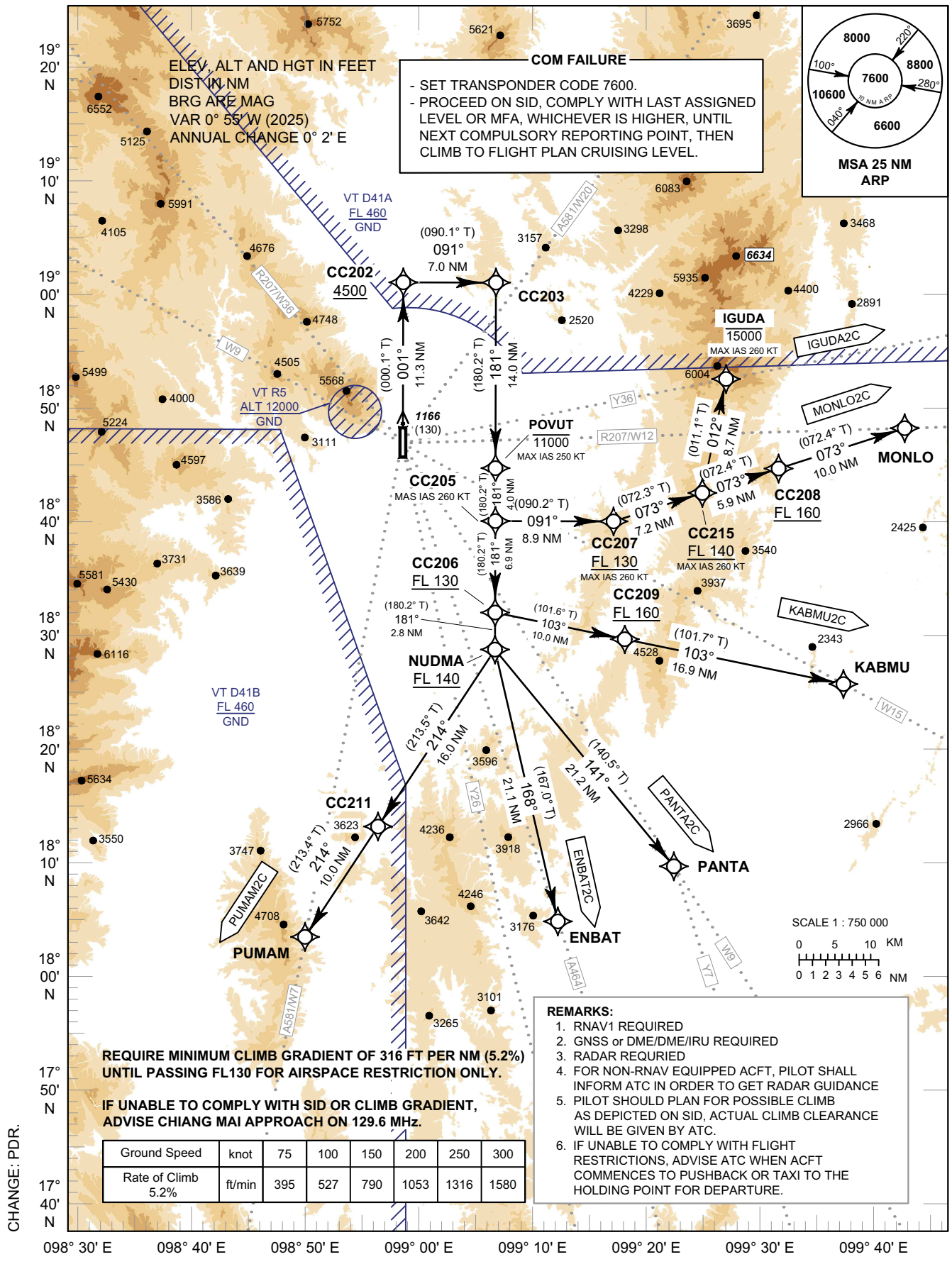
TRANSITION ALTITUDE
11000 FT

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 RWY36

ENBAT2C IGUDA2C KABMU2C
MONLO2C PANTA2C PUMAM2C



Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.2%	ft/min	395	527	790	1053	1316	1580

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2C IGUDA2C KABMU2C
MONLO2C PANTA2C PUMAM2C

CHANGE: MAG VAR.

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

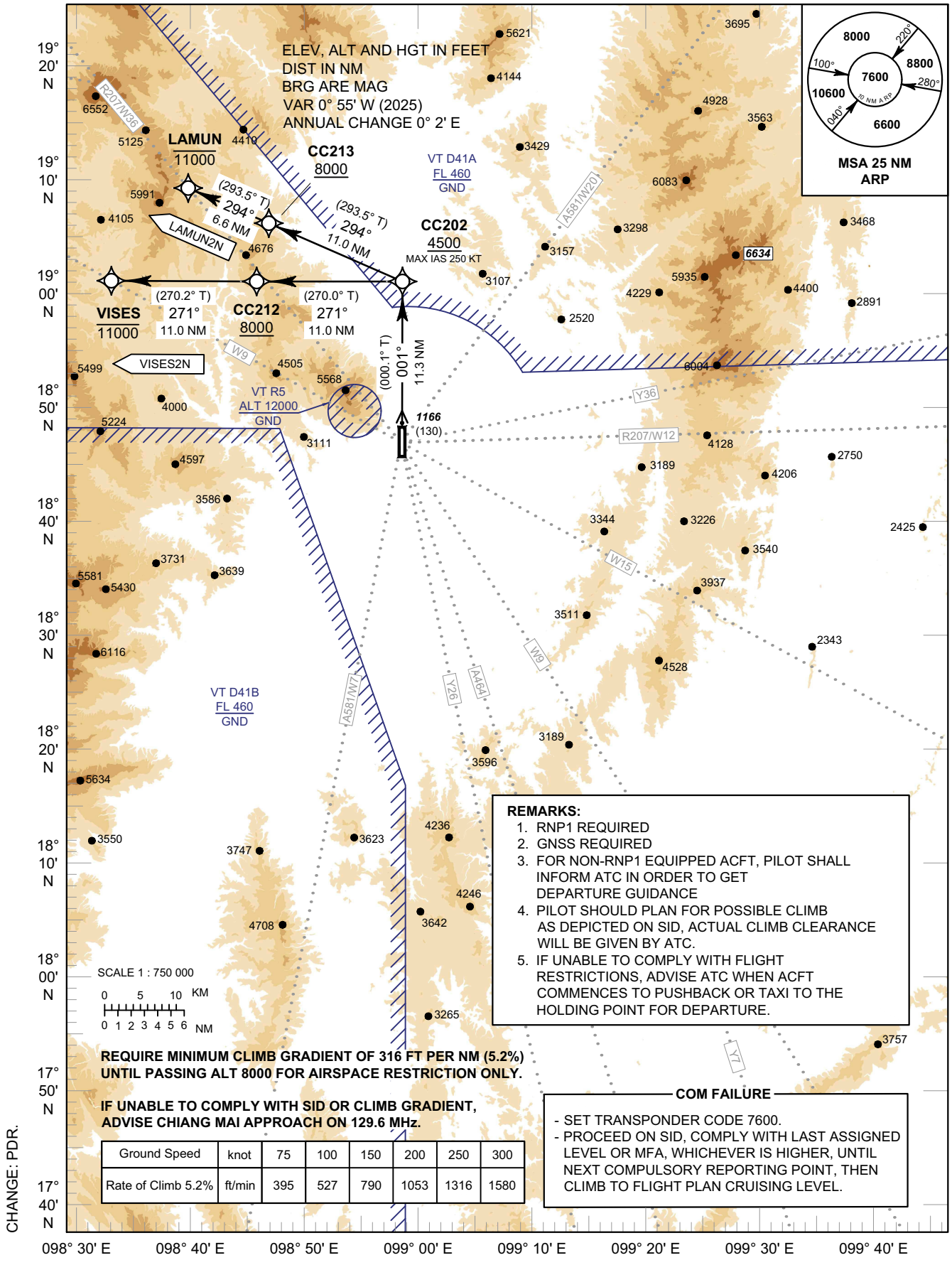
TRANSITION ALTITUDE
11000 FT

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 RWY36

LAMUN2N VISES2N



Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.2%	ft/min	395	527	790	1053	1316	1580

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

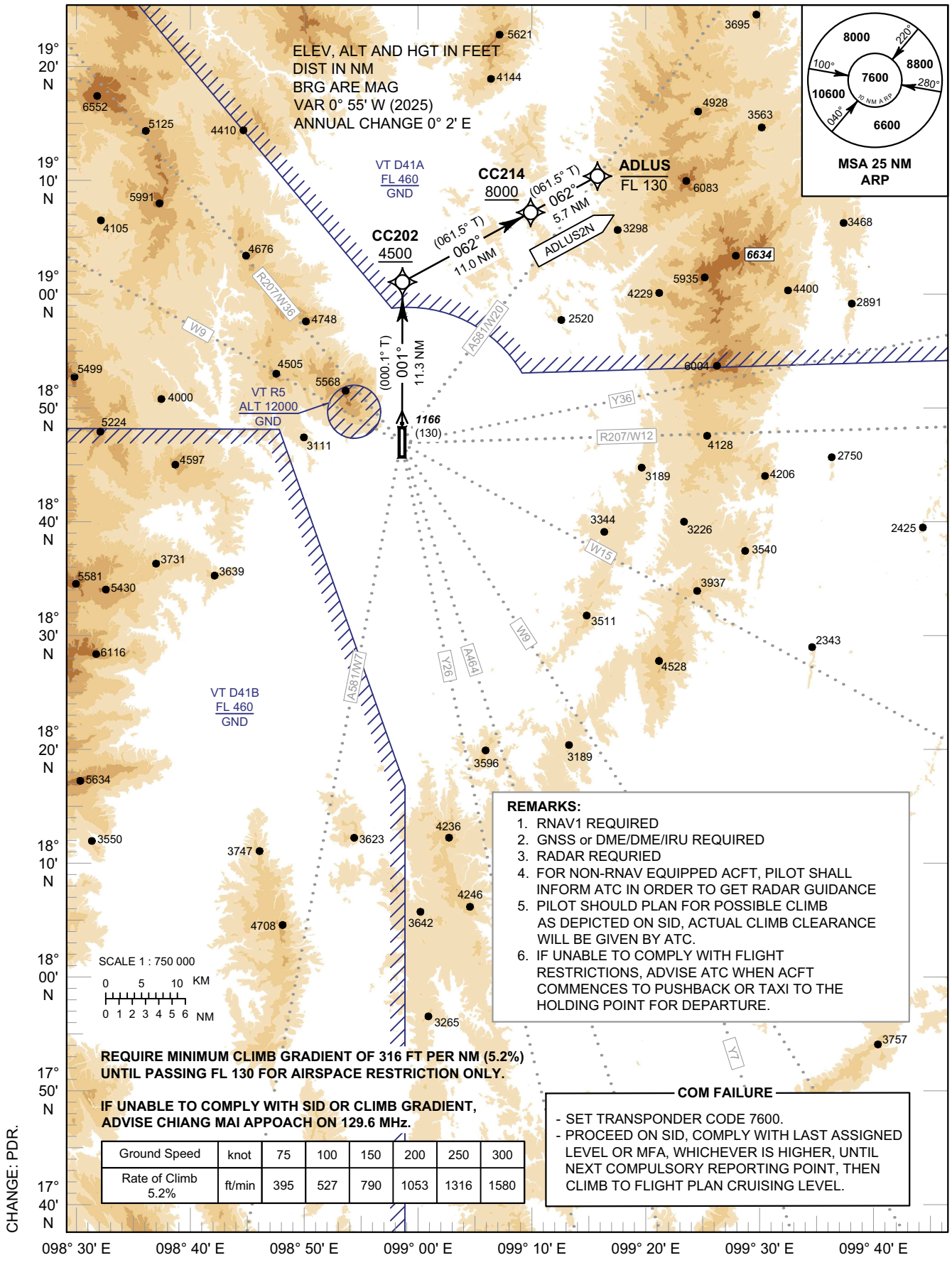
TRANSITION ALTITUDE
11000 FT

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

ADLUS2N



REMARKS:

1. RNAV1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. RADAR REQURIED
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE
5. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK OR TAXI TO THE HOLDING POINT FOR DEPARTURE.

REQUIRE MINIMUM CLIMB GRADIENT OF 316 FT PER NM (5.2%) UNTIL PASSING FL 130 FOR AIRSPACE RESTRICTION ONLY.

IF UNABLE TO COMPLY WITH SID OR CLIMB GRADIENT, ADVISE CHIANG MAI APPOACH ON 129.6 MHz.

Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.2%	ft/min	395	527	790	1053	1316	1580

COM FAILURE

- SET TRANSPONDER CODE 7600.
- PROCEED ON SID, COMPLY WITH LAST ASSIGNED LEVEL OR MFA, WHICHEVER IS HIGHER, UNTIL NEXT COMPULSORY REPORTING POINT, THEN CLIMB TO FLIGHT PLAN CRUISING LEVEL.

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

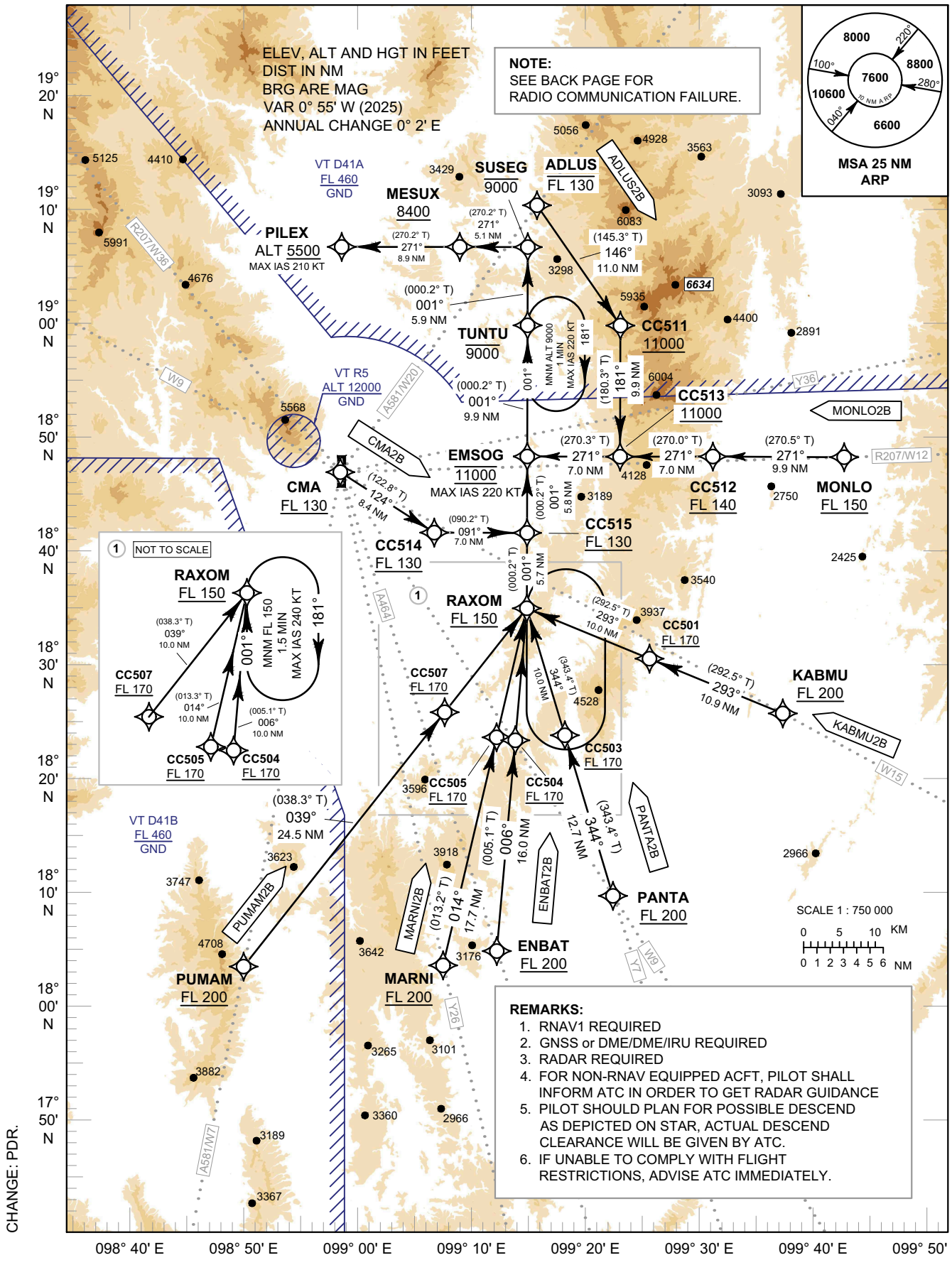
TRANSITION ALTITUDE
11000 FT

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



REMARKS:

1. RNAV1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. RADAR REQUIRED
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE
5. PILOT SHOULD PLAN FOR POSSIBLE DESCEND AS DEPICTED ON STAR, ACTUAL DESCEND CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC IMMEDIATELY.

CHANGE: PDR.

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**, DECEND 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

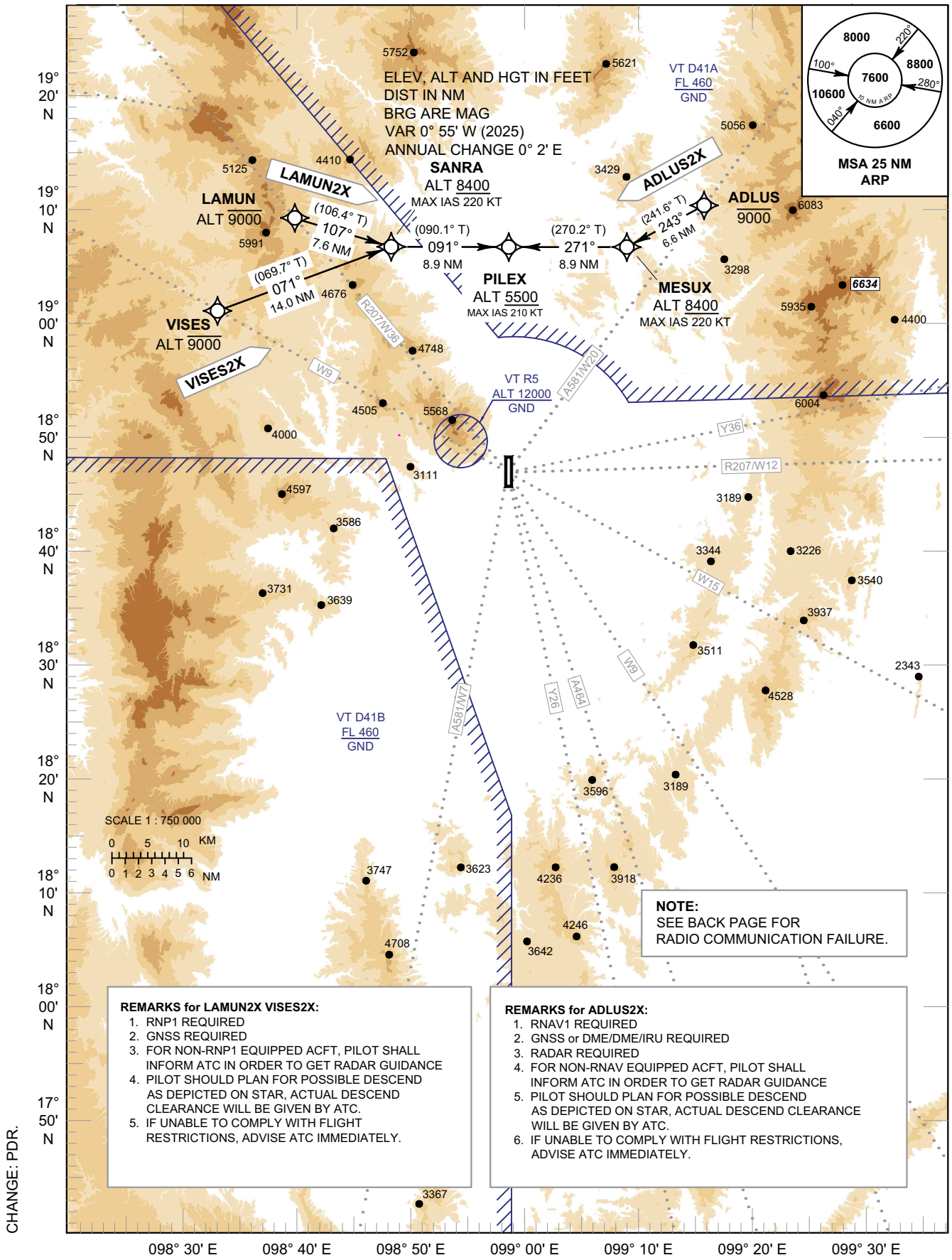
TRANSITION ALTITUDE
11000 FT

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

ADLUS2X LAMUN2X VISES2X



NOTE:
SEE BACK PAGE FOR
RADIO COMMUNICATION FAILURE.

REMARKS for LAMUN2X VISES2X:

1. RNP1 REQUIRED
2. GNSS REQUIRED
3. FOR NON-RNP1 EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE
4. PILOT SHOULD PLAN FOR POSSIBLE DESCEND AS DEPICTED ON STAR, ACTUAL DESCEND CLEARANCE WILL BE GIVEN BY ATC.
5. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC IMMEDIATELY.

REMARKS for ADLUS2X:

1. RNAV1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. RADAR REQUIRED
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE
5. PILOT SHOULD PLAN FOR POSSIBLE DESCEND AS DEPICTED ON STAR, ACTUAL DESCEND CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC IMMEDIATELY.

CHANGE: PDR.

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,** DECEND 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

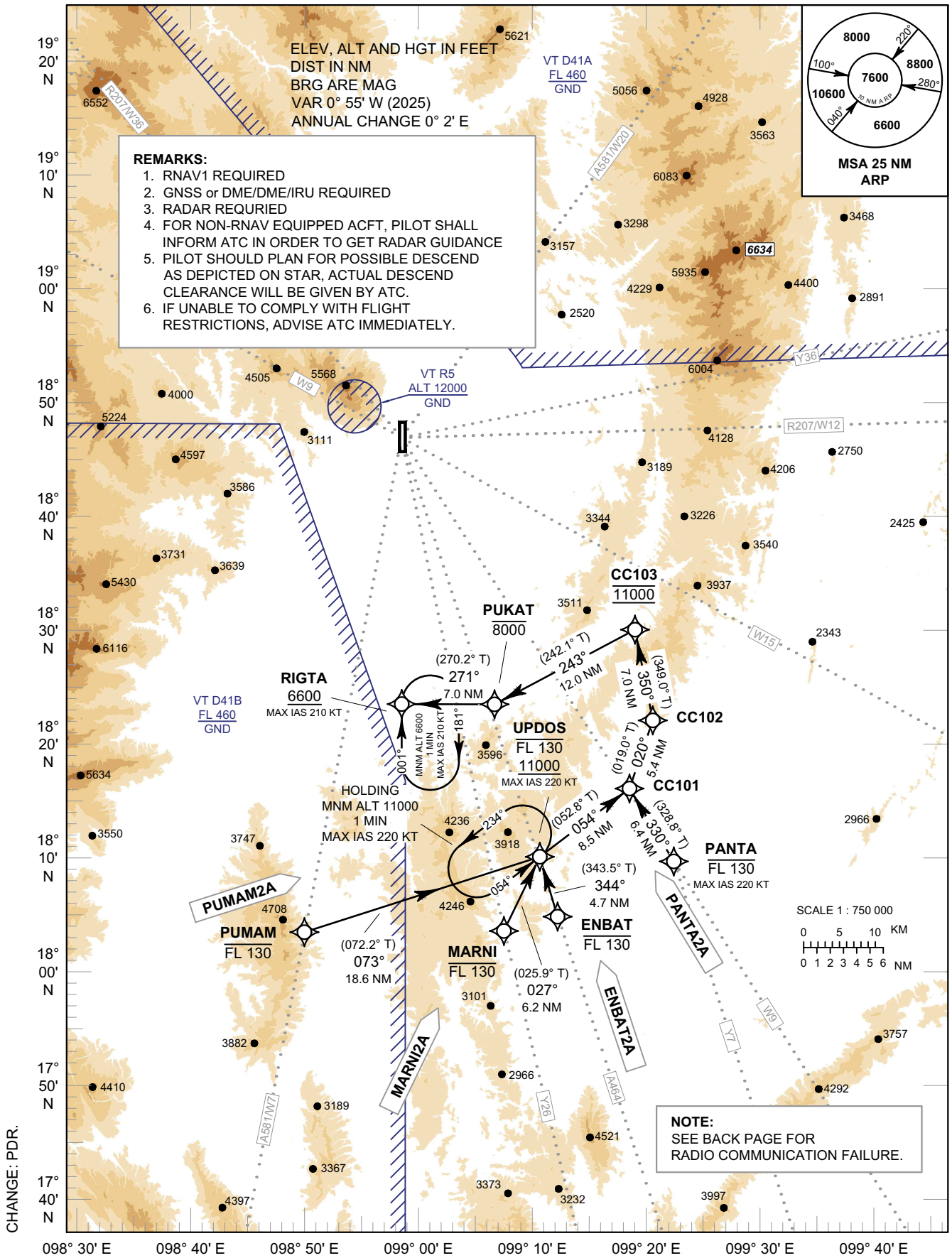
TRANSITION ALTITUDE
11000 FT

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**, DECEND 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

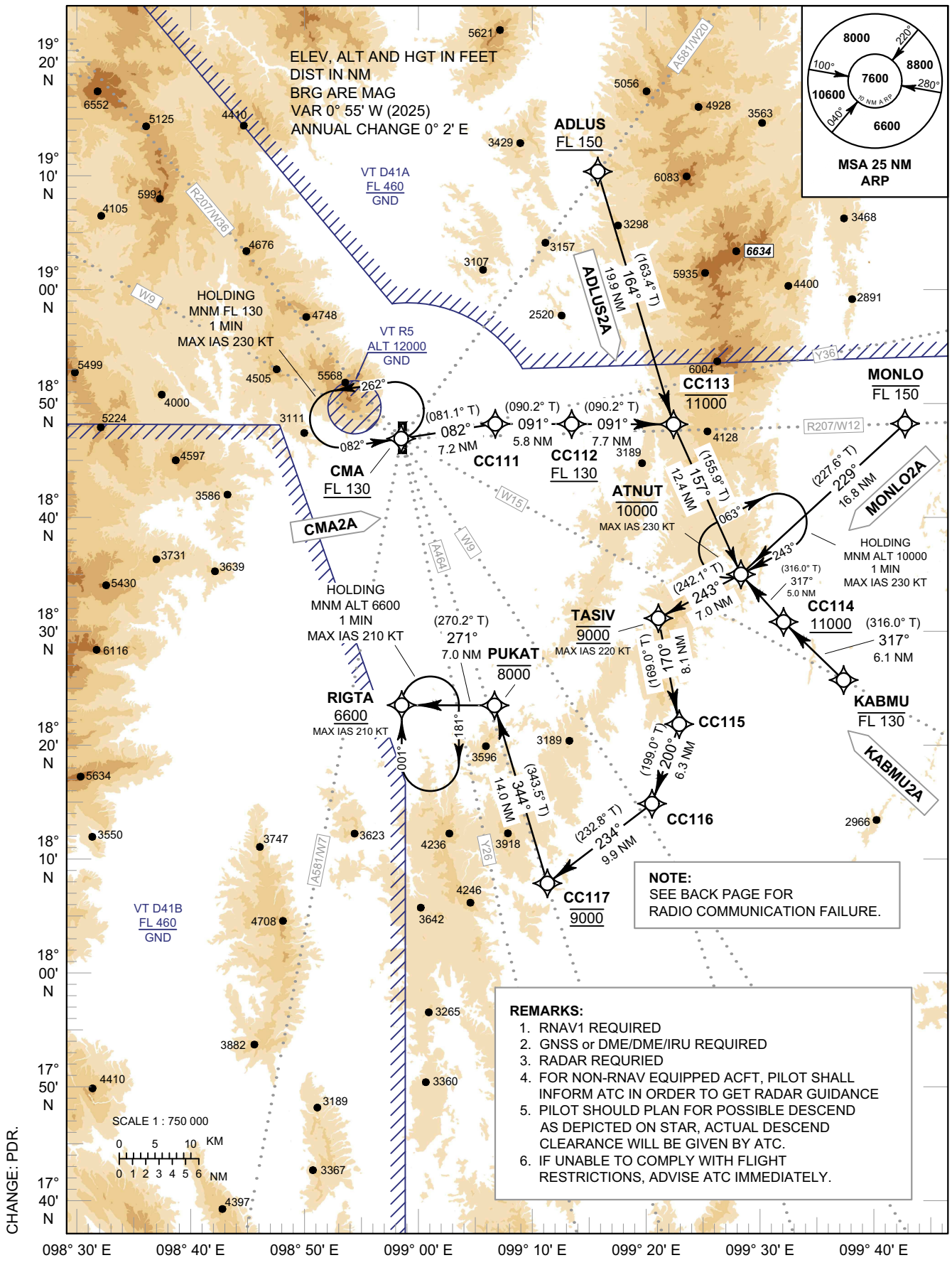
TRANSITION ALTITUDE
11000 FT

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



NOTE:
SEE BACK PAGE FOR
RADIO COMMUNICATION FAILURE.

REMARKS:

1. RNAV1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. RADAR REQURIED
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE
5. PILOT SHOULD PLAN FOR POSSIBLE DESCEND AS DEPICTED ON STAR, ACTUAL DESCEND CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC IMMEDIATELY.

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**, DECEND 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

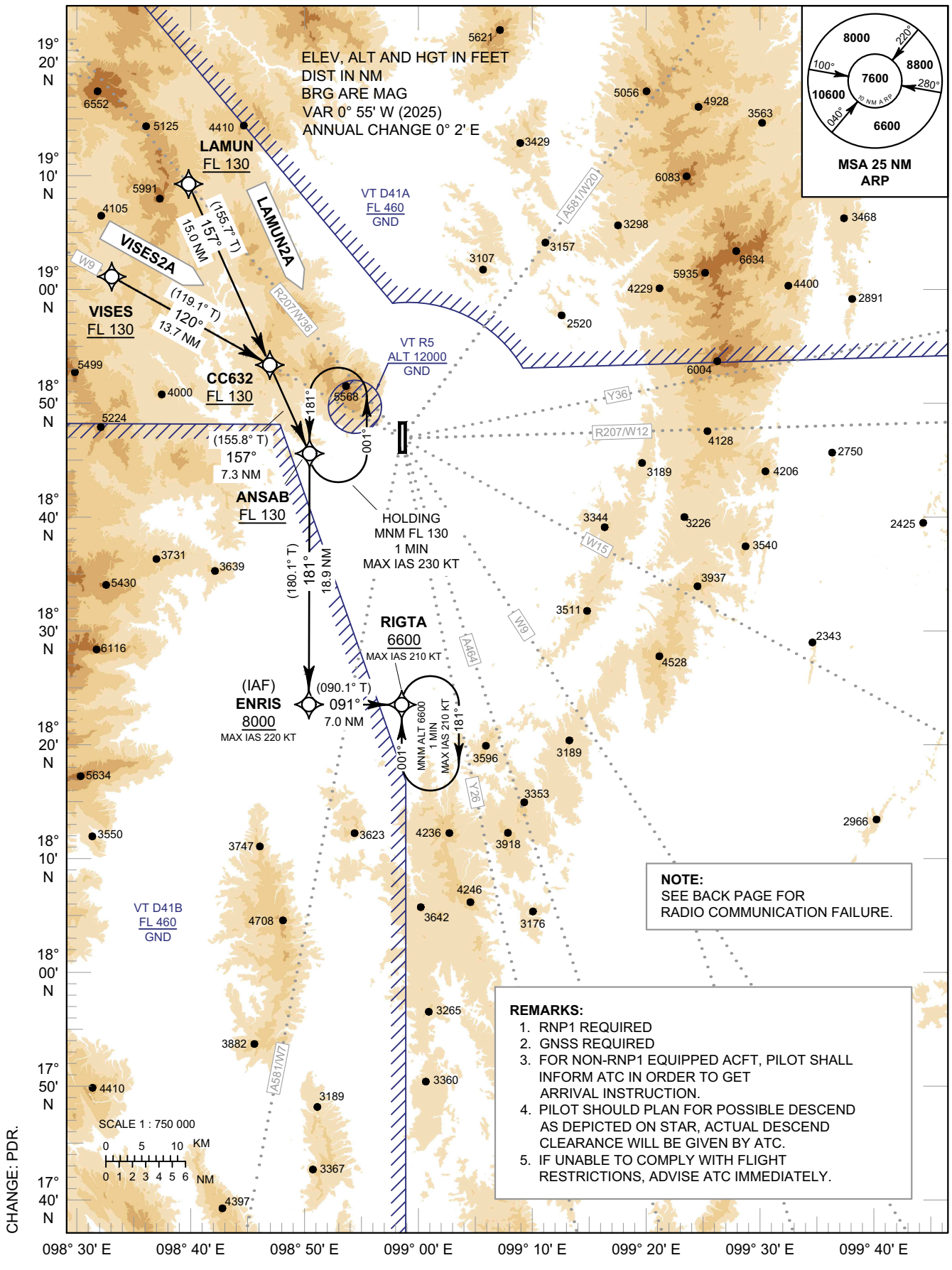
TRANSITION ALTITUDE
11000 FT

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**, DECEND 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.

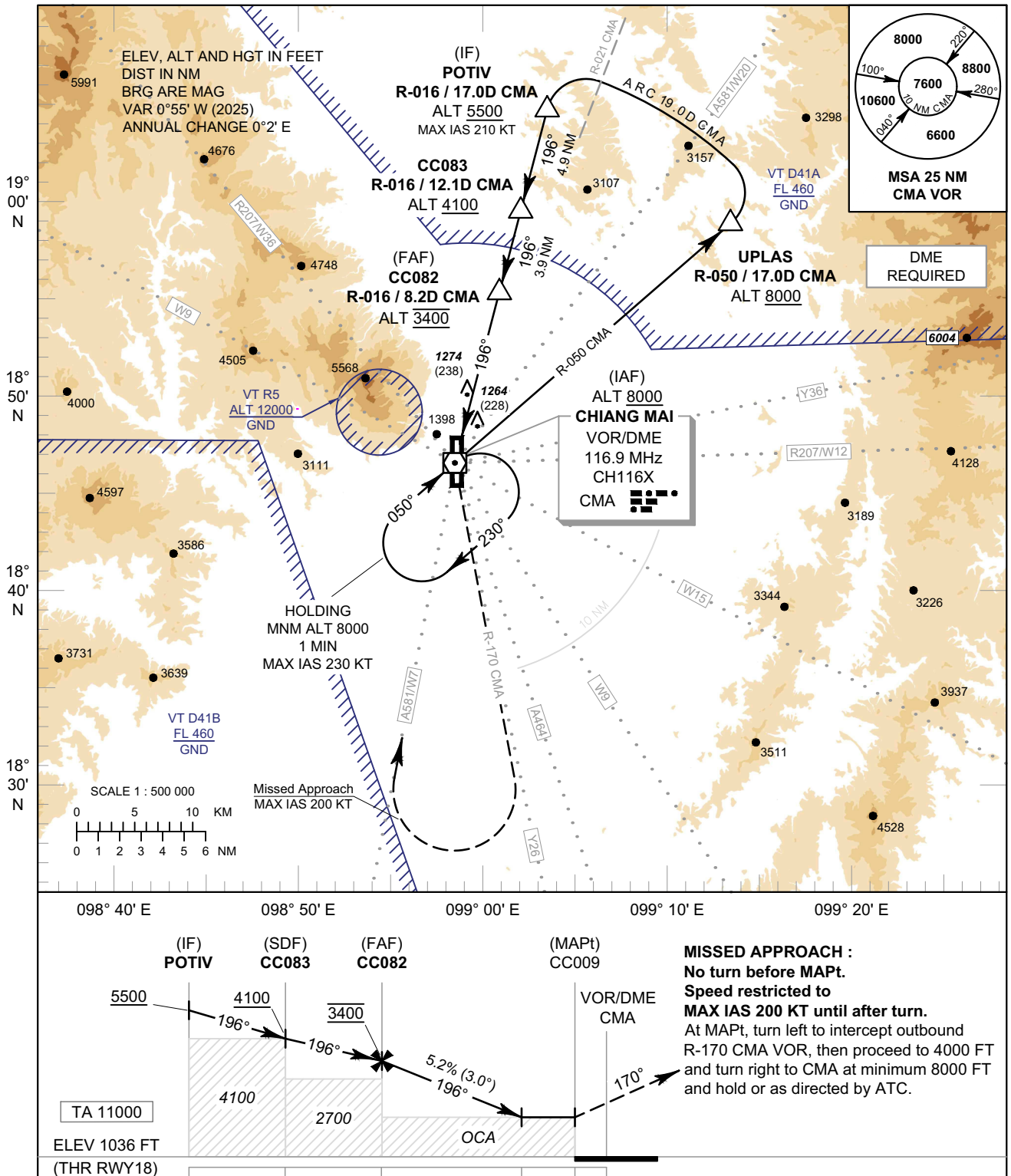
INSTRUMENT APPROACH CHART - ICAO

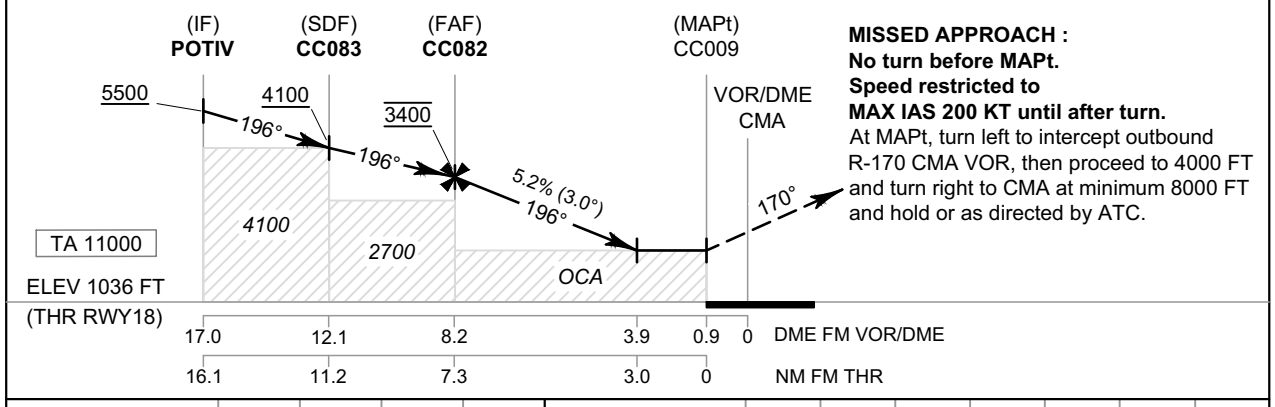
AERODROME ELEV 1036 FT
HEIGHTS RELATED TO AERODROME ELEV

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: PDR.

OCA/H	A	B	C	D
Straight-in Approach	NOT AUTHORIZED			
Circling* (OCH AAL)	2030 (994)		2220 (1184)	2420 (1384)

* FOR CIRCLING RESTRICTION SEE VERSO

Distance (CMA)	FAF	8 D	7 D	6 D	5 D	4 D	3.9 D
Altitude (Height)	3400 (2364)	3330 (2294)	3015 (1979)	2695 (1659)	2380 (1344)	2065 (1029)	2030 (994)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

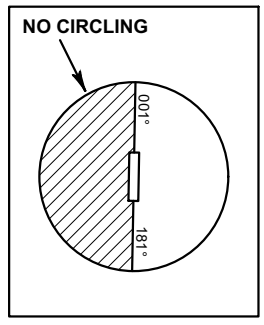
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO 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.

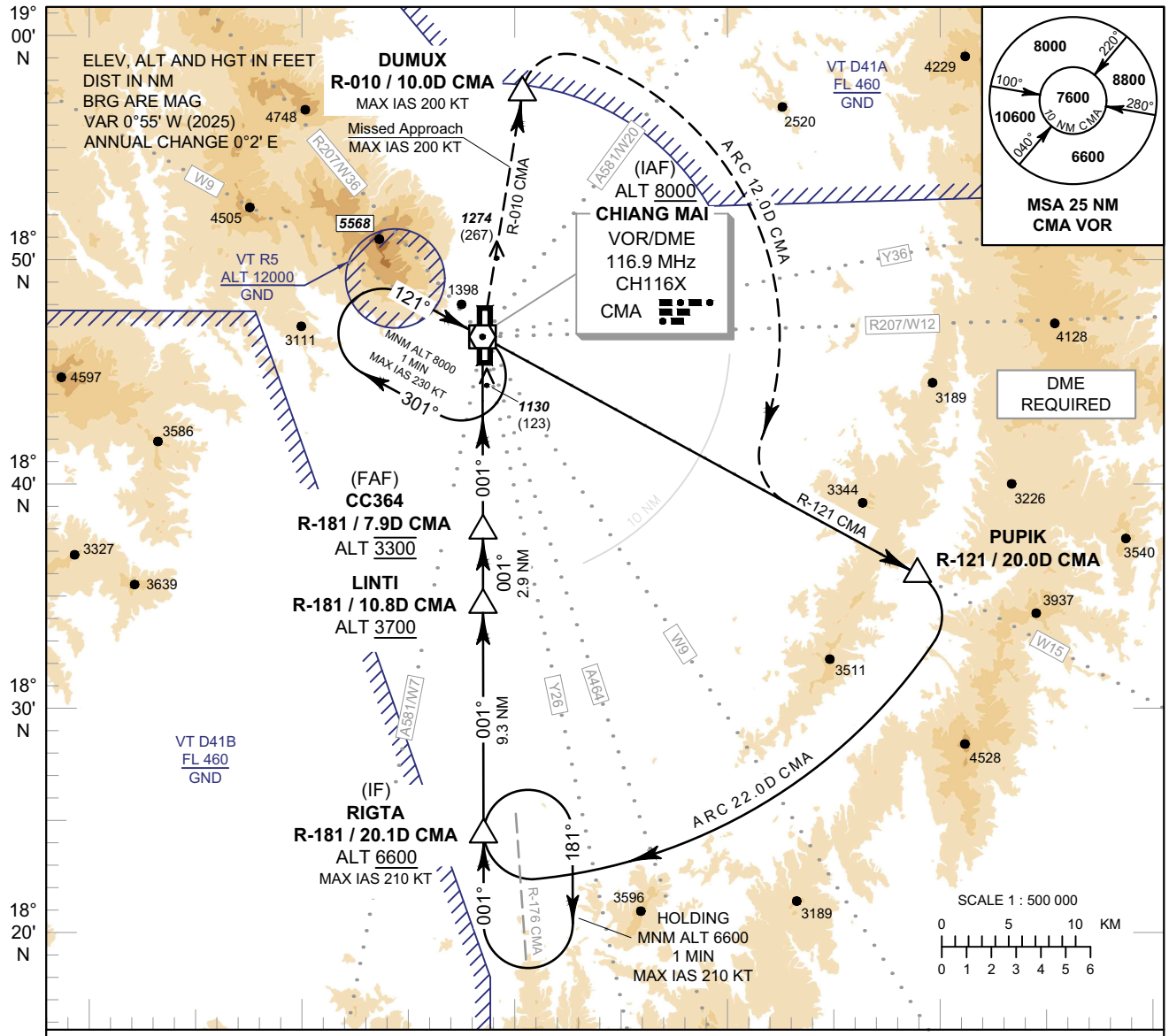
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

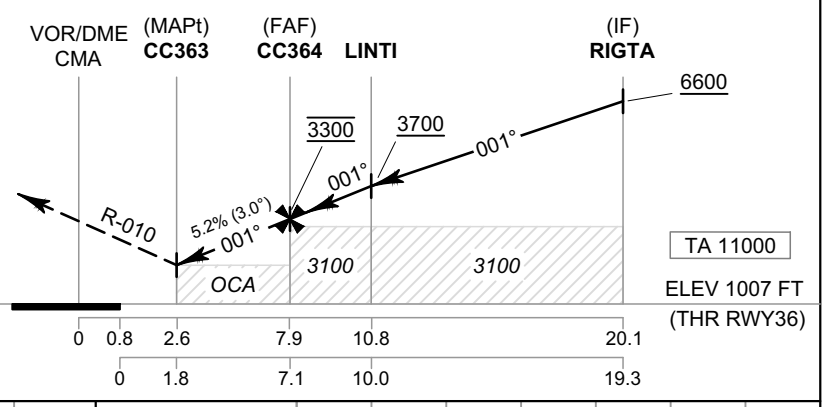
APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

VOR RWY36



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 PUPIK,
then follow ARC 22.0D CMA VOR to RIGTA
at minimum 6600 FT and hold or
as directed by ATC.



OCA/H	A	B	C	D
Straight-in Approach	1630 (623)			
Circling* (OCH AAL)	2030 (994)		2220 (1184)	2420 (1384)

* FOR CIRCLING RESTRICTION SEE VERSO

Distance (CMA)	2.6 D	3 D	4 D	5 D	6 D	7 D	FAF
Altitude (Height)	1630 (623)	1750 (743)	2070 (1063)	2385 (1378)	2700 (1693)	3015 (2008)	3300 (2293)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

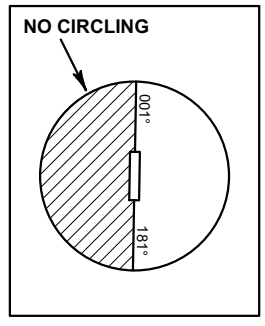
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

VOR RWY36

Fix / Point		Coordinates		Pronunciation
PUPIK	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: PUPIK RADIAL.

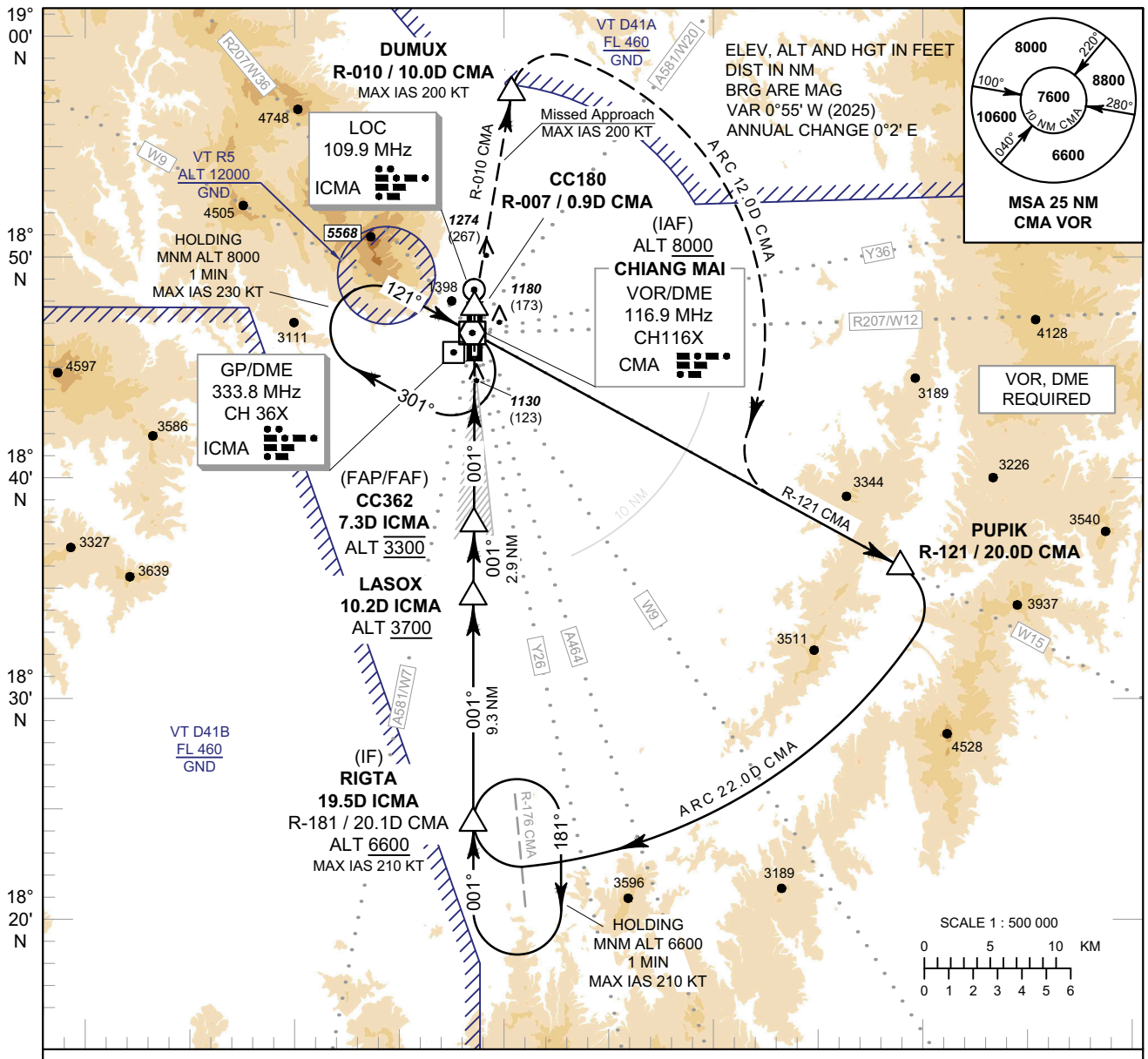
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

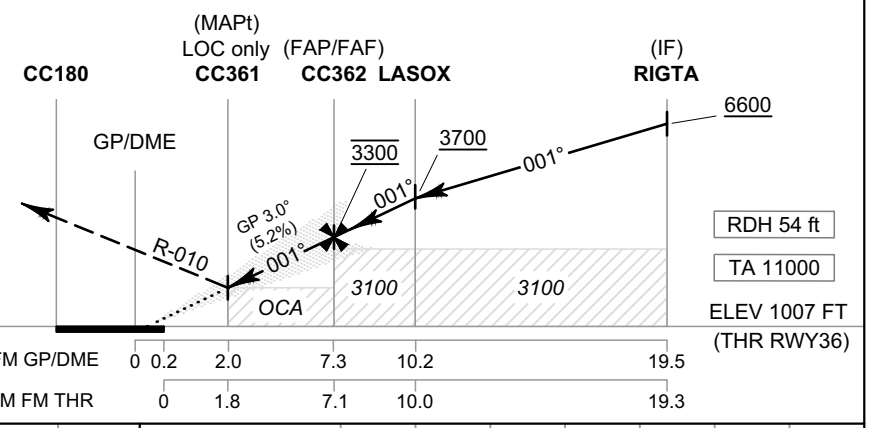
APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

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 PUPIK,
then follow ARC 22.0D CMA VOR to RIGTA
at minimum 6600 FT and hold or
as directed by ATC.



OCA/H		A	B	C	D
Straight-in Approach	CAT I	1420 (413)			
LOC only		1630 (623)			
Circling* (OCH AAL)		2030 (994)		2220 (1184)	2420 (1384)

* FOR CIRCLING RESTRICTION SEE VERSO

Distance (ICMA)	2.0 D	3 D	4 D	5 D	6 D	7 D	FAF
Altitude (Height)	1630 (623)	1945 (938)	2260 (1253)	2575 (1568)	2895 (1888)	3210 (2203)	3300 (2293)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

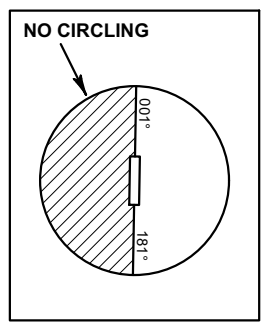
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

ILS or LOC y RWY36

Fix / Point		Coordinates		Pronunciation
PUPIK	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: PUPIK RADIAL.

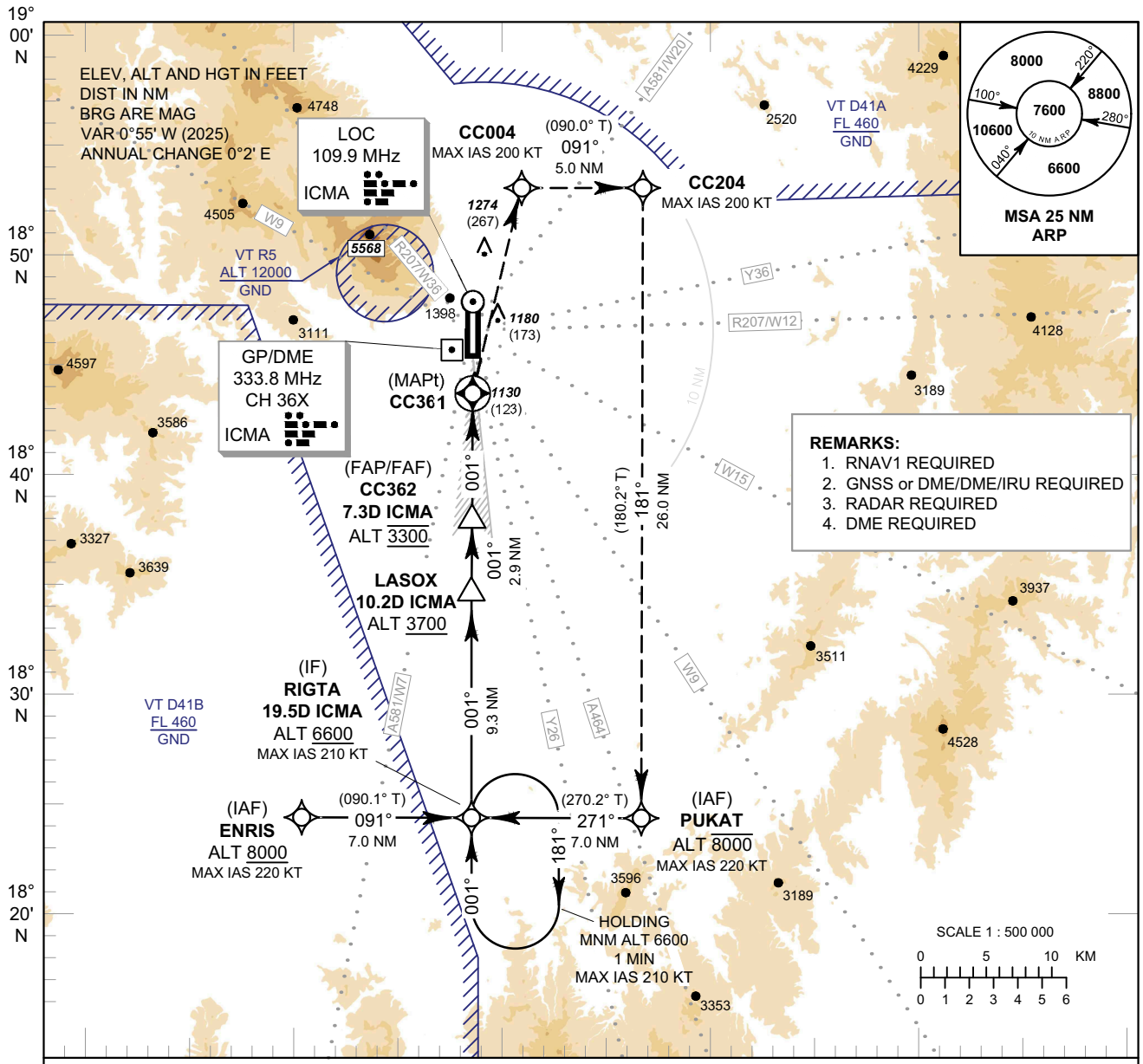
INSTRUMENT APPROACH CHART - ICAO

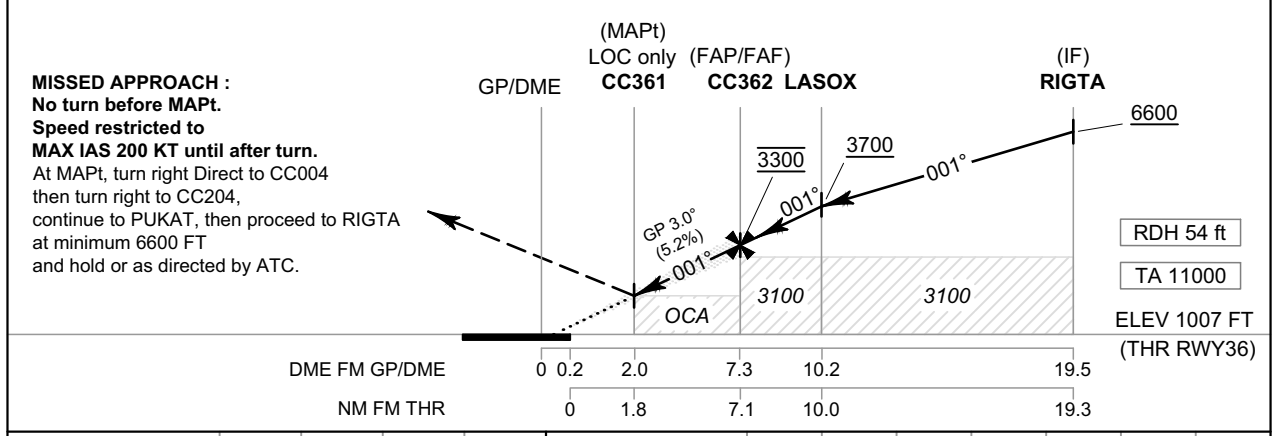
AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

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





OCA/H		A	B	C	D
Straight-in Approach	CAT I	1420 (413)			
LOC only		1630 (623)			
Circling* (OCH AAL)		2030 (994)		2220 (1184)	2420 (1384)

* FOR CIRCLING RESTRICTION SEE VERSO

Distance (ICMA)	2 D	3 D	4 D	5 D	6 D	7 D	FAF
Altitude (Height)	1630 (623)	1940 (933)	2260 (1253)	2575 (1568)	2890 (1883)	3205 (2198)	3300 (2293)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
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.

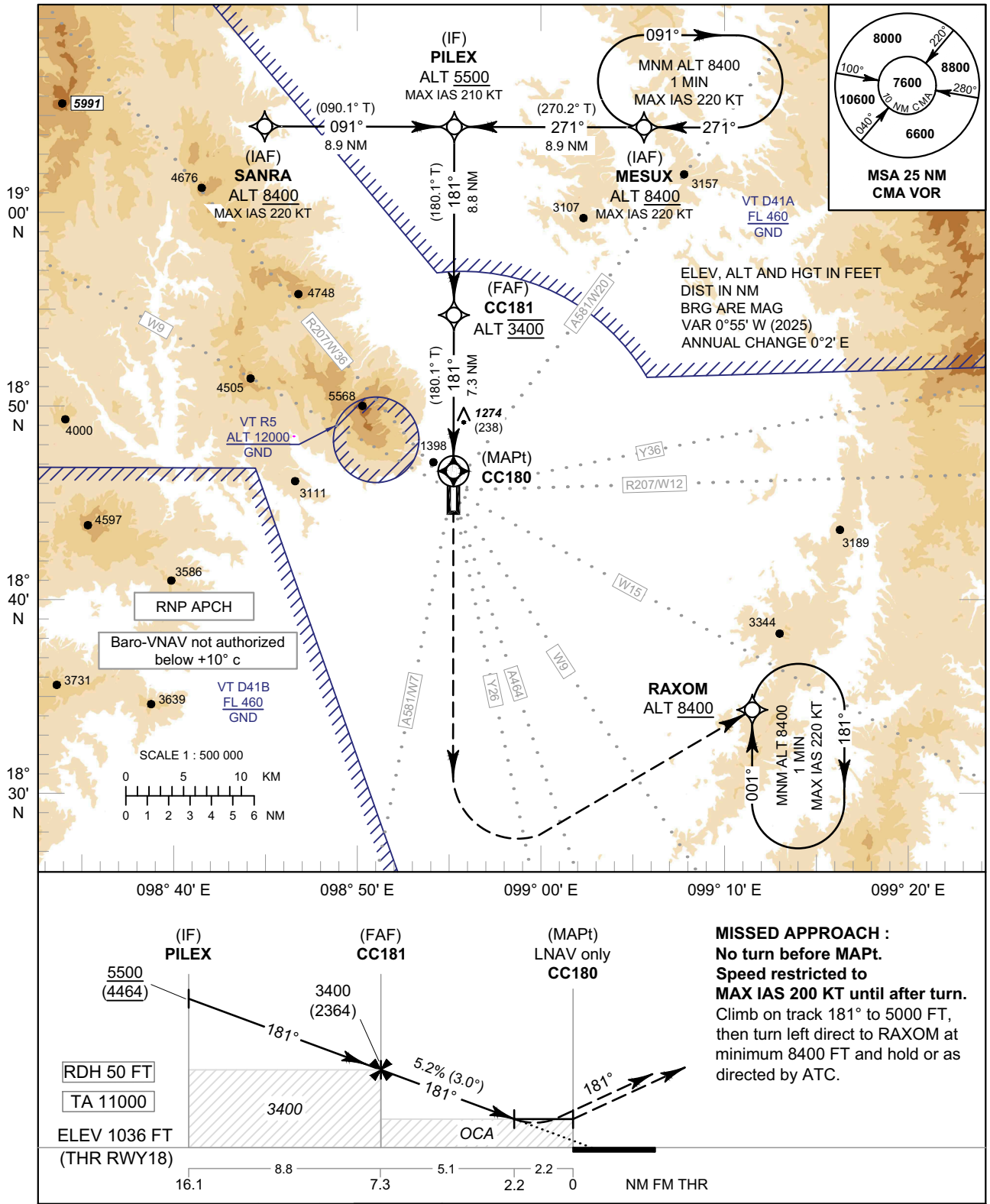
INSTRUMENT APPROACH CHART - ICAO

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: PDR.

OCA/H	A	B	C	D
LNAV / VNAV	1560 (524)			
LNAV	1780 (744)			
Circling (OCH AAL)	2030 (994)		2220 (1184)	2420 (1384)

* FOR CIRCLING RESTRICTION SEE VERSO

NM to NEXT WPT	FAF	7 NM	6 NM	5 NM	4 NM	3 NM	2.2 NM
Altitude (Height)	3400 (2364)	3300 (2264)	2980 (1944)	2665 (1629)	2350 (1314)	2035 (999)	1780 (744)
Ground Speed knot	70	90	100	120	140	160	
Rate of Descent 5.2% ft/min	369	474	527	632	737	843	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 1036 FT

CHIANG MAI / Chiang Mai (VTCC)

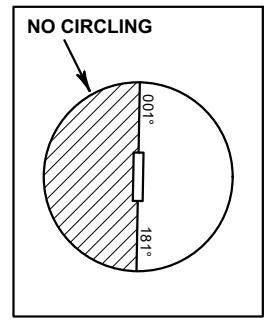
RNP RWY18

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.

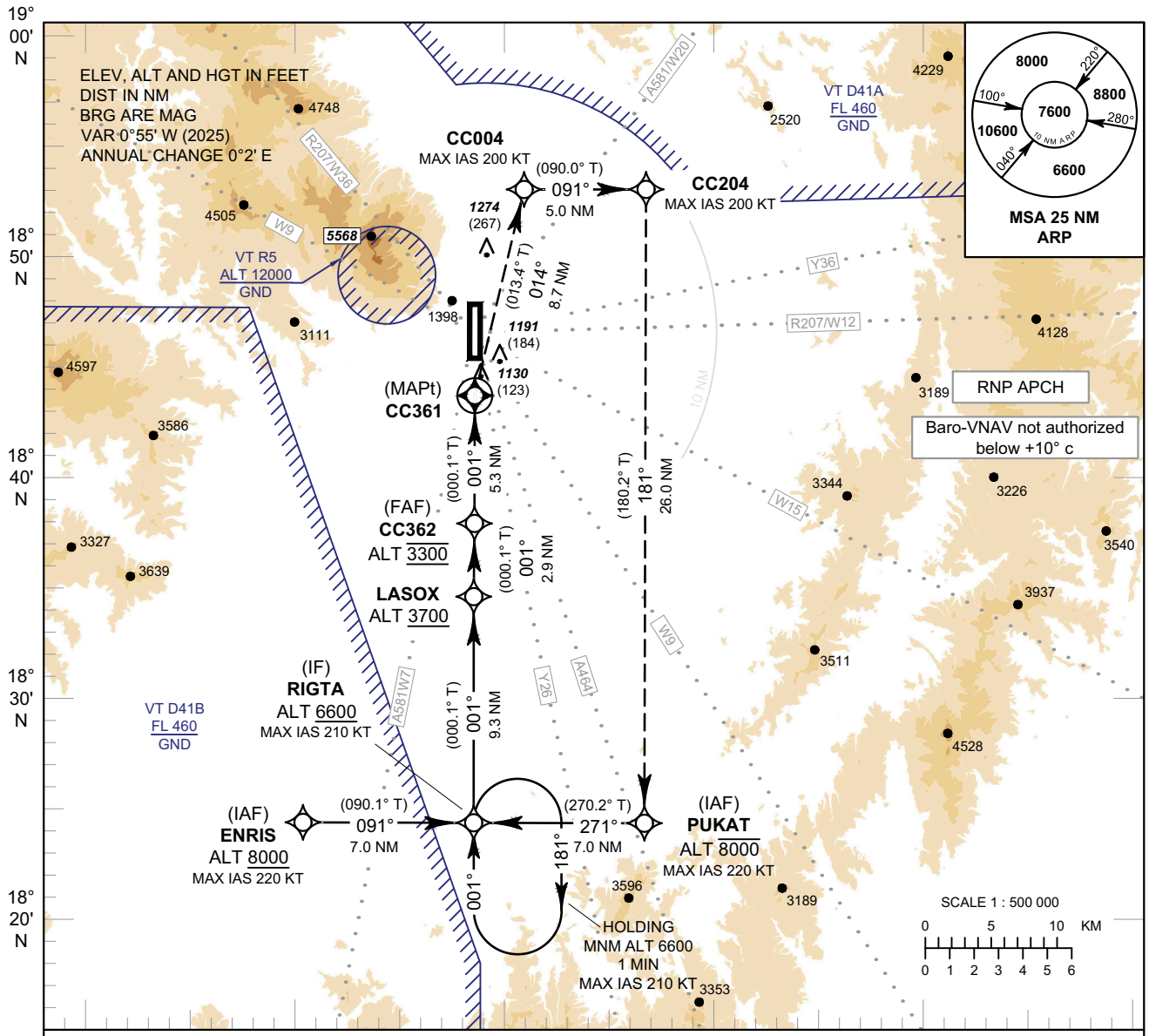
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

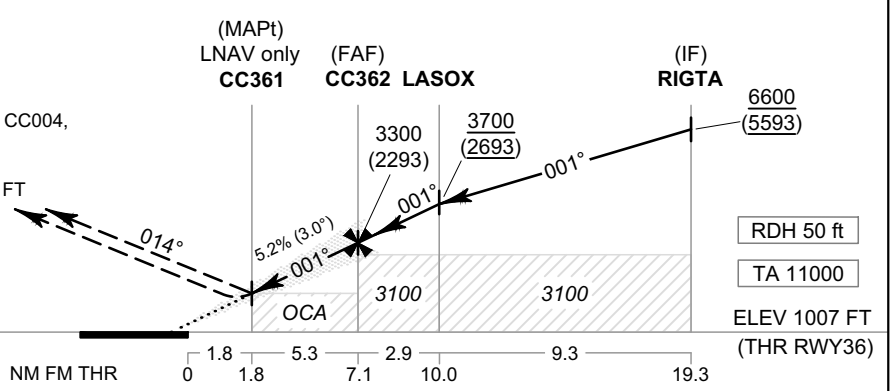
APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.425 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

RNP RWY36



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
At MAPt, turn right Climb on track 014° to CC004,
then turn right to CC204,
continue to PUKAT,
then proceed to RIGTA at minimum 6600 FT
and hold or as directed by ATC.



OCA/H	A	B	C	D
LNAV / VNAV	1500 (493)			
LNAV	1630 (623)			
Circling* (OCH AAL)	2030 (994)		2220 (1184)	2420 (1384)

* FOR CIRCLING RESTRICTION SEE VERSO

NM to NEXT WPT	1.8 NM	2 NM	3 NM	4 NM	5 NM	6 NM	FAF
Altitude (Height)	1630 (623)	1690 (683)	2005 (998)	2320 (1313)	2635 (1628)	2955 (1948)	3300 (2293)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

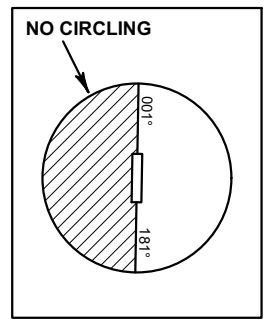
RNP RWY36

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 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station - Chiang Rai, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 30 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 379 3062-3, +665 379 3698-9 Fax: +665 379 3061
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), Low Level Windshear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Chiang Rai TWR
10	Additional information (limitation of service, etc.)	NIL

VTCT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	030°	3000x45	PCR 1000/F/A/X/T Asphalt	195625.74N 0995233.61E	390.23 m (1280 ft AMSL)
21	210°	3000x45	PCR 1000/F/A/X/T Asphalt	195751.09N 0995323.63E	388.77 m (1275 ft AMSL)

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%	NIL	NIL	3120x300	240x150	NIL	YES	The Runway blast pad are provided beyond both Runway end; the width is 60 m and the length is 120 m. each.
0.05%	NIL	NIL	3120x300	300x150	NIL	NIL	

VTCT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	3000	3000	3000	3000	NIL
21	3000	3000	3000	3000	NIL

VTCT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	CAT1 900 m LIH	Green	PAPI 3° Located either side of RWY, 420 m behind RWY THR (63.9 ft)	NIL	NIL	3000 m 60 m White Last 600 m 60 m Amber LIH	Red	NIL	NIL
21	SALS 420 m LIH	Green	PAPI 3° Located either side of RWY, 377 m behind RWY THR (59.2 ft)	NIL	NIL	3000 m 60 m White Last 600 m 60 m Amber LIH	Red	NIL	NIL

VTCT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Buidling, FLG WG EV 3 SEC
2	LDI location and LGT Anemometer location and LGT	2WDIs at 300 m from THR 03 offset to the left side 120 m from RWY centre line, at 450 m from THR 21 offset to the left side 105 m from RWY centre line. All are illuminated.
3	TWY edge and centre line lighting	EDGE: All TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time 12 SEC.
5	Remarks	NIL

VTCT 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 using active runway to take off and land as instructed by ATC. See AD 2-VTCT-1-11 for the Helicopter Operation.

VTCT AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on CTR DVOR/DME (195656N 0995259E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C

4	ATS unit call sign Language(s)	Chiang Rai Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTCT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Chiang Rai Approach	120.05 MHz 257.8 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Chiang Rai Tower	118.4 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Chiang Rai Intl Airport	127.85 MHz	As AD OPR HR	

VTCT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	CT	277 kHz	H24	195735.1N 0995259.1E		The coverage clockwise orbit data refer to commissioning due to mountainous terrain and border limit as follows: 1. 25 NM – Bearing 001º-140º at altitude 5 500 ft – Bearing 281º-360º at altitude 7 500 ft 2. 40 NM – Bearing 141°-180° at altitude 6 000 ft – Bearing 181°-280° at altitude 7 500 ft
DVOR/DME	CTR	116.5 MHz CH 112X	H24	195655.9N 0995259.3E	390 m (1300 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at the required altitude in various areas as follows: 1. 40 NM – Radial 141º-180º altitude should not below 5 000 ft – Radial 181º-210º altitude should not below 7 500 ft – Radial 211º-255º altitude should not below 9 000 ft – Radial 256º-265º altitude should not below 10 000 ft – Radial 266º-270º altitude should not below 9 000 ft 2. 20 NM (Due to border limited) – Radial 271º-340º altitude should not below 6 500 ft – Radial 341º-140º altitude should not below 5 000 ft

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS CAT I LOC 03 GP 03 DME 03	ICTR	109.5 MHz 332.6 MHz CH 32X	H24 H24	195759.5N 0995328.5E 195632.5N 0995242.6E 195757.7N 0995331.7E	 390 (1300 ft)	a) Instrument Landing System (ILS) coverage over a sector of 35 either side of the runway centre line, no back course. The antenna array is located on the extended runway centre line at the distance of 300 m from the threshold of RWY 21, height of the array is 2 m b) Glide Path 3º. c) DME co - located with localizer, power output 100 watts omnidirectional.

VTCT AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 degrees turn on the runway

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

2. APRON MANAGEMENT

2.1 In case of B737-800 parked at aircraft stand NR 2, aircrafts code E are not allowed to taxi behind this stand.

2.2 In case of B747-400 parked at aircraft stand NR 2, aircrafts code C,D,E are not allowed to taxi behind this stand.

2.3 In case of A300-600 parked at aircraft stand NR 2, aircrafts code D with wing span exceed 45 m. and code E are not allowed to taxi behind this stand.

2.4 In case of B747-400 parked at aircraft stand NR 3, aircrafts code C with wing span exceed 30 m. and code D, E are not allowed to taxi behind this stand.

2.5 In case of B777-300 parked at aircraft stand NR 3, aircrafts code C, D, E are not allowed to taxi behind this stand.

2.6 Aircraft stand NR 6 and NR 7 are allowed to be used from sunrise to sunset only.

3. OPERATION OF ALL NON-SCHEDULED FLIGHT AT MAE FAH LUANG-CHIANG RAI INTERNATIONAL AIRPORT

3.1 All aircraft wishing to operate at Mae Fah Luang-Chiang Rai International Airport shall adhere to the following procedures;

3.1.1 All flights, including flight selecting Mae Fah Luang-Chiang Rai International Airport as an alternate aerodrome, shall have handling agent at Mae Fah Luang-Chiang Rai International Airport.

3.1.2 Nose-in parking is applicable to all aircraft.

3.1.3 All aircraft ready to taxi out shall prepare their own tow bars.

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

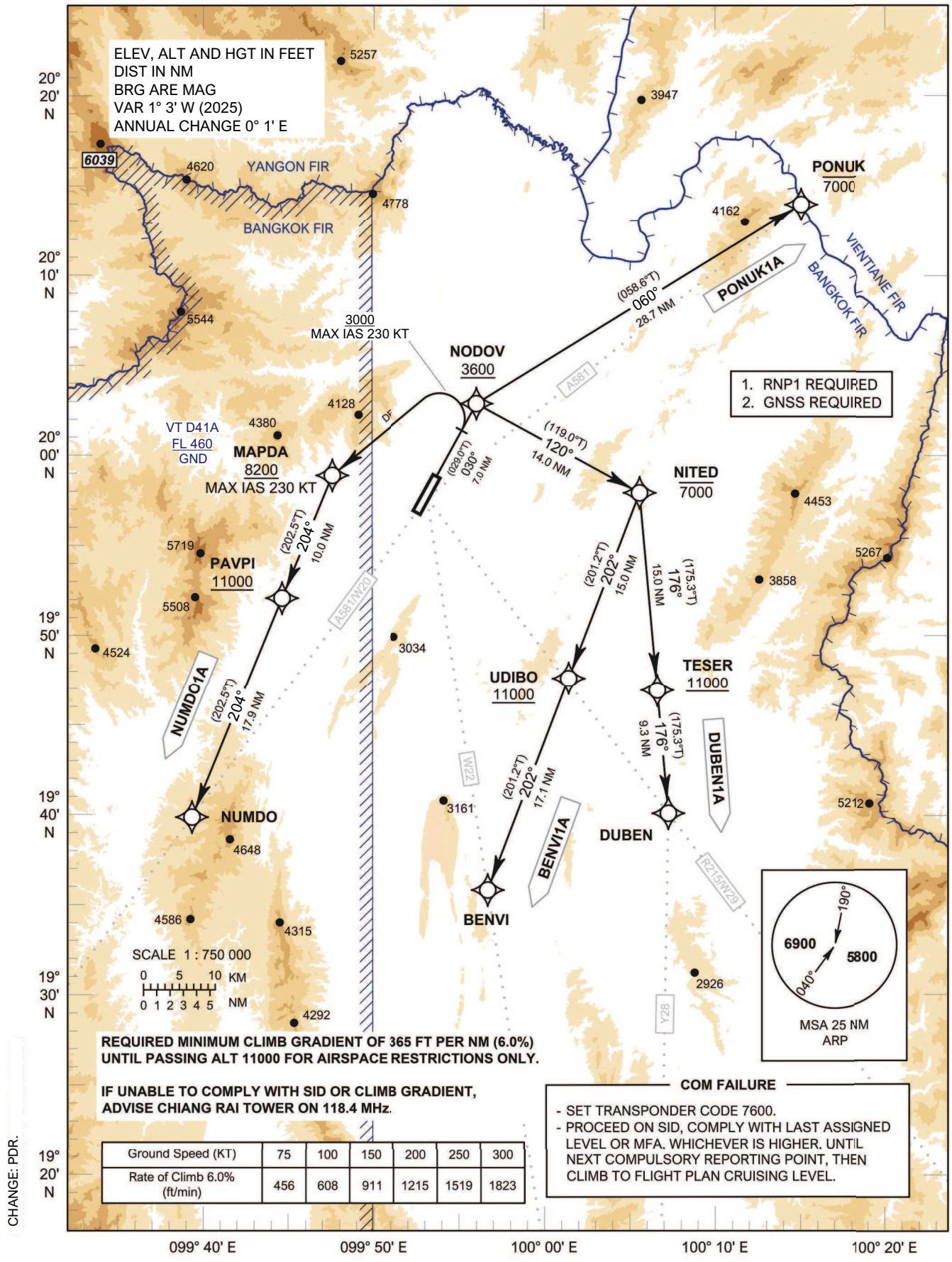
TRANSITION ALTITUDE
11000 FT

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



Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb 6.0% (ft/min)	456	608	911	1215	1519	1823

CHANGE: PDR.

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

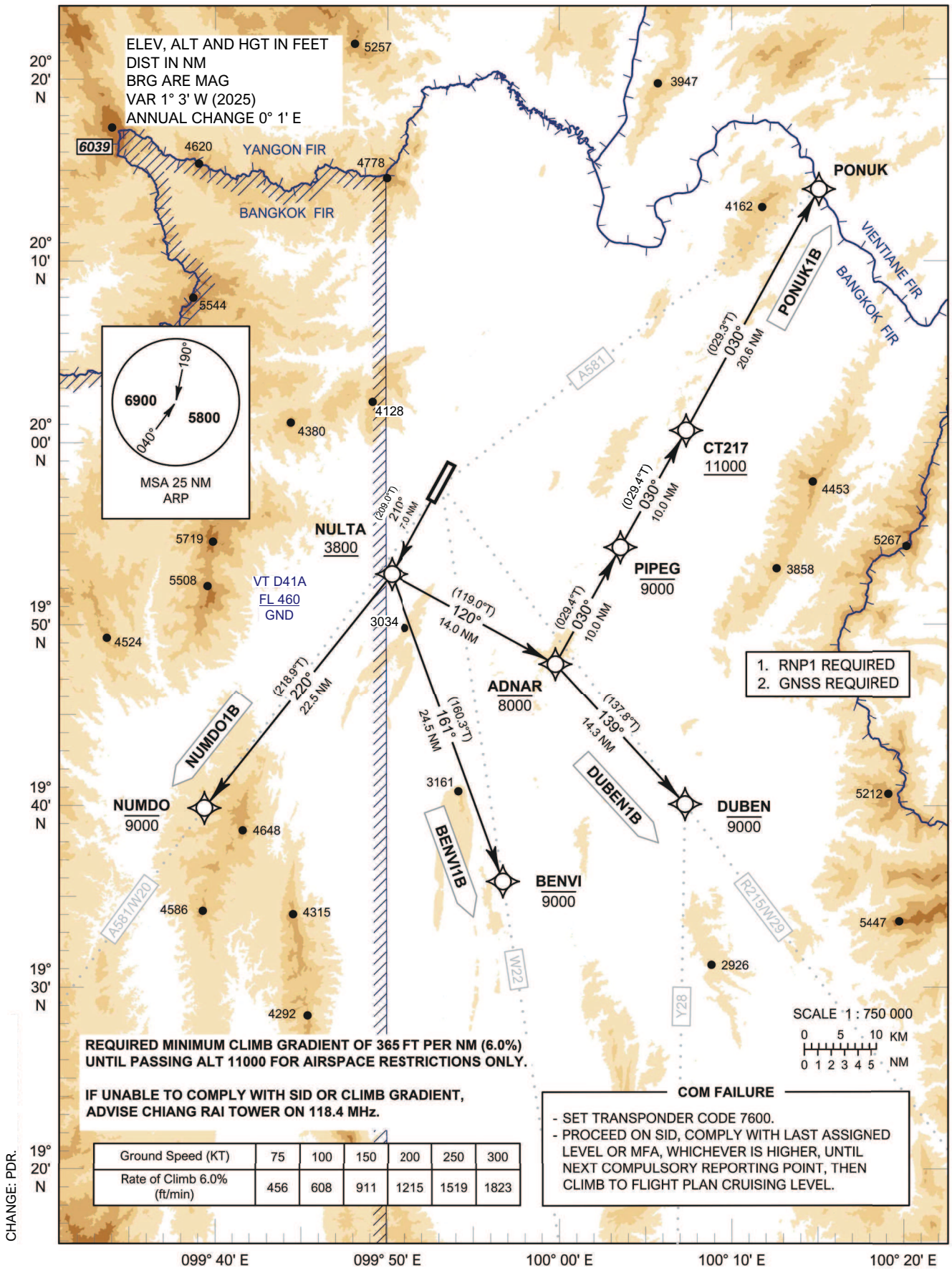
TRANSITION ALTITUDE
11000 FT

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



Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb 6.0% (ft/min)	456	608	911	1215	1519	1823

CHANGE: PDR.

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

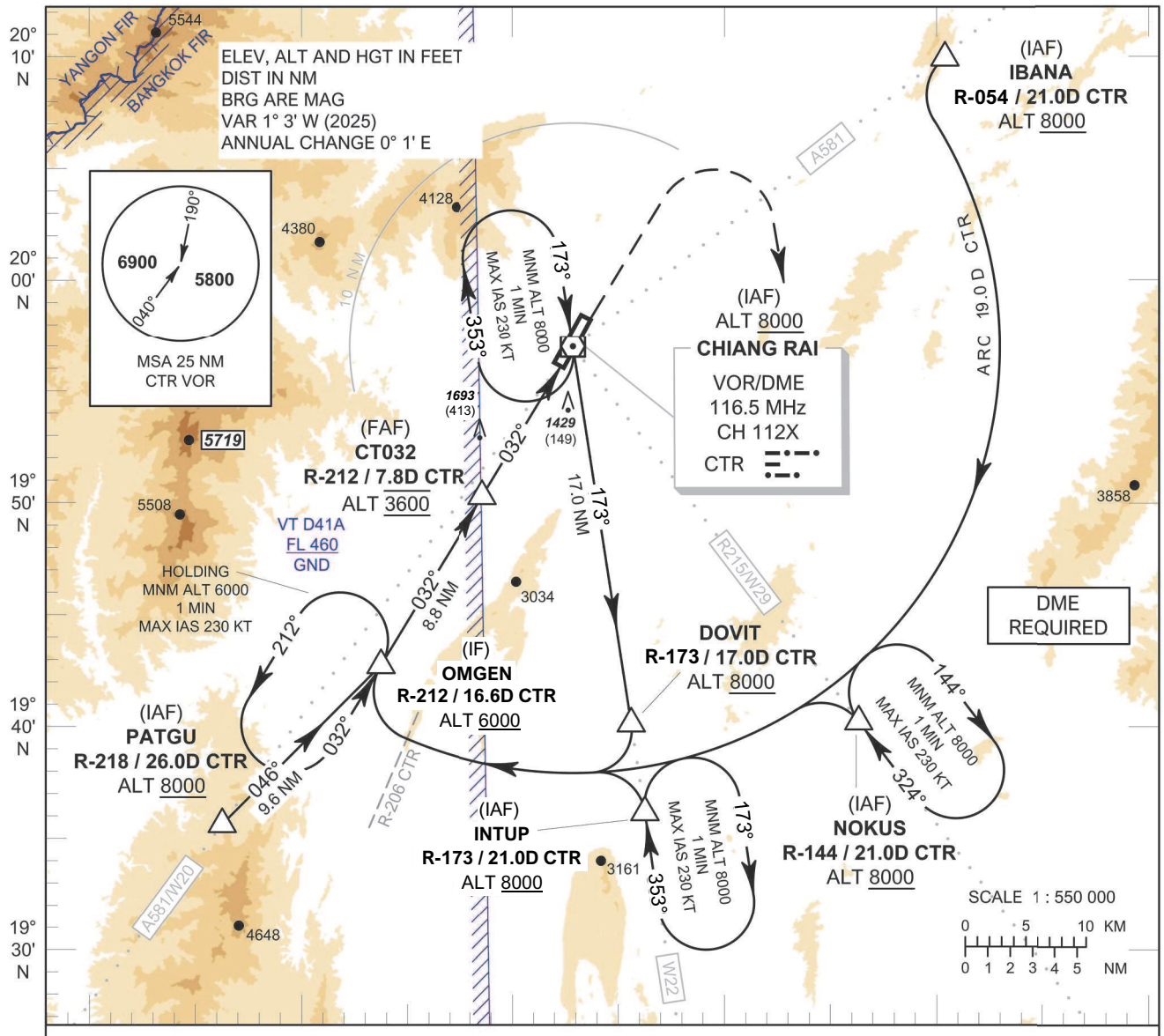
CHANGE: MAG VAR.

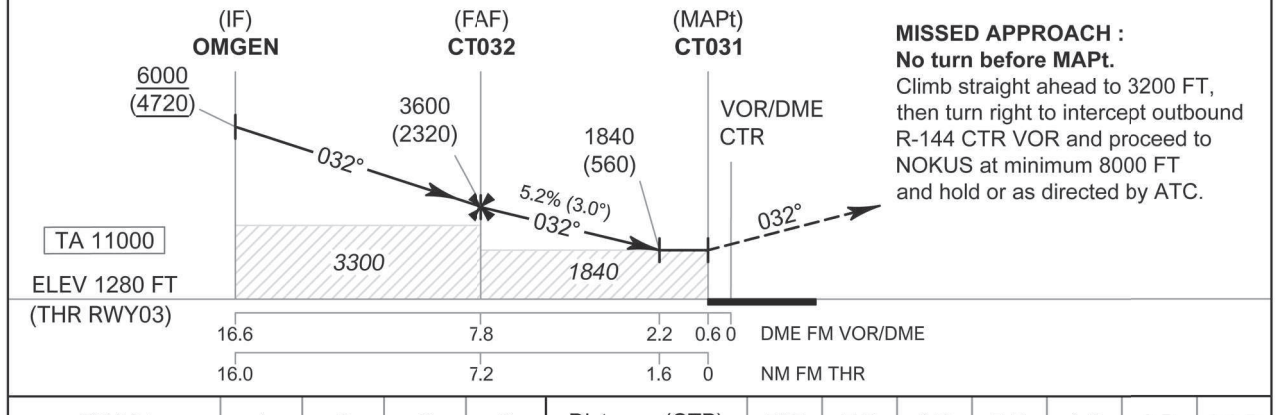
INSTRUMENT APPROACH CHART - ICAO

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





MISSED APPROACH :
No turn before MAPt.
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
Straight-in Approach	1840 (560)			
Circling (OCH AAL)	1900 (620)		3070 (1790)	

Distance (CTR)	FAF	7 D	6 D	5 D	4 D	3 D	2.2 D
Altitude (Height)	3600 (2320)	3350 (2070)	3035 (1755)	2720 (1440)	2405 (1125)	2090 (810)	1840 (560)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1280 FT
HEIGHTS RELATED TO 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.

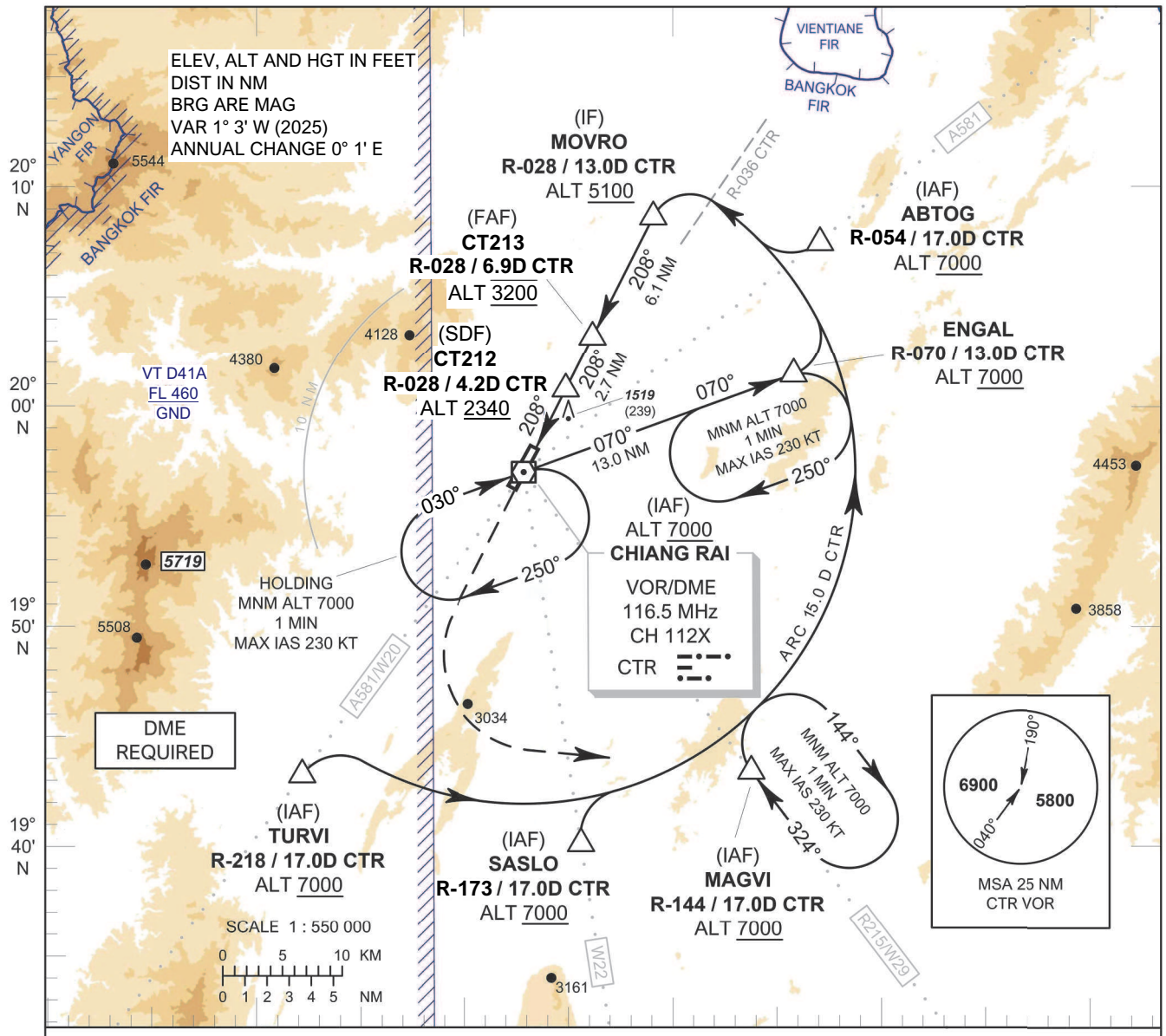
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1280 FT
HEIGHTS RELATED TO AERODROME ELEV

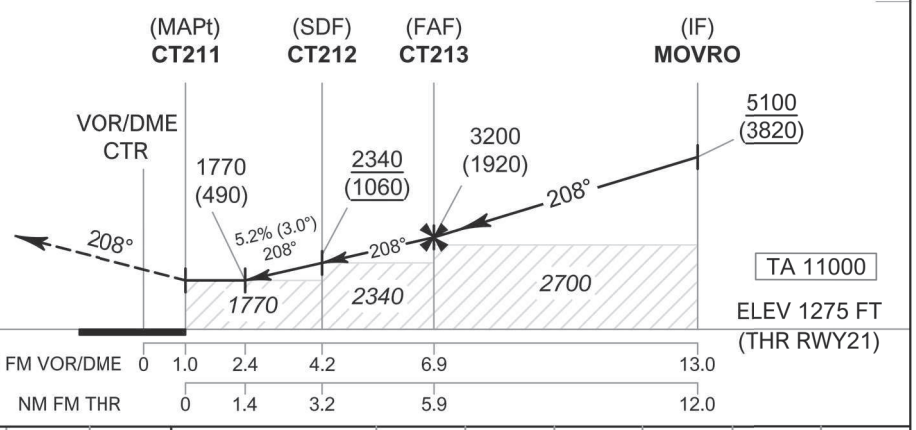
APP : 120.05 , 257.8
TWR : 118.4 , 236.6
ATIS : 127.85

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.



OCA/H	A	B	C	D
Straight-in Approach	1770 (490)			
Circling (OCH AAL)	1900 (620)		3070 (1790)	

Distance (CTR)	2.4 D	3 D	4 D	5 D	6 D	FAF
Altitude (Height)	1770 (490)	1960 (680)	2280 (1000)	2595 (1315)	2910 (1630)	3200 (1920)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

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.

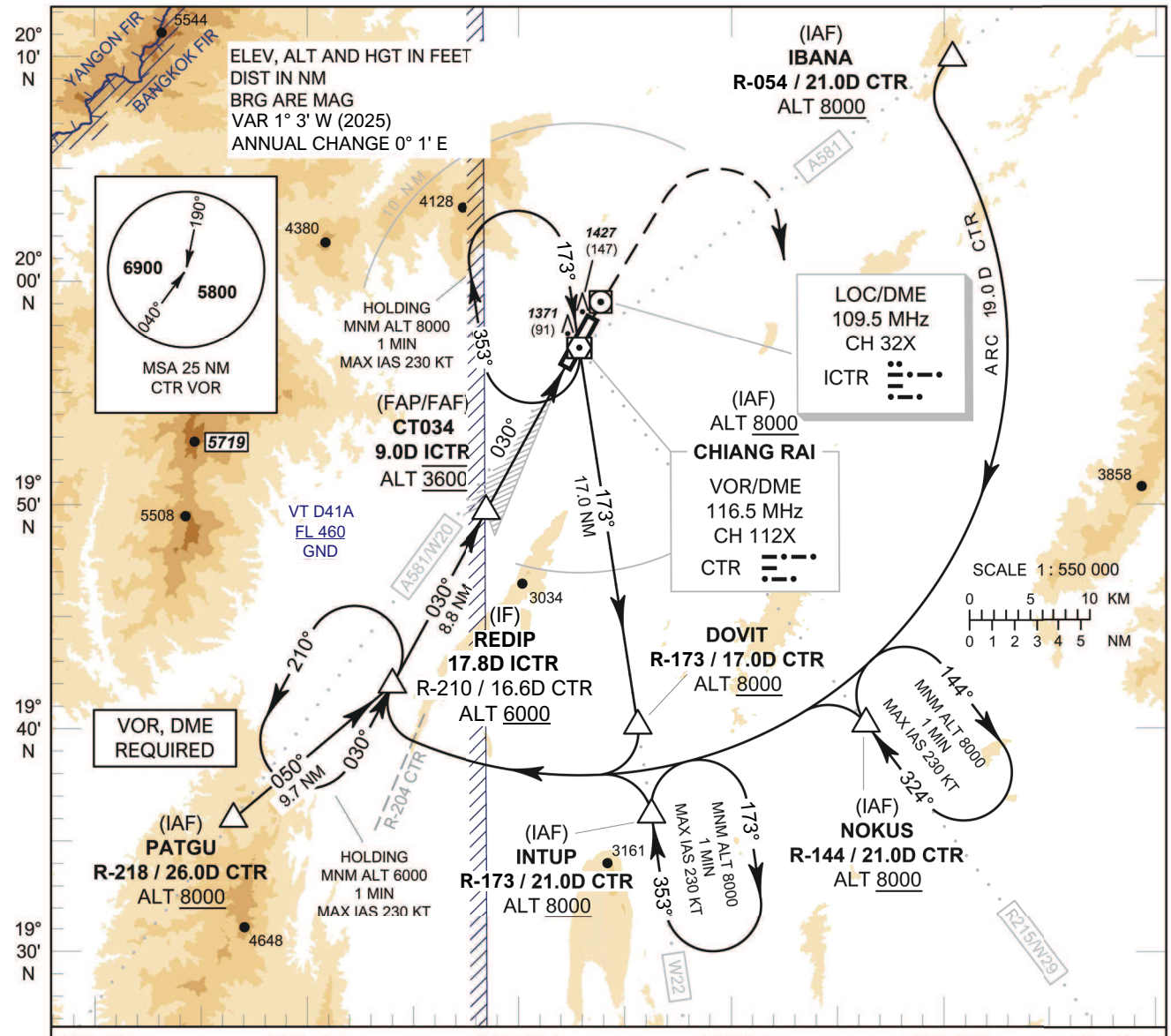
INSTRUMENT APPROACH CHART - ICAO

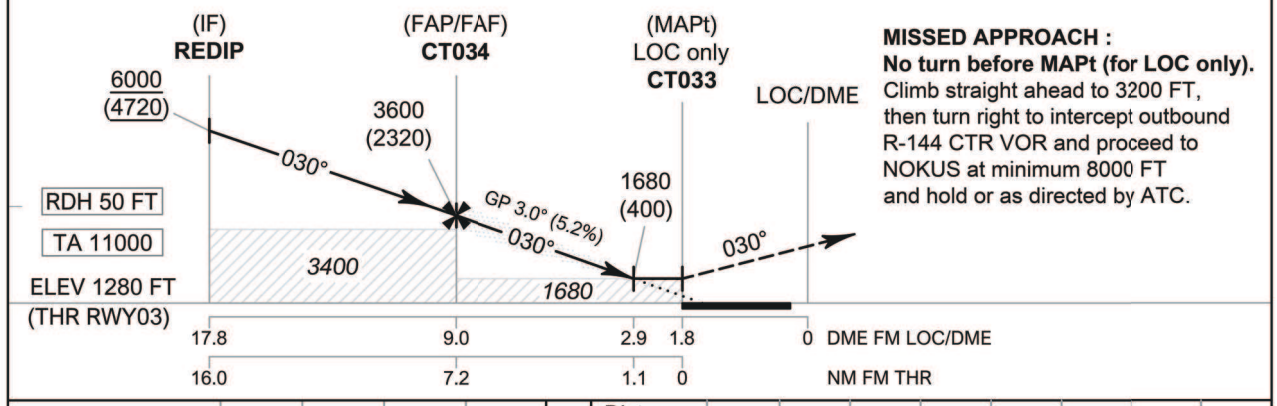
AERODROME ELEV 1280 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 1280 FT

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





OCA/H		A	B	C	D
Straight-in Approach	CAT I	1480 (200)			
LOC only		1680 (400)			
Circling (OCH AAL)		1900 (620)		3070 (1790)	

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

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1280 FT
HEIGHTS RELATED TO
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.

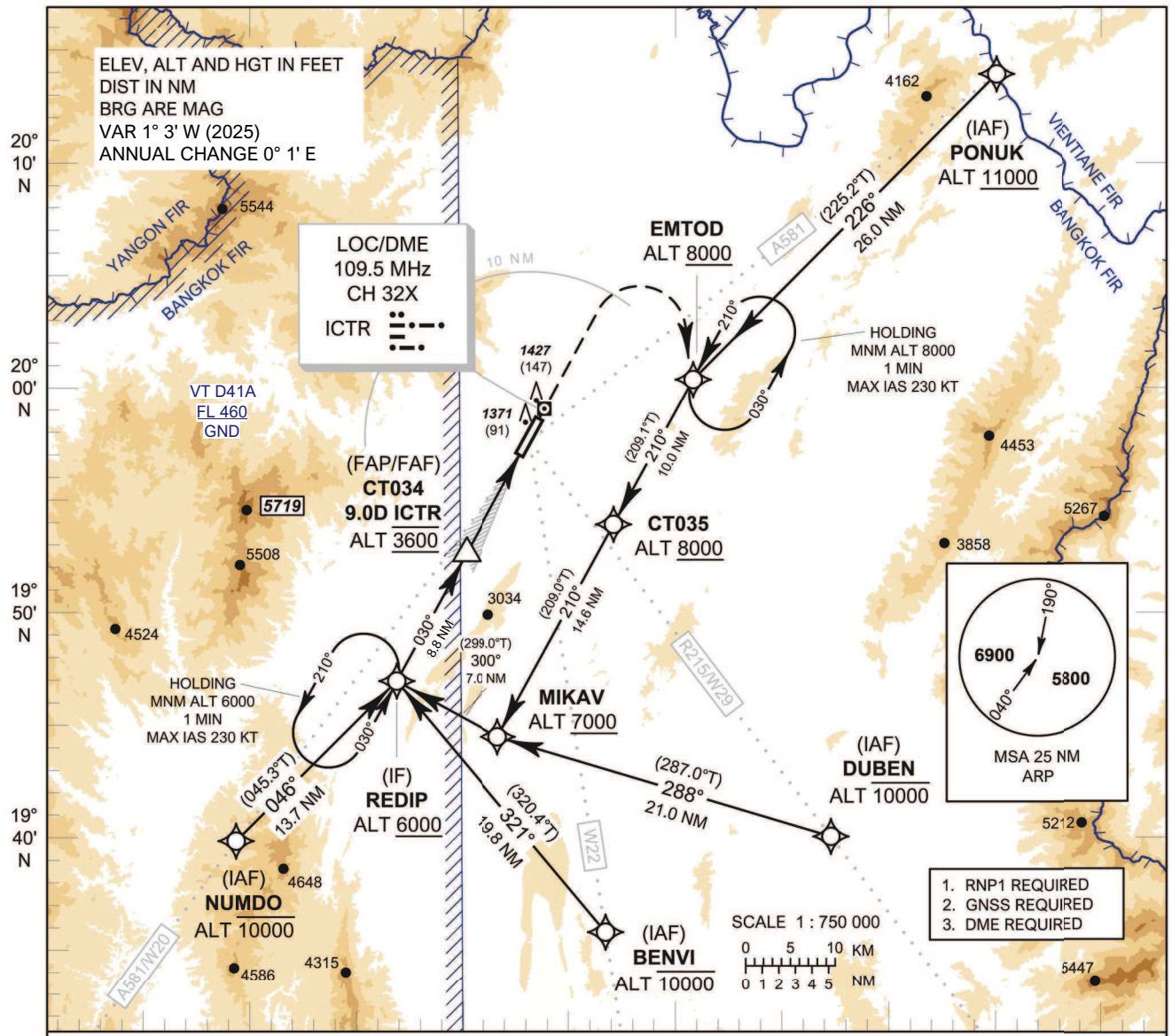
INSTRUMENT APPROACH CHART - ICAO

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
Straight-in Approach	CAT I	1800 (520)			
LOC only					
Circling (OCH AAL)		1900 (620)		3070 (1790)	

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 5.2%	ft/min	369	474	527	632	737	843

NOTE :
1. **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.
2. **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: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1280 FT
HEIGHTS RELATED TO
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.

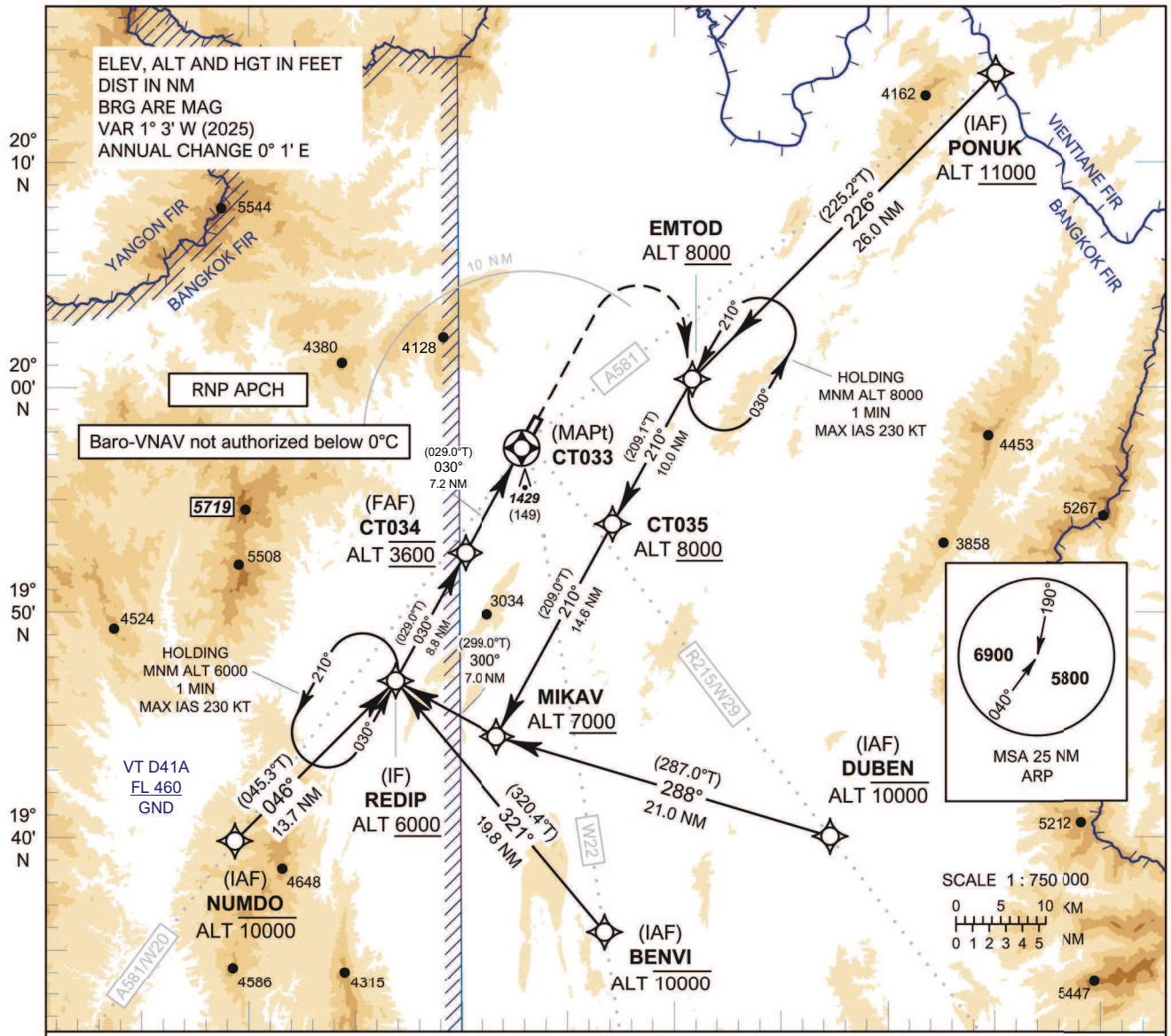
INSTRUMENT APPROACH CHART - ICAO

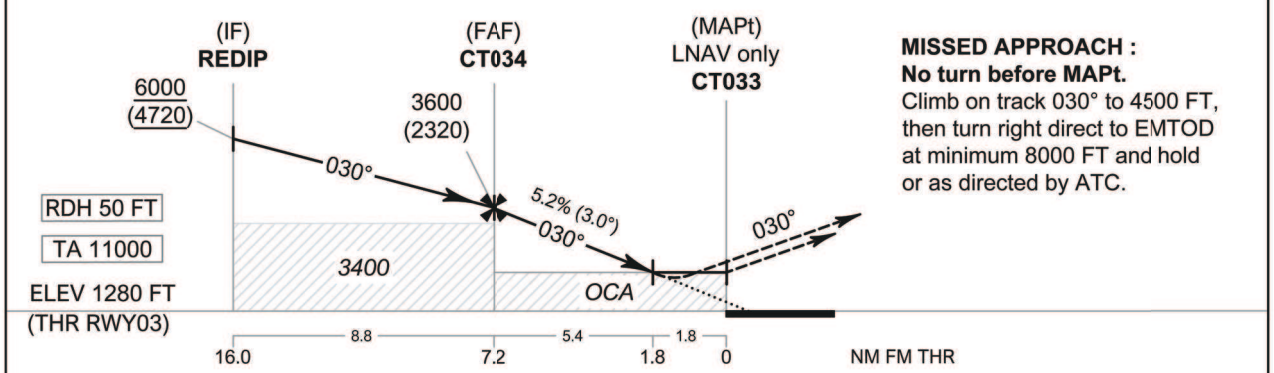
AERODROME ELEV 1280 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 1280 FT

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

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

RNP RWY03





OCA/H	A	B	C	D
LNAV / VNAV	1900 (620)			
LNAV				
Circling (OCH AAL)	1900 (620)		3070 (1790)	

NM to NEXT WPT	FAF	7 NM	6 NM	5 NM	4 NM	3 NM	2 NM	1.8 NM
Altitude (Height)	3600 (2320)	3540 (2260)	3225 (1945)	2910 (1630)	2595 (1315)	2280 (1000)	1960 (680)	1900 (620)
Ground Speed	knot	70	90	100	120	140	160	
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: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1280 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 1280 FT

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

CHANGE: MAG VAR.

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

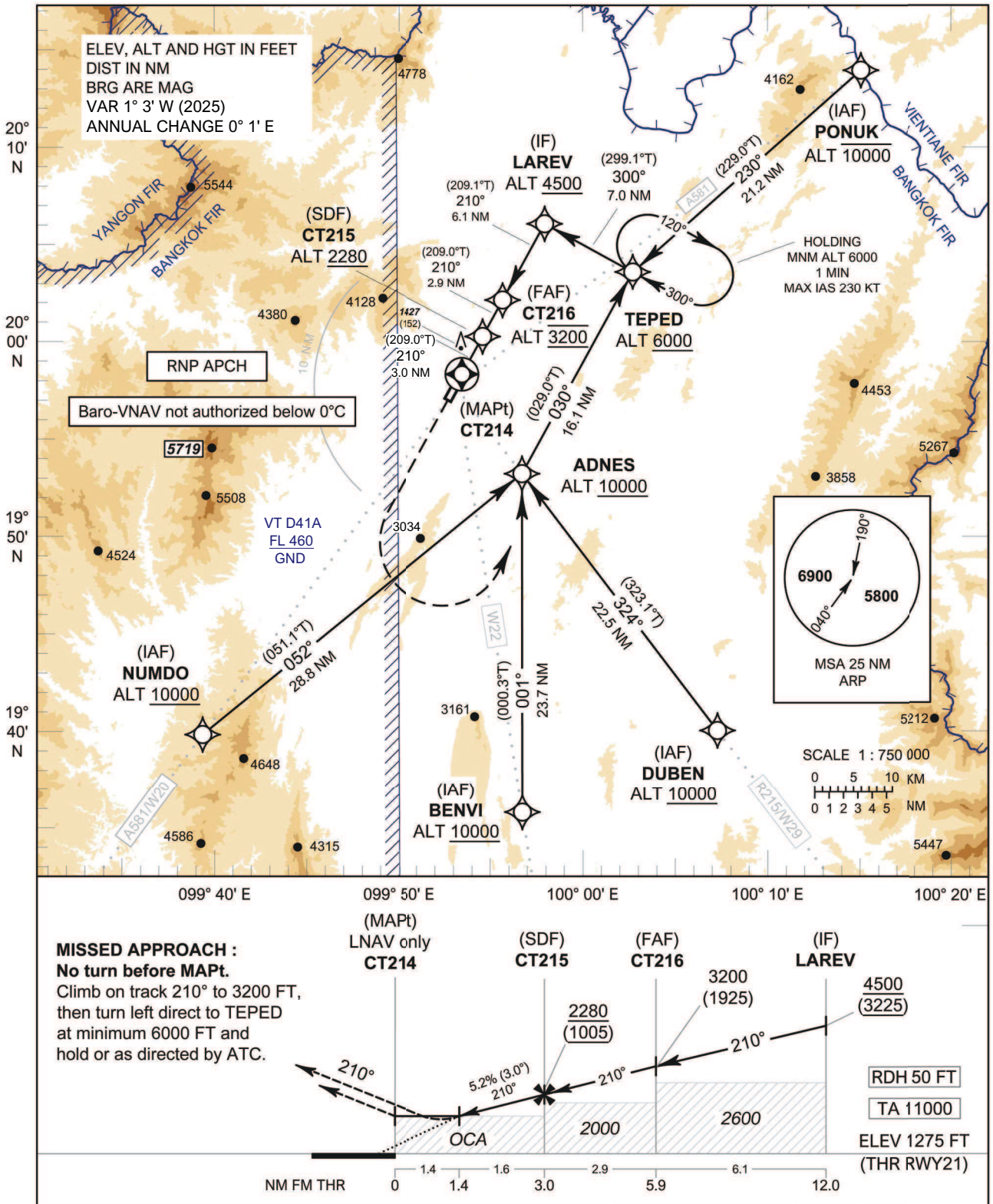
Waypoint Identifier	Coordinates
BENVI	19° 27' 06.52" N 099° 57' 41.02" E
CT033	19° 56' 25.74" N 099° 52' 33.61" E
CT034	19° 50' 06.49" N 099° 48' 51.27" E
CT035	19° 51' 48.57" N 099° 58' 20.63" E
DUBEN	19° 32' 49.42" N 100° 12' 06.83" E
EMTOD	20° 00' 35.03" N 100° 03' 29.95" E
MIKAV	19° 38' 58.56" N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

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



OCA/H	A	B	C	D
LNAV / VNAV	1600 (325)			
LNAV	1770 (475)			
Circling (OCH AAL)	1900 (620)		3070 (1790)	

NM to NEXT WPT		1.4 NM	2 NM	3 NM	4 NM	5 NM	FAF
Altitude (Height)		1770 (475)	1955 (680)	2275 (1000)	2590 (1315)	2905 (1630)	3200 (1925)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1280 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 1275 FT

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

TABULAR DESCRIPTION

RNP 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
010	IF	(IAF) PONUK	-	-	+1.0	-	-	-10000	-	-	RNP APCH
020	TF	TEPRD	-	230° (229.0°)	+1.0	21.2	R	+6000	-	-	RNP APCH
030	TF	(IF) LAREV	-	300° (299.1°)	+1.0	7.0	-	+4500	-	-	RNP APCH
010	IF	(IAF) NUMDO	-	-	+1.0	-	-	+10000	-	-	RNP APCH
020	TF	ADNES	-	052° (051.1°)	+1.0	28.8	L	+10000	-	-	RNP APCH
030	TF	TEPED	-	030° (029.0°)	+1.0	16.1	L	+6000	-	-	RNP APCH
040	TF	(IF) LAREV	-	300° (299.1°)	+1.0	7.0	-	+4500	-	-	RNP APCH
010	IF	(IAF) BENVI	-	-	+1.0	-	-	+10000	-	-	RNP APCH
020	TF	ADNES	-	001° (000.3°)	+1.0	23.7	R	+10000	-	-	RNP APCH
030	TF	TEPED	-	030° (029.0°)	+1.0	16.1	-	+6000	-	-	RNP APCH
040	TF	(IF) LAREV	-	300° (299.1°)	+1.0	7.0	-	+4500	-	-	RNP APCH
010	IF	(IAF) DUBEN	-	-	+1.0	-	-	+10000	-	-	RNP APCH
020	TF	ADNES	-	324° (323.1°)	+1.0	22.5	R	+10000	-	-	RNP APCH
030	TF	TEPED	-	030° (029.0°)	+1.0	16.1	L	+6000	-	-	RNP APCH
040	TF	(IF) LAREV	-	300° (299.1°)	+1.0	7.0	-	+4500	-	-	RNP APCH
010	IF	(IF) LAREV	-	-	+1.0		-	+4500	-	-	RNP APCH
020	TF	(FAF) CT216	-	210° (209.1°)	+1.0	6.1	-	@3200	-	-	RNP APCH
030	TF	(SDF) CT215	-	210° (209.0°)	+1.0	2.9	-	+2280	-	-	RNP APCH
040	TF	(MAPt@THR21) CT214	Y	210° (209.0°)	+1.0	3.0	-	@1325	-	-3.0/50	RNP APCH
050	CA	-	-	210° (209.0°)	+1.0	-	-	+3200	-	-	RNP APCH
060	DF	TEPED	-	-	+1.0	-	L	+6000	-	-	RNP APCH
070	HM	TEPED	Y	300° (299.1°)	+1.0	1 minute	R	+6000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY21

Waypoint Identifier	Coordinates
ADNES	19° 50' 52.39" N 099° 57' 47.65" E
BENVI	19° 27' 06.52" N 099° 57' 41.02" E
CT214	19° 57' 51.09" N 099° 53' 23.63" E
CT215	20° 00' 29.09" N 099° 54' 56.28" E
CT216	20° 03' 01.81" N 099° 56' 25.95" E
DUBEN	19° 32' 49.42" N 100° 12' 06.83" E
LAREV	20° 08' 22.99" N 099° 59' 34.73" E
NUMDO	19° 32' 43.43" N 099° 34' 01.89" E
PONUK	20° 18' 58.10" N 100° 23' 05.80" E
TEPED	20° 04' 58.14" N 100° 06' 04.80" E

CHANGE: MAG VAR.

VTSP AD 2.14 APPROACH AND RUNWAY LIGHTING

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

VTSP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTSP AD 2.16 HELICOPTER LANDING AREA

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

VTSP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centre on 080650N 0981825E
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phuket Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSP AD 2.18 ATS COMMUNICATION FACILITIES

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

VTSP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	PUT	116.9 MHz CH 116X	H24	080650.2N 0981825.1E	30 m (100 ft)	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal 40 NM at required altitudes in various area as follows: 1. Radial 360º-030º altitude should not below 5 500 ft. 2. Radial 031º-170º altitude should not below 9 000 ft. 3. Radial 171º-220º altitude should not below 7 000 ft. 4. Radial 221º-359º altitude should not below 3 000 ft.

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS CAT I LOC 27	IPKT	109.9 MHz	H24	080647.7N 0981819.6E		a) ILS with non-standard localizer alignment, offset 1.4° from runway centre line, coverage over a sector of 35° either side of course, no back course and voice feature, the antenna array is located 245 m from end of RWY 27 120 m from runway centre line. b) Front course 266 Mag. Width 4.4°. c) Glide Path angle 3.2°. d) Middle Marker (MM without compass locator) distance 804 m. from approach end of RWY 27. e) DME co-located with localizer f) Glide slope unusable starting at the middle marker (2.0 DME) to RWY THR. Glide slope shall not be used when DME out of service.
GP 27		333.8 MHz	H24	080647.2N 0981940.2E		
DME 27		CH 36X	H24	080647.7N 0981819.3E	0 m (0 ft)	
MM		75 MHz	H24	080654.9N 0982014.8E		

VTSP AD 2.20 LOCAL AERODROME REGULATIONS

1. SURFACE MOVEMENT PROCEDURE

1.1 Ground Movement

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

1.1.1 Manoeuvring on movement area :

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

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

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

2. USE OF RUNWAY

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

2.1 Departing aircraft

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

2.2 Arriving aircraft

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

3. START-UP PROCEDURE

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

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

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

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

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

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

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

VTBS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of ATC tower (134147N 1004458E), H24, Flashing White/ Green every 2 - 3 seconds IBN: NIL
2	LDI location and LGT Anemometer location and LGT	6 WDIs are lighted and installed at following locations: - 4 WDIs 300 m from THR 01, THR 19, THR 02R, THR 20L, 115 m off-set from RWY Centre Line. - 1 WDI 280 m from THR 02L, 120 m off-set from RWY Centre Line. - 1 WDI 300 m from THR 20R, 120 m off-set from RWY Centre Line. 6 Anemometers are lighted and installed at following locations: - 4 Anemometers 350 m from THR 01, THR 19, THR 02R, THR 20L. - 2 Anemometers 421 m from THR 02L, THR 20R.
3	TWY edge and centre line lighting	All Taxiways
4	Secondary power supply/switch-over time	Secondary power supply to all airfield lighting at AD Switch-over time: Lights Associated to Runway 0 sec (UPS) include - Approach Lights Systems - Runway Edge Lights - Runway Touchdown Zone Lights - Runway Centre Line Lights - Precision Approach Path Indicator Systems - Stop Bars - Runway Guard Lights - Runway End Lights - Runway Threshold Lights : Other lighting 15 sec
5	Remarks	NIL

VTBS AD 2.16 HELICOPTER LANDING AREA

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

VTBS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Suvarnabhumi Aerodrome Traffic Zone (ATZ) a circle, radius 5 NM centred on 134109N 1004456E (ARP)
2	Vertical limits	SFC to 2000 ft. MSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Suvarnabhumi Tower English, Thai
5	Transition altitude	11000 ft MSL
6	Remarks	See VTBS AD 2.20 section 1

VTBS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Bangkok Approach	122.35 MHz / 274.5 MHz 124.35 MHz / 274.5 MHz 125.2 MHz / 274.5 MHz 133.4 MHz / 274.5 MHz 119.1 MHz / 274.5 MHz 120.3 MHz / 274.5 MHz 125.8 MHz [2] 121.5 MHz [1] / 243.0 MHz [1]	H24	[1] Emergency frequency [2] Clearance delivery for aircraft departing to adjacent aerodromes and helicopters operating within BKK CTR [3] For RWY 01/19 [4] For RWY 02R/20L and RWY 02L/20R [5] Arrival ATIS [6] Departure ATIS
APP	Suvarnabhumi Departure	119.25 MHz / 274.5 MHz 121.5 MHz [1] / 243.0 MHz [1]	H24	
ARR	Suvarnabhumi Arrival	121.1 MHz / 274.5 MHz 126.3 MHz / 274.5 MHz 121.5 MHz [1] / 243.0MHz [1]	H24	
TWR	Suvarnabhumi Tower	118.2 MHz [3] / 262.5 MHz 119.0 MHz [4] 121.5 MHz [1] / 243.0 MHz [1]	H24	
SMC	Suvarnabhumi Ground	121.65 MHz / 275.8 MHz 121.7 MHz 121.75 MHz 121.95 MHz	H24	
CDC	Suvarnabhumi Delivery	128.7 MHz 133.8 MHz	H24	
ATIS	Suvarnabhumi Airport	133.6 MHz [5] / 278.6 MHz [5] / 127.65 MHz [6]	H24	D-ATIS Synthesis Voice Broadcast

VTBS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	SVB	111.4 MHz CH 51X	H24	133932.4N 1004353.2E	0 m (0 ft)	DVOR/DME restriction due to terrain surround DVOR/DME station, coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: – Radial 131°-150° altitude should not below 4 000 ft. – Radial 151°-250° altitude should not below 2 000 ft. – Radial 251°-130° altitude should not below 2 500 ft.
ILS CAT II LOC 02R		109.1 MHz	H24	134222.3N 1004437.8E	-	RWY02R ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 ft. AMSL.
DME 02R	I-SWS	CH 28X	H24	134221.5N 1004440.8E	0 m (0 ft)	
GP 02R		331.4 MHz	H24	134027.7N 1004403.6E	-	

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS CAT II LOC 20L		109.5 MHz	H24	134007.5N 1004402.3E	-	RWY 20L ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 ft. AMSL.
DME 20L	I-SWN	CH 32X	H24	134006.6N 1004405.3E	0 m (0 ft)	
GP 20L		332.6 MHz	H24	134203.9N 1004428.8E	-	
ILS CAT II LOC 01		110.1 MHz	H24	134139.3N 1004542.1E	-	RWY01 ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 ft. AMSL.
DME 01	I-SES	CH 38X	H24	134139.9N 1004539.1E	0 m (0 ft)	
GP 01		334.4 MHz	H24	133933.3N 1004513.1E	-	
ILS CAT II LOC 19		110.5 MHz CH 42X	H24	133914.9N 1004504.1E	-	RWY 19 ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 ft. AMSL.
DME 19	I-SEN	CH 42X	H24	133915.7N 1004501.2E	0 m (0 ft)	
GP 19		329.6 MHz	H24	134118.9N 1004540.9E	-	

VTBS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations

1.1 Suvarnabhumi Aerodrome Traffic Zone (ATZ) airspace is classified as class C.

1.2 IFR and only authorized VFR flights are permitted. All flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

1.3 To retain the defined value of runway capacity at Suvarnabhumi International Airport, and to provide efficient separation between aircraft for the safety of flight and orderly flow of air traffic, only aircraft category B or above with the minimum final approach speed of 110 KT. are permitted to use Suvarnabhumi International Airport. However, other aircraft may be authorized to operate within Suvarnabhumi ATZ if:

1.3.1 The aircraft is being used for or in connection with:

a) a search and rescue operation;
b) a medical emergency; or
c) a flight inspection of air navigation facilities.

1.3.2 The pilot of the aircraft has declared an in-flight emergency.

1.3.3 The aircraft constitutes VIP flight.

1.3.4 The aircraft is as may be determined by the appropriate authority.

1.4 The following school and training flights are not permitted:

a) school and training flights;
b) continuous take-off and landing exercises;
c) solo flight during basic flight training.

2. Provision of Aerodrome Air Traffic Services

2.1 Aerodrome control services are generally sectorized as follows:

2.1.1 Tower Control on frequency 118.2 MHz for the operations on the following areas:

a) Runway 01/19

2.1.2 Tower Control on frequency 119.0 MHz for the operations on the following areas:

a) Runway 02R/20L
b) Runway 02L/20R

Including:

c) Taxiway F, F1, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11, F12, F15
d) Taxiway W, Y, Z

2.1.3 Ground Control on frequency 121.65 MHz for operations on the following areas:

a) Aircraft parking stands:

A1, A2, A3, A4, A5, A6
B1, B2, B3, B4, B5, B6
C1, C3, C5, C7, C9
101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134
201, 202, 203

Including:

b) Taxiway B, B1, B2, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B13
c) Taxiway C, C1, C2, C3, C4, C5, C6, C7, C8, C9, C10
d) Taxiway G between taxiway C and taxiway H4
e) Taxiway H between taxiway C and taxiway H4
f) Taxiway H4
g) Aircraft stand taxilane T1, T2, T3, T4, T5, T6, T7

2.1.4 Ground Control on frequency 121.75 MHz for operations on the following areas:

a) Aircraft parking stands:

C2, C4, C6, C8, C10
D1, D2, D3, D4, D5, D6, D7, D8
E1, E3, E5, E7, E9
301, 302, 303, 304, 305, 306, 307, 308

Including:

b) Taxiway G between taxiway H1 and taxiway H4
c) Taxiway H between taxiway H1 and taxiway H4
d) Taxiway H, H2, H3, H5, H6
e) Aircraft stand taxilane T8, T9, T10, T11, T12

2.1.5 Ground Control on frequency 121.95 MHz for operations on the following areas:

a) Aircraft parking stands:

E2, E4, E6, E8, E10
F1, F2, F3, F4, F5, F6
G1, G2, G3, G4, G5
401, 402, 403
501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525

Including:

b) Taxiway D, D1, D2, D3, D4, D5, D6, D7, D8, D9, D10, D11
c) Taxiway E, E1, E2, E3, E5, E6, E7, E8, E9, E10, E12, E13, E15, E17, E19, E21
d) Taxiway G between taxiway D and taxiway H1
e) Taxiway H between taxiway D and taxiway H1
f) Taxiway H1
g) Aircraft stand taxilane T13, T14, T15, T16, T17

Species	Weight (kg)	Period
Little Egret (Egretta garzetta)	0.500 – 0.630	All year (mostly in July – October)
Red-wattled Lapwing (Vanellus indicus)	0.110 – 0.230	All year (mostly in July – October)
Cattle Egret (Bubulcus ibis)	0.300 – 0.400	All year (mostly in July – November)
Painted Stork (Mycteria leucocephala)	2.000 – 3.000	All year (mostly in October)
Oriental Pratincole (Glareola maldivarum)	0.070 – 0.095	All year (Mostly in March - October)

Remark: Bird concentrations chart is shown in page AD2-VTBS-9-13

2.1.2 There could be some activities to reduce birds and make the area unattractive for birds such as mowing the grass and other plants, removing aquatic weeds from drainage canals and using chemical substances to eliminate snails.

2.2 Grass mowing program

2.2.1 Grass mowing in the airside may take place daily during 0100-1000 UTC

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

- Grass areas outside the boundary of runways strip and the critical area.
- Grass areas outside the boundary of taxiways strip. For safety reason, the work will temporary stop when taxiing aircraft approaches.

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

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

VTBS AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTBS-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTBS-2-3
Aircraft Parking/Docking Chart - ICAO (Verso 1)	AD 2-VTBS-2-4
Aircraft Parking/Docking Chart - ICAO (Verso 2)	AD 2-VTBS-2-5
Aircraft Parking/Docking Chart - ICAO (Verso 3)	AD 2-VTBS-2-6
Aerodrome Obstacle Chart - ICAO - Type A - RWY 01/19	AD 2-VTBS-3-1
Aerodrome Obstacle Chart - ICAO - Type A - RWY 02R/20L	AD 2-VTBS-3-3
Aerodrome Obstacle Chart - ICAO - Type A - RWY 02L/20R	AD 2-VTBS-3-5
Precision Approach Terrain Chart - ICAO - RWY 01/19	AD 2-VTBS-3-7
Precision Approach Terrain Chart - ICAO - RWY 02R/20L	AD 2-VTBS-3-9
Precision Approach Terrain Chart - ICAO - RWY 02L/20R	AD 2-VTBS-3-11
Standard Departure Chart - Instrument (SID) - ICAO - 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
Standard Departure Chart - Instrument (SID) - ICAO – RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Verso)	AD 2-VTBS-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Radio communication failure table)	AD 2-VTBS-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description1)	AD 2-VTBS-6-4
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description2)	AD 2-VTBS-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description3)	AD 2-VTBS-6-6

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description4)	AD 2-VTBS-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description5)	AD 2-VTBS-6-8
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description6)	AD 2-VTBS-6-9
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description7)	AD 2-VTBS-6-10
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description8)	AD 2-VTBS-6-11
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description9)	AD 2-VTBS-6-12
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Waypoint list table)	AD 2-VTBS-6-13
Standard Departure Chart - Instrument (SID) - ICAO -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
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Verso)	AD 2-VTBS-6-16
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Radio communication failure table)	AD 2-VTBS-6-17
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description1)	AD 2-VTBS-6-18
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description2)	AD 2-VTBS-6-19
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description3)	AD 2-VTBS-6-20
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description4)	AD 2-VTBS-6-21
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description5)	AD 2-VTBS-6-22
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description6)	AD 2-VTBS-6-23
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description7)	AD 2-VTBS-6-24
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description8)	AD 2-VTBS-6-25
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description9)	AD 2-VTBS-6-26
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Waypoint list table)	AD 2-VTBS-6-27
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H	AD 2-VTBS-6-29

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Verso)	AD 2-VTBS-6-30
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Radio communication failure table)	AD 2-VTBS-6-31
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description1)	AD 2-VTBS-6-32
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description2)	AD 2-VTBS-6-33
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description3)	AD 2-VTBS-6-34
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description4)	AD 2-VTBS-6-35
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description5)	AD 2-VTBS-6-36
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description6)	AD 2-VTBS-6-37
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description7)	AD 2-VTBS-6-38
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description8)	AD 2-VTBS-6-39
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Waypoint list table)	AD 2-VTBS-6-40
Standard Departure Chart - Instrument (SID) - ICAO - 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
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Verso)	AD 2-VTBS-6-42
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Radio communication failure table)	AD 2-VTBS-6-43
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description1)	AD 2-VTBS-6-44
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description2)	AD 2-VTBS-6-45
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description3)	AD 2-VTBS-6-46
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description4)	AD 2-VTBS-6-47
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description5)	AD 2-VTBS-6-48
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description6)	AD 2-VTBS-6-49
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description7)	AD 2-VTBS-6-50

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description8)	AD 2-VTBS-6-51
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description9)	AD 2-VTBS-6-52
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description10)	AD 2-VTBS-6-53
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Waypoint list table)	AD 2-VTBS-6-54
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G	AD 2-VTBS-6-55
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Verso)	AD 2-VTBS-6-56
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Radio communication failure table)	AD 2-VTBS-6-57
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description1)	AD 2-VTBS-6-58
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description2)	AD 2-VTBS-6-59
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description3)	AD 2-VTBS-6-60
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description4)	AD 2-VTBS-6-61
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description5)	AD 2-VTBS-6-62
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description6)	AD 2-VTBS-6-63
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description7)	AD 2-VTBS-6-64
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description8)	AD 2-VTBS-6-65
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Waypoint list table)	AD 2-VTBS-6-66
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E	AD 2-VTBS-6-67
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Verso)	AD 2-VTBS-6-68
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Radio communication failure table)	AD 2-VTBS-6-69
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 1)	AD 2-VTBS-6-70
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 2)	AD 2-VTBS-6-71

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

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

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

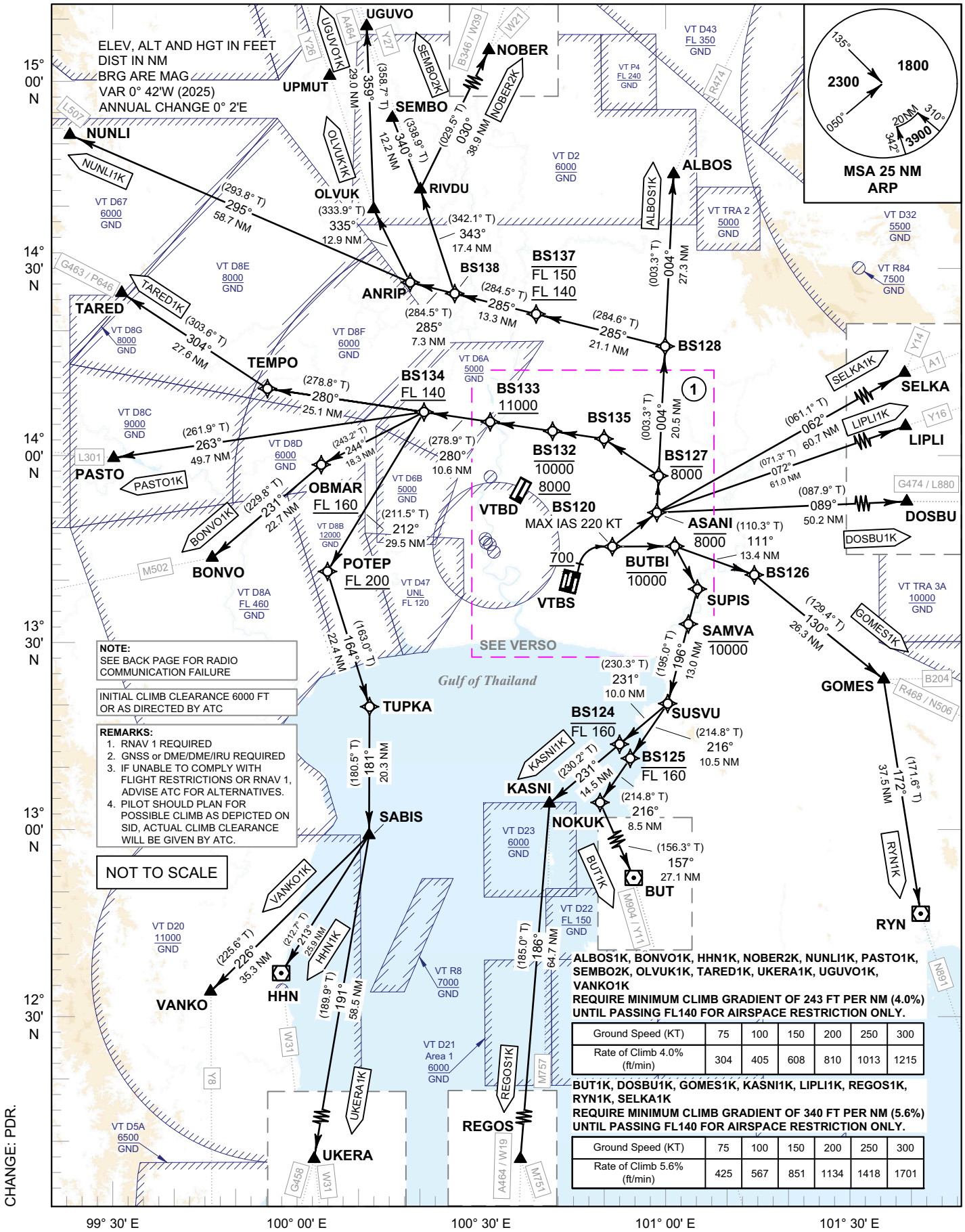
TRANSITION ALTITUDE
11000 FT

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

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

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

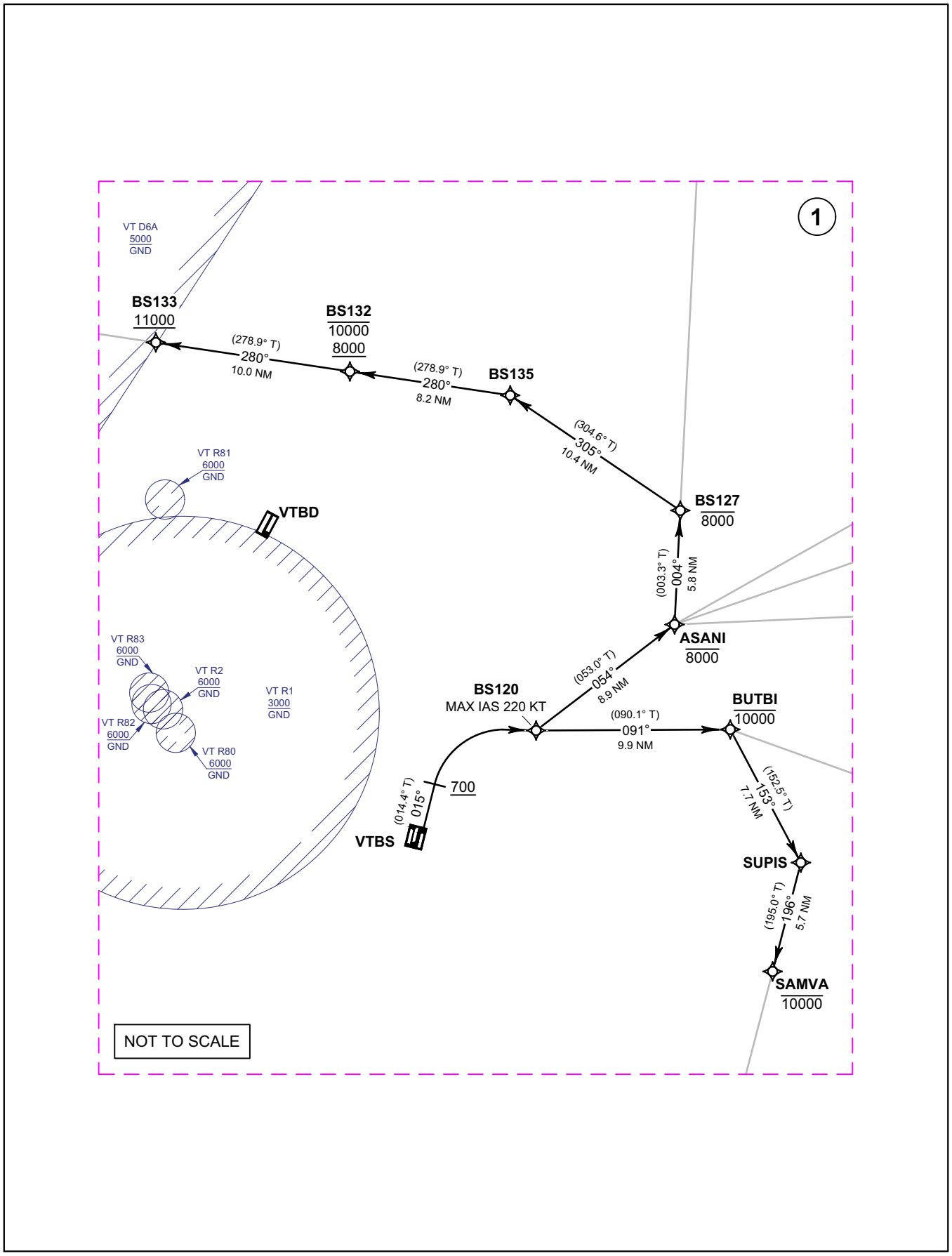
ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K



CHANGE: PDR.

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.

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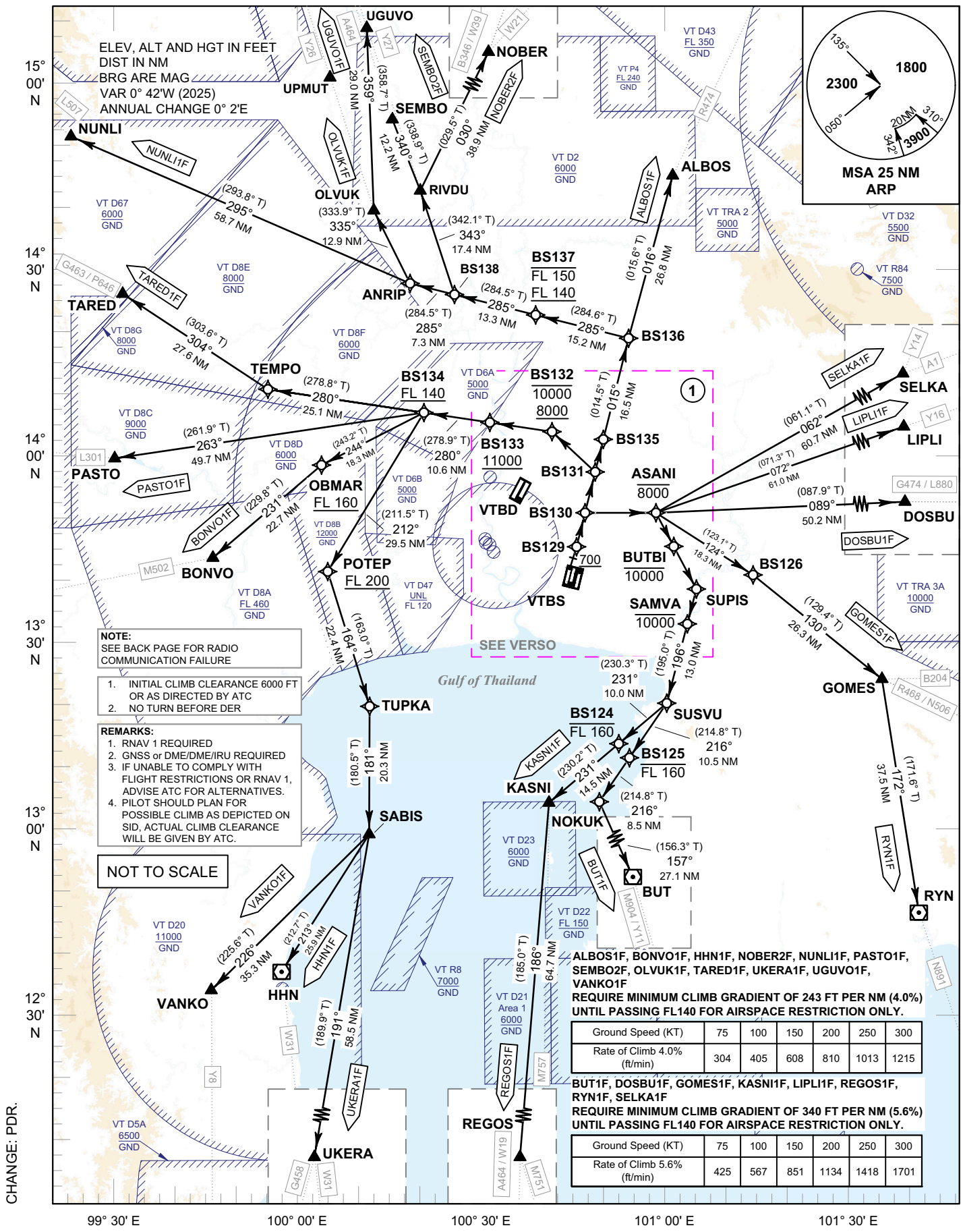
	: 133.4 , 274.5
	: 122.35 , 274.5
	: 124.35 , 274.5
	: 125.2 , 274.5
ARR	: 121.1 , 274.5
	: 126.3 , 274.5
TWR	: 118.2 , 262.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

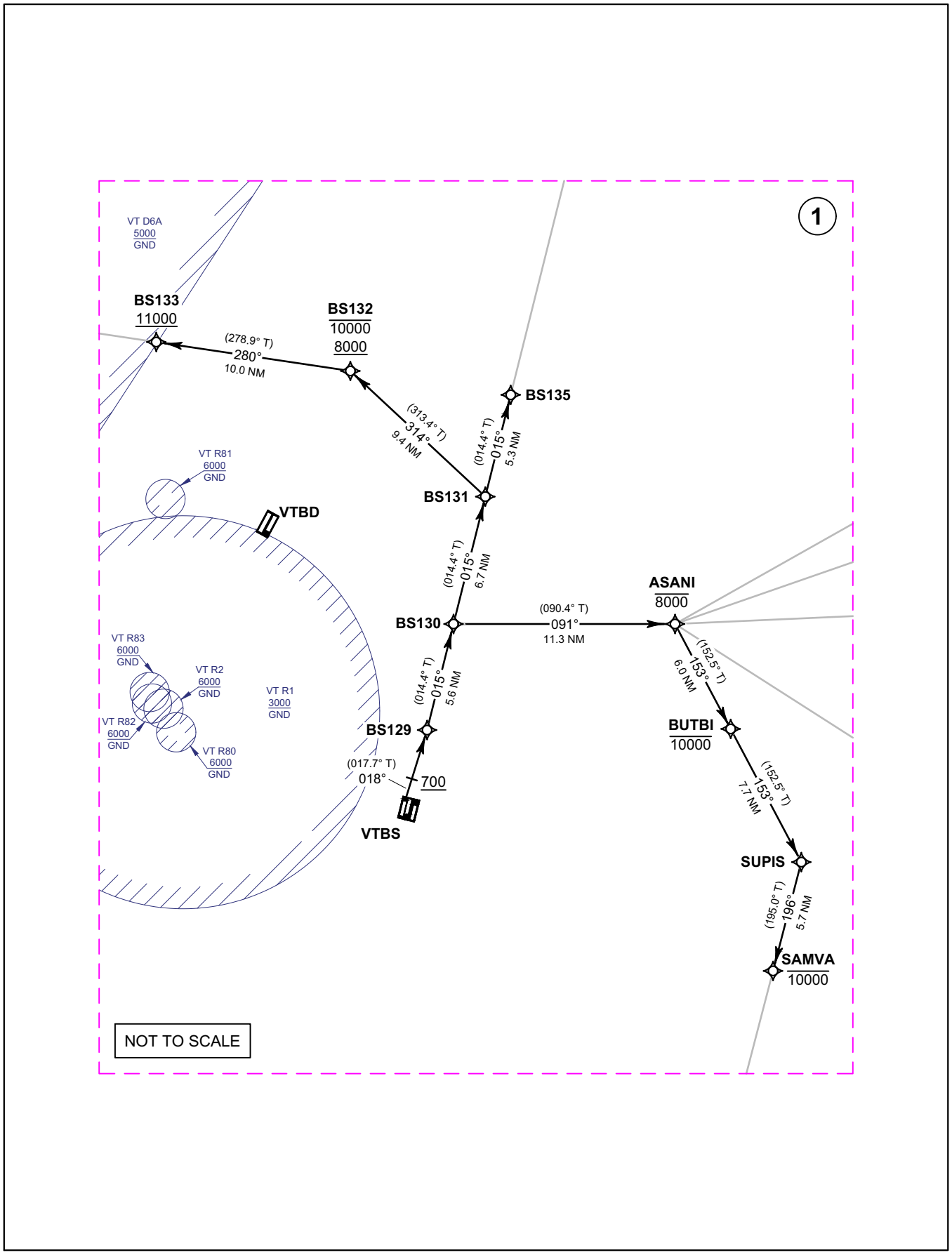
ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F



CHANGE: PDR.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SPEED RESTRICTION
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	: 133.4 , 274.5
	: 122.35 , 274.5
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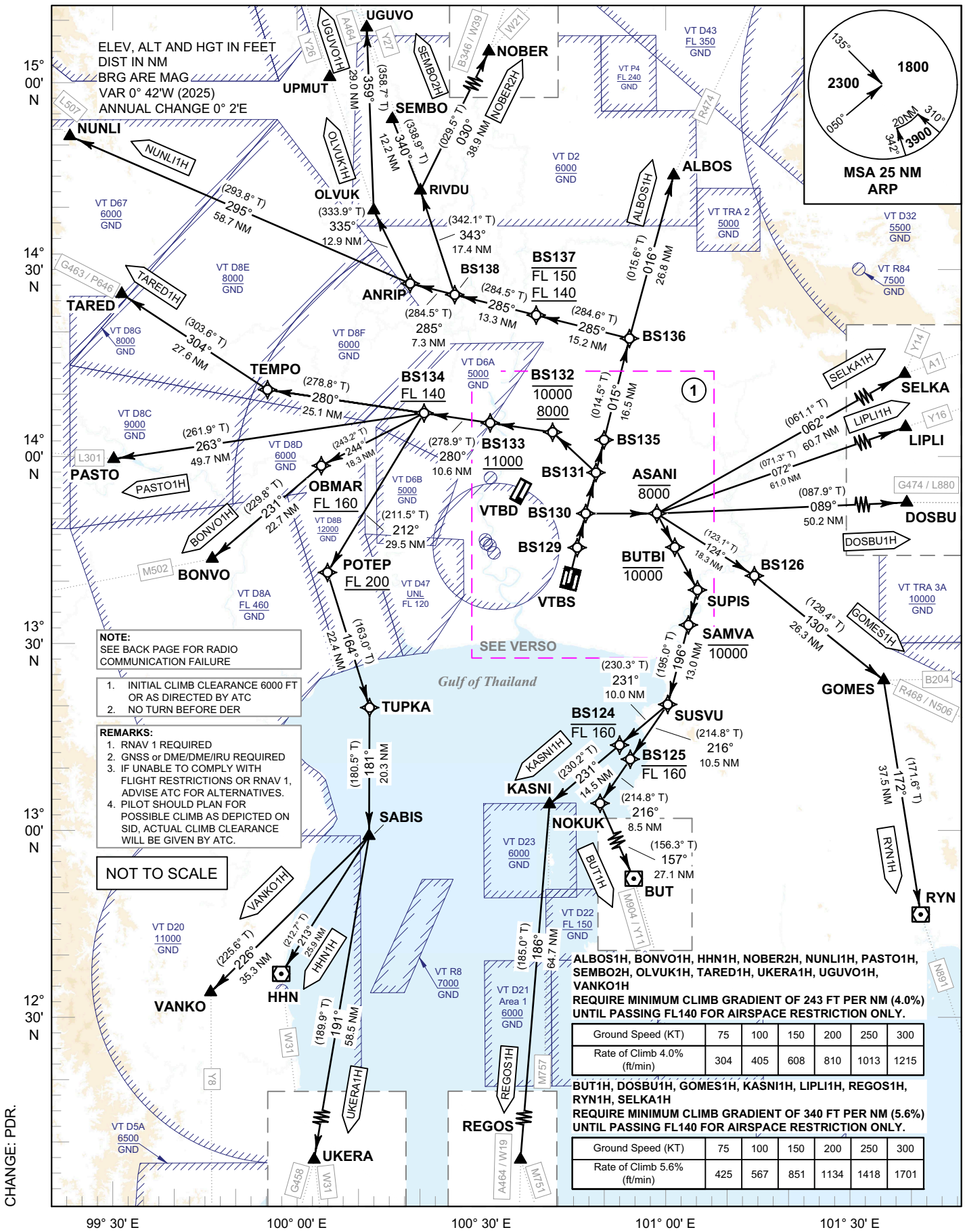
	: 125.2 , 274.5
ARR	: 121.1 , 274.5
	: 126.3 , 274.5
TWR	: 118.2 , 262.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

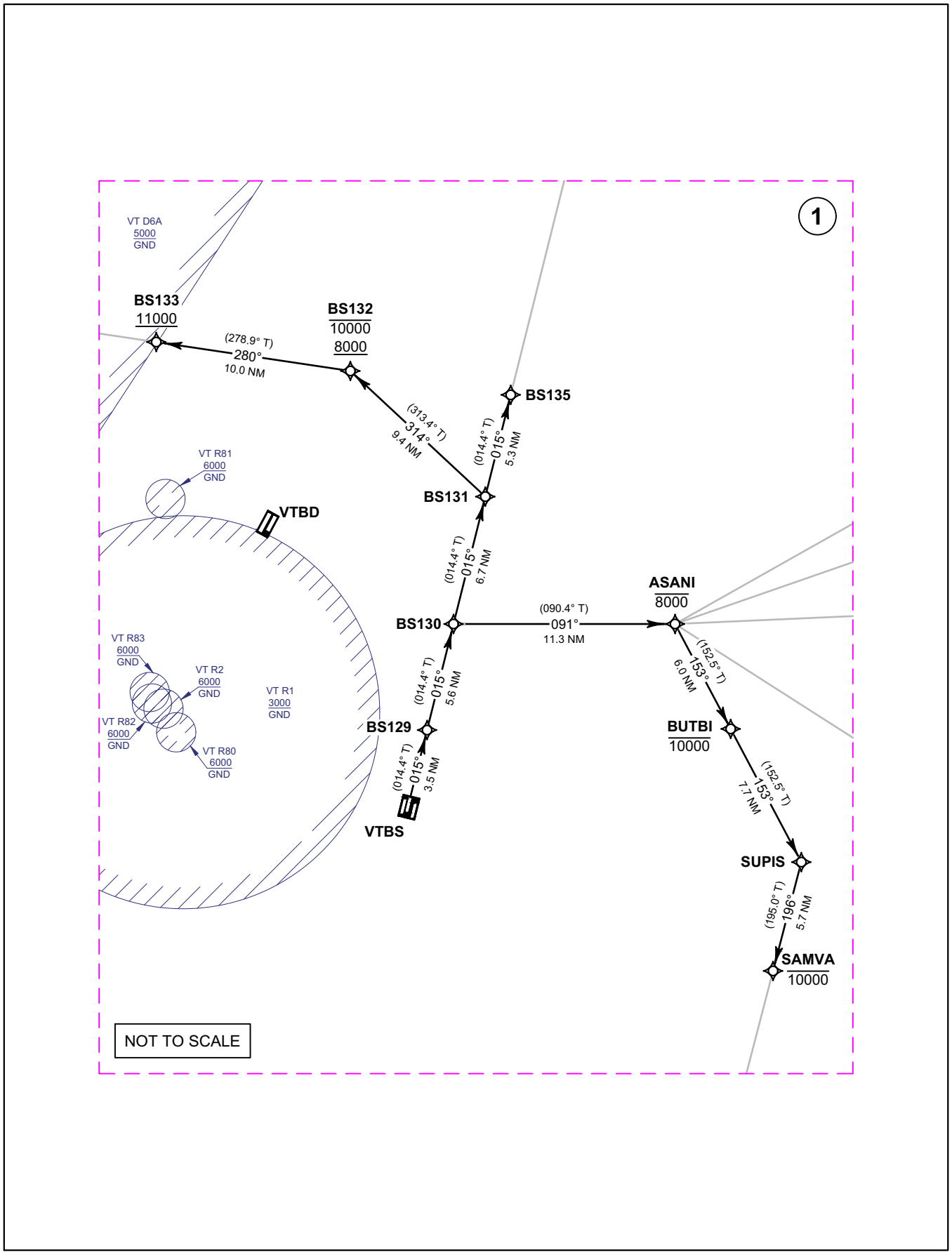
ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER2H NUNLI1H OLVUK1H PASTO1H
REGOS1H RYN1H SELKA1H SEMBO2H
TARED1H UKERA1H UGUVO1H VANKO1H



CHANGE: PDR.

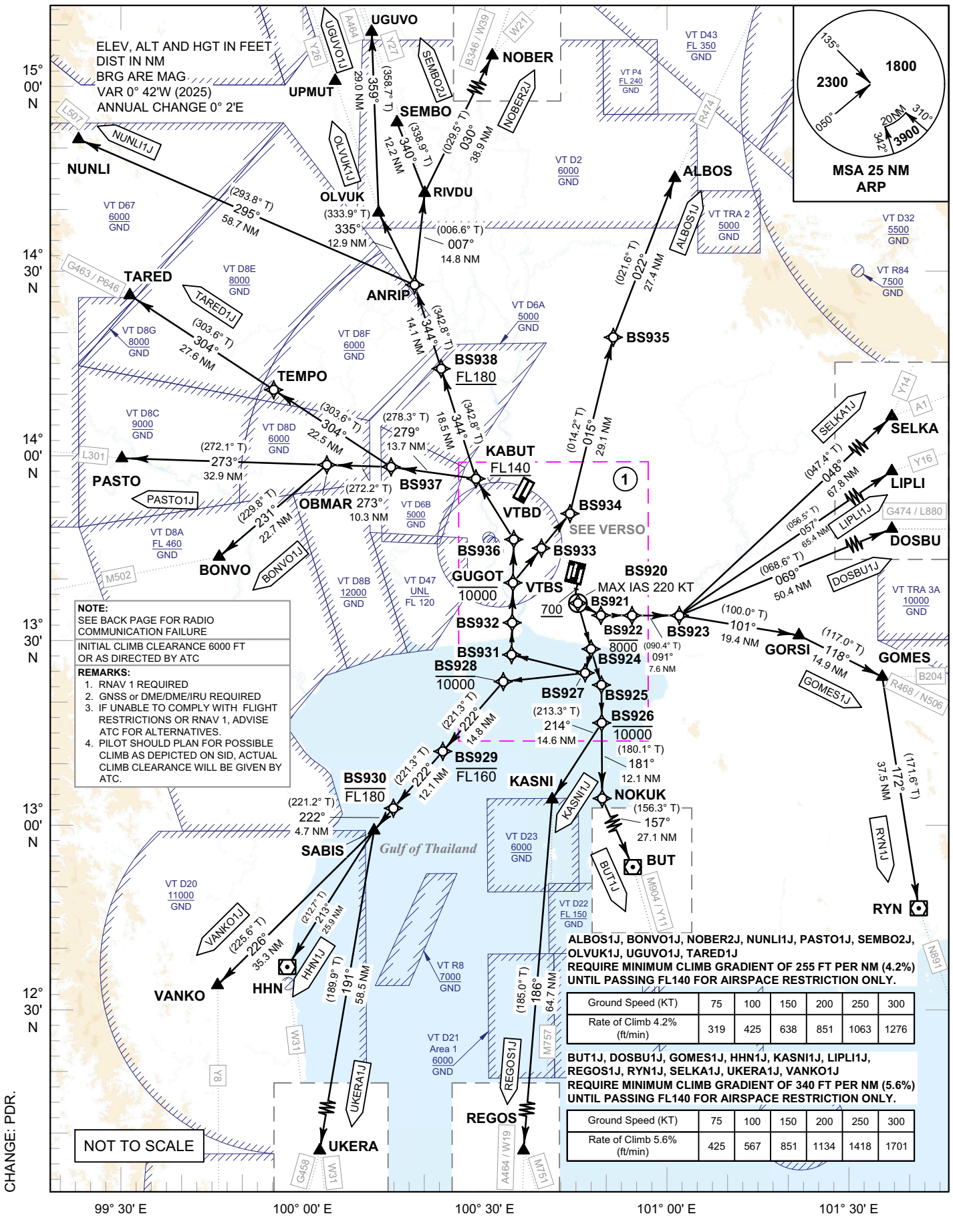
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 11000 FT
SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

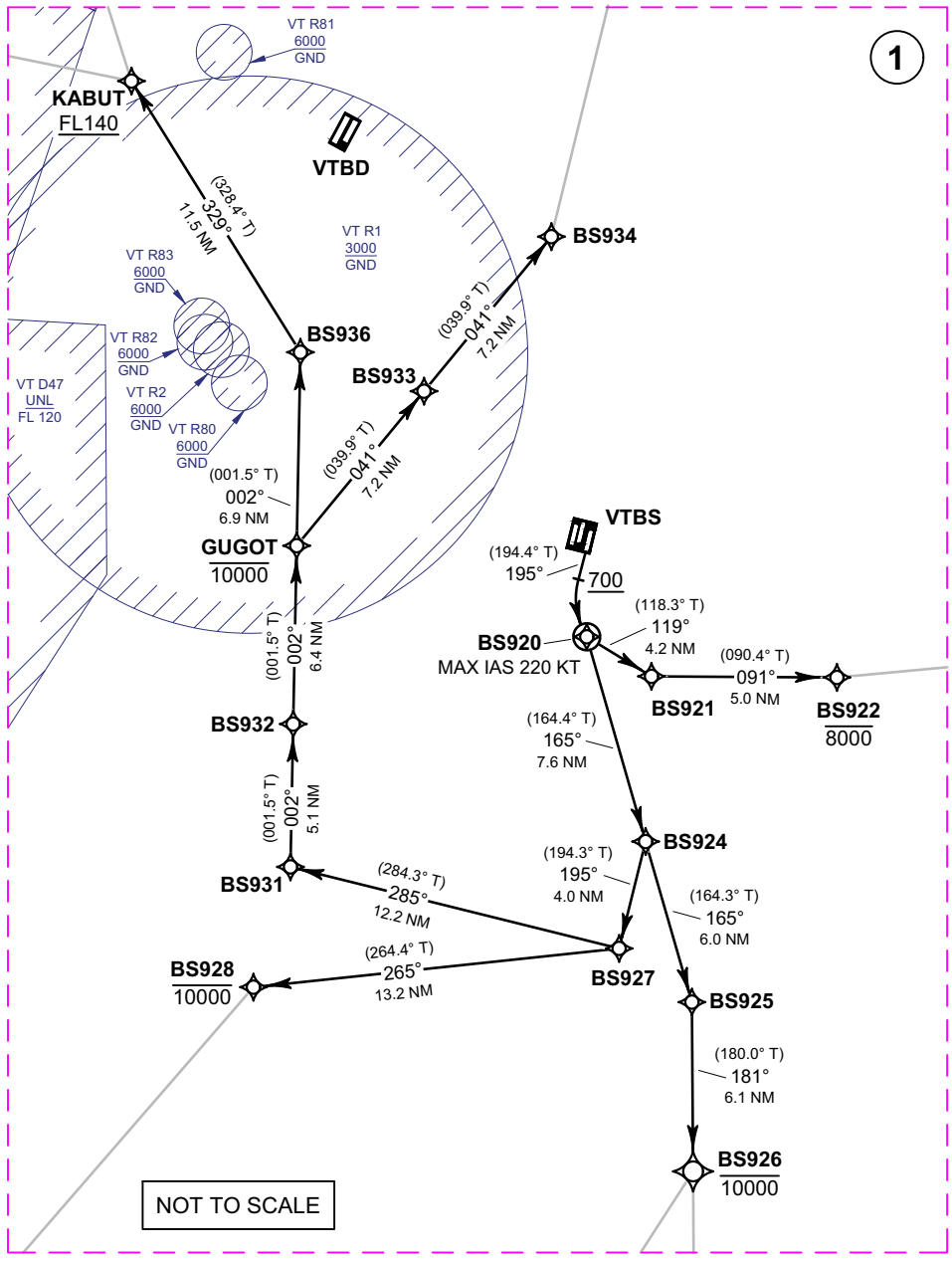
ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J



CHANGE: PDR.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

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

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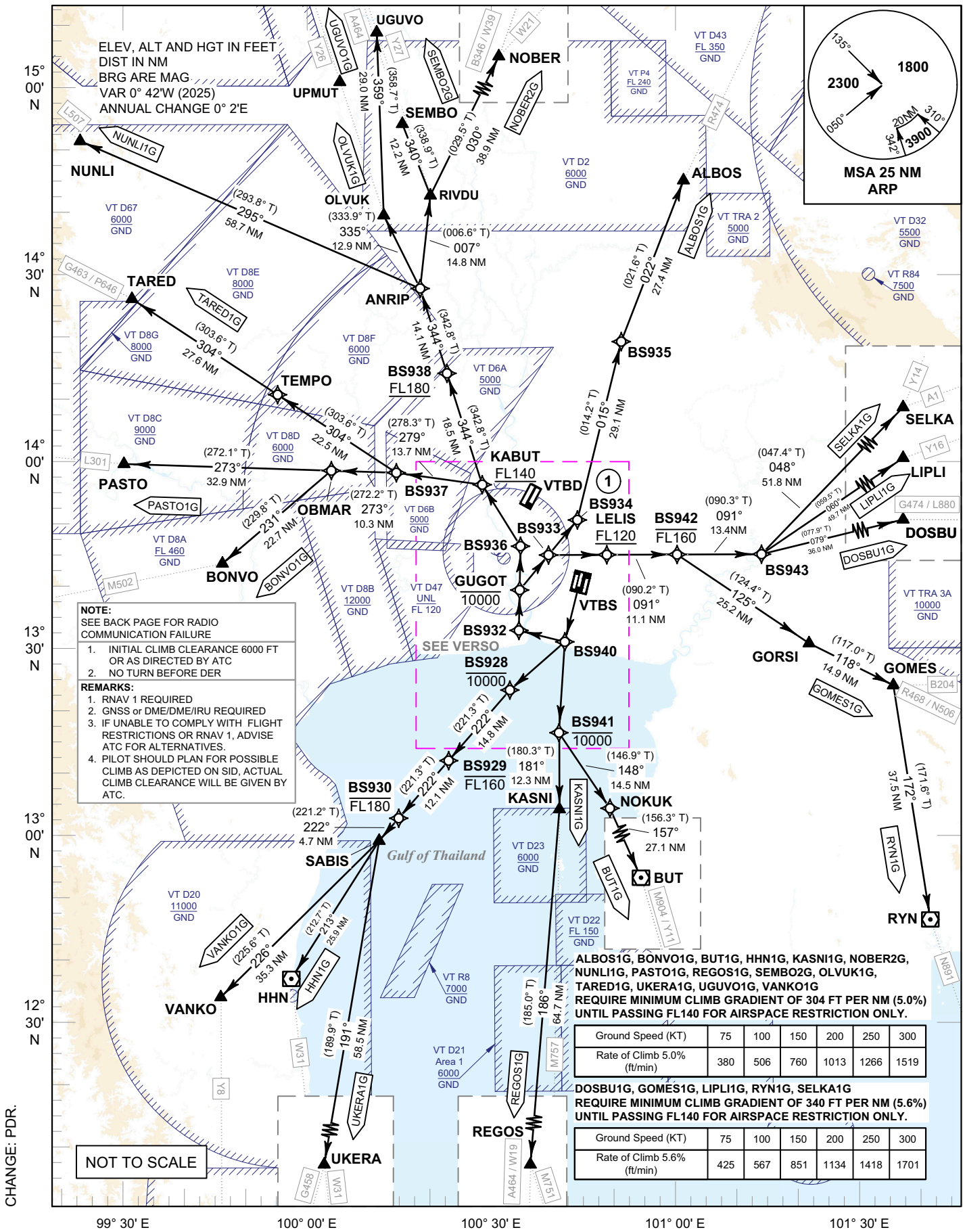
	:	133.4 , 274.5
	:	122.35 , 274.5
	:	124.35 , 274.5
	:	125.2 , 274.5
ARR	:	121.1 , 274.5
	:	126.3 , 274.5
TWR	:	118.2 , 262.5
	:	119.0
DEP ATIS	:	127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

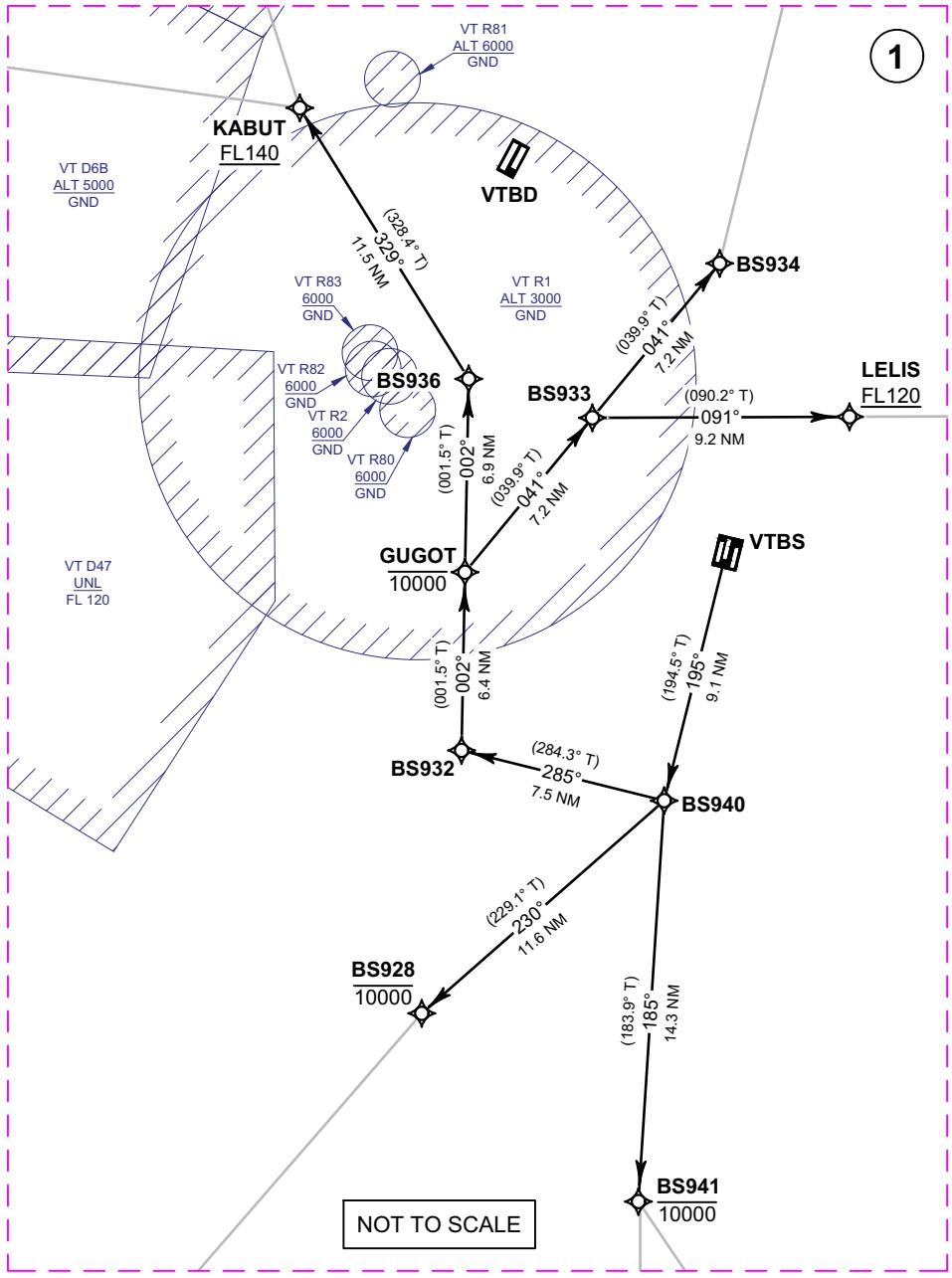
ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G
GOMES1G HHN1G KASNI1G LIPLI1G
NOBER2G NUNLI1G OLVUK1G PASTO1G
REGOS1G RYN1G SELKA1G SEMBO2G
TARED1G UKERA1G UGUVO1G VANKO1G



CHANGE: PDR.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SPEED RESTRICTION
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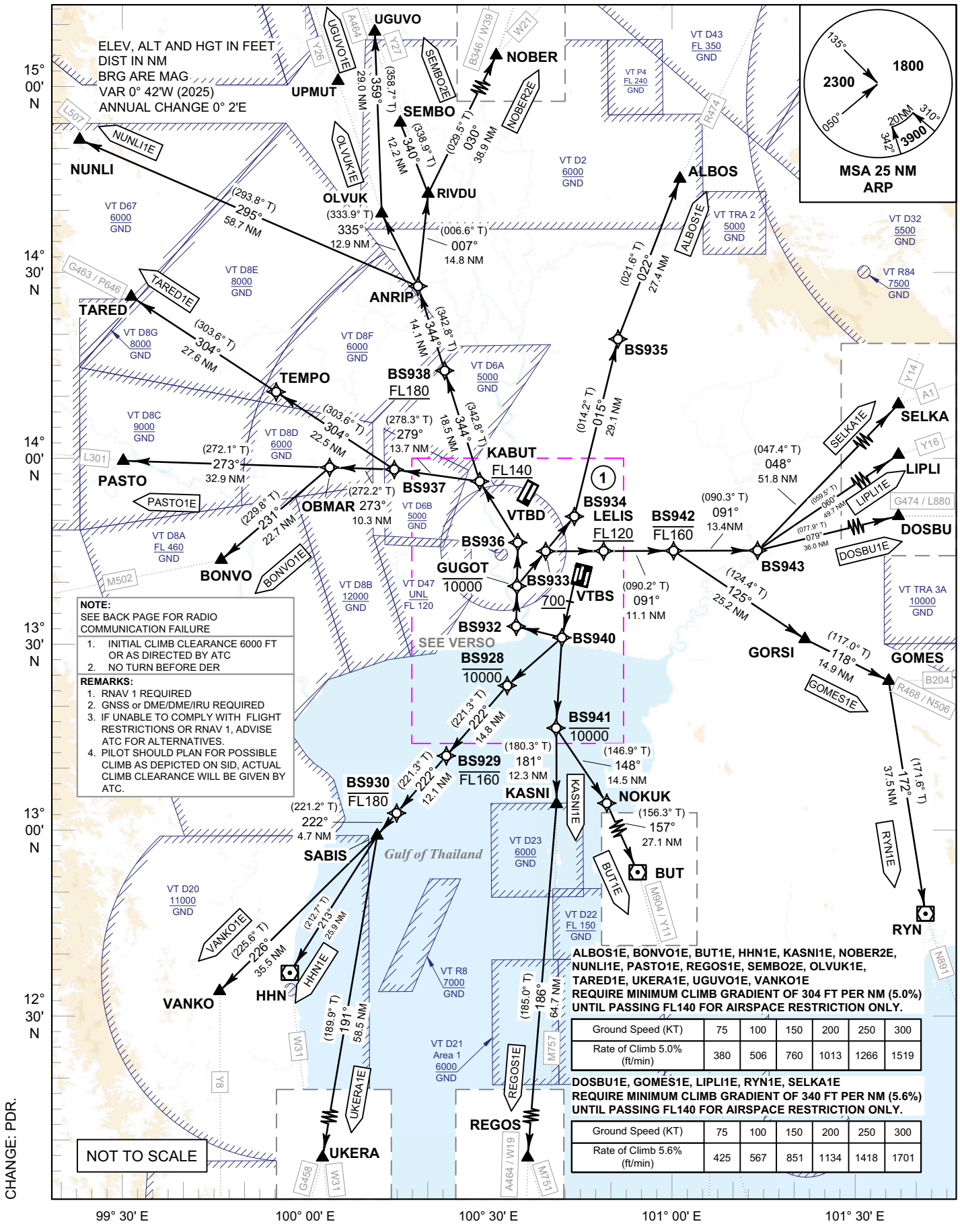
	: 133.4 , 274.5
	: 122.35 , 274.5
	: 124.35 , 274.5
	: 125.2 , 274.5
ARR	: 121.1 , 274.5
	: 126.3 , 274.5
TWR	: 118.2 , 262.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

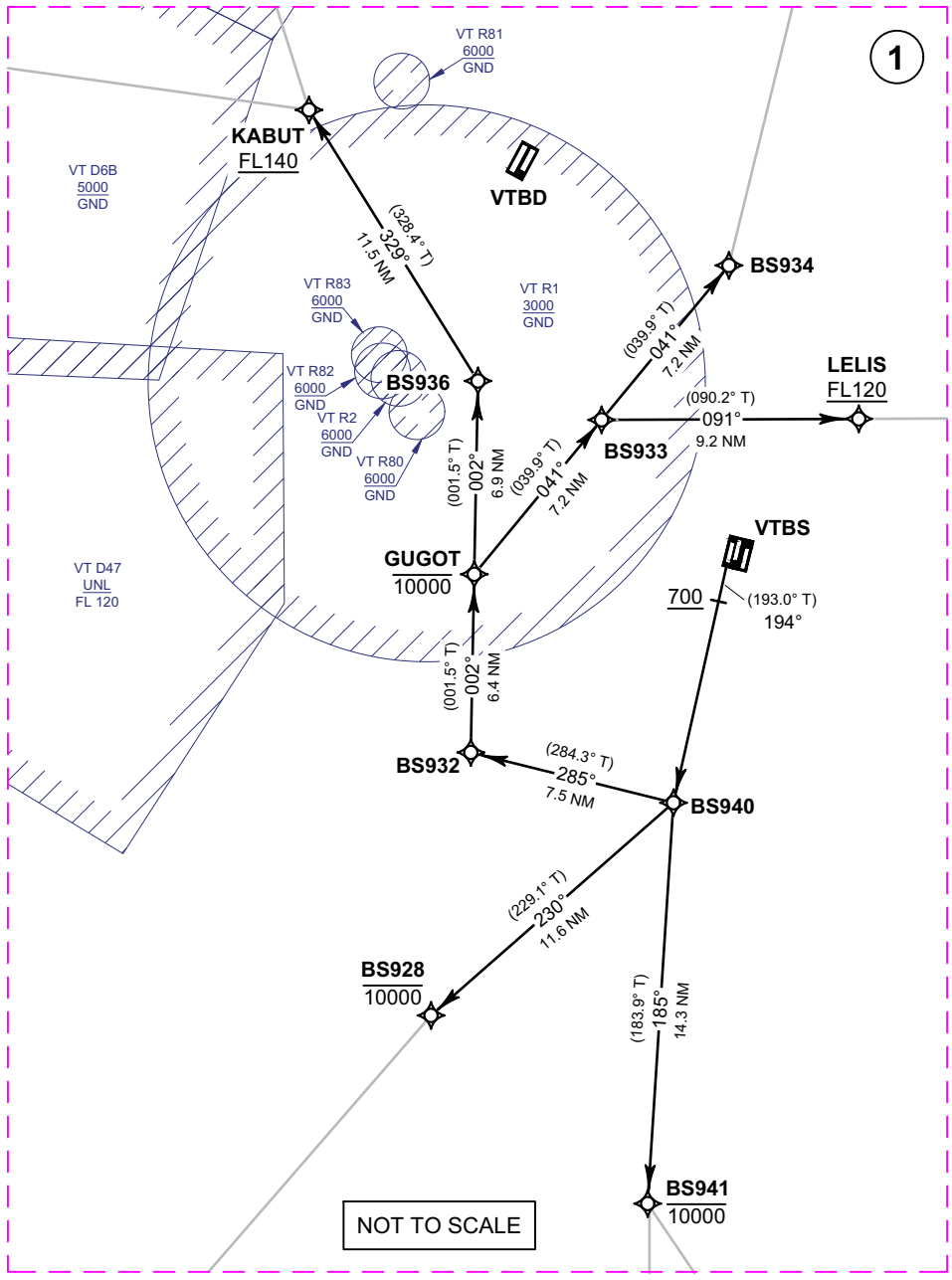
ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER2E NUNLI1E OLVUK1E PASTO1E
REGOS1E RYN1E SELKA1E SEMBO2E
TARED1E UKERA1E UGUVO1E VANKO1E



CHANGE: PDR.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

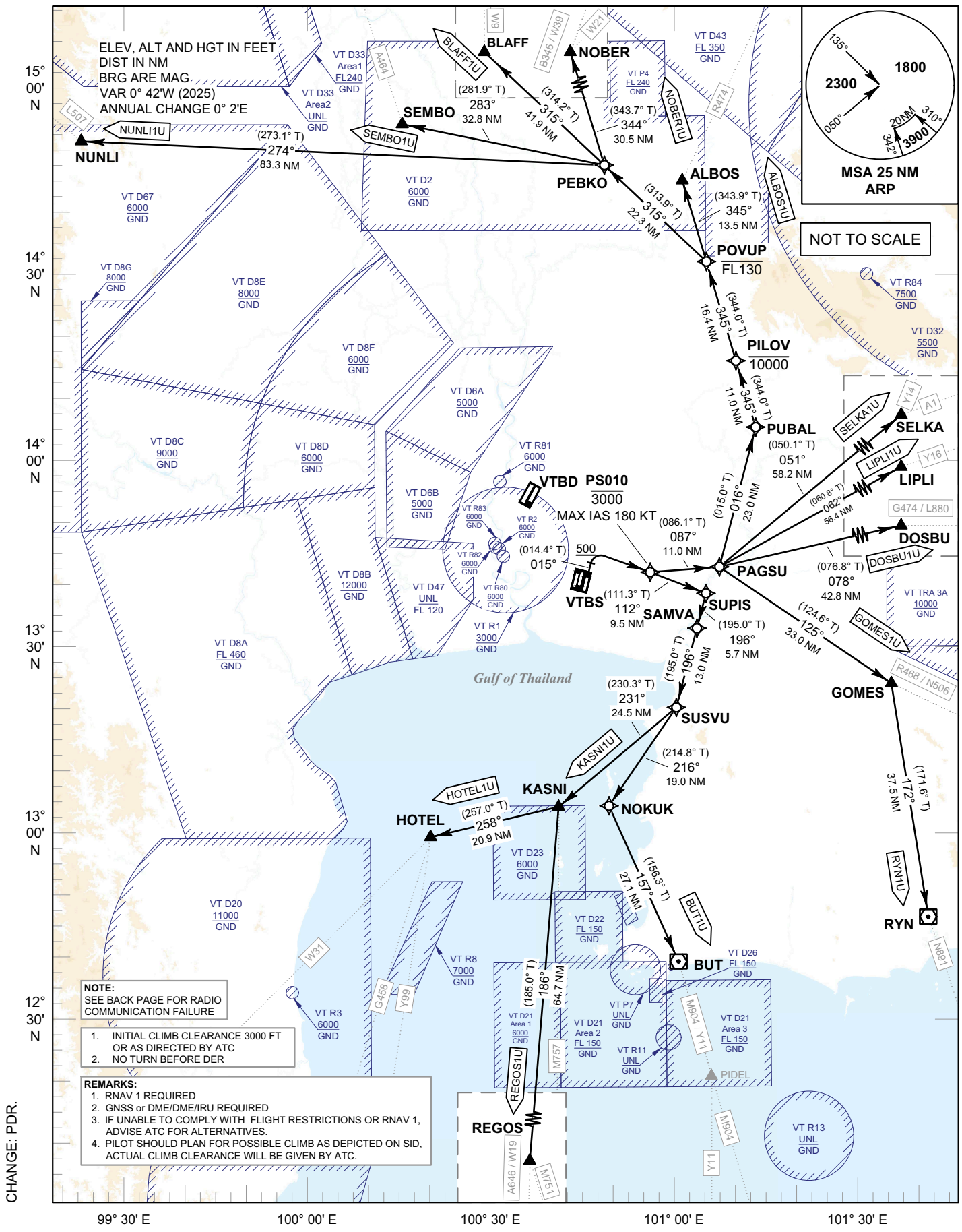
SPEED RESTRICTION
MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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

BANGKOK/Suvarnabhumi Intl (VTBS)

RNAV RWY01
(PROPELLER)

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



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

RADIO COMMUNICATION FAILURE

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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

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

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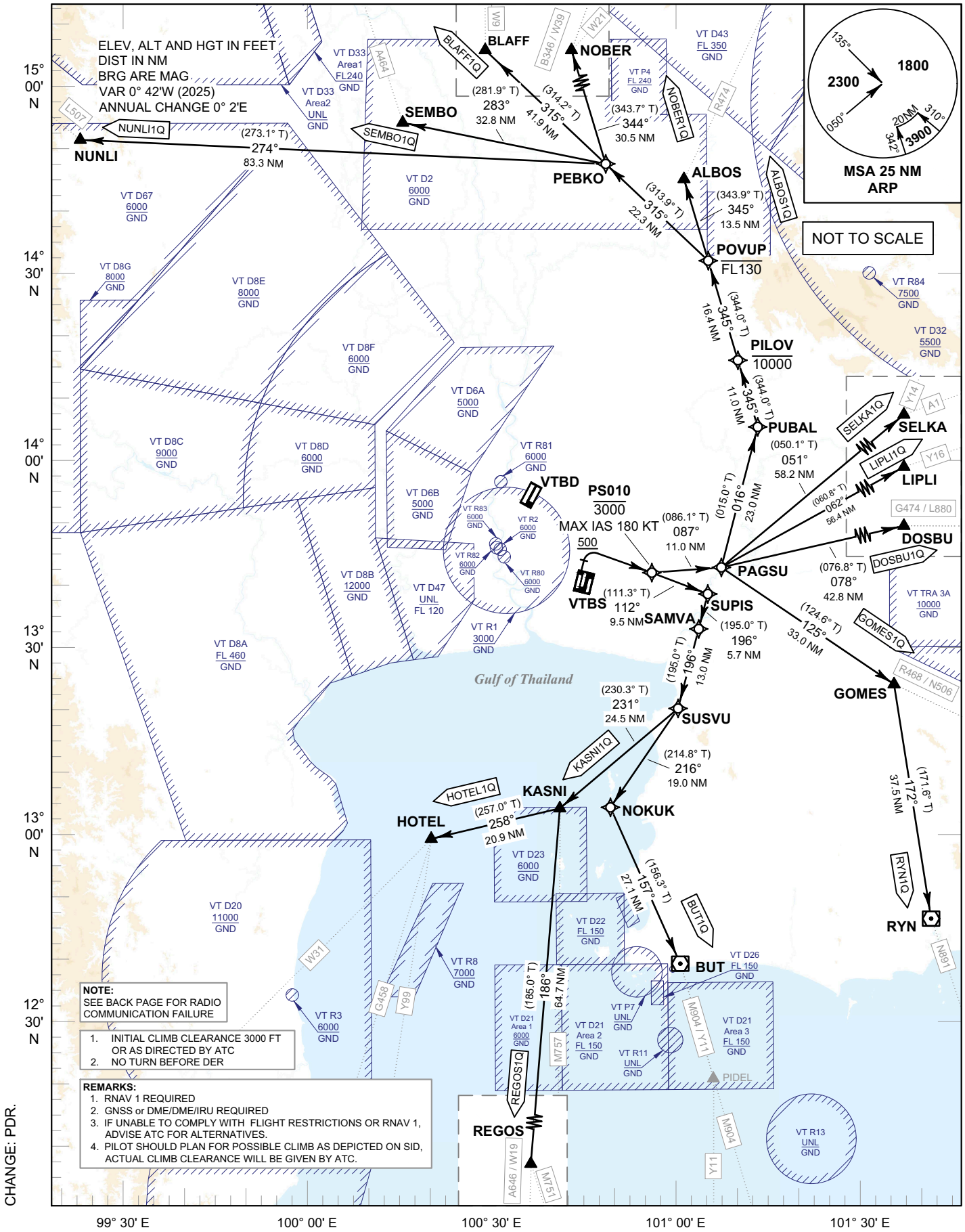
	: 120.3 , 274.5
	: 133.4 , 274.5
	: 122.35 , 274.5
	: 124.35 , 274.5
	: 125.2 , 274.5
ARR	: 121.1 , 274.5
	: 126.3 , 274.5
TWR	: 118.2 , 262.5
	: 119.0
DEP ATIS	: 127.65

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

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



NOTE:
SEE BACK PAGE FOR RADIO COMMUNICATION FAILURE

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

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

CHANGE: PDR.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

RADIO COMMUNICATION FAILURE

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2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
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4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE.

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SPEED RESTRICTION
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	: 125.2 , 274.5
ARR	: 121.1 , 274.5
	: 126.3 , 274.5
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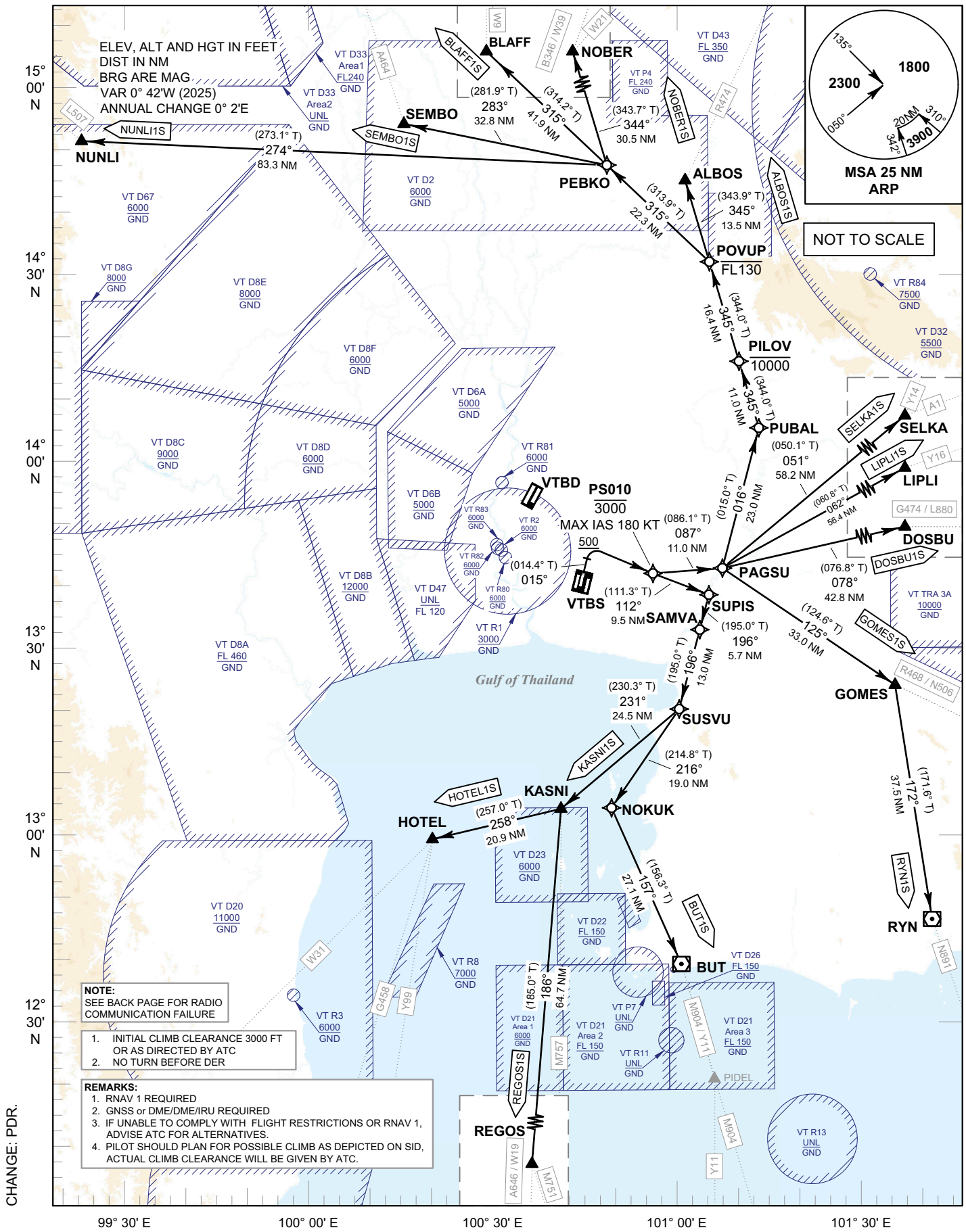
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)

RNAV RWY02R
(PROPELLER)

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



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

RADIO COMMUNICATION FAILURE

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4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE.

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

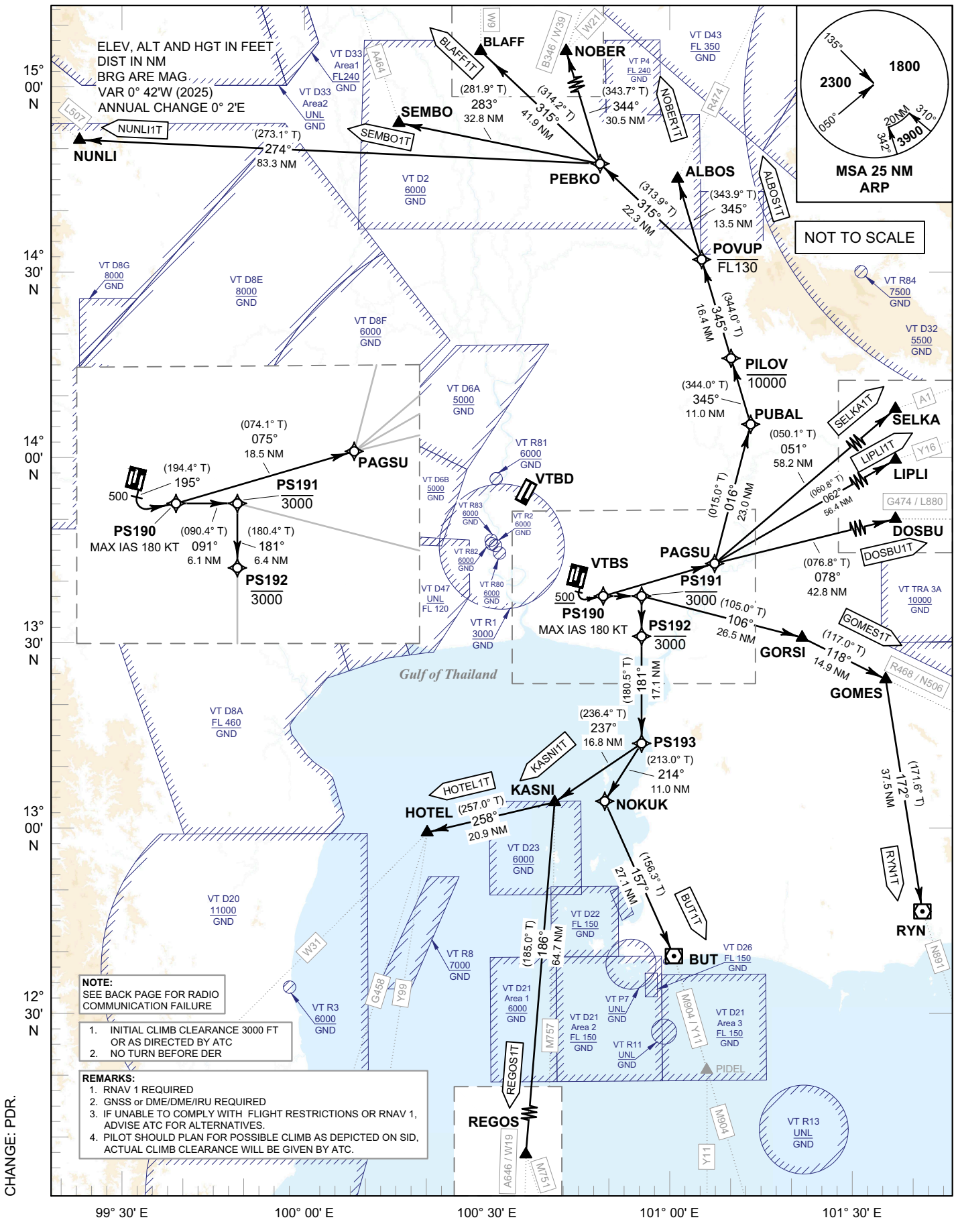
TRANSITION ALTITUDE 11000 FT
SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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

BANGKOK/Suvarnabhumi Intl (VTBS)

RNAV RWY19
(PROPELLER)

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



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

RADIO COMMUNICATION FAILURE

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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

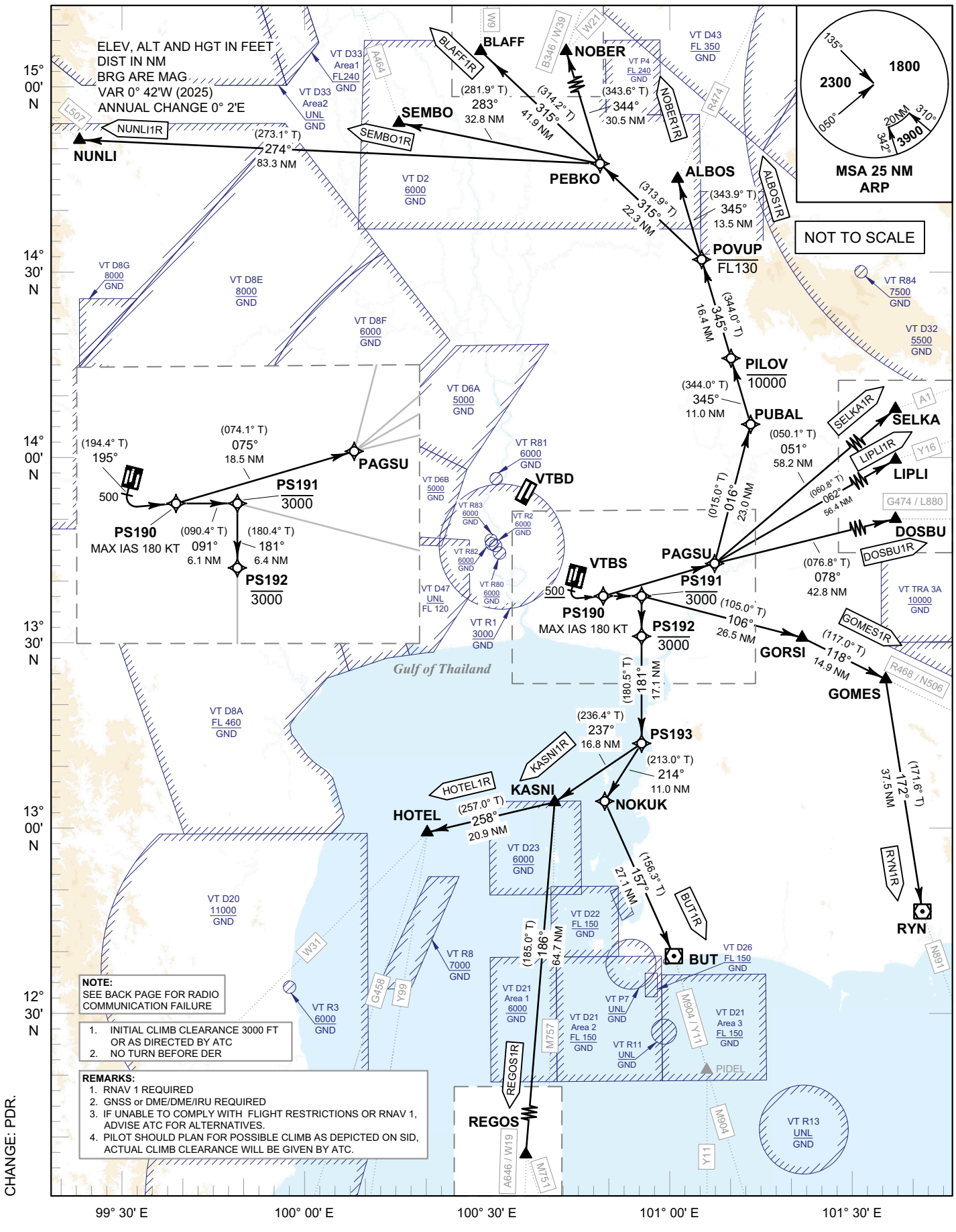
SPEED RESTRICTION
MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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

BANGKOK/Suvarnabhumi Intl (VTBS)

RNAV RWY20L
(PROPELLER)

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



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

RADIO COMMUNICATION FAILURE

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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

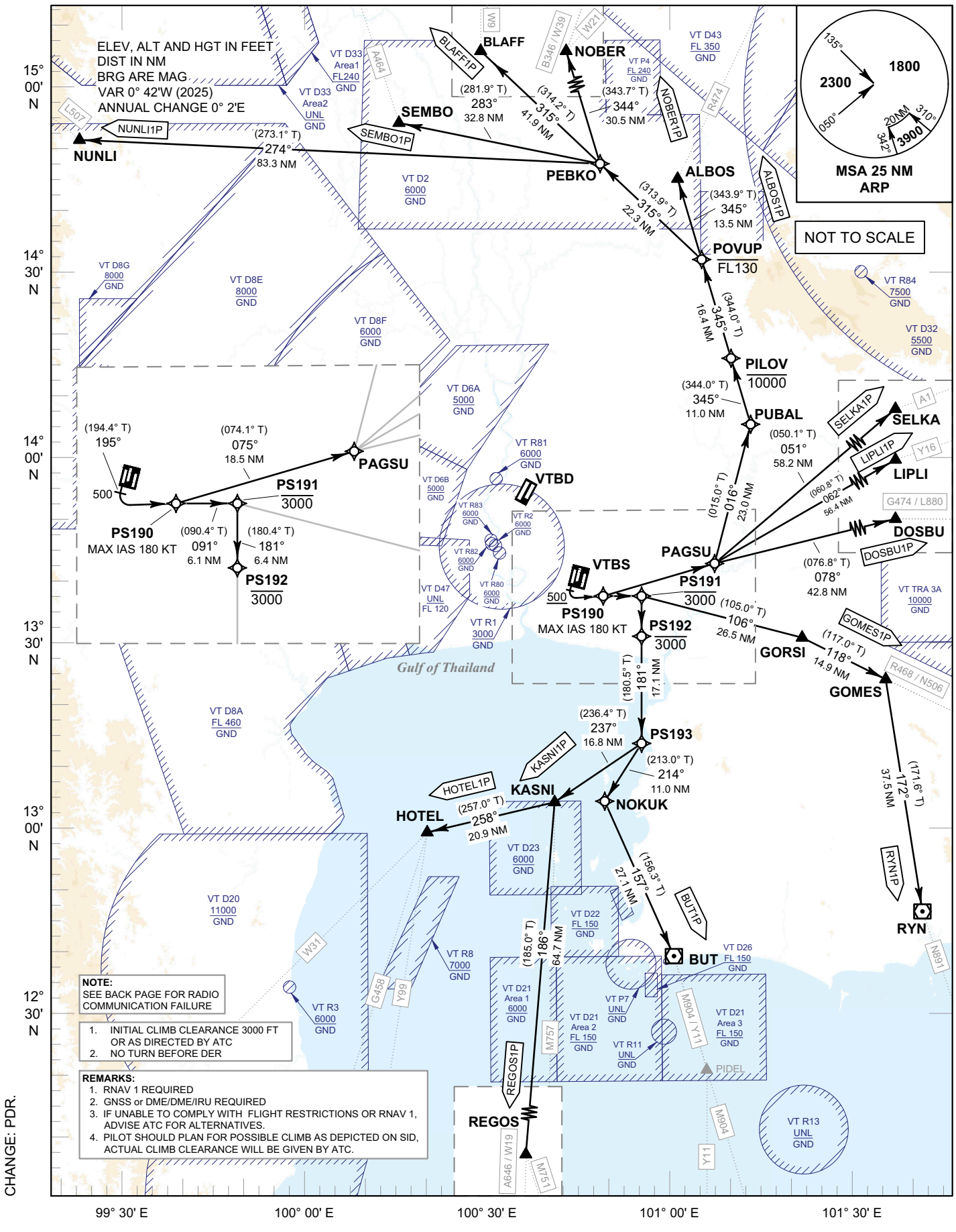
SPEED RESTRICTION
MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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

BANGKOK/Suvarnabhumi Intl (VTBS)

RNAV RWY20R
(PROPELLER)

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



NOTE:
SEE BACK PAGE FOR RADIO COMMUNICATION FAILURE

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

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

CHANGE: PDR.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

RADIO COMMUNICATION FAILURE

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

CHANGE: CHART TITLE.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

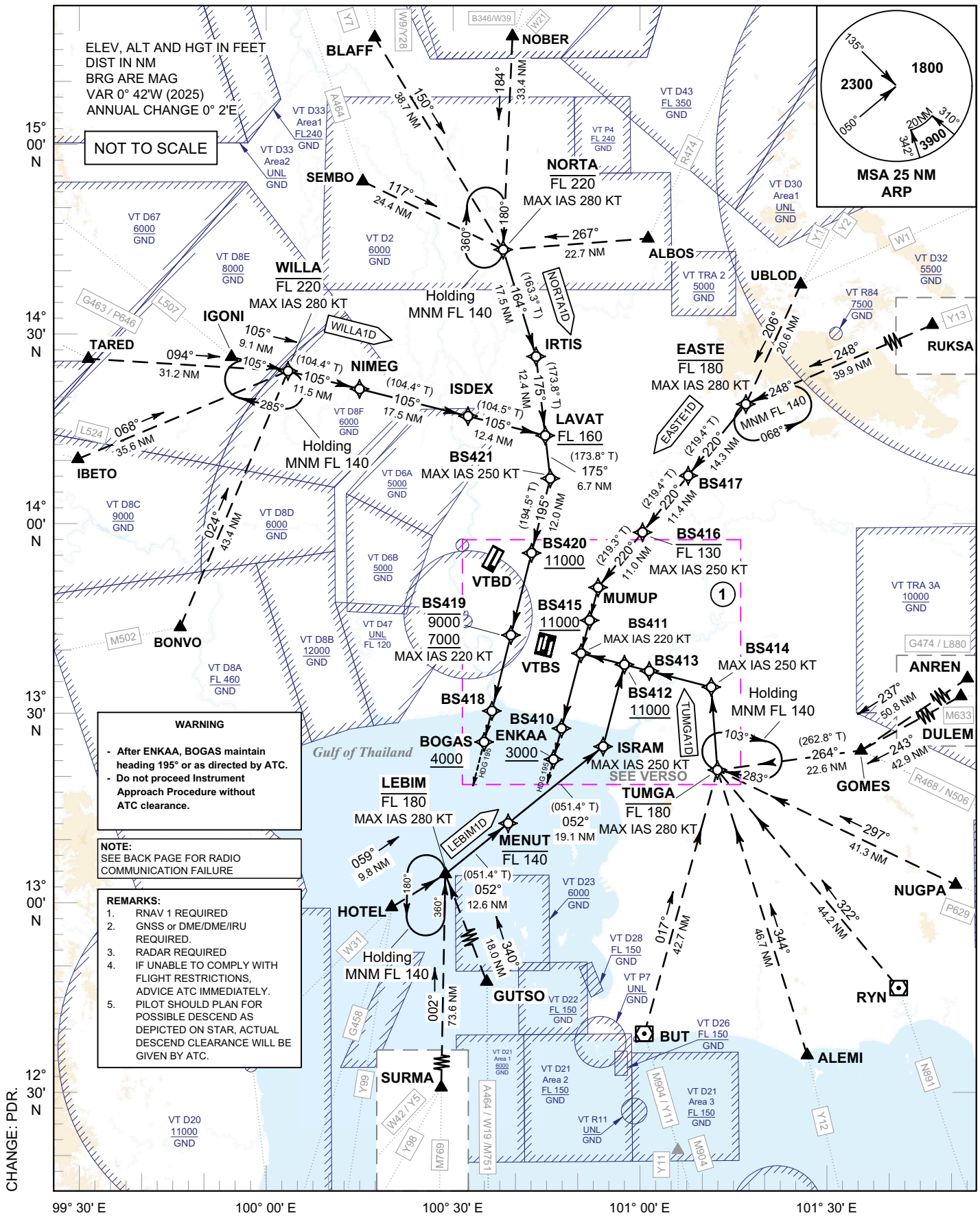
TRANSITION ALTITUDE
11000 FT

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

APP	: 119.1 , 274.5
	: 120.3 , 274.5
	: 133.4 , 274.5
	: 122.35 , 274.5
	: 124.35 , 274.5
	: 125.2 , 274.5
ARR	: 121.1 , 274.5
	: 126.3 , 274.5
TWR	: 118.2 , 262.5
	: 119.0
ARR ATIS	: 133.6 , 278.6

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01/02L/02R

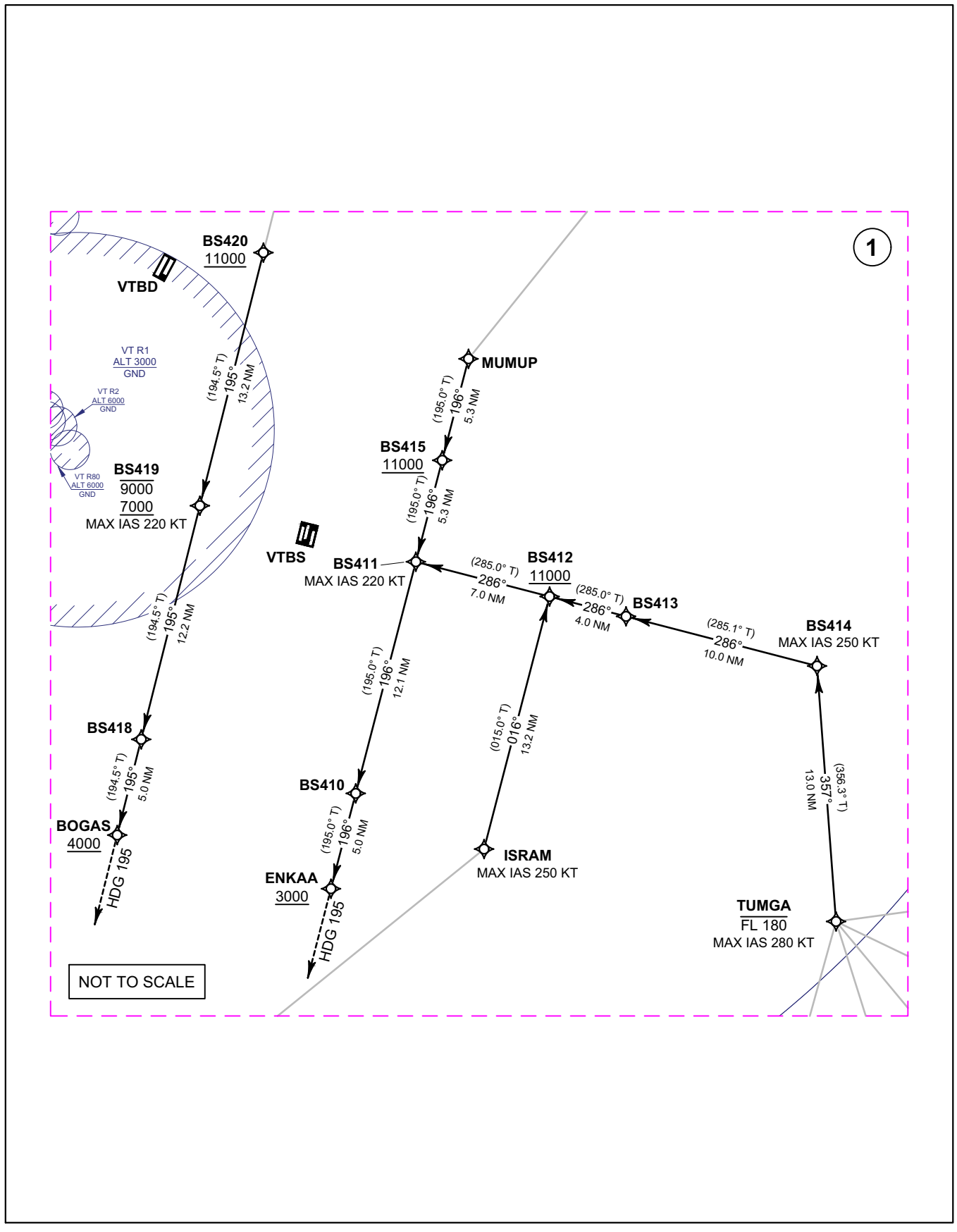
EASTE1D LEBIM1D NORTA1D
TUMGA1D WILLA1D



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

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01/02L/02R

EASTE1D LEBIM1D NORTA1D
TUMGA1D WILLA1D



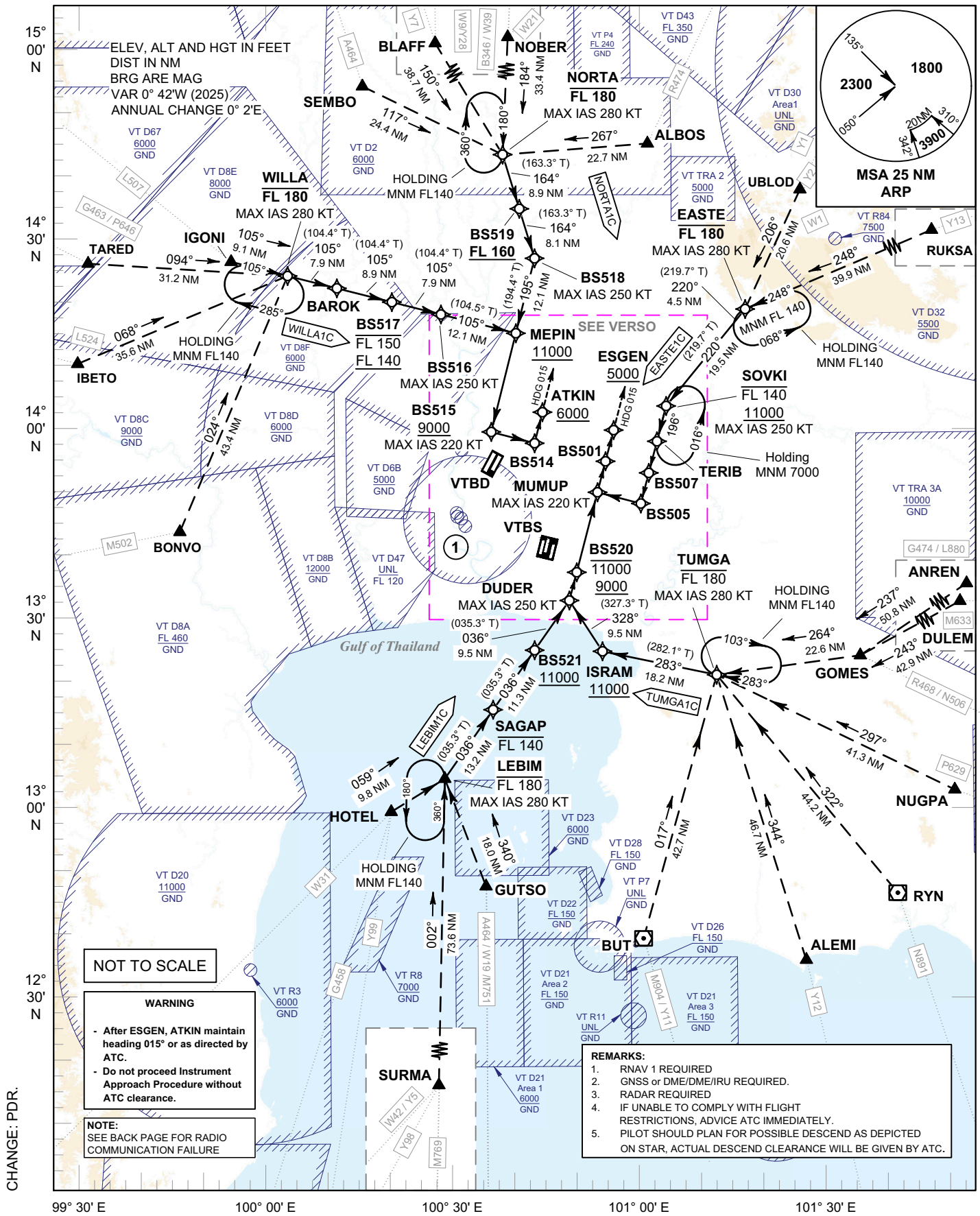
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 11000 FT
SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

APP	: 119.1 , 274.5
	: 120.3 , 274.5
	: 133.4 , 274.5
	: 122.35 , 274.5
	: 124.35 , 274.5
	: 125.2 , 274.5
ARR	: 121.1 , 274.5
	: 126.3 , 274.5
TWR	: 118.2 , 262.5
	: 119.0
ARR ATIS	: 133.6 , 278.6

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19/20L/20R

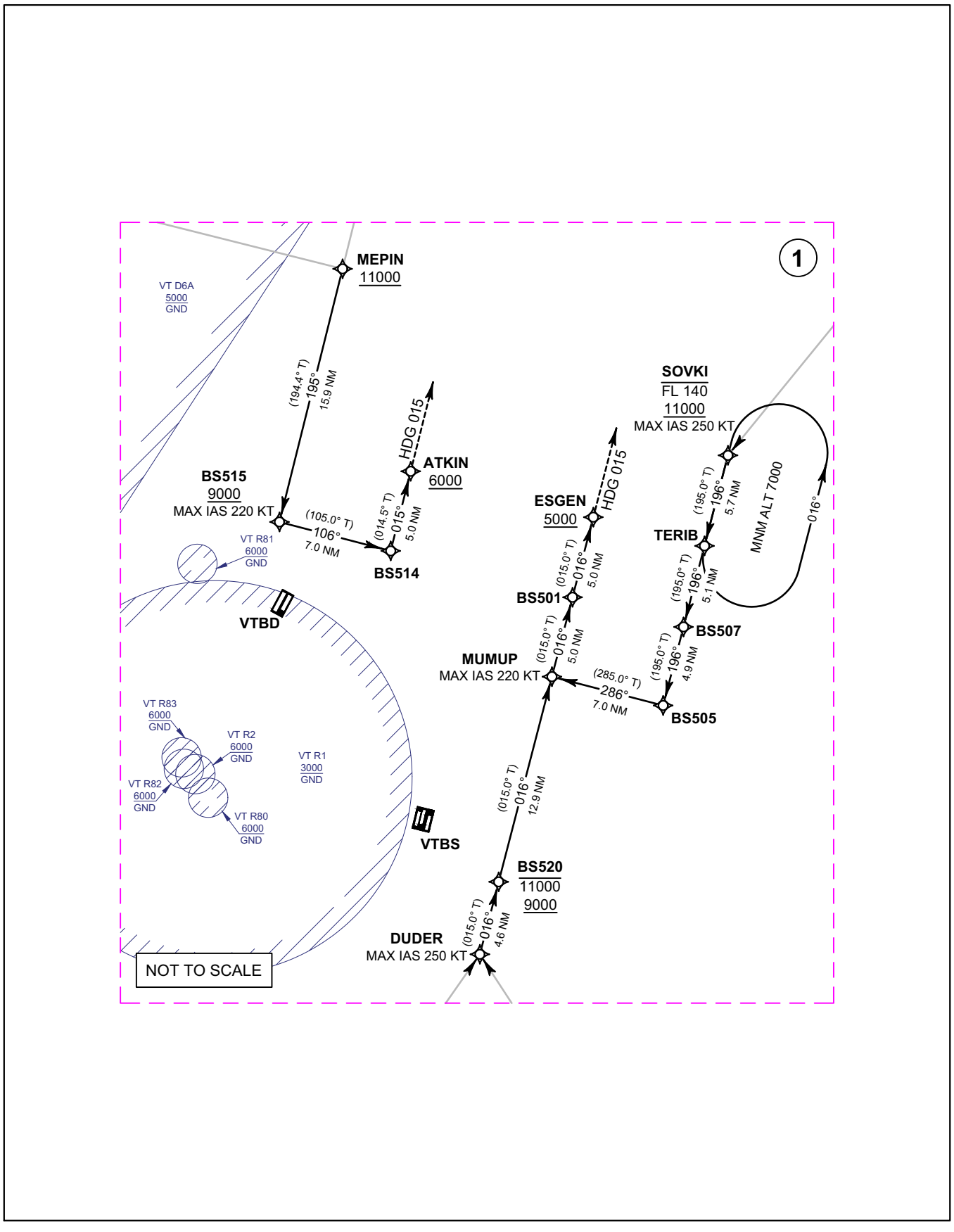
EASTE1C LEBIM1C NORTA1C
TUMGA1C WILLA1C



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19/20L/20R

EASTE1C LEBIM1C NORTA1C
TUMGA1C WILLA1C



CHANGE: PDR.

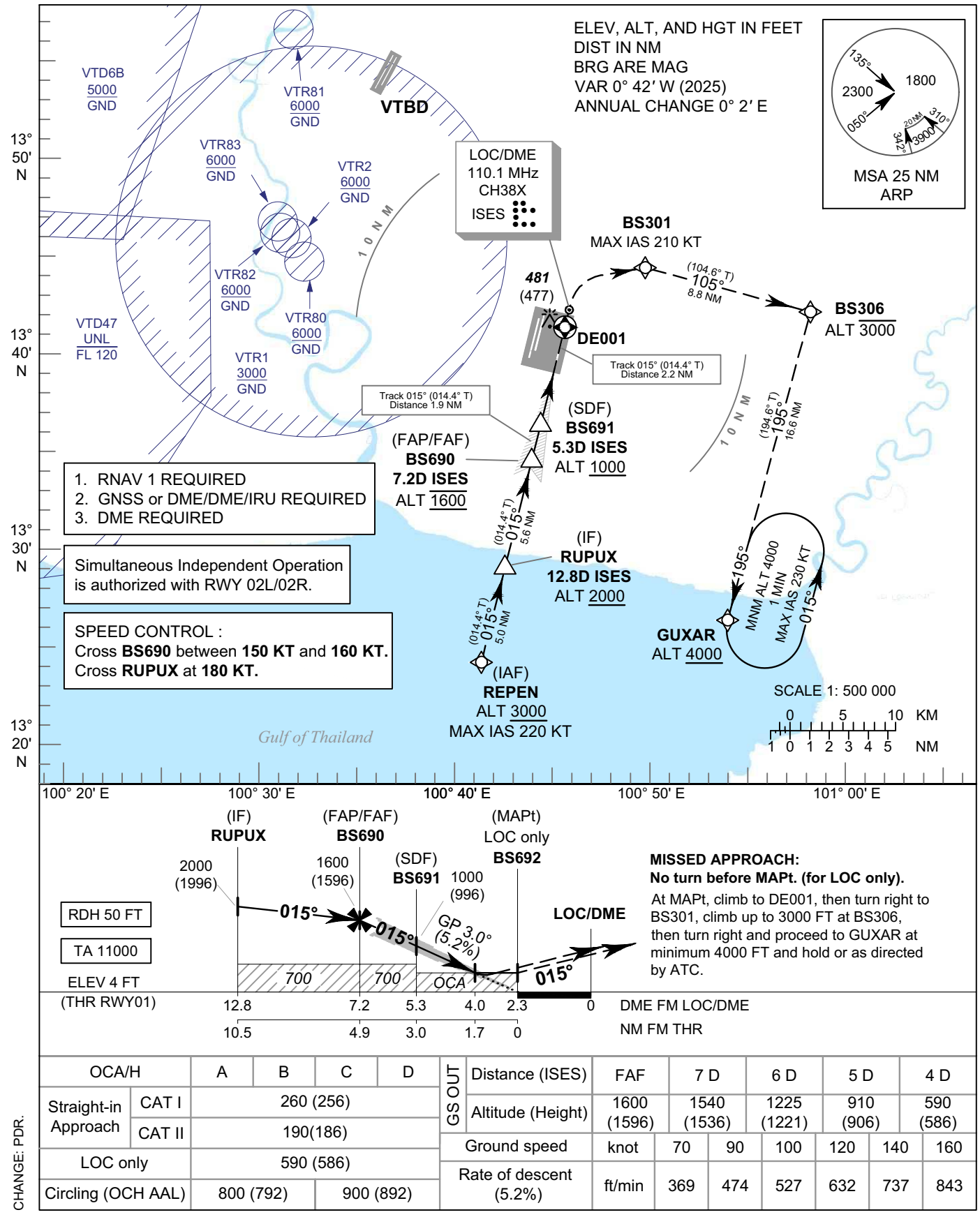
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY01 - ELEV 4 FT

APP	: 119.1, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
ARR	: 121.1, 274.5
	: 126.3, 274.5
TWR	: 118.2, 262.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY01
CAT II



CHANGE: PDR.

OCA/H		A	B	C	D
Straight-in Approach	CAT I	260 (256)			
	CAT II	190(186)			
LOC only		590 (586)			
Circling (OCH AAL)		800 (792)		900 (892)	

GS OUT							
Distance (ISES)	FAF	7 D	6 D	5 D	4 D		
Altitude (Height)	1600 (1596)	1540 (1536)	1225 (1221)	910 (906)	590 (586)		
Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY01 - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY01
CAT II

TABULAR DESCRIPTION

ILS or LOC z RWY01

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) REPEN	-	-	+0.7	-	-	+3000	-220	-	RNAV 1
020	TF	(IF) RUPUX	-	015°(014.4°)	+0.7	5.0	-	+2000	-	-	RNAV 1
010	IF	(IF) RUPUX	-	-	+0.7	-	-	+2000	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	(FAP/FAF) BS690	-	015°(014.4°)	+0.7	5.6	-	@1600	-	-	ILS
030	TF	(SDF) BS691	-	015°(014.4°)	+0.7	1.9	-	+1000	-	-	ILS
040	TF	(MAPt @ THR01) BS692	Y	015°(014.4°)	+0.7	3.0	-	@54	-	-3.0/50	ILS
050	CF	DE001	Y	015°(014.4°)	+0.7	2.2	-	-	-	-	RNAV 1
060	DF	BS301	-	-	+0.7	-	R	-	-210	-	RNAV 1
070	TF	BS306	-	105°(104.6°)	+0.7	8.8	-	-3000	-	-	RNAV 1
080	TF	GUXAR	-	195°(194.6°)	+0.7	16.6	-	+4000	-	-	RNAV 1
090	HM	GUXAR	Y	195°(194.6°)	+0.7	1 minute	L	+4000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY01

Waypoint Identifier	Coordinates
REPEN	13° 24' 19.39" N 100° 41' 09.12" E
RUPUX	13° 29' 11.25" N 100° 42' 25.67" E
BS690	13° 34' 39.85" N 100° 43' 51.99" E
BS691	13° 36' 30.21" N 100° 44' 20.89" E
BS692	13° 39' 24.11" N 100° 45' 06.59" E
DE001	13° 41' 30.17" N 100° 45' 39.72" E
BS301	13° 44' 35.06" N 100° 49' 50.66" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

CHANGE: RUPUX ALT.

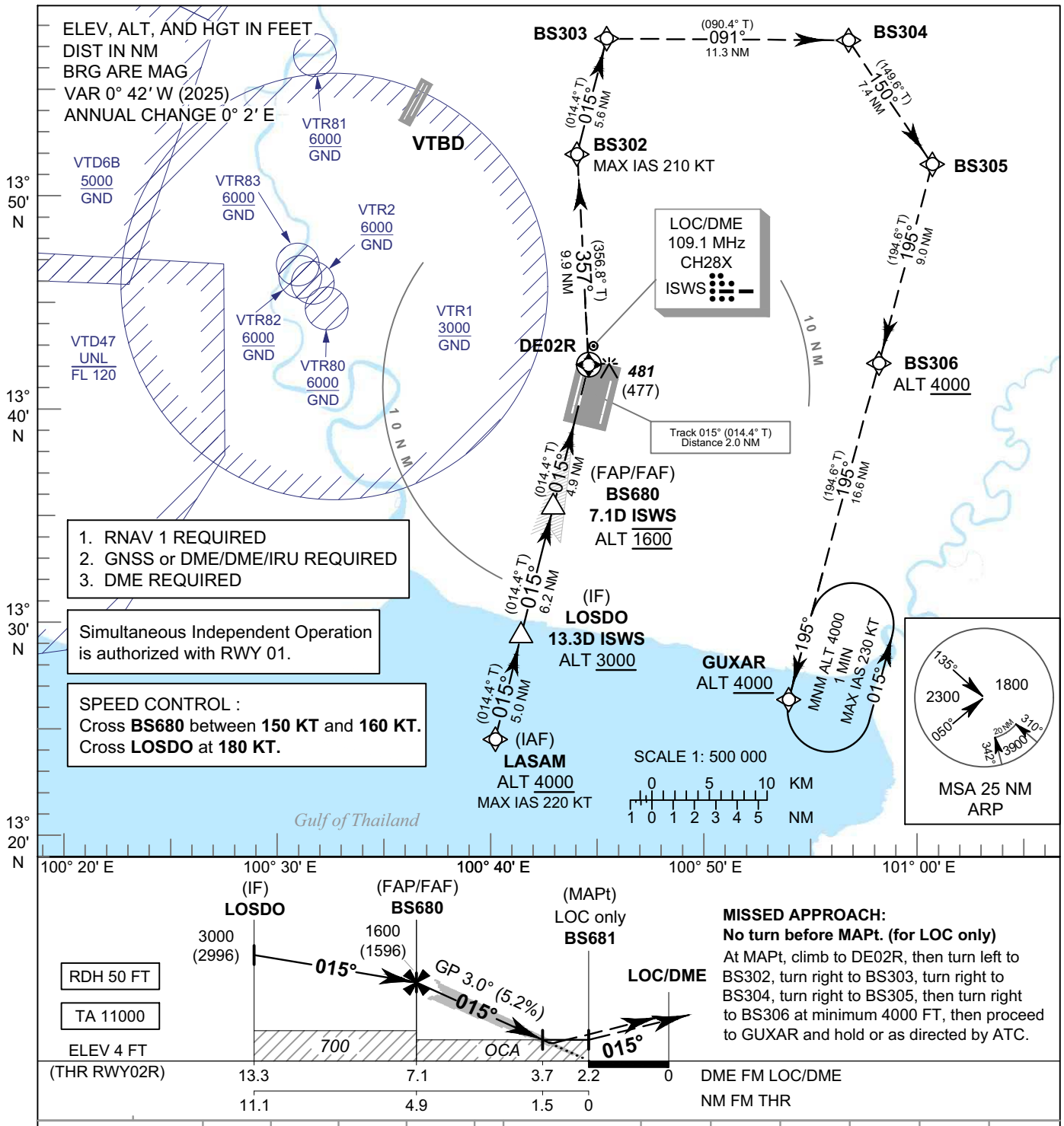
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY02R - ELEV 4 FT

APP	: 119.1, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
ARR	: 121.1, 274.5
	: 126.3, 274.5
TWR	: 118.2, 262.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY02R
CAT II



MISSED APPROACH:
No turn before MAPt. (for LOC only)
At MAPt, climb to DE02R, then turn left to BS302, turn right to BS303, turn right to BS304, turn right to BS305, then turn right to BS306 at minimum 4000 FT, then proceed to GUXAR and hold or as directed by ATC.

OCA/H		A	B	C	D
Straight-in Approach	CAT I*	370 (366)			
	CAT II**	310 (306)			
LOC only		530 (526)			
Circling (OCH AAL)		800 (792)		900 (892)	

GS OUT							
Distance (ISWS)	FAF	7 D	6 D	5 D	4 D	3.7 D
Altitude (Height)	1600 (1596)	1570 (1566)	1255 (1251)	940 (936)	625 (621)	530 (526)

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

NOTE: *OCA (OCH) CAT I : 250 (246) FT of ILS procedures can be achieved for all aircraft categories which can commence a missed approach climb gradient of 5% (304 FT/NM) until passing ALT 1000 FT.
**OCA (OCH) CAT II : 150 (146) FT of ILS procedures can be achieved for all aircraft categories which can commence a missed approach climb gradient of 4% (243 FT/NM) until passing ALT 1000 FT.

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY02R - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY02R
CAT II

TABULAR DESCRIPTION

ILS or LOC z RWY02R

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) LASAM	-	-	+0.7	-	-	+4000	-220	-	RNAV 1
020	TF	(IF) LOSDO	-	015°(014.4°)	+0.7	5	-	+3000	-	-	RNAV 1
010	IF	(IF) LOSDO	-	-	+0.7	-	-	+3000	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	(FAP/FAF) BS680	-	015°(014.4°)	+0.7	6.2	-	@1600	-	-	ILS
030	TF	(MAPt @ THR02R) BS681	Y	015°(014.4°)	+0.7	4.9	-	@54	-	-3.0/50	ILS
040	TF	DE02R	Y	015°(014.4°)	+0.7	2.0	-	-	-	-	RNAV 1
050	TF	BS302	-	357°(356.8°)	+0.7	9.9	-	-	-210	-	RNAV 1
060	TF	BS303	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
070	TF	BS304	-	091°(090.4°)	+0.7	11.3	-	-	-	-	RNAV 1
080	TF	BS305	-	150°(149.6°)	+0.7	7.4	-	-	-	-	RNAV 1
090	TF	BS306	-	195°(194.6°)	+0.7	9.0	-	+4000	-	-	RNAV 1
100	TF	GUXAR	-	195°(194.6°)	+0.7	16.6	-	+4000	-	-	RNAV 1
110	HM	GUXAR	Y	195°(194.6°)	+0.7	1 minute	L	+4000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY02R

Waypoint Identifier	Coordinates
LASAM	13° 24' 36.87" N 100° 39' 58.11" E
LOSDO	13° 29' 28.72" N 100° 41' 14.66" E
BS680	13° 35' 30.85" N 100° 42' 49.82" E
BS681	13° 40' 16.60" N 100° 44' 04.79" E
DE02R	13° 42' 13.21" N 100° 44' 35.44" E
BS302	13° 52' 08.34" N 100° 44' 00.95" E
BS303	13° 57' 33.10" N 100° 45' 26.43" E
BS304	13° 57' 27.77" N 100° 57' 05.85" E
BS305	13° 51' 04.56" N 101° 00' 55.88" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

CHANGE: LOSDO ALT.

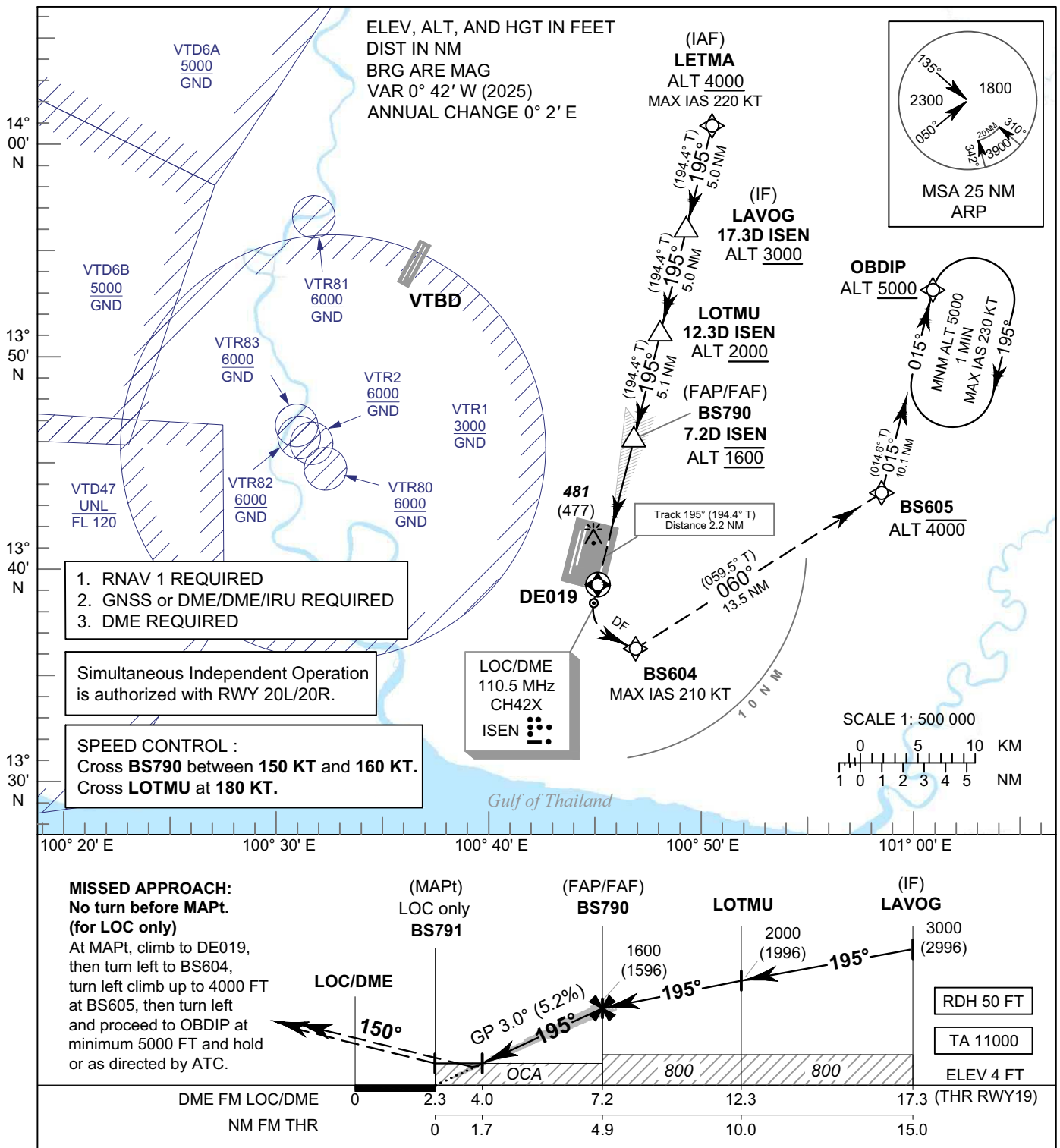
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY19 - ELEV 4 FT

APP	: 119.1, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
ARR	: 121.1, 274.5
	: 126.3, 274.5
TWR	: 118.2, 262.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY19
CAT II



OCA/H		A	B	C	D
Straight-in Approach	CAT I	250 (246)			
	CAT II	140 (136)			
LOC only		590 (586)			
Circling (OCH AAL)		800 (792)		900 (892)	

GS OUT							
Distance (ISEN)	4 D	5 D	6 D	7 D	FAF		
Altitude (Height)	590 (586)	910 (906)	1225 (1221)	1540 (1536)	1600 (1596)		
Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY19 - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY19
CAT II

TABULAR DESCRIPTION

ILS or LOC z RWY19

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) LETMA	-	-	+0.7	-	-	+4000	-220	-	RNAV 1
020	TF	(IF) LAVOG	-	195°(194.4°)	+0.7	5.0	-	+2500	-	-	RNAV 1
010	IF	(IF) LAVOG	-	-	+0.7	-	-	+2500	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	LOTMU	-	195°(194.4°)	+0.7	5.0	-	+2000	-	-	ILS
030	TF	(FAP/FAF) BS790	-	195°(194.4°)	+0.7	5.1	-	@1600	-	-	ILS
040	TF	(MAPt @ THR19) BS791	Y	195°(194.4°)	+0.7	4.9	-	@54	-	-3.0/50	ILS
050	CF	DE019	Y	195°(194.4°)	+0.7	2.2	-	-	-	-	RNAV 1
060	DF	BS604	-	-	+0.7	-	L	-	-210	-	RNAV 1
070	TF	BS605	-	060°(059.5°)	+0.7	13.5	-	-4000	-	-	RNAV 1
080	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNAV 1
090	HM	OBDIP	Y	015°(014.4°)	+0.7	1 minute	R	+5000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY19

Waypoint Identifier	Coordinates
LETMA	14° 00' 57.99" N 100° 50' 47.13" E
LAVOG	13° 56' 06.19" N 100° 49' 30.23" E
LOTMU	13° 51' 14.39" N 100° 48' 13.38" E
BS790	13° 46' 14.41" N 100° 46' 54.45" E
BS791	13° 41' 30.17" N 100° 45' 39.72" E
DE019	13° 39' 24.11" N 100° 45' 06.59" E
BS604	13° 36' 23.96" N 100° 46' 55.46" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

CHANGE: LOTMU ALT.

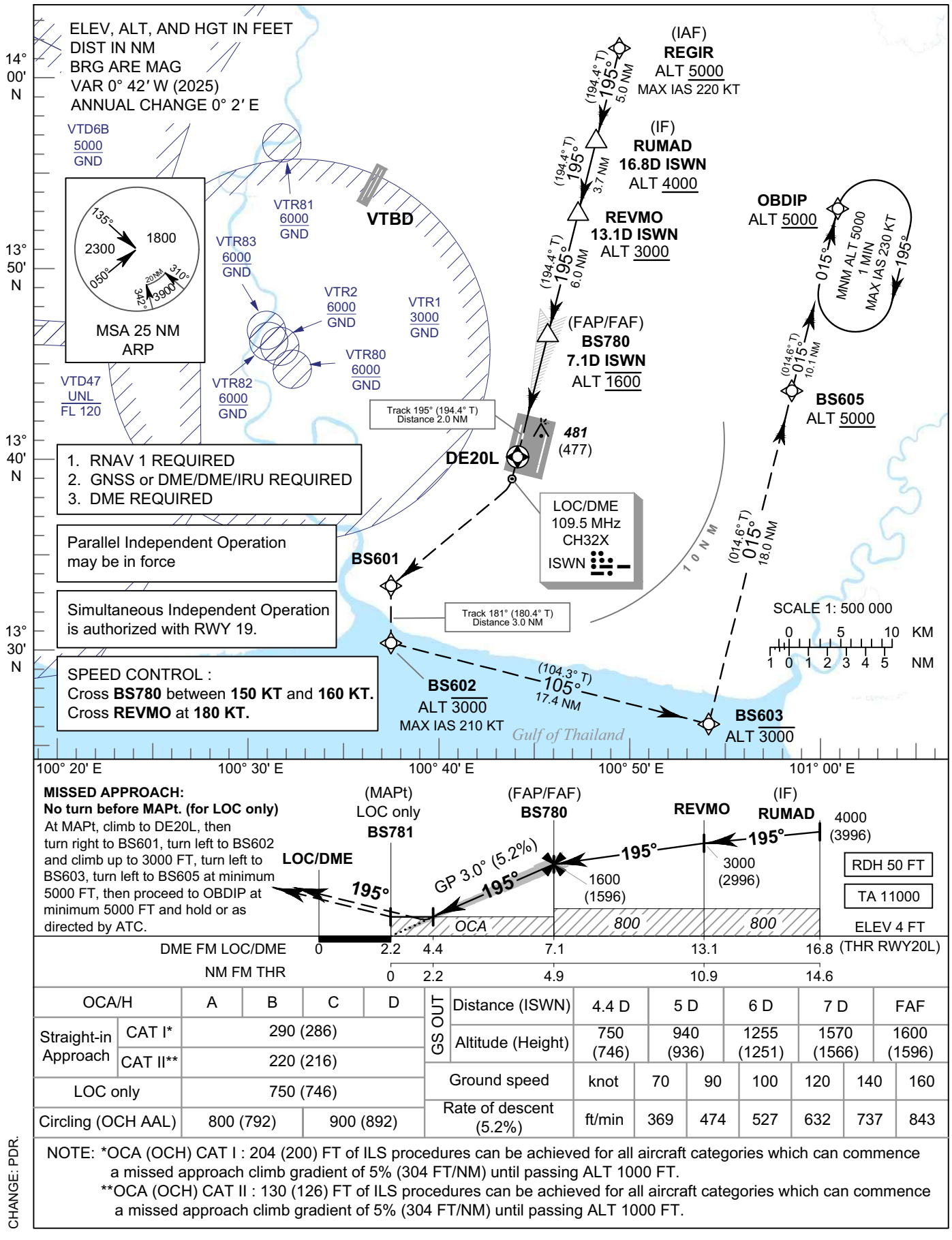
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY20L - ELEV 4 FT

APP	: 119.1, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
ARR	: 121.1, 274.5
	: 126.3, 274.5
TWR	: 118.2, 262.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY20L
CAT II



OCA/H		A	B	C	D
Straight-in Approach	CAT I*	290 (286)			
	CAT II**	220 (216)			
LOC only		750 (746)			
Circling (OCH AAL)		800 (792)		900 (892)	

GS OUT							
Distance (ISWN)	4.4 D	5 D	6 D	7 D	FAF		
Altitude (Height)	750 (746)	940 (936)	1255 (1251)	1570 (1566)	1600 (1596)		
Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

NOTE: *OCA (OCH) CAT I : 204 (200) FT of ILS procedures can be achieved for all aircraft categories which can commence a missed approach climb gradient of 5% (304 FT/NM) until passing ALT 1000 FT.
**OCA (OCH) CAT II : 130 (126) FT of ILS procedures can be achieved for all aircraft categories which can commence a missed approach climb gradient of 5% (304 FT/NM) until passing ALT 1000 FT.

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY20L - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY20L
CAT II

TABULAR DESCRIPTION

ILS or LOC z RWY20L

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) REGIR	-	-	+0.7	-	-	+5000	-220	-	RNAV 1
020	TF	(IF) RUMAD	-	195°(194.4°)	+0.7	5.0	-	+3500	-	-	RNAV 1
010	IF	(IF) RUMAD	-	-	+0.7	-	-	+3500	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	REVMO	-	195°(194.4°)	+0.7	3.7	-	+3000	-	-	ILS
030	TF	(FAP/FAF) BS780	-	195°(194.4°)	+0.7	6.0	-	@1600	-	-	ILS
040	TF	(MAPt @ THR20L) BS781	Y	195°(194.4°)	+0.7	4.9	-	@54	-	-3.0/50	ILS
050	CF	DE20L	Y	195°(194.4°)	+0.7	2.0	-	-	-	-	RNAV 1
060	DF	BS601	-	-	+0.7	-	R	-	-	-	RNAV 1
070	TF	BS602	-	181°(180.4°)	+0.7	3.0	-	-3000	-210	-	RNAV 1
080	TF	BS603	-	105°(104.3°)	+0.7	17.4	-	-3000	-	-	RNAV 1
090	TF	BS605	-	015°(014.6°)	+0.7	18.0	-	+5000	-	-	RNAV 1
100	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNAV 1
110	HM	OBDIP	Y	015°(014.6°)	+0.7	1 minute	R	+5000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY20L

Waypoint Identifier	Coordinates
REGIR	14° 01' 17.67" N 100° 49' 36.72" E
RUMAD	13° 56' 25.87" N 100° 48' 19.81" E
REVMO	13° 52' 48.77" N 100° 47' 22.64" E
BS780	13° 46' 59.12" N 100° 45' 50.66" E
BS781	13° 42' 13.21" N 100° 44' 35.44" E
DE20L	13° 40' 16.60" N 100° 44' 04.79" E
BS601	13° 33' 07.17" N 100° 36' 56.80" E
BS602	13° 30' 06.39" N 100° 36' 55.58" E
BS603	13° 25' 46.90" N 100° 54' 12.14" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

CHANGE: REVMO ALT.

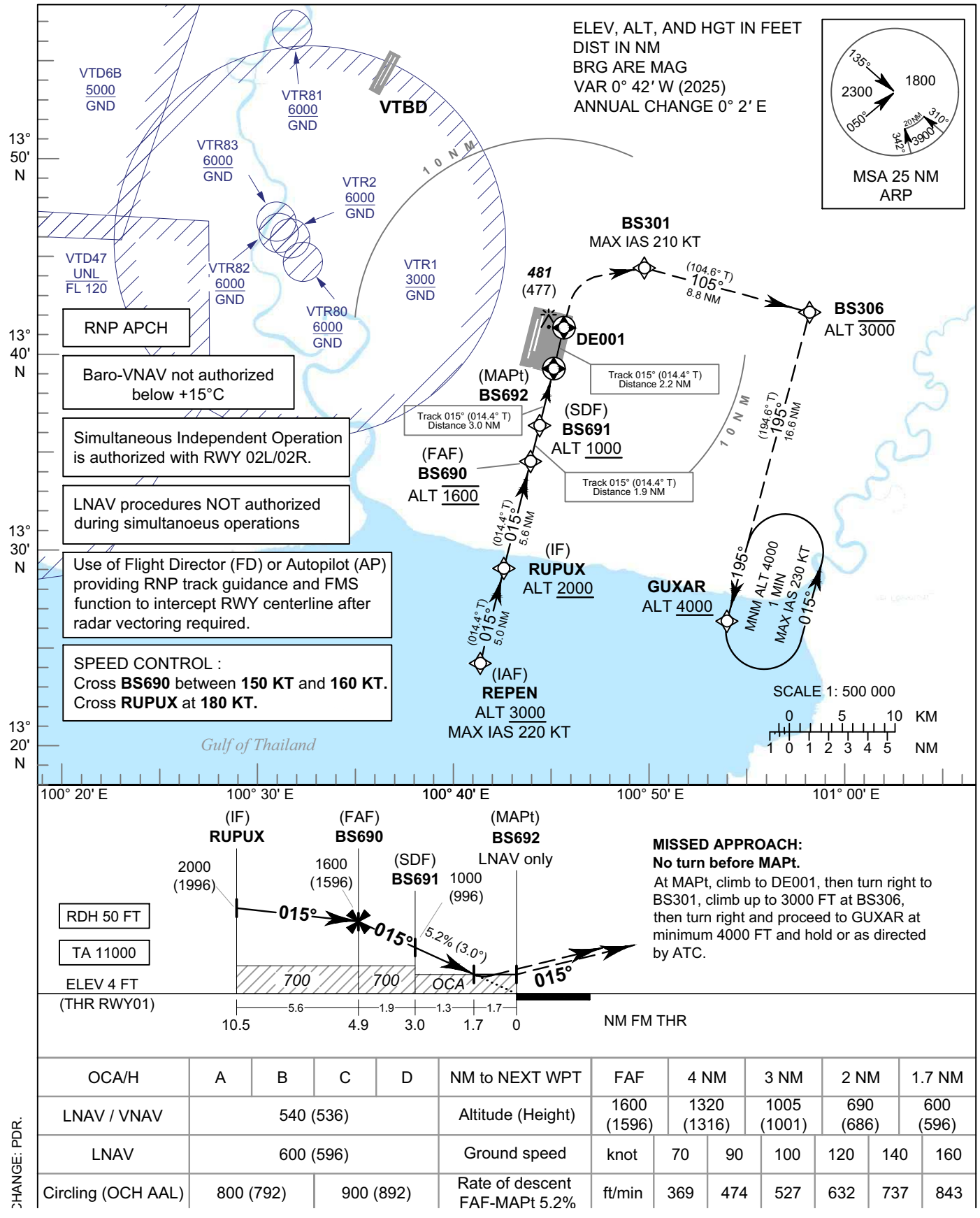
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY01 - ELEV 4 FT

	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
ARR	: 121.1, 274.5
	: 126.3, 274.5
TWR	: 118.2, 262.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY01



MISSED APPROACH:
No turn before MAPt.
At MAPt, climb to DE001, then turn right to BS301, climb up to 3000 FT at BS306, then turn right and proceed to GUXAR at minimum 4000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	NM to NEXT WPT	FAF	4 NM	3 NM	2 NM	1.7 NM
LNAV / VNAV	540 (536)				Altitude (Height)	1600 (1596)	1320 (1316)	1005 (1001)	690 (686)	600 (596)
LNAV	600 (596)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY01 - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY01

TABULAR DESCRIPTION

RNP RWY01

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) REPEN	-	-	+0.7	-	-	+3000	-220	-	RNP APCH
020	TF	(IF) RUPUX	-	015°(014.4°)	+0.7	5.0	-	+2000	-	-	RNP APCH
030	TF	(FAF) BS690	-	015°(014.4°)	+0.7	5.6	-	@1600	-	-	RNP APCH
040	TF	(SDF) BS691	-	015°(014.4°)	+0.7	1.9	-	+1000	-	-	RNP APCH
050	TF	(MAPt @THR01) BS692	Y	015°(014.4°)	+0.7	3.0	-	@54	-	-3.0/50	RNP APCH
060	CF	DE001	Y	015°(014.4°)	+0.7	2.2	-	-	-	-	RNP APCH
070	DF	BS301	-	-	+0.7	-	R	-	-210	-	RNP APCH
080	TF	BS306	-	105°(104.6°)	+0.7	8.8	-	-3000	-	-	RNP APCH
090	TF	GUXAR	-	195°(194.6°)	+0.7	16.6	-	+4000	-	-	RNP APCH
100	HM	GUXAR	Y	195°(194.6°)	+0.7	1 minute	L	+4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY01

Waypoint Identifier	Coordinates
REPEN	13° 24' 19.39" N 100° 41' 09.12" E
RUPUX	13° 29' 11.25" N 100° 42' 25.67" E
BS690	13° 34' 39.85" N 100° 43' 51.99" E
BS691	13° 36' 30.21" N 100° 44' 20.89" E
BS692	13° 39' 24.11" N 100° 45' 06.59" E
DE001	13° 41' 30.17" N 100° 45' 39.72" E
BS301	13° 44' 35.06" N 100° 49' 50.66" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

CHANGE: RUPUX ALT.

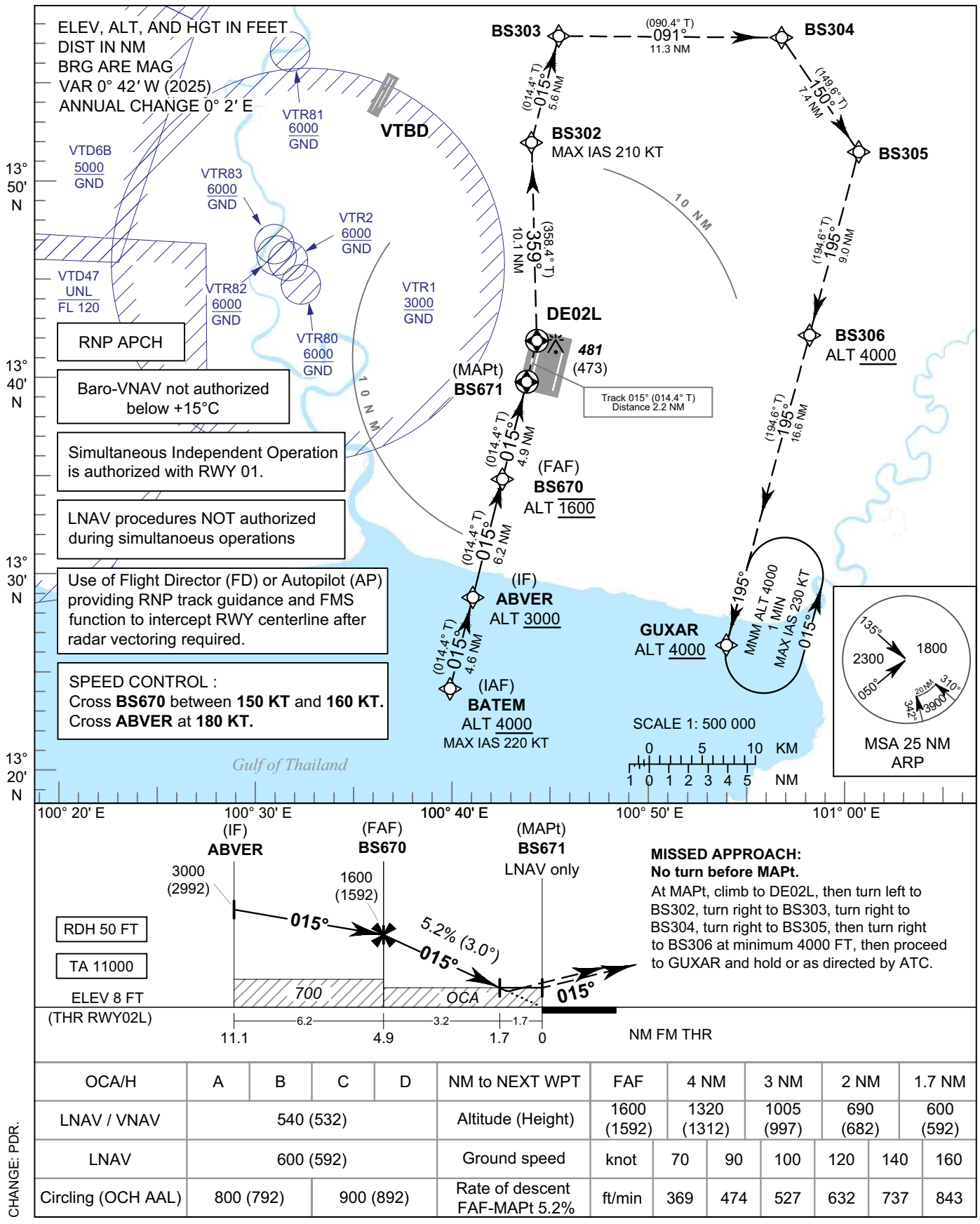
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY02L - ELEV 8 FT

APP	: 119.1, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
ARR	: 121.1, 274.5
	: 126.3, 274.5
TWR	: 118.2, 262.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY02L



MISSED APPROACH:
No turn before MAPt.
At MAPt, climb to DE02L, then turn left to BS302, turn right to BS303, turn right to BS304, turn right to BS305, then turn right to BS306 at minimum 4000 FT, then proceed to GUXAR and hold or as directed by ATC.

CHANGE: PDR.

OCA/H	A	B	C	D	NM to NEXT WPT	FAF	4 NM	3 NM	2 NM	1.7 NM
LNAV / VNAV	540 (532)				Altitude (Height)	1600 (1592)	1320 (1312)	1005 (997)	690 (682)	600 (592)
LNAV	600 (592)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY02L - ELEV 8 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY02L

TABULAR DESCRIPTION

RNP RWY02L

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) BATEM	-	-	+0.7	-	-	+4000	-220	-	RNP APCH
020	TF	(IF) ABVER	-	015°(014.4°)	+0.7	4.6	-	+3000	-	-	RNP APCH
030	TF	(FAF) BS670	-	015°(014.4°)	+0.7	6.2	-	@1600	-	-	RNP APCH
040	TF	(MAPt @ RWY02L) BS671	Y	015°(014.4°)	+0.7	4.9	-	@58	-	-3.0/50	RNP APCH
050	TF	DE02L	Y	015°(014.4°)	+0.7	2.2	-	-	-	-	RNP APCH
060	TF	BS302	-	359°(358.4°)	+0.7	10.1	-	-	-210	-	RNP APCH
070	TF	BS303	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNP APCH
080	TF	BS304	-	091°(090.4°)	+0.7	11.3	-	-	-	-	RNP APCH
090	TF	BS305	-	150°(149.6°)	+0.7	7.4	-	-	-	-	RNP APCH
100	TF	BS306	-	195°(194.6°)	+0.7	9.0	-	+4000	-	-	RNP APCH
110	TF	GUXAR	-	195°(194.6°)	+0.7	16.6	-	+4000	-	-	RNP APCH
120	HM	GUXAR	Y	195°(194.6°)	+0.7	1 minute	L	+4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY02L

Waypoint Identifier	Coordinates
BATEM	13° 24' 40.14" N 100° 39' 45.18" E
ABVER	13° 29' 07.93" N 100° 40' 55.46" E
BS670	13° 35' 10.37" N 100° 42' 30.67" E
BS671	13° 39' 54.63" N 100° 43' 45.28" E
DE02L	13° 42' 00.68" N 100° 44' 18.41" E
BS302	13° 52' 08.34" N 100° 44' 00.95" E
BS303	13° 57' 33.10" N 100° 45' 26.43" E
BS304	13° 57' 27.77" N 100° 57' 05.85" E
BS305	13° 51' 04.56" N 101° 00' 55.88" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

CHANGE: ABVER ALT.

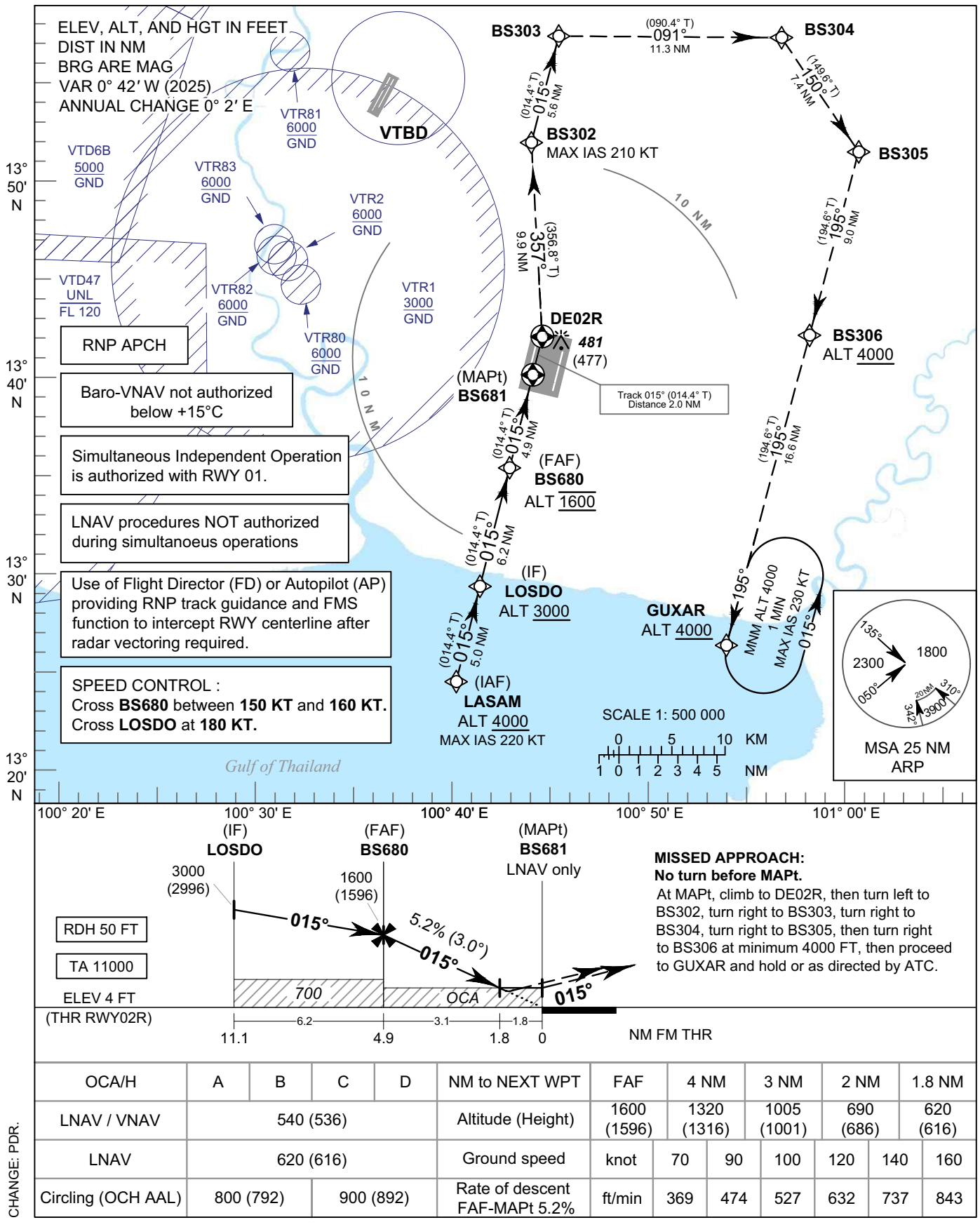
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY02R - ELEV 4 FT

APP	: 119.1, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
ARR	: 121.1, 274.5
	: 126.3, 274.5
TWR	: 118.2, 262.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY02R



OCA/H	A	B	C	D	NM to NEXT WPT	FAF	4 NM	3 NM	2 NM	1.8 NM
LNAV / VNAV	540 (536)				Altitude (Height)	1600 (1596)	1320 (1316)	1005 (1001)	690 (686)	620 (616)
LNAV	620 (616)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY02R - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY02R

TABULAR DESCRIPTION

RNP RWY02R

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) LASAM	-	-	+0.7	-	-	+4000	-220	-	RNP APCH
020	TF	(IF) LOSDO	-	015°(014.4°)	+0.7	5.0	-	+3000	-	-	RNP APCH
030	TF	(FAF) BS680	-	015°(014.4°)	+0.7	6.2	-	@1600	-	-	RNP APCH
040	TF	(MAPt @ THR02R) BS681	Y	015°(014.4°)	+0.7	4.9	-	@54	-	-3.0/50	RNP APCH
050	TF	DE02R	Y	015°(014.4°)	+0.7	2.0	-	-	-	-	RNP APCH
060	TF	BS302	-	357°(356.8°)	+0.7	9.9	-	-	-210	-	RNP APCH
070	TF	BS303	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNP APCH
080	TF	BS304	-	091°(090.4°)	+0.7	11.3	-	-	-	-	RNP APCH
090	TF	BS305	-	150°(149.6°)	+0.7	7.4	-	-	-	-	RNP APCH
100	TF	BS306	-	195°(194.6°)	+0.7	9.0	-	+4000	-	-	RNP APCH
110	TF	GUXAR	-	195°(194.6°)	+0.7	16.6	-	+4000	-	-	RNP APCH
120	HM	GUXAR	Y	195°(194.6°)	+0.7	1 minute	L	+4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY02R

Waypoint Identifier	Coordinates
LASAM	13° 24' 36.87" N 100° 39' 58.11" E
LOSDO	13° 29' 28.72" N 100° 41' 14.66" E
BS680	13° 35' 30.85" N 100° 42' 49.82" E
BS681	13° 40' 16.60" N 100° 44' 04.79" E
DE02R	13° 42' 13.21" N 100° 44' 35.44" E
BS302	13° 52' 08.34" N 100° 44' 00.95" E
BS303	13° 57' 33.10" N 100° 45' 26.43" E
BS304	13° 57' 27.77" N 100° 57' 05.85" E
BS305	13° 51' 04.56" N 101° 00' 55.88" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

CHANGE: LOSDO ALT.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY19 - ELEV 4 FT

APP	: 119.1, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
ARR	: 121.1, 274.5
	: 126.3, 274.5
TWR	: 118.2, 262.5
	: 119.0
ARR ATIS	: 133.6, 278.6

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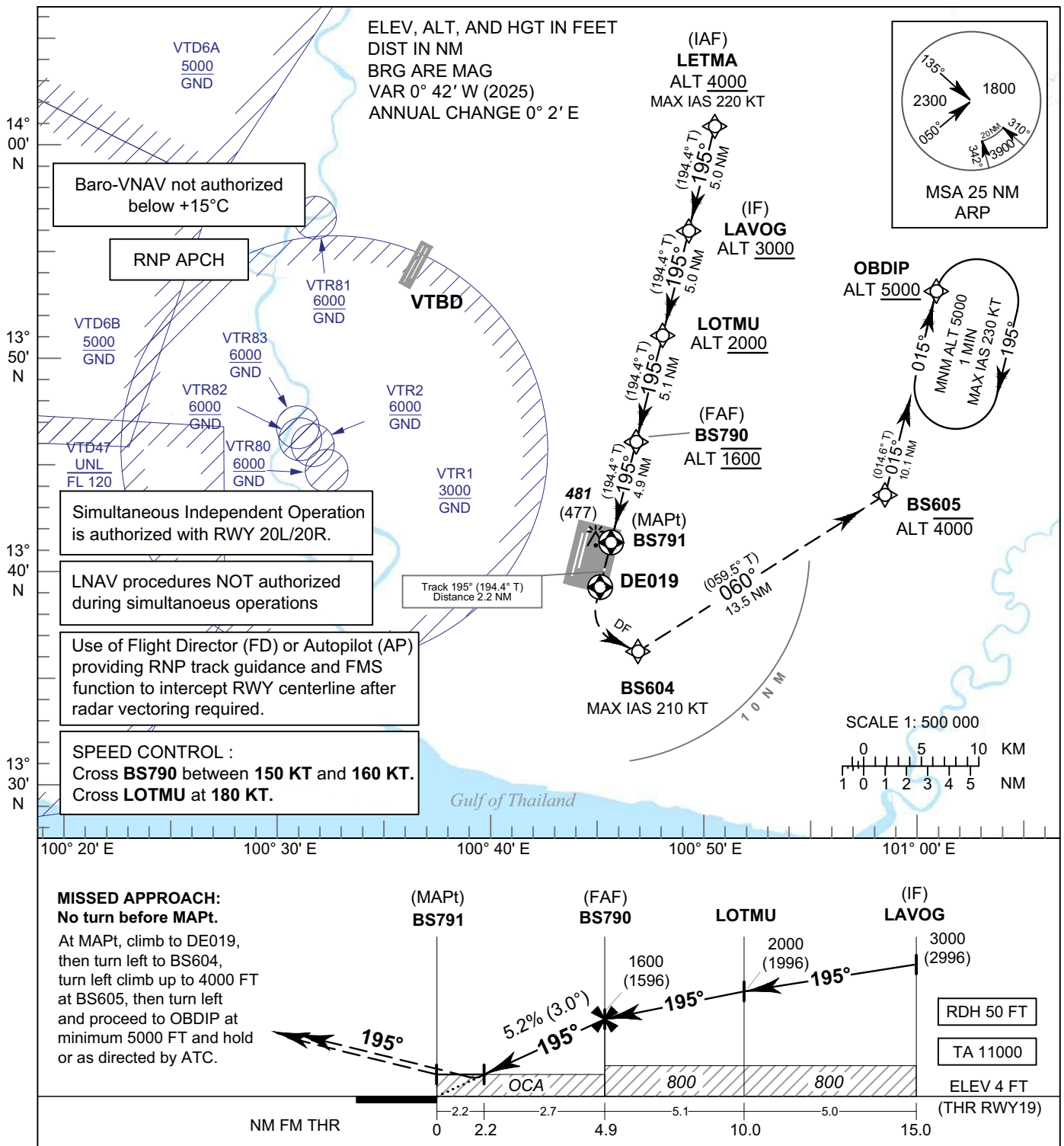
RNP RWY19



MISSED APPROACH:
No turn before MAPt.
At MAPt, climb to DE019, then turn left to BS604, turn left climb up to 4000 FT at BS605, then turn left and proceed to OBDIP at minimum 5000 FT and hold or as directed by ATC.

CHANGE: PDR.

OCA/H	A	B	C	D	NM to NEXT WPT	2.2 NM	3 NM	4 NM	FAF
LNAV / VNAV	600 (596)				Altitude (Height)	750 (746)	1005 (1001)	1320 (1316)	1600 (1596)
LNAV	750 (746)				Ground speed	knot 70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min 369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY19 - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY19

TABULAR DESCRIPTION

RNP RWY19

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) LETMA	-	-	+0.7	-	-	+4000	-220	-	RNP APCH
020	TF	(IF) LAVOG	-	195°(194.4°)	+0.7	5.0	-	+2500	-	-	RNP APCH
030	TF	LOTMU	-	195°(194.4°)	+0.7	5.0	-	+2000	-	-	RNP APCH
040	TF	(FAF) BS790	-	195°(194.4°)	+0.7	5.1	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR19) BS791	Y	195°(194.4°)	+0.7	4.9	-	@54	-	-3.0/50	RNP APCH
060	CF	DE019	Y	195°(194.4°)	+0.7	2.2	-	-	-	-	RNP APCH
070	DF	BS604	-	-	+0.7	-	L	-	-210	-	RNP APCH
080	TF	BS605	-	060°(059.5°)	+0.7	13.5	-	-4000	-	-	RNP APCH
090	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNP APCH
100	HM	OBDIP	Y	015°(014.6°)	+0.7	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY19

Waypoint Identifier	Coordinates
LETMA	14° 00' 57.99" N 100° 50' 47.13" E
LAVOG	13° 56' 06.19" N 100° 49' 30.23" E
LOTMU	13° 51' 14.39" N 100° 48' 13.38" E
BS790	13° 46' 14.41" N 100° 46' 54.45" E
BS791	13° 41' 30.17" N 100° 45' 39.72" E
DE019	13° 39' 24.11" N 100° 45' 06.59" E
BS604	13° 36' 23.96" N 100° 46' 55.46" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

CHANGE: LOTMU ALT.

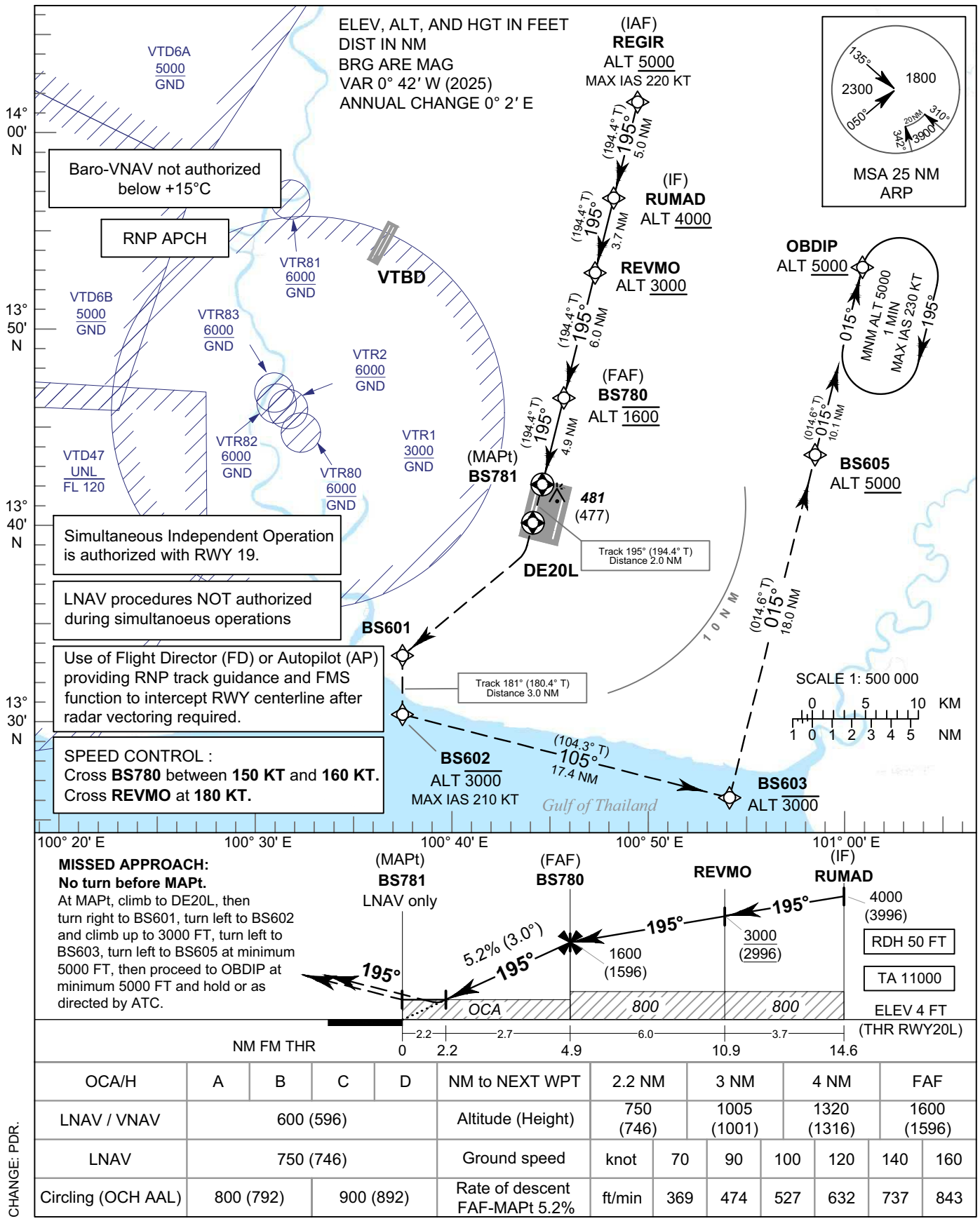
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY20L - ELEV 4 FT

APP	: 119.1, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
ARR	: 121.1, 274.5
	: 126.3, 274.5
TWR	: 118.2, 262.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY20L



OCA/H	A	B	C	D	NM to NEXT WPT	2.2 NM	3 NM	4 NM	FAF
LNAV / VNAV	600 (596)				Altitude (Height)	750 (746)	1005 (1001)	1320 (1316)	1600 (1596)
LNAV	750 (746)				Ground speed	knot 70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min 369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY20L - ELEV 4 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY20L

TABULAR DESCRIPTION

RNP RWY20L

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) REGIR	-	-	+0.7	-	-	+5000	-220	-	RNP APCH
020	TF	(IF) RUMAD	-	195°(194.4°)	+0.7	5.0	-	+3500	-	-	RNP APCH
030	TF	REVMO	-	195°(194.4°)	+0.7	3.7	-	+3000	-	-	RNP APCH
040	TF	(FAF) BS780	-	195°(194.4°)	+0.7	6.0	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR20L) BS781	Y	195°(194.4°)	+0.7	4.9	-	@54	-	-3.0/50	RNP APCH
060	CF	DE20L	Y	195°(194.4°)	+0.7	2.0	-	-	-	-	RNP APCH
070	DF	BS601	-	-	+0.7	-	R	-	-	-	RNP APCH
080	TF	BS602	-	181°(180.4°)	+0.7	3.0	-	-3000	-210	-	RNP APCH
090	TF	BS603	-	105°(104.3°)	+0.7	17.4	-	-3000	-	-	RNP APCH
100	TF	BS605	-	015°(014.6°)	+0.7	18.0	-	+5000	-	-	RNP APCH
110	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNP APCH
120	HM	OBDIP	Y	015°(014.6°)	+0.7	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY20L

Waypoint Identifier	Coordinates
REGIR	14° 01' 17.67" N 100° 49' 36.72" E
RUMAD	13° 56' 25.87" N 100° 48' 19.81" E
REVMO	13° 52' 48.77" N 100° 47' 22.64" E
BS780	13° 46' 59.12" N 100° 45' 50.66" E
BS781	13° 42' 13.21" N 100° 44' 35.44" E
DE20L	13° 40' 16.60" N 100° 44' 04.79" E
BS601	13° 33' 07.17" N 100° 36' 56.80" E
BS602	13° 30' 06.39" N 100° 36' 55.58" E
BS603	13° 25' 46.90" N 100° 54' 12.14" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

CHANGE: REVMO ALT.

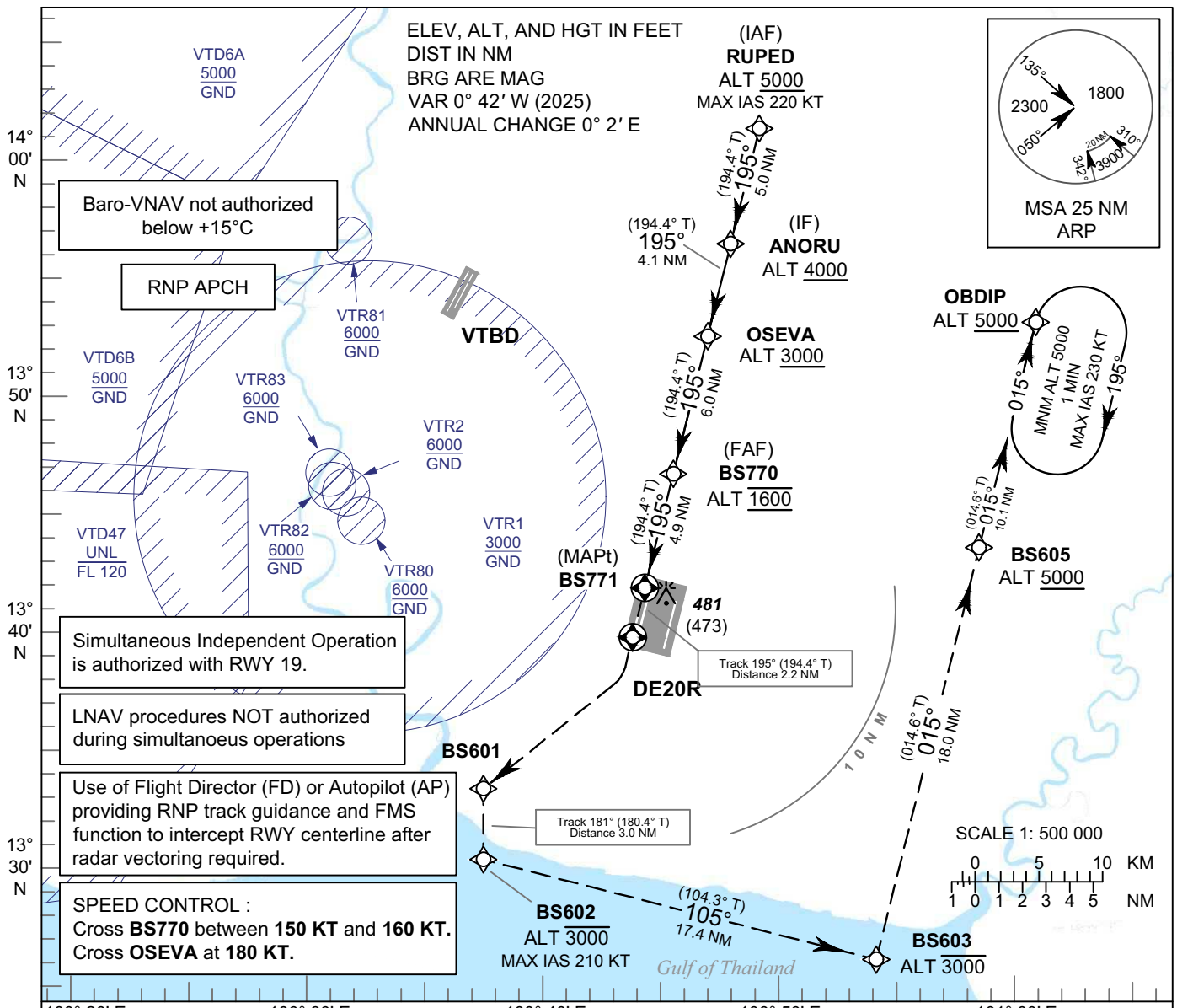
INSTRUMENT APPROACH CHART - ICAO

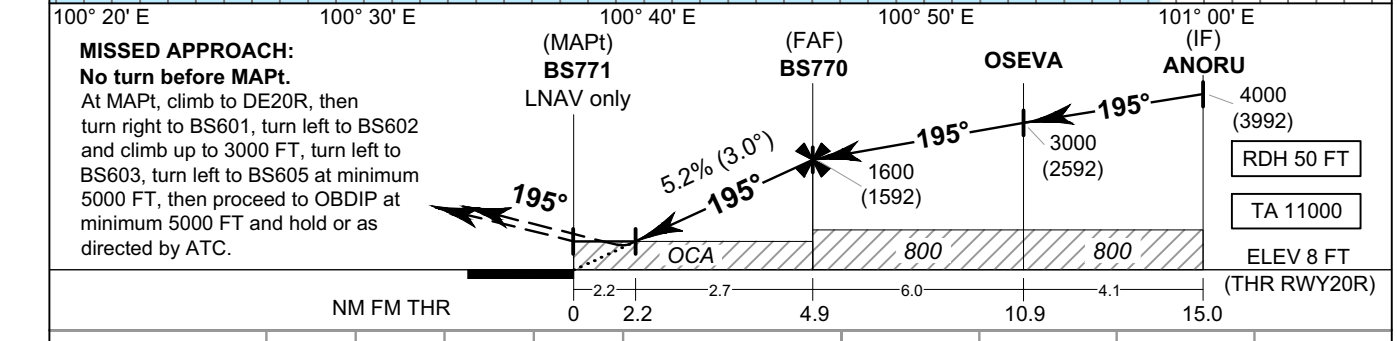
AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY20R - ELEV 8 FT

APP	: 119.1, 274.5
	: 120.3, 274.5
	: 133.4, 274.5
	: 122.35, 274.5
	: 124.35, 274.5
	: 125.2, 274.5
ARR	: 121.1, 274.5
	: 126.3, 274.5
TWR	: 118.2, 262.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY20R





OCA/H	A	B	C	D	NM to NEXT WPT	2.2 NM	3 NM	4 NM	FAF
LNAV / VNAV	600 (592)				Altitude (Height)	750 (742)	1005 (997)	1320 (1312)	1600 (1592)
LNAV	750 (742)				Ground speed	knot 70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min 369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY20R - ELEV 8 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY20R

TABULAR DESCRIPTION

RNP RWY20R

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) RUPED	-	-	+0.7	-	-	+5000	-220	-	RNP APCH
020	TF	(IF) ANORU	-	195°(194.4°)	+0.7	5.0	-	+3500	-	-	RNP APCH
030	TF	OSEVA	-	195°(194.4°)	+0.7	4.1	-	+3000	-	-	RNP APCH
040	TF	(FAF) BS770	-	195°(194.4°)	+0.7	6.0	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR20R) BS771	Y	195°(194.4°)	+0.7	4.9	-	@58	-	-3.0/50	RNP APCH
060	CF	DE20R	Y	195°(194.4°)	+0.7	2.2	-	-	-	-	RNP APCH
070	DF	BS601	-	-	+0.7	-	R	-	-	-	RNP APCH
080	TF	BS602	-	181°(180.4°)	+0.7	3.0	-	-3000	-210	-	RNP APCH
090	TF	BS603	-	105°(104.3°)	+0.7	17.4	-	-3000	-	-	RNP APCH
100	TF	BS605	-	015°(014.6°)	+0.7	18.0	-	+5000	-	-	RNP APCH
110	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNP APCH
120	HM	OBDIP	Y	015°(014.6°)	+0.7	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY20R

Waypoint Identifier	Coordinates
RUPED	14° 01' 23.89" N 100° 49' 24.59" E
ANORU	13° 56' 32.10" N 100° 48' 07.70" E
OSEVA	13° 52' 35.66" N 100° 47' 05.44" E
BS770	13° 46' 44.92" N 100° 45' 33.15" E
BS771	13° 42' 00.68" N 100° 44' 18.41" E
DE20R	13° 39' 54.63" N 100° 43' 45.28" E
BS601	13° 33' 07.17" N 100° 36' 56.80" E
BS602	13° 30' 06.39" N 100° 36' 55.58" E
BS603	13° 25' 46.90" N 100° 54' 12.14" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

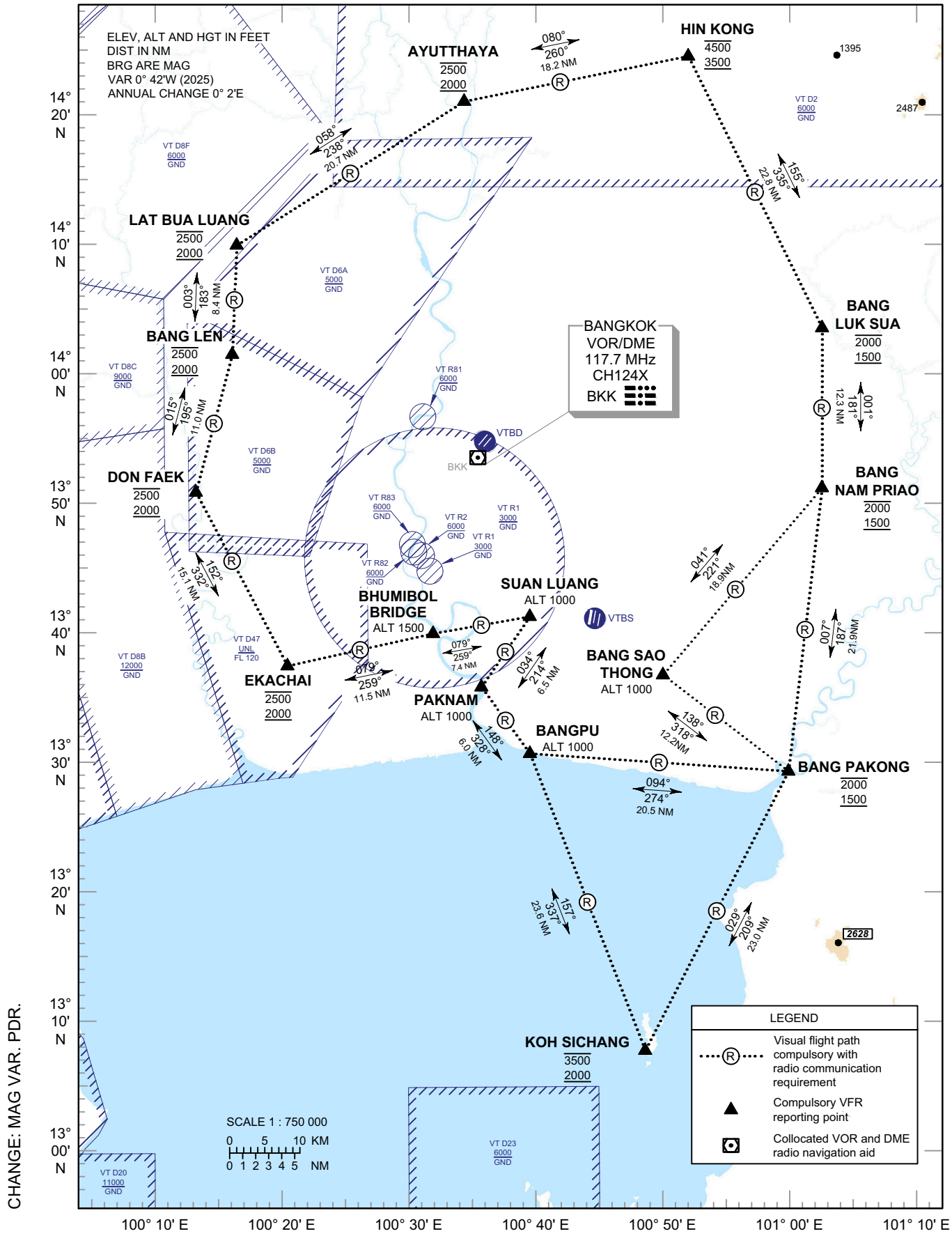
CHANGE: OSEVA ALT.

VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

APP :	119.4	, 274.5
	133.4	, 274.5
	125.2	, 274.5
	124.35	, 274.5
	122.35	, 274.5
	119.1	, 274.5
	120.3	, 274.5
	125.8	
ARR 1:	121.1	
ARR 2:	126.3	
TWR :	118.2	
	119.0	
ATIS :	DEP 127.65	, 278.6
	ARR 133.6	

BANGKOK/Suvarnabhumi Intl (VTBS)
RWY 19/20L/20R 01/02L/02R



VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

BANGKOK/Suvarnabhumi Intl (VTBS)
RWY 19/20L/20R 01/02L/02R

DEPARTURE

EASTBOUND
- BANG SAO THONG [ALT1000] - BANG NAM PRIAO [ALT2500] THEN JOIN VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART BANGKOK/Don Mueang Intl (VTBD) RWY 03L/03R 21L/21R
- BANG SAO THONG [ALT1000] - BANG PAKONG [ALT2500] THEN JOIN VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART BANGKOK/Don Mueang Intl (VTBD) RWY 03L/03R 21L/21R

SOUTHEASTBOUND
- SUAN LUANG [ALT1000] - PAK NAM [ALT1000] - BANGPU [ALT1000] - KOH SICHANG [ALT3500]
- SUAN LUANG [ALT1000] - PAK NAM [ALT1000] - BANGPU [ALT1000] - BANGPAKONG [ALT2500] - KOH SICHANG [ALT3500]

WESTBOUND
- SUAN LUANG [ALT1000] - BHUMIBOL BRIDGE [ALT1500] - EKACHAI [ALT2500] THEN JOIN VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART BANGKOK/Don Mueang Intl (VTBD) RWY 03L/03R 21L/21R

ARRIVAL

EASTBOUND
- BANG NAM PRIAO [ALT2000] - BANG SAO THONG [ALT1000]
- BANG PAKONG [ALT2000] - BANG SAO THONG [ALT1000]

SOUTHEASTBOUND
- KOH SICHANG [ALT2000] - BANGPU [ALT1000] - PAK NAM [ALT1000] - SUAN LUANG [ALT1000]
- KOH SICHANG [ALT2000] - BANGPAKONG [ALT2000] - BANGPU [ALT1000] - PAK NAM [ALT1000] - SUAN LUANG [ALT1000]

WESTBOUND
- EKACHAI [ALT2000] - BHUMIBOL BRIDGE [ALT1500] - SUAN LUANG [ALT1000]

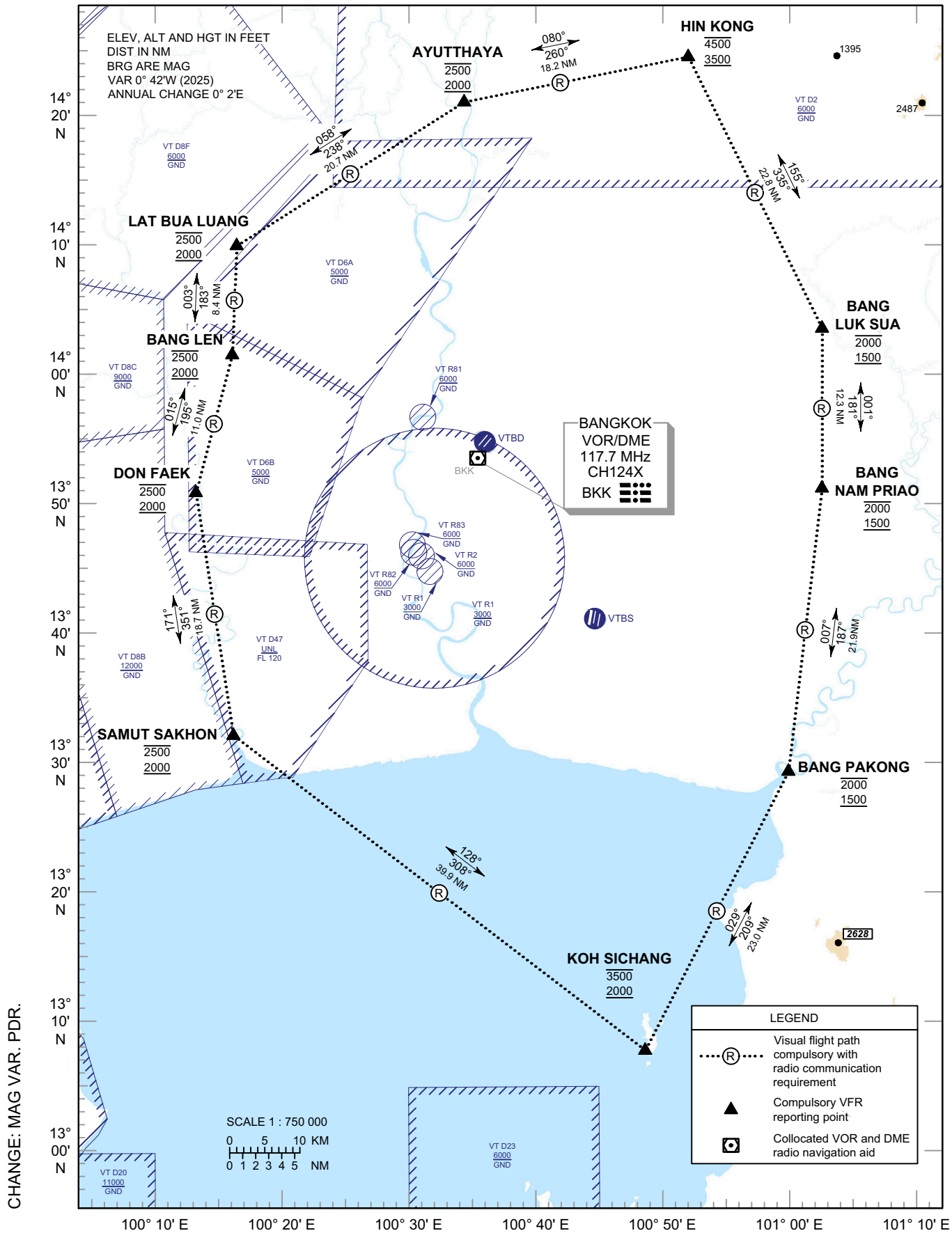
Reporting points	Landmark	Radial / DME from BKK VOR	Coordinates	
			Latitude	Longitude
SUAN LUANG	Rama 9th Park	R-158 / 11.7D	13° 41' 19.00'' N	100° 39' 48.00'' E
HIN KONG	Hin Kong Interchange, Phahonyothin Rd.	R-030 / 35.2D	14° 24' 30.00'' N	100° 52' 40.00'' E
AYUTTHAYA	Preedee-Thamrong Bridge Crossing Pasak River	R-359 / 27.5D	14° 21' 08.00'' N	100° 34' 53.00'' E
LAT BUA LUANG	Singha Beverage Co.,Ltd. Ladbualuang	R-312 / 24.5D	14° 10' 08.00'' N	100° 16' 48.00'' E
BANG LEN	Scan Inter Solar Power Plant, Bang Phasi, Bang len	R-293 / 20.3D	14° 01' 42.00'' N	100° 16' 24.00'' E
DON FAEK	Motorway Bang Yai-Kanchanaburi Bridge Crossing Tha Chin River 4	R-263 / 21.7D	13° 51' 04.00'' N	100° 13' 28.00'' E
EKACHAI	Ekachai Golf and Country Club	R-223 / 21.7D	13° 37' 37.00'' N	100° 20' 38.00'' E
PAKNAM	Samuthprakarn Learning Park and Tower	R-179 / 17.6D	13° 35' 53.82'' N	100° 35' 56.21'' E

VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	:	119.4 , 274.5
		133.4 , 274.5
		125.2 , 274.5
		124.35 , 274.5
		122.35 , 274.5
		119.1 , 274.5
		120.3 , 274.5
		125.8
ARR 1:		121.1
ARR 2:		126.3
TWR	:	118.2
		119.0
ATIS	:	DEP 127.65 , 278.6
		ARR 133.6

BANGKOK/Suvarnabhumi Intl (VTBS)
RWY 19/20L/20R 01/02L/02R



VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

BANGKOK/Suvarnabhumi Intl (VTBS)
RWY 19/20L/20R 01/02L/02R

VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART

BANGKOK/Suvarnabhumi Intl (VTBS) RWY 19/20L/20R 01/02L/02R

OUTBOUND

- HIN KONG [ALT3500] - BANG LUK SUA [ALT2500] - BANG NAM PRIAO [ALT2500] - BANG PAKONG [ALT2500] - KOH SICHANG [ALT3500] - SAMUT SAKHON [ALT2500] - DON FAEK [ALT2500] - BANG LEN [ALT2500] - LAT BUA LUANG [ALT2500] - AYUTTHAYA [ALT2500] - HIN KONG [ALT3500]

INBOUND

- HIN KONG [ALT4500] - BANG LUK SUA [ALT2000] - BANG NAM PRIAO [ALT2000] - BANG PAKONG [ALT2000] - KOH SICHANG [ALT2000] - SAMUT SAKHON [ALT2000] - DON FAEK [ALT2000] - BANG LEN [ALT2000] - LAT BUA LUANG [ALT2000] - AYUTTHAYA [ALT2000] - HIN KONG [ALT4500]

LIGHT AIRCRAFT WITHIN BKK CTR CAN JOIN ALL SUITABLE REPORTING POINT IN VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART BANGKOK/Suvarnabhumi Intl (VTBS) RWY 19/20L/20R 01/02L/02R)

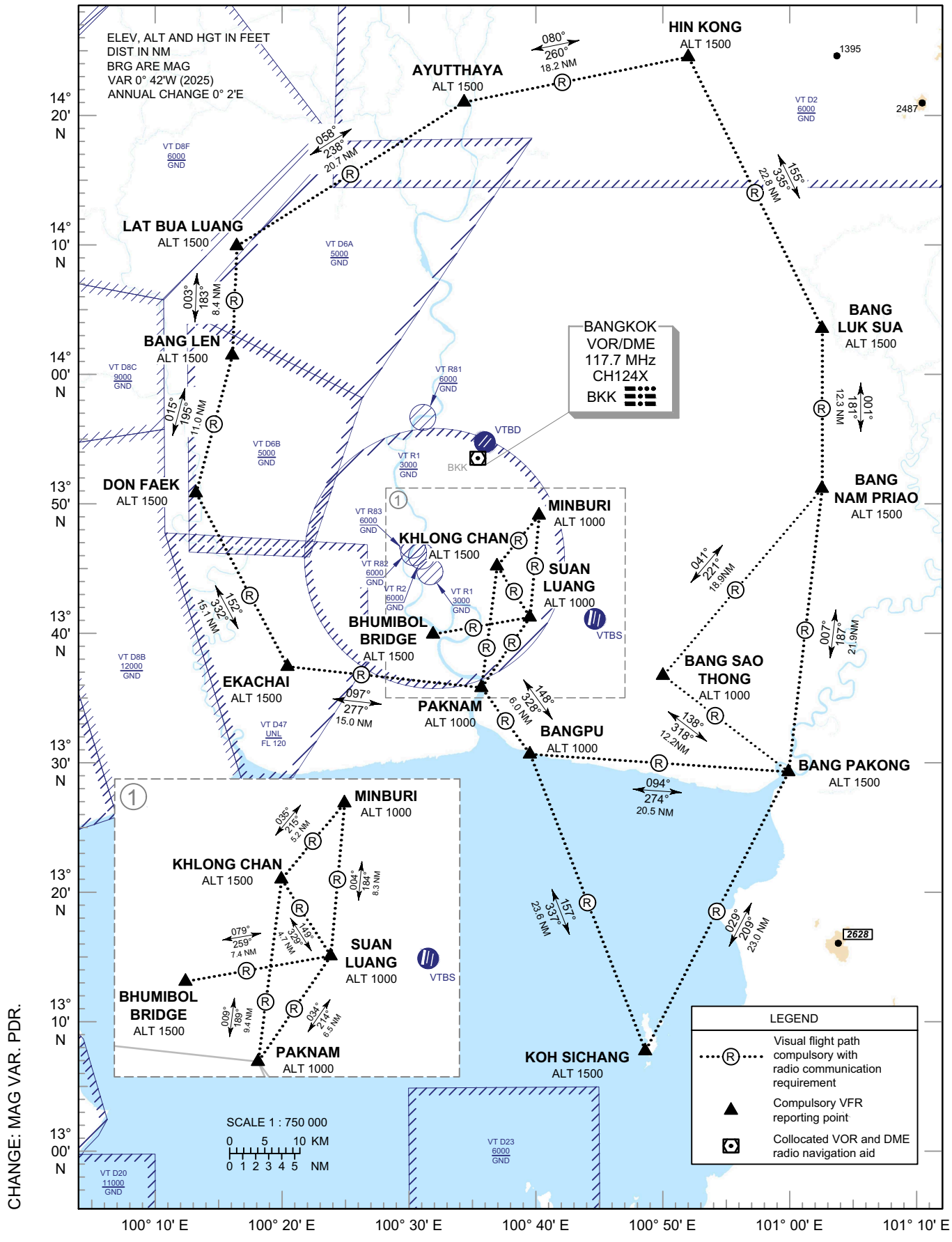
Reporting points	Landmark	Radial / DME from BKK VOR	Coordinates	
			Latitude	Longitude
HIN KONG	Hin Kong Interchange, Phahonyothin Rd.	R-030 / 35.2D	14° 24' 30.00'' N	100° 52' 40.00'' E
AYUTTHAYA	Preedee-Thamrong Bridge Crossing Pasak River	R-359 / 27.5D	14° 21' 08.00'' N	100° 34' 53.00'' E
LAT BUA LUANG	Singha Beverage Co.,Ltd. Ladbualuang	R-312 / 24.5D	14° 10' 08.00'' N	100° 16' 48.00'' E
BANG LEN	Scan Inter Solar Power Plant, Bang Phasi, Bang len	R-293 / 20.3D	14° 01' 42.00'' N	100° 16' 24.00'' E
DON FAEK	Motorway Bang Yai-Kanchanaburi Bridge Crossing Tha Chin River 4	R-263 / 21.7D	13° 51' 04.00'' N	100° 13' 28.00'' E
SAMUT SAKHON	Thachalom Roundabout	R-222 / 28.4D	13° 32' 17.00'' N	100° 16' 20.00'' E
KOH SICHANG	Koh Sichang	R-165 / 47.4D	13° 07' 45.00'' N	100° 48' 40.00'' E
BANG PAKONG	Devahastin Bridge, Bangna-Chonburi Expressway Crossing Bang Pakong River	R-136 / 33.9D	13° 29' 13.20'' N	101° 00' 07.80'' E
BANG NAM PRIAO	Bang Nam Priao Intersection	R-095 / 26.6D	13° 51' 05.00'' N	101° 02' 58.00'' E
BANG LUK SUA	Pradhana Vanalai Studio	R-070 / 28.3D	14° 03' 26.00'' N	101° 03' 05.00'' E

VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

APP :	119.4	, 274.5
	133.4	, 274.5
	125.2	, 274.5
	124.35	, 274.5
	122.35	, 274.5
	119.1	, 274.5
	120.3	, 274.5
	125.8	
ARR 1:	121.1	
ARR 2:	126.3	
TWR :	118.2	
	119.0	
ATIS :	DEP 127.65	, 278.6
	ARR 133.6	

BANGKOK/Suvarnabhumi Intl (VTBS)
RWY 19/20L/20R 01/02L/02R



VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

BANGKOK/Suvarnabhumi Intl (VTBS)
RWY 19/20L/20R 01/02L/02R

DEPARTURE

WESTBOUND
- SUAN LUANG [ALT1000] - MINBURI [ALT1000] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R
- SUAN LUANG [ALT1000] - KHLONG CHAN [ALT1500] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R
- SUAN LUANG [ALT1000] - BHUMIBOL BRIDGE [ALT1500] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R
- SUAN LUANG [ALT1000] - PAKNAM [ALT1000] - EKACHAI [ALT1500] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R
- SUAN LUANG [ALT1000] - PAKNAM [ALT1000] - BANGPU [ALT1000] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R

EASTBOUND
- BANG SAO THONG [ALT1000] - BANG NAM PRIAO [ALT1500] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R
- BANG SAO THONG [ALT1000] - BANG PAKONG [ALT1500] - THEN PROCEED ON VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Don Mueang Intl (VTBD) RWY 21L/21R or RWY 03L/03R

ARRIVAL

WESTBOUND
- MINBURI [ALT1000] or KHLONG CHAN [ALT1500] or BHUMIBOL BRIDGE [ALT1500] or PAKNAM [ALT1000] - SUAN LUANG [ALT1000]

EASTBOUND
- BANG NAM PRIAO [ALT1500] or BANG PAKONG [ALT1500] - BANG SAO THONG [ALT1000]

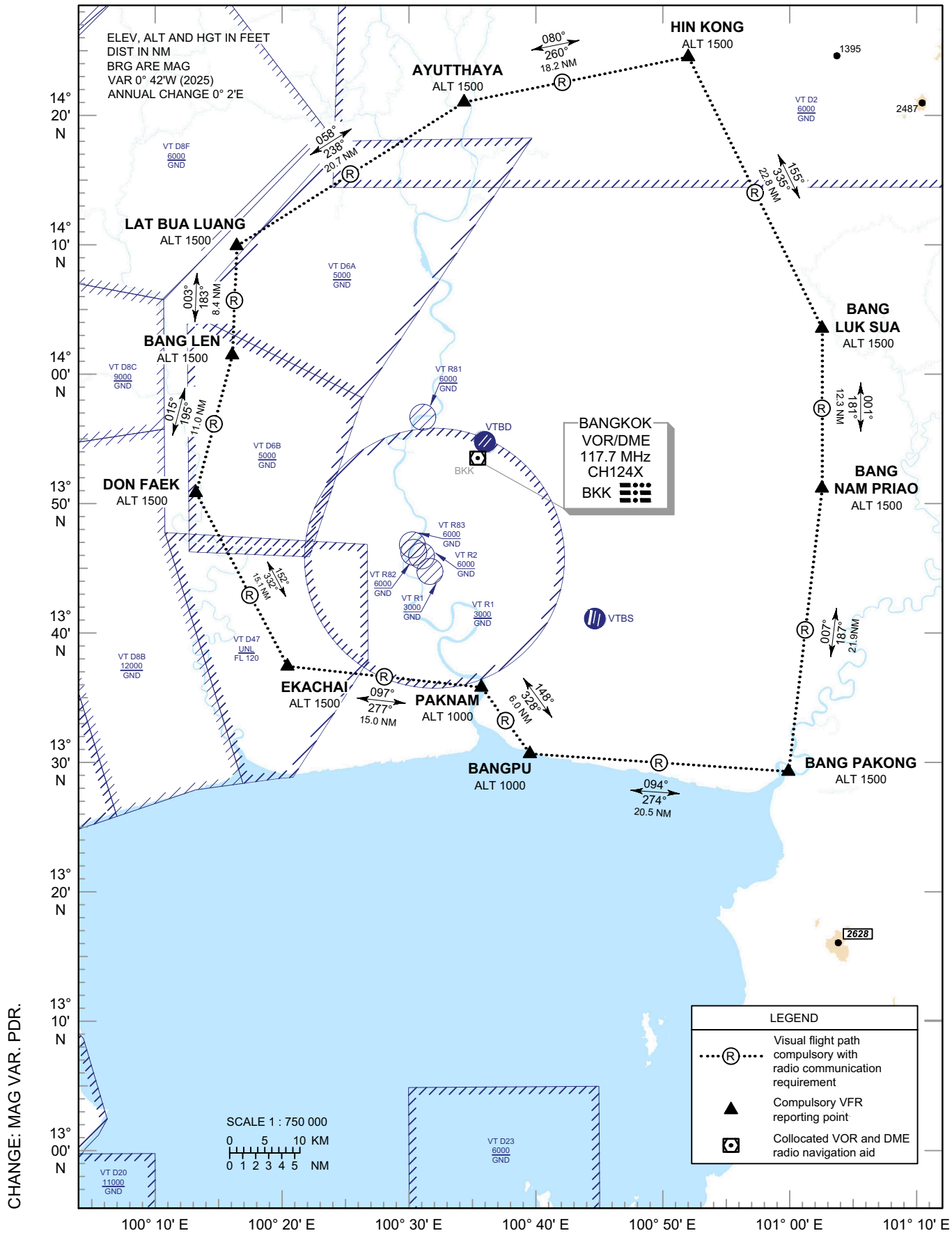
Reporting points	Landmark	Radial / DME from BKK VOR	Coordinates	
			Latitude	Longitude
BHUMIBOL BRIDGE	Industrial Ring Rd. Interchange between Bhumibol 1-2 Bridge near Lat Pho Canal	R-194 / 14.0D	13° 40' 03.00'' N	100° 32' 09.00'' E
SUAN LUANG	Rama 9th Park	R-158 / 11.7D	13° 41' 19.00'' N	100° 39' 48.00'' E
KHLONG CHAN	Rajamangala National Stadium	R-170 / 8.4D	13° 45' 17.00'' N	100° 37' 14.00'' E
MINBURI	Bangkok Eastern Outer Ring Rd. Crossing Ram Inthra Rd.	R-133 / 6.4D	13° 49' 11.00'' N	100° 40' 35.00'' E
HIN KONG	Hin Kong Interchange, Phahonyothin Rd.	R-030 / 35.2D	14° 24' 30.00'' N	100° 52' 40.00'' E
AYUTTHAYA	Preedee-Thamrong Bridge Crossing Pasak River	R-359 / 27.5D	14° 21' 08.00'' N	100° 34' 53.00'' E
LAT BUA LUANG	Singha Beverage Co.,Ltd. Ladbualuang	R-312 / 24.5D	14° 10' 08.00'' N	100° 16' 48.00'' E
BANG LEN	Scan Inter Solar Power Plant, Bang Phasi, Bang len	R-293 / 20.3D	14° 01' 42.00'' N	100° 16' 24.00'' E
DON FAEK	Motorway Bang Yai-Kanchanaburi Bridge Crossing Tha Chin River 4	R-263 / 21.7D	13° 51' 04.00'' N	100° 13' 28.00'' E

VFR OVERFLY PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

APP :	119.4	, 274.5
	133.4	, 274.5
	125.2	, 274.5
	124.35	, 274.5
	122.35	, 274.5
	119.1	, 274.5
	120.3	, 274.5
	125.8	
ARR 1:	121.1	
ARR 2:	126.3	
TWR :	118.2	
	119.0	
ATIS :	DEP 127.65	, 278.6
	ARR 133.6	

BANGKOK/Suvarnabhumi Intl (VTBS)
RWY 19/20L/20R 01/02L/02R



VFR OVERFLY PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

BANGKOK/Suvarnabhumi Intl (VTBS)
RWY 19/20L/20R 01/02L/02R

VFR OVERFLY PROCEDURE FOR HELICOPTER CHART

- HIN KONG [ALT1500] - BANG LUK SUA [ALT1500] - BANG NAM PRIAO [ALT1500] - BANG PAKONG [ALT1500] - BANGPU [ALT1000] - PAK NAM [ALT1000] - EKACHAI [ALT1500] - DON FAEK [ALT1500] - BANG LEN [ALT1500] - LAT BUA LUANG [ALT1500] - AYUTTHAYA [ALT1500] - HIN KONG [ALT1500]

HELICOPTER WITHIN BKK CTR CAN JOIN ALL SUITABLE REPORTING POINT IN VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART BANGKOK/Suvarnabhumi Intl (VTBS) RWY 19/20L/20R 01/02L/02R)
AND BANGKOK/Don Mueang Intl (VTBD) RWY 03L/03R 21L/21R

Reporting points	Landmark	Radial / DME from BKK VOR	Coordinates	
			Latitude	Longitude
HIN KONG	Hin Kong Interchange, Phahonyothin Rd.	R-030 / 35.2D	14° 24' 30.00'' N	100° 52' 40.00'' E
AYUTTHAYA	Preedee-Thamrong Bridge Crossing Pasak River	R-359 / 27.5D	14° 21' 08.00'' N	100° 34' 53.00'' E
LAT BUA LUANG	Singha Beverage Co.,Ltd. Ladbualuang	R-312 / 24.5D	14° 10' 08.00'' N	100° 16' 48.00'' E
BANG LEN	Scan Inter Solar Power Plant, Bang Phasi, Bang len	R-293 / 20.3D	14° 01' 42.00'' N	100° 16' 24.00'' E
DON FAEK	Motorway Bang Yai-Kanchanaburi Bridge Crossing Tha Chin River 4	R-263 / 21.7D	13° 51' 04.00'' N	100° 13' 28.00'' E
EKACHAI	Ekachai Golf and Country Club	R-223 / 21.7D	13° 37' 37.00'' N	100° 20' 38.00'' E
PAKNAM	Samuthprakarn Learning Park and Tower	R-179 / 17.6D	13° 35' 53.82'' N	100° 35' 56.21'' E
BANGPU	Sukta Bridge	R-170 / 23.1D	13° 30' 44.00'' N	100° 39' 44.00'' E
BANG PAKONG	Devahastin Bridge, Bangna-Chonburi Expressway Crossing Bang Pakong River	R-136 / 33.9D	13° 29' 13.20'' N	101° 00' 07.80'' E
BANG NAM PRIAO	Bang Nam Priao Intersection	R-095 / 26.6D	13° 51' 05.00'' N	101° 02' 58.00'' E
BANG LUK SUA	Pradhana Vanalai Studio	R-070 / 28.3D	14° 03' 26.00'' N	101° 03' 05.00'' E

VTBU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	CAT1 (570 m)	Green	PAPI BI-Latteral 3°	NIL	NIL	3505 m 60 m White LIH	Red	NIL	NIL
36	SALS	Green	PAPI Left 3°	NIL	NIL	3505 m 60 m LIH	Red	NIL	NIL

VTBU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of control tower, FLG WG EV 2 SEC. Sunset to sunrise and daylight when low visibility. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	WDI - 1 WDI left side of THR RWY 36 (500 m from RWY THR) - 1 WDI right side of THR RWY 18 (500 m from RWY THR)
3	TWY edge and centre line lighting	TWY edge lights (blue)
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at RWY 18/36 Switch-over time: 0 SEC
5	Remarks	NIL

VTBU 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	Landing on TWY E.

VTBU AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	U-Tapao Aerodrome Traffic Zone (ATZ) a circle, radius 5 NM centred on 124047N 1010018E (ARP)
2	Vertical limits	up to but not including 2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	U-Tapao Tower English, Thai
5	Transition altitude	11000 ft MSL
6	Remarks	NIL

VTBU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	U-Tapao Approach	119.7 MHz/PRI 121.5 MHz/EMERG 134.5 MHz/SEC 238.3 MHz/SEC 273.3 MHz/PRI 243.0 MHz/EMERG	H24	UHF reserved for military use
TWR	U-Tapao Tower	118.3 MHz 121.5 MHz/EMERG 227.0 MHz 243.0 MHz/EMERG	H24	UHF reserved for military use
GND	U-Tapao Ground	121.9 MHz 275.8 MHz	H24	UHF reserved for military use
ATIS	U-Tapao Int Airport	127.2 MHz	H24	

VTBU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	UP	414 kHz	H24	123943.0N 1005942.0E		The coverage 50 NM orbit clockwise data refer from commissioning shall be as follows -Bearing 321-020 degree altitude 3,000 feet. -Bearing 021-050 degree altitude 7,000 feet. -Bearing 051-100 degree altitude 6,000 feet. -Bearing 101-320 degree altitude 2,000 feet.
DVOR/DME	BUT	110.8 MHz CH 45X	H24	124000.0N 1010001.7E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude and distance in various areas: – Radial 101°-170° altitude should not below 2 000 ft – Radial 171°-250° altitude should not below 6 000 ft – Radial 251°-320° altitude should not below 8 000 ft – Radial 321°-050° altitude should not below 6 000 ft – Radial 051°-100° altitude should not below 4 000 ft
ILS CAT I LOC RWY 18	IBUT	111.9 MHz	H24	123937.3N 1010012.2E		DME transponder provide minimum signal strength at 17 NM altitude 2 000 ft between 22-35 degrees (90Hz) of localizer course. Meanwhile DME signal has lock-on presented throughout the ILS/DME coverage.
GP/DME		331.1 MHz CH 56X	H24	124133.0N 1010025.8E		

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
0.60% +0.30% -0.13% -0.80% (1110 m 1460 m 1910 m 3050 m)	60x45	NIL	3290x300	240x150	NIL	NIL	NIL
+0.80% +0.13% -0.30% -0.60% (1140 m 1590 m 1940 m 3050 m)	60x45	NIL	3290x300	240x150	NIL	YES	NIL

VTSS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
08	3050	3050	3110	3050	NIL
26	3050	3050	3110	3050	NIL

VTSS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	SALS 420 m LIH	Green	PAPI Both 3° (64.06 ft)	NIL	NIL	3050 m 60 m White FM2450-3050 m Yellow: LIH	Red	60 Red	NIL
26	SALS 420 m LIH	Green	PAPI Both 3° (61.09 ft)	NIL	NIL	3050 m 60 m White FM 2450-3050 m Yellow: LIH	Red	60 Red	NIL

VTSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of control tower, FLG WG EV 3 Sec / IBN: NIL H24
2	LDI location and LGT Anemometer location and LGT	WDI: 2 Wind Cones, illuminated at 1. 450 m from THR RWY 26 : offset to the left side from RCL 105 m., and 2. 450 m from THR RWY 08 : offset to the left side from RCL 65 m. Anemometer: see AD Chart.
3	TWY edge and centre line lighting	EDGE: All TWY Centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all airfield lighting at AD switch-over time : Lights associated to runway 0 sec.(UPS) other lighting 15 sec.
5	Remarks	NIL

VTSS 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, take off and land as instructed by ATC.

VTSS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on HTY (065603N 1002317E)
2	Vertical limits	3000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Hat Yai Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Hat Yai Approach	126.7 MHz 301.5 MHz 121.5 MHz [1)] 243.0 MHz [1)] 133.2 MHz [2)]	H24	[1)]Emergency frequency [2)]Backup frequency
TWR	Hat Yai Tower	118.1 MHz 275.8 MHz 121.5 MHz [1)] 243.0 MHz [1)] 133.2 MHz [2)]	H24	
GND	Hat Yai Ground	121.9 MHz 257.8 MHz 121.5 MHz [1)] 243.0 MHz [1)]	H24	
ATIS	Hat Yai Intl. Airport	128.8 MHz	H24	

VTSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	HTY	115.3 MHz CH100X	H24	065602.8N 1002316.6E	30 m (100 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/ DME station coverage check does not provide adequate signal to 40 nm at the required altitude in various areas as following: – RDL 171-240 DEG at 10 NM ALT should not below 5,000 ft. – RDL 131-170 DEG at 20 NM ALT should not below 4,000 ft. – RDL 031-130 DEG at 40 NM ALT should not below 5,000 ft. – RDL 241-270 DEG at 40 NM ALT should not below 7,000 ft. – RDL 271-300 DEG at 40 NM ALT should not below 10,000 ft. – RDL 301-330 DEG at 40 NM ALT should not below 6,000 ft. – RDL 331-030 DEG at 40 NM ALT should not below 3,000 ft.
ILS CAT I LOC 26	IHTY	109.9 MHz	H24	065549.0N 1002230.0E		RWY 26 ILS Glide slope not coincident with PAPI starting at 0.7 DME
GP 26		333.8 MHz 36X		065558.7N 1002419.3E		
DME 26		36X		065558.7N 1002419.3E	30 m (100 ft)	
TACAN	HTY	115.70 MHz CH104X	2300-1100 Daily	065541N 1002344E		HR service 30 Min PN to ATC

VTSS AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Reporting points for VFR flight

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

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

1.2 Aerodrome traffic circuit

Using both sides of traffic circuit.

1.3 Overhead approach pattern

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

2. STARTING UP PROCEDURE

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

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

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

3. PUSH BACK PROCEDURE

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

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

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

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

1.1.3 Nose-in parking is applicable to all aircraft.

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

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

2. BIRD CONCENTRATIONS

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

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

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

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

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

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

VTSS AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSS-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTSS-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTSS-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 08/26	AD 2-VTSS-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PADPA1D PIMER1D TAXEB1D	AD 2-VTSS-6-1
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PADPA1D PIMER1D TAXEB1D (Tabular description 1)	AD 2-VTSS-6-2
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PADPA1D PIMER1D TAXEB1D (Tabular description 2)	AD 2-VTSS-6-3
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C	AD 2-VTSS-6-5
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C (Tabular description 1)	AD 2-VTSS-6-6
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C (Tabular description 2)	AD 2-VTSS-6-7
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C (Waypoint list table)	AD 2-VTSS-6-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B	AD 2-VTSS-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B (Tabular description 1)	AD 2-VTSS-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B (Tabular description 2)	AD 2-VTSS-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A	AD 2-VTSS-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A (Tabular description 1)	AD 2-VTSS-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A (Tabular description 2)	AD 2-VTSS-7-7
Instrument Approach Chart - ICAO - VOR A	AD 2-VTSS-8-1

Chart name	Page
Instrument Approach Chart - ICAO - VOR a (Fix and point list table)	AD 2-VTSS-8-2
Instrument Approach Chart - ICAO - VOR RWY 26	AD 2-VTSS-8-3
Instrument Approach Chart - ICAO - VOR RWY26 (Fix and point list table)	AD 2-VTSS-8-4
Instrument Approach Chart – ICAO - ILS or LOC y RWY26	AD 2-VTSS-8-5
Instrument Approach Chart – ICAO - ILS orLOC y RWY26 (Fix and point list table)	AD 2-VTSS-8-6
Instrument Approach Chart – ICAO - ILS or LOC z RWY 26	AD 2-VTSS-8-7
Instrument Approach Chart – ICAO - ILS or LOC z RWY 26 (Tabular description)	AD 2-VTSS-8-8
Instrument Approach Chart – ICAO - ILS or LOC z RWY 26 (Fix and point list table)	AD 2-VTSS-8-9
Instrument Approach Chart - ICAO - RNP RWY 08	AD 2-VTSS-8-11
Instrument Approach Chart - ICAO - RNP RWY 08 (Tabular description)	AD 2-VTSS-8-12
Instrument Approach Chart - ICAO - RNP RWY 26	AD 2-VTSS-8-13
Instrument Approach Chart - ICAO - RNP RWY 26 (Tabular description)	AD 2-VTSS-8-14

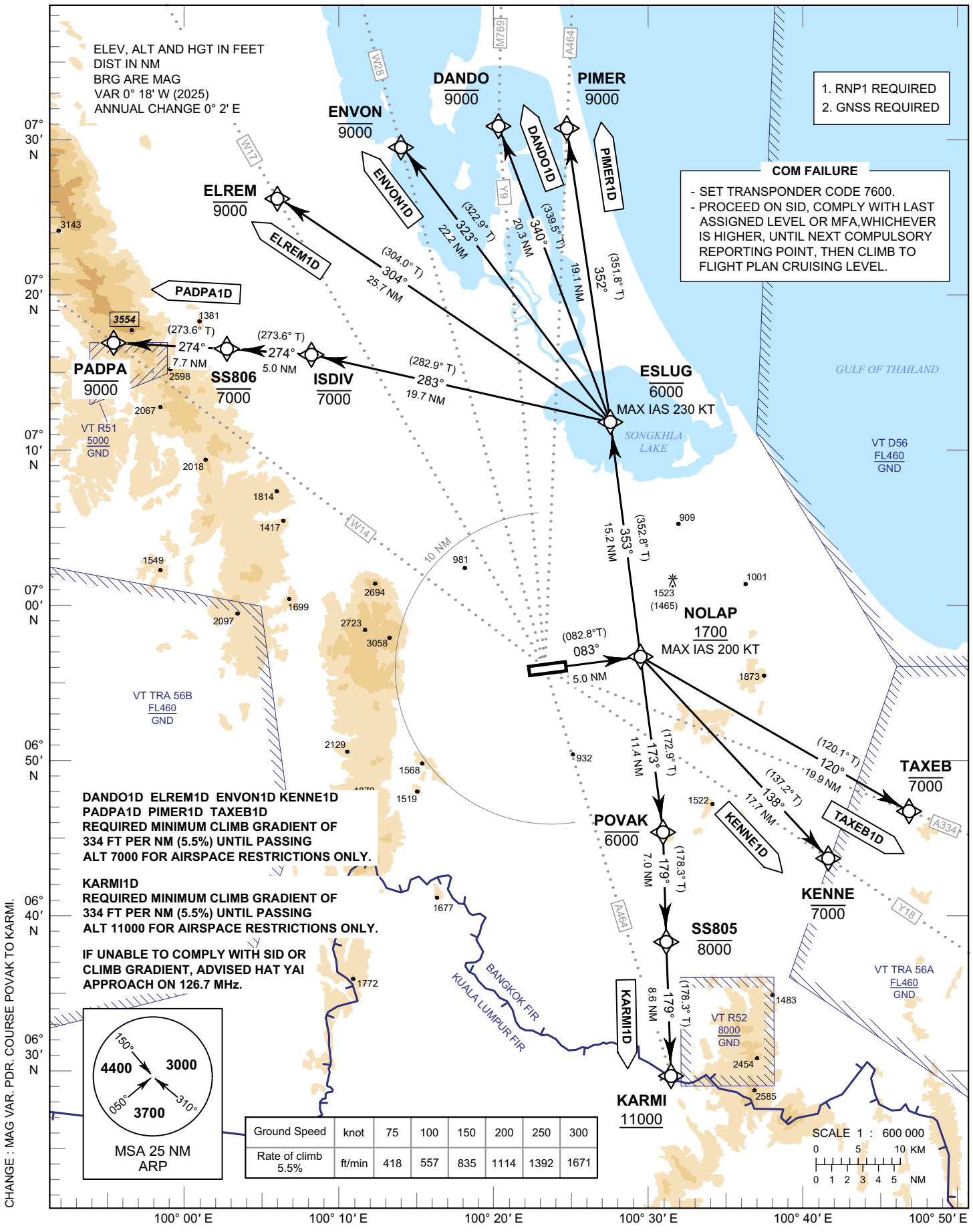
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY08

DANDO1D ELREM1D
ENVON1D KARMI1D KENNE1D
PADPA1D PIMER1D TAXEB1D



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY08

DANDO1D ELREM1D
ENVON1D KARMI1D KENNE1D
PADPA1D PIMER1D TAXEB1D

CHANGE : MAG VAR. COURSE POVAK TO KARMI.

TABULAR DESCRIPTION (1)

RNAV RWY08											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course ° M (° T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
DANDO1D TO M769											
010	-	DER RWY08	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.3	5.0	-	+1700	-200	-	RNP 1
030	TF	ESLUG	-	353° (352.8°)	+0.3	15.2	-	-6000	-230	-	RNP 1
040	TF	DANDO	-	340° (339.5°)	+0.3	20.3	-	-9000	-	-	RNP 1
ELREM1D TO W17											
010	-	DER RWY08	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.3	5.0	-	+1700	-200	-	RNP 1
030	TF	ESLUG	-	353° (352.8°)	+0.3	15.2	-	-6000	-230	-	RNP 1
040	TF	ELREM	-	304° (304.0°)	+0.3	25.7	-	-9000	-	-	RNP 1
ENVON1D TO W28											
010	-	DER RWY08	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.3	5.0	-	+1700	-200	-	RNP 1
030	TF	ESLUG	-	353° (352.8°)	+0.3	15.2	-	-6000	-230	-	RNP 1
040	TF	ENVON	-	323° (322.9°)	+0.3	22.2	-	-9000	-	-	RNP 1
KARMI1D TO A464											
010	-	DER RWY08	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.3	5.0	-	+1700	-200	-	RNP 1
030	TF	POVAK	-	173° (172.9°)	+0.3	11.4	-	-6000	-	-	RNP 1
040	TF	SS805	-	179° (178.3°)	+0.3	7.0	-	-8000	-	-	RNP 1
050	TF	KARMI	-	179° (178.3°)	+0.3	8.6	-	+11000	-	-	RNP 1
KENNE1D TO Y18											
010	-	DER RWY08	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.3	5.0	-	+1700	-200	-	RNP 1
030	TF	KENNE	-	138° (137.2°)	+0.3	17.7	-	-7000	-	-	RNP 1
PIMER1D TO A464											
010	-	DER RWY08	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.3	5.0	-	+1700	-200	-	RNP 1
030	TF	ESLUG	-	353° (352.8°)	+0.3	15.2	-	-6000	-230	-	RNP 1
040	TF	PIMER	-	352° (351.8°)	+0.3	19.1	-	-9000	-	-	RNP 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY08

DANDO1D ELREM1D
ENVON1D KARMI1D KENNE1D
PADPA1D PIMER1D TAXEB1D

TABULAR DESCRIPTION (2)

RNAV RWY08											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PADPA1D TO W14											
010	-	DER RWY08	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.3	5.0	-	+1700	-200	-	RNP 1
030	TF	ESLUG	-	353° (352.8°)	+0.3	15.2	-	-6000	-230	-	RNP 1
040	TF	ISDIV	-	283° (282.9°)	+0.3	19.7	-	-7000	-	-	RNP 1
050	TF	SS806	-	274° (273.6°)	+0.3	5.0	-	-7000	-	-	RNP 1
060	TF	PADPA	-	274° (273.6°)	+0.3	7.7	-	-9000	-	-	RNP 1
TAXEB1D TO A334											
010	-	DER RWY08	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.3	5.0	-	+1700	-200	-	RNP 1
030	TF	TAXEB	-	120° (120.1°)	+0.3	19.9	-	-7000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY08		
Waypoint Identifier	Coordinates	
DER RWY08	06° 56' 03.89" N	100° 24' 28.52" E
DANDO	07° 30' 53.98" N	100° 20' 23.99" E
ELREM	07° 26' 15.66" N	100° 06' 06.53" E
ENVON	07° 29' 33.35" N	100° 14' 06.25" E
ESLUG	07° 11' 48.09" N	100° 27' 33.63" E
ISDIV	07° 16' 12.19" N	100° 08' 17.10" E
KARMI	06° 29' 40.00" N	100° 31' 21.00" E
KENNE	06° 43' 39.82" N	100° 41' 31.60" E
NOLAP	06° 56' 41.46" N	100° 29' 27.83" E
PADPA	07° 16' 59.86" N	099° 55' 31.86" E
PIMER	07° 30' 44.98" N	100° 24' 48.60" E
POVAK	06° 45' 22.57" N	100° 30' 52.86" E
SS805	06° 38' 20.75" N	100° 31' 05.46" E
SS806	07° 16' 31.00" N	100° 03' 15.82" E
TAXEB	06° 46' 40.97" N	100° 46' 44.74" E

CHANGE :: MAG VAR.

INTENTIONALLY BLANK

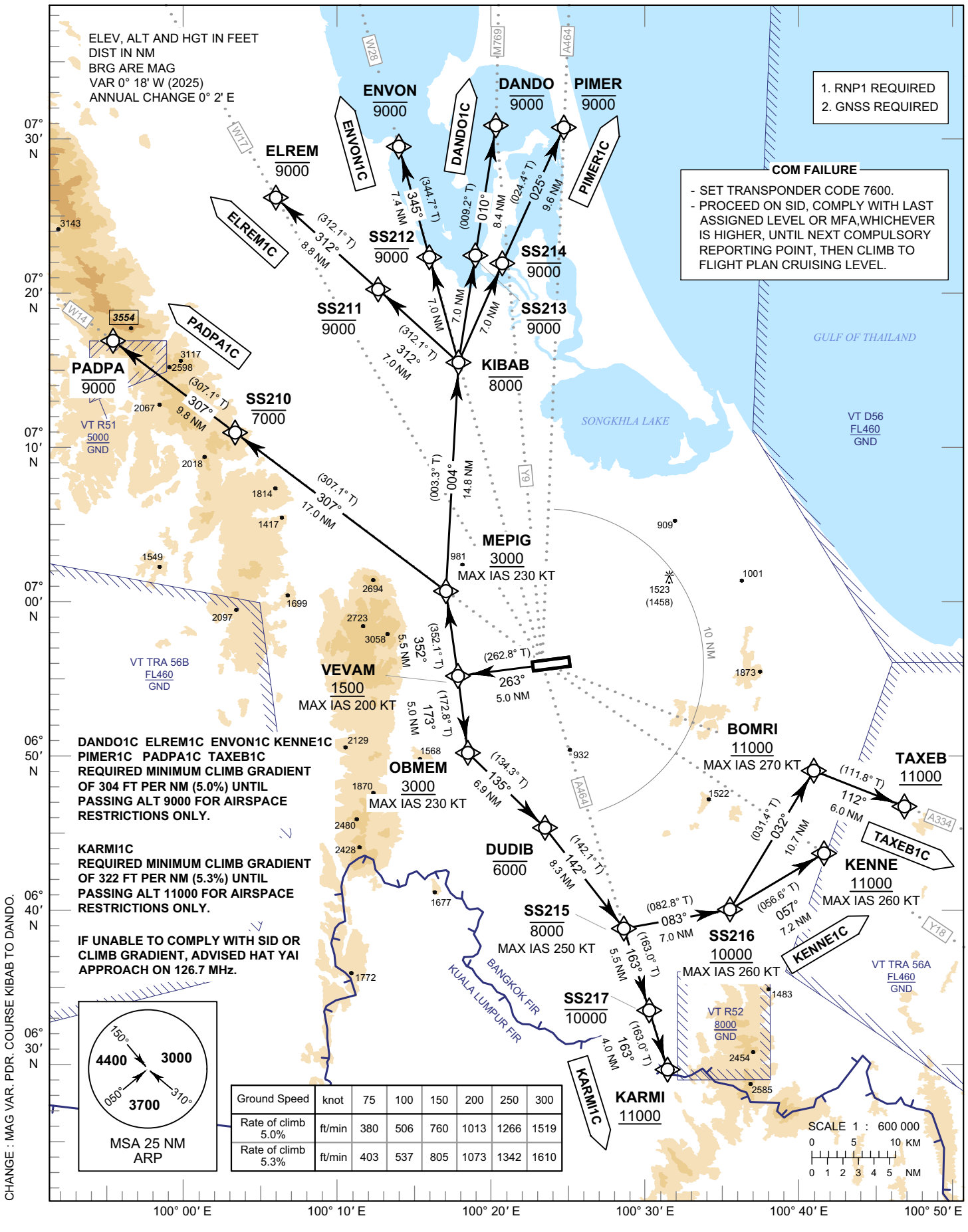
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

DANDO1C ELREM1C
ENVON1C KARMI1C KENNE1C
PADPA1C PIMER1C TAXEB1C



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

DANDO1C ELREM1C
ENVON1C KARMI1C KENNE1C
PADPA1C PIMER1C TAXEB1C

TABULAR DESCRIPTION (1)

RNAV RWY26											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
DANDO1C TO M769											
010	-	DER RWY26	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.3	5.0	-	+1500	-200	-	RNP 1
030	TF	MEPIG	-	352° (352.1°)	+0.3	5.5	-	+3000	-230	-	RNP 1
040	TF	KIBAB	-	004° (003.3°)	+0.3	14.8	-	-8000	-	-	RNP 1
050	TF	SS213	-	010° (009.2°)	+0.3	7.0	-	-9000	-	-	RNP 1
060	TF	DANDO	-	010° (009.2°)	+0.3	8.4	-	-9000	-	-	RNP 1
ELREM1C TO W17											
010	-	DER RWY26	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.3	5.0	-	+1500	-200	-	RNP 1
030	TF	MEPIG	-	352° (352.1°)	+0.3	5.5	-	+3000	-230	-	RNP 1
040	TF	KIBAB	-	004° (003.3°)	+0.3	14.8	-	-8000	-	-	RNP 1
050	TF	SS211	-	312° (312.1°)	+0.3	7.0	-	-9000	-	-	RNP 1
060	TF	ELREM	-	312° (312.1°)	+0.3	8.8	-	-9000	-	-	RNP 1
ENVON1C TO W28											
010	-	DER RWY26	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.3	5.0	-	+1500	-200	-	RNP 1
030	TF	MEPIG	-	352° (352.1°)	+0.3	5.5	-	+3000	-230	-	RNP 1
040	TF	KIBAB	-	004° (003.3°)	+0.3	14.8	-	-8000	-	-	RNP 1
050	TF	SS212	-	345° (344.7°)	+0.3	7.0	-	-9000	-	-	RNP 1
060	TF	ENVON	-	345° (344.7°)	+0.3	7.4	-	-9000	-	-	RNP 1
KARMI1C TO A464											
010	-	DER RWY26	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.3	5.0	-	+1500	-200	-	RNP 1
030	TF	OBMEM	-	173° (172.8°)	+0.3	5.0	-	+3000	-230	-	RNP 1
040	TF	DUDIB	-	135° (134.3°)	+0.3	6.9	-	-6000	-	-	RNP 1
050	TF	SS215	-	142° (142.1°)	+0.3	8.3	-	-8000	-250	-	RNP 1
060	TF	SS217	-	163° (163.0°)	+0.3	5.5	-	-10000	-	-	RNP 1
070	TF	KARMI	-	163° (163.0°)	+0.3	4.0	-	+11000	-	-	RNP 1
KENNE1C TO Y18											
010	-	DER RWY26	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.3	5.0	-	+1500	-200	-	RNP 1
030	TF	OBMEM	-	173° (172.8°)	+0.3	5.0	-	+3000	-230	-	RNP 1
040	TF	DUDIB	-	135° (134.3°)	+0.3	6.9	-	-6000	-	-	RNP 1
050	TF	SS215	-	142° (142.1°)	+0.3	8.3	-	-8000	-250	-	RNP 1
060	TF	SS216	-	083° (082.8°)	+0.3	7.0	-	+10000	-260	-	RNP 1
070	TF	KENNE	-	057° (056.6°)	+0.3	7.2	-	+11000	-260	-	RNP 1

CHANGE : MAG VAR. COURSE KIBAB TO DANDO.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

DANDO1C ELREM1C
ENVON1C KARMI1C KENNE1C
PADPA1C PIMER1C TAXEB1C

CHANGE : MAG VAR.

TABULAR DESCRIPTION (2)

RNAV RWY26											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PADPA1C TO W14											
010	-	DER RWY26	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.3	5.0	-	+1500	-200	-	RNP 1
030	TF	MEPIG	-	352° (352.1°)	+0.3	5.5	-	+3000	-230	-	RNP 1
040	TF	SS210	-	307° (307.1°)	+0.3	17.0	-	-7000	-	-	RNP 1
050	TF	PADPA	-	307° (307.1°)	+0.3	9.8	-	-9000	-	-	RNP 1
PIMER1C TO A464											
010	-	DER RWY26	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.3	5.0	-	+1500	-200	-	RNP 1
030	TF	MEPIG	-	352° (352.1°)	+0.3	5.5	-	+3000	-230	-	RNP 1
040	TF	KIBAB	-	004° (003.3°)	+0.3	14.8	-	-8000	-	-	RNP 1
050	TF	SS214	-	025° (024.4°)	+0.3	7.0	-	-9000	-	-	RNP 1
060	TF	PIMER	-	025° (024.4°)	+0.3	9.6	-	-9000	-	-	RNP 1
TAXEB1C TO A334											
010	-	DER RWY26	-	-	+0.3	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.3	5.0	-	+1500	-200	-	RNP 1
030	TF	OBMEM	-	173° (172.8°)	+0.3	5.0	-	+3000	-230	-	RNP 1
040	TF	DUDIB	-	135° (134.3°)	+0.3	6.9	-	-6000	-	-	RNP 1
050	TF	SS215	-	142° (142.1°)	+0.3	8.3	-	-8000	-250	-	RNP 1
060	TF	SS216	-	083° (082.8°)	+0.3	7.0	-	+10000	-260	-	RNP 1
070	TF	BOMRI	-	032° (031.4°)	+0.3	10.7	-	+11000	-270	-	RNP 1
080	TF	TAXEB	-	112° (111.8°)	+0.3	6.0	-	+11000	-	-	RNP 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

DANDO1C ELREM1C
ENVON1C KARMI1C KENNE1C
PADPA1C PIMER1C TAXEB1C

WAYPOINT LIST

RNAV RWY26		
Waypoint Identifier	**Coordinates**	
DER RWY26	06° 55' 51.50" N	100° 22' 49.91" E
BOMRI	06° 48' 55.17" N	100° 41' 08.68" E
DANDO	07° 30' 53.98" N	100° 20' 23.99" E
DUDIB	06° 45' 22.75" N	100° 23' 27.25" E
ELREM	07° 26' 15.66" N	100° 06' 06.53" E
ENVON	07° 29' 33.35" N	100° 14' 06.25" E
KARMI	06° 29' 40.00" N	100° 31' 21.00" E
KENNE	06° 43' 39.82" N	100° 41' 31.60" E
KIBAB	07° 15' 35.92" N	100° 17' 55.59" E
MEPIG	07° 00' 43.85" N	100° 17' 04.66" E
OBMEM	06° 50' 14.83" N	100° 18' 28.25" E
PADPA	07° 16' 59.86" N	099° 55' 31.86" E
PIMER	07° 30' 44.98" N	100° 24' 48.60" E
SS210	07° 11' 01.95" N	100° 03' 26.27" E
SS211	07° 20' 18.91" N	100° 12' 42.05" E
SS212	07° 22' 22.99" N	100° 16' 04.14" E
SS213	07° 22' 32.54" N	100° 19' 02.91" E
SS214	07° 22' 00.26" N	100° 20' 50.14" E
SS215	06° 38' 49.97" N	100° 28' 32.74" E
SS216	06° 39' 42.51" N	100° 35' 31.53" E
SS217	06° 33' 30.60" N	100° 30' 10.46" E
TAXEB	06° 46' 40.97" N	100° 46' 44.74" E
VEVAM	06° 55' 13.86" N	100° 17' 50.62" E

CHANGE : CANCEL NOBIT.

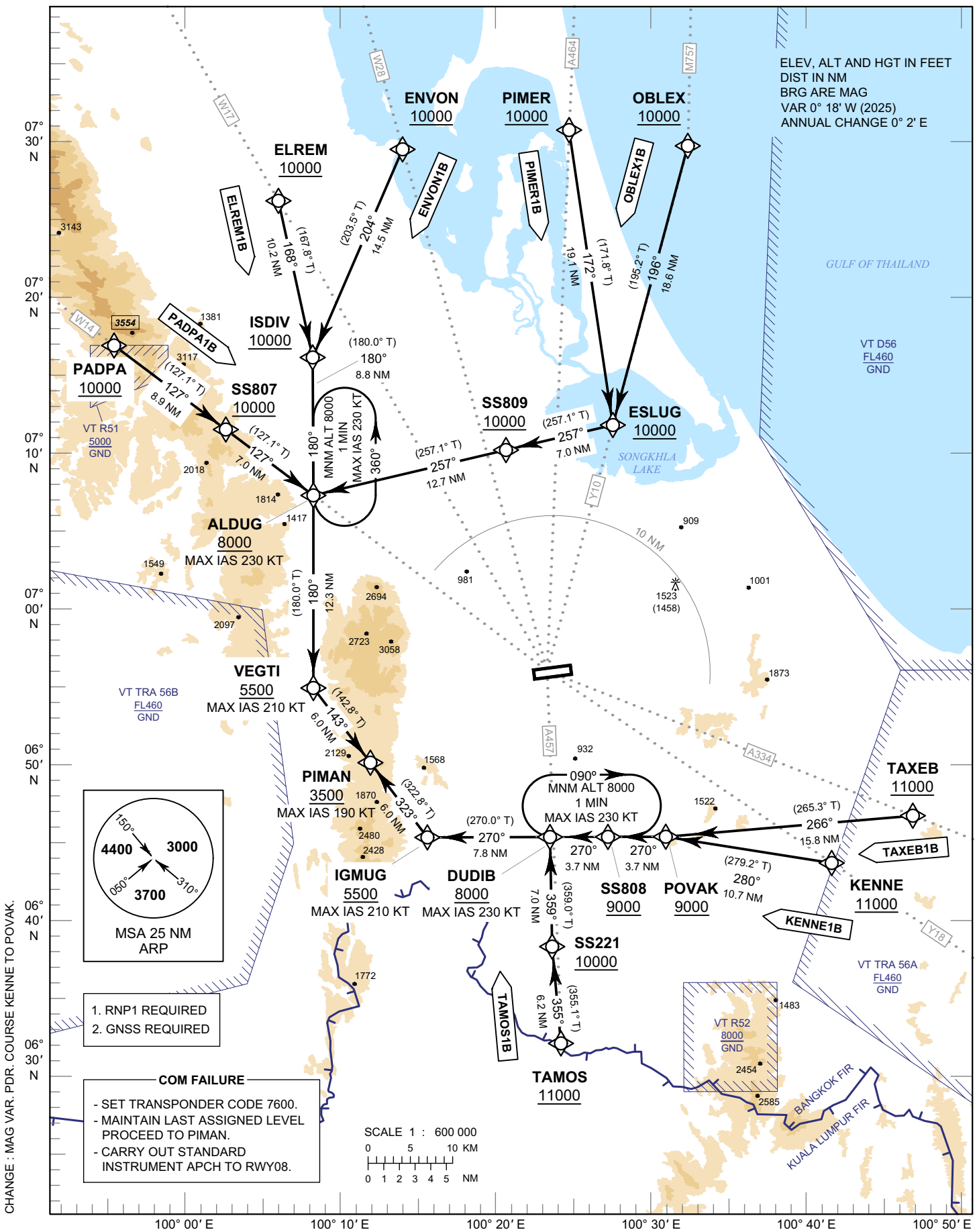
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT
SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY08

ELREM1B ENVON1B
KENNE1B OBLEX1B PADPA1B
PIMER1B TAMOS1B TAXEB1B



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY08

ELREM1B ENVON1B
KENNE1B OBLEX1B PADPA1B
PIMER1B TAMOS1B TAXEB1B

CHANGE : MAG VAR. COURSE KENNE TO POVAK.

TABULAR DESCRIPTION (1)

RNAV RWY08											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ELREM1B FROM W17											
010	IF	ELREM	-	-	+0.3	-	-	+10000	-	-	RNP 1
020	TF	ISDIV	-	168° (167.8°)	+0.3	10.2	-	+10000	-	-	RNP 1
030	TF	ALDUG	-	180° (180.0°)	+0.3	8.8	-	+8000	-230	-	RNP 1
040	TF	VEGTI	-	180° (180.0°)	+0.3	12.3	-	+5500	-210	-	RNP 1
050	TF	PIMAN	-	143° (142.8°)	+0.3	6.0	-	+3500	-190	-	RNP 1
ENVON1B FROM W28											
010	IF	ENVON	-	-	+0.3	-	-	+10000	-	-	RNP 1
020	TF	ISDIV	-	204° (203.5°)	+0.3	14.5	-	+10000	-	-	RNP 1
030	TF	ALDUG	-	180° (180.0°)	+0.3	8.8	-	+8000	-230	-	RNP 1
040	TF	VEGTI	-	180° (180.0°)	+0.3	12.3	-	+5500	-210	-	RNP 1
050	TF	PIMAN	-	143° (142.8°)	+0.3	6.0	-	+3500	-190	-	RNP 1
KENNE1B FROM Y18											
010	IF	KENNE	-	-	+0.3	-	-	+11000	-	-	RNP 1
020	TF	POVAK	-	280° (279.2°)	+0.3	10.7	-	+9000	-	-	RNP 1
030	TF	SS808	-	270° (270.0°)	+0.3	3.7	-	+9000	-	-	RNP 1
040	TF	DUDIB	-	270° (270.1°)	+0.3	3.7	-	+8000	-230	-	RNP 1
050	TF	IGMUG	-	270° (270.0°)	+0.3	7.8	-	+5500	-210	-	RNP 1
060	TF	PIMAN	-	323° (322.8°)	+0.3	6.0	-	+3500	-190	-	RNP 1
OBLEX1B FROM M757											
010	IF	OBLEX	-	-	+0.3	-	-	+10000	-	-	RNP 1
020	TF	ESLUG	-	196° (195.2°)	+0.3	18.6	-	+10000	-	-	RNP 1
030	TF	SS809	-	257° (257.1°)	+0.3	7.0	-	+10000	-	-	RNP 1
040	TF	ALDUG	-	257° (257.1°)	+0.3	12.7	-	+8000	-230	-	RNP 1
050	TF	VEGTI	-	180° (180.0°)	+0.3	12.3	-	+5500	-210	-	RNP 1
060	TF	PIMAN	-	143° (142.8°)	+0.3	6.0	-	+3500	-190	-	RNP 1
PADPA1B FROM W14											
010	IF	PADPA	-	-	+0.3	-	-	+10000	-	-	RNP 1
020	TF	SS807	-	127° (127.1°)	+0.3	8.9	-	+10000	-	-	RNP 1
030	TF	ALDUG	-	127° (127.1°)	+0.3	7.0	-	+8000	-230	-	RNP 1
040	TF	VEGTI	-	180° (180.0°)	+0.3	12.3	-	+5500	-210	-	RNP 1
050	TF	PIMAN	-	143° (142.8°)	+0.3	6.0	-	+3500	-190	-	RNP 1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY08

ELREM1B ENVON1B
KENNE1B OBLEX1B PADPA1B
PIMER1B TAMOS1B TAXEB1B

TABULAR DESCRIPTION (2)

RNAV RWY08											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PIMER1B FROM A464											
010	IF	PIMER	-	-	+0.3	-	-	+10000	-	-	RNP 1
020	TF	ESLUG	-	172° (171.8°)	+0.3	19.1	-	+10000	-	-	RNP 1
030	TF	SS809	-	257° (257.1°)	+0.3	7.0	-	+10000	-	-	RNP 1
040	TF	ALDUG	-	257° (257.1°)	+0.3	12.7	-	+8000	-230	-	RNP 1
050	TF	VEGTI	-	180° (180.0°)	+0.3	12.3	-	+5500	-210	-	RNP 1
060	TF	PIMAN	-	143° (142.8°)	+0.3	6.0	-	+3500	-190	-	RNP 1
TAMOS1B FROM A457											
010	IF	TAMOS	-	-	+0.3	-	-	+11000	-	-	RNP 1
020	TF	SS221	-	355° (355.1°)	+0.3	6.2	-	+10000	-	-	RNP 1
030	TF	DUDIB	-	359° (359.0°)	+0.3	7.0	-	+8000	-230	-	RNP 1
040	TF	IGMUG	-	270° (270.0°)	+0.3	7.8	-	+5500	-210	-	RNP 1
050	TF	PIMAN	-	323° (322.8°)	+0.3	6.0	-	+3500	-190	-	RNP 1
TAXEB1B FROM A334											
010	IF	TAXEB	-	-	+0.3	-	-	+11000	-	-	RNP 1
020	TF	POVAK	-	266° (265.3°)	+0.3	15.8	-	+9000	-	-	RNP 1
030	TF	SS808	-	270° (270.0°)	+0.3	3.7	-	+9000	-	-	RNP 1
040	TF	DUDIB	-	270° (270.1°)	+0.3	3.7	-	+8000	-230	-	RNP 1
050	TF	IGMUG	-	270° (270.0°)	+0.3	7.8	-	+5500	-210	-	RNP 1
060	TF	PIMAN	-	323° (322.8°)	+0.3	6.0	-	+3500	-190	-	RNP 1

WAYPOINT LIST

RNAV RWY08			
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ALDUG	07° 07' 22.40" N 100° 08' 17.10" E	PIMAN	06° 50' 10.99" N 100° 11' 55.91" E
DUDIB	06° 45' 22.75" N 100° 23' 27.25" E	PIMER	07° 30' 44.98" N 100° 24' 48.60" E
ELREM	07° 26' 15.66" N 100° 06' 06.53" E	POVAK	06° 45' 22.57" N 100° 30' 52.86" E
ENVON	07° 29' 33.35" N 100° 14' 06.25" E	SS221	06° 38' 20.79" N 100° 23' 34.36" E
ESLUG	07° 11' 48.09" N 100° 27' 33.63" E	SS807	07° 11' 36.85" N 100° 02' 40.03" E
IGMUG	06° 45' 22.81" N 100° 15' 34.64" E	SS808	06° 45' 22.56" N 100° 27' 09.72" E
ISDIV	07° 16' 12.19" N 100° 08' 17.10" E	SS809	07° 10' 13.59" N 100° 20' 41.82" E
KENNE	06° 43' 39.82" N 100° 41' 31.60" E	TAMOS	06° 32' 07.90" N 100° 24' 06.50" E
OBLEX	07° 29' 47.50" N 100° 32' 27.63" E	TAXEB	06° 46' 40.97" N 100° 46' 44.74" E
PADPA	07° 16' 59.86" N 099° 55' 31.86" E	VEGTI	06° 54' 59.13" N 100° 08' 17.10" E

CHANGE : MAG VAR.

INTENTIONALLY BLANK

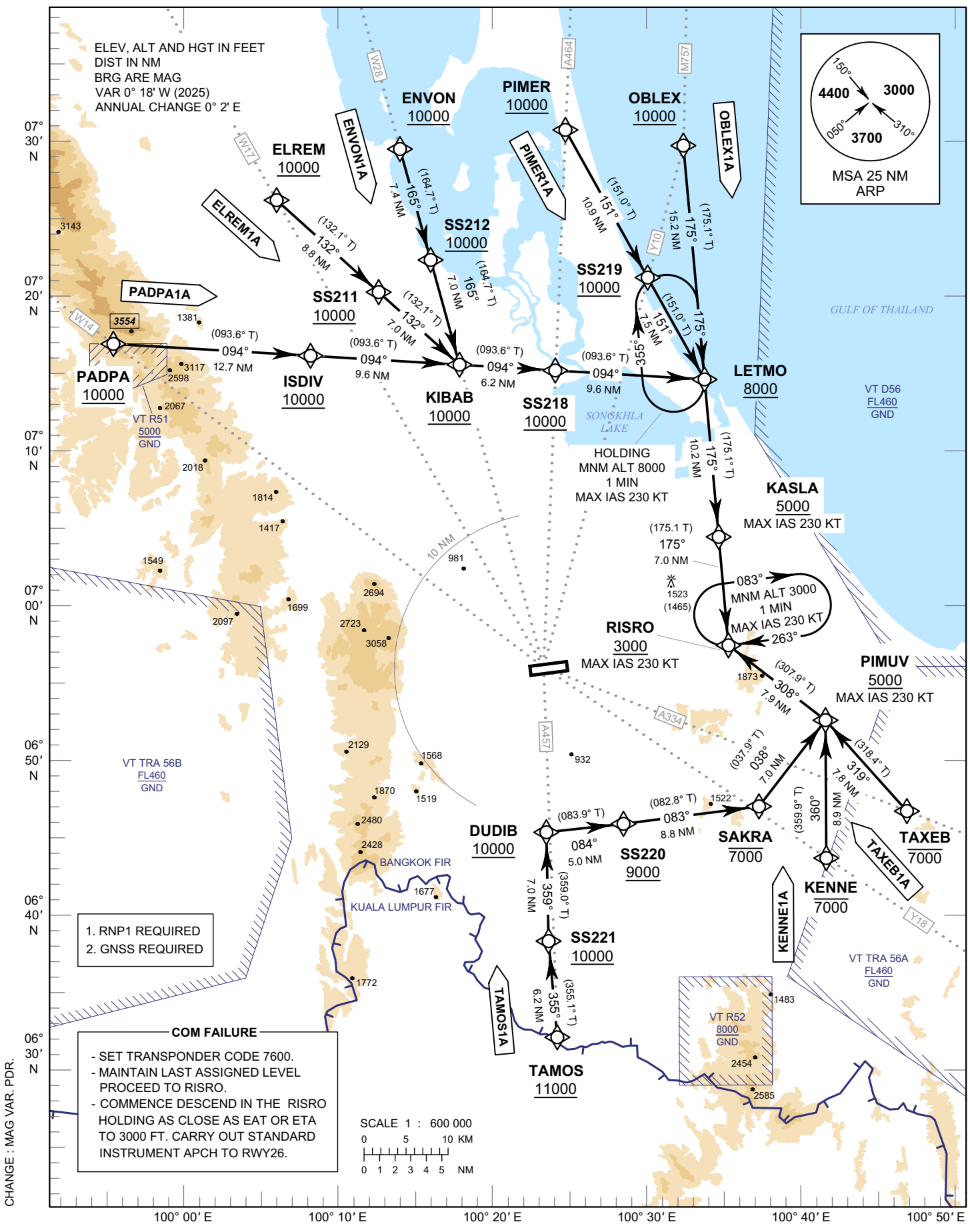
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT
SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS) RNAV RWY26

ELREM1A ENVON1A
KENNE1A OBLEX1A PADPA1A
PIMER1A TAMOS1A TAXEB1A



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

ELREM1A ENVON1A
KENNE1A OBLEX1A PADPA1A
PIMER1A TAMOS1A TAXEB1A

TABULAR DESCRIPTION (1)

RNAV RWY26											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ELREM1A FROM W17											
010	IF	ELREM	-	-	+0.3	-	-	+10000	-	-	RNP 1
020	TF	SS211	-	132° (132.1°)	+0.3	8.8	-	+10000	-	-	RNP 1
030	TF	KIBAB	-	132° (132.1°)	+0.3	7.0	-	+10000	-	-	RNP 1
040	TF	SS218	-	094° (093.6°)	+0.3	6.2	-	+10000	-	-	RNP 1
050	TF	LETMO	-	094° (093.6°)	+0.3	9.6	-	+8000	-	-	RNP 1
060	TF	KASLA	-	175° (175.1°)	+0.3	10.2	-	+5000	-230	-	RNP 1
070	TF	RISRO	-	175° (175.1°)	+0.3	7.0	-	+3000	-230	-	RNP 1
ENVON1A FROM W28											
010	IF	ENVON	-	-	+0.3	-	-	+10000	-	-	RNP 1
020	TF	SS212	-	165° (164.7°)	+0.3	7.4	-	+10000	-	-	RNP 1
030	TF	KIBAB	-	165° (164.7°)	+0.3	7.0	-	+10000	-	-	RNP 1
040	TF	SS218	-	094° (093.6°)	+0.3	6.2	-	+10000	-	-	RNP 1
050	TF	LETMO	-	094° (093.6°)	+0.3	9.6	-	+8000	-	-	RNP 1
060	TF	KASLA	-	175° (175.1°)	+0.3	10.2	-	+5000	-230	-	RNP 1
070	TF	RISRO	-	175° (175.1°)	+0.3	7.0	-	+3000	-230	-	RNP 1
KENNE1A FROM Y18											
010	IF	KENNE	-	-	+0.3	-	-	-7000	-	-	RNP 1
020	TF	PIMUV	-	360° (359.9°)	+0.3	8.9	-	+5000	-230	-	RNP 1
030	TF	RISRO	-	308° (307.9°)	+0.3	7.9	-	+3000	-230	-	RNP 1
OBLEX1A FROM M757											
010	IF	OBLEX	-	-	+0.3	-	-	+10000	-	-	RNP 1
020	TF	LETMO	-	175° (175.1°)	+0.3	15.2	-	+8000	-	-	RNP 1
030	TF	KASLA	-	175° (175.1°)	+0.3	10.2	-	+5000	-230	-	RNP 1
040	TF	RISRO	-	175° (175.1°)	+0.3	7.0	-	+3000	-230	-	RNP 1
PADPA1A FROM W14											
010	IF	PADPA	-	-	+0.3	-	-	+10000	-	-	RNP 1
020	TF	ISDIV	-	094° (093.6°)	+0.3	12.7	-	+10000	-	-	RNP 1
030	TF	KIBAB	-	094° (093.6°)	+0.3	9.6	-	+10000	-	-	RNP 1
040	TF	SS218	-	094° (093.6°)	+0.3	6.2	-	+10000	-	-	RNP 1
050	TF	LETMO	-	094° (093.6°)	+0.3	9.6	-	+8000	-	-	RNP 1
060	TF	KASLA	-	175° (175.1°)	+0.3	10.2	-	+5000	-230	-	RNP 1
070	TF	RISRO	-	175° (175.1°)	+0.3	7.0	-	+3000	-230	-	RNP 1

CHANGE : MAG VAR.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

ELREM1A ENVON1A
KENNE1A OBLEX1A PADPA1A
PIMER1A TAMOS1A TAXEB1A

TABULAR DESCRIPTION (2)

RNAV RWY26											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PIMER1A FROM A464											
010	IF	PIMER	-	-	+0.3	-	-	+10000	-	-	RNP 1
020	TF	SS219	-	151° (151.0°)	+0.3	10.9	-	+10000	-	-	RNP 1
030	TF	LETMO	-	151° (151.0°)	+0.3	7.5	-	+8000	-	-	RNP 1
040	TF	KASLA	-	175° (175.1°)	+0.3	10.2	-	+5000	-230	-	RNP 1
050	TF	RISRO	-	175° (175.1°)	+0.3	7.0	-	+3000	-230	-	RNP 1
TAMOS1A FROM A457											
010	IF	TAMOS	-	-	+0.3	-	-	+11000	-	-	RNP 1
020	TF	SS221	-	355° (355.1°)	+0.3	6.2	-	+10000	-	-	RNP 1
030	TF	DUDIB	-	359° (359.0°)	+0.3	7.0	-	+10000	-	-	RNP 1
040	TF	SS220	-	084° (083.9°)	+0.3	5.0	-	+9000	-	-	RNP 1
050	TF	SAKRA	-	083° (082.8°)	+0.3	8.8	-	-7000	-	-	RNP 1
060	TF	PIMUV	-	038° (037.9°)	+0.3	7.0	-	+5000	-230	-	RNP 1
070	TF	RISRO	-	308° (307.9°)	+0.3	7.9	-	+3000	-230	-	RNP 1
TAXEB1A FROM A334											
010	IF	TAXEB	-	-	+0.3	-	-	-7000	-	-	RNP 1
020	TF	PIMUV	-	319° (318.4°)	+0.3	7.8	-	+5000	-230	-	RNP 1
030	TF	RISRO	-	308° (307.9°)	+0.3	7.9	-	+3000	-230	-	RNP 1

WAYPOINT LIST

RNAV RWY26				
Waypoint Identifier	Coordinates		Waypoint Identifier	Coordinates
DUDIB	06° 45' 22.75" N	100° 23' 27.25" E	PIMUV	06° 52' 33.56" N 100° 41' 31.05" E
ELREM	07° 26' 15.66" N	100° 06' 06.53" E	RISRO	06° 57' 25.07" N 100° 35' 15.76" E
ENVON	07° 29' 33.35" N	100° 14' 06.25" E	SAKRA	06° 47' 00.40" N 100° 37' 11.89" E
ISDIV	07° 16' 12.19" N	100° 08' 17.10" E	SS211	07° 20' 18.91" N 100° 12' 42.05" E
KASLA	07° 04' 25.58" N	100° 34' 39.39" E	SS212	07° 22' 22.99" N 100° 16' 04.14" E
KENNE	06° 43' 39.82" N	100° 41' 31.60" E	SS218	07° 15' 12.50" N 100° 24' 07.31" E
KIBAB	07° 15' 35.92" N	100° 17' 55.59" E	SS219	07° 21' 11.51" N 100° 30' 07.03" E
LETMO	07° 14' 35.84" N	100° 33' 46.59" E	SS220	06° 45' 54.52" N 100° 28' 26.54" E
OBLEX	07° 29' 47.50" N	100° 32' 27.63" E	SS221	06° 38' 20.79" N 100° 23' 34.36" E
PADPA	07° 16' 59.86" N	099° 55' 31.86" E	TAMOS	06° 32' 07.90" N 100° 24' 06.50" E
PIMER	07° 30' 44.98" N	100° 24' 48.60" E	TAXEB	06° 46' 40.97" N 100° 46' 44.74" E

CHANGE : MAG VAR.

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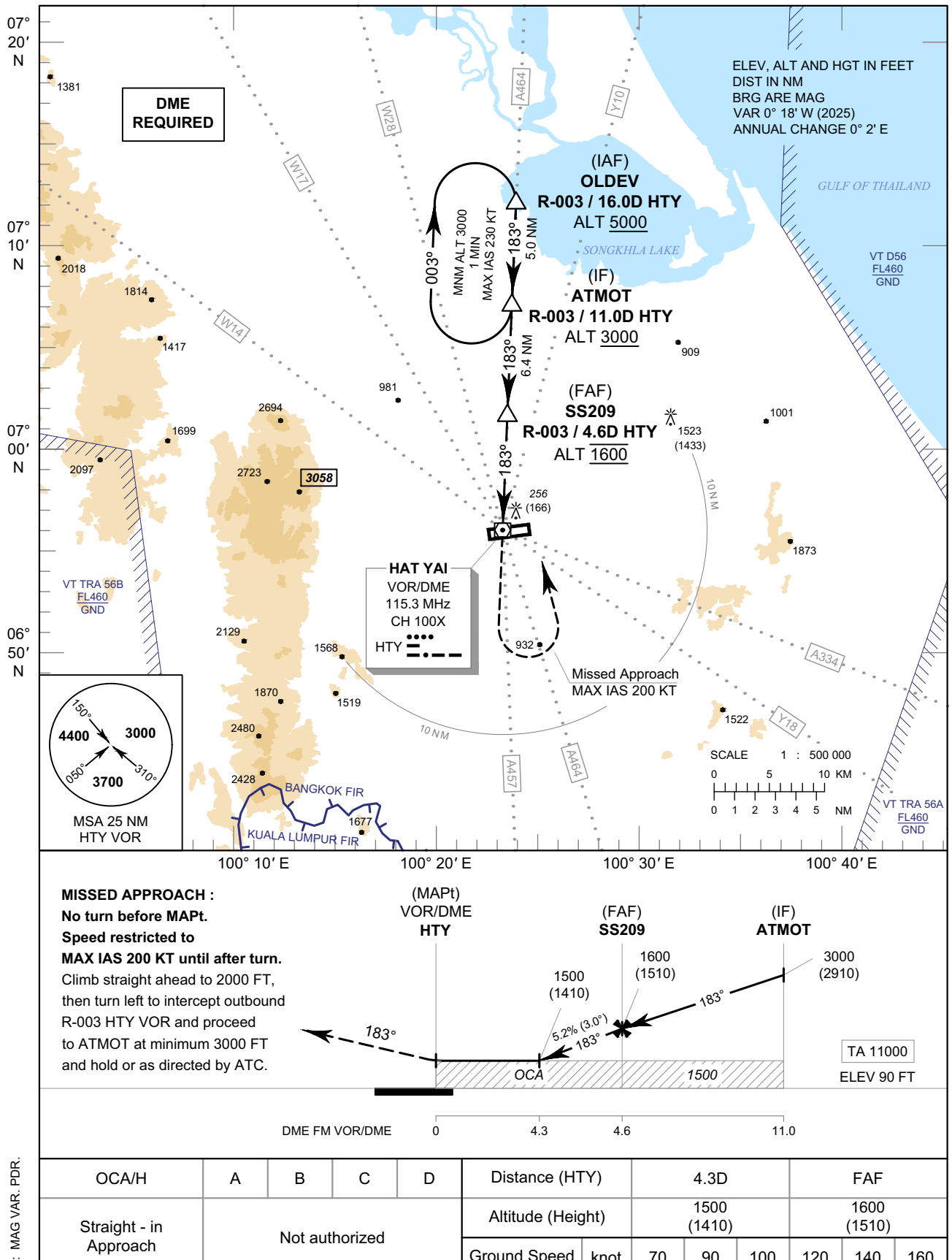
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)

VOR a



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb straight ahead to 2000 FT, then turn left to intercept outbound R-003 HTY VOR and proceed to ATMOT at minimum 3000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight - in Approach	Not authorized			
Circling (OCH AAL)	900 (810)		1500 (1410)	

Distance (HTY)		4.3D			FAF		
Altitude (Height)		1500 (1410)			1600 (1510)		
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. PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO AERODROME ELEV

SONGKHLA / Hat Yai Intl (VTSS)

VOR a

Fix / Point		Coordinates	
(IAF) OLDEV	R-003 / 16.0D HTY	07° 12' 06.40" N	100° 23' 59.08" E
(IF) ATMOT	R-003 / 11.0D HTY	07° 07' 05.26" N	100° 23' 45.76" E
(FAF) SS209	R-003 / 4.6D HTY	07° 00' 39.80" N	100° 23' 28.71" E
(MAPt) VOR	HTY	06° 56' 02.78" N	100° 23' 16.60" E

CHANGE : VOR COORDINATES.

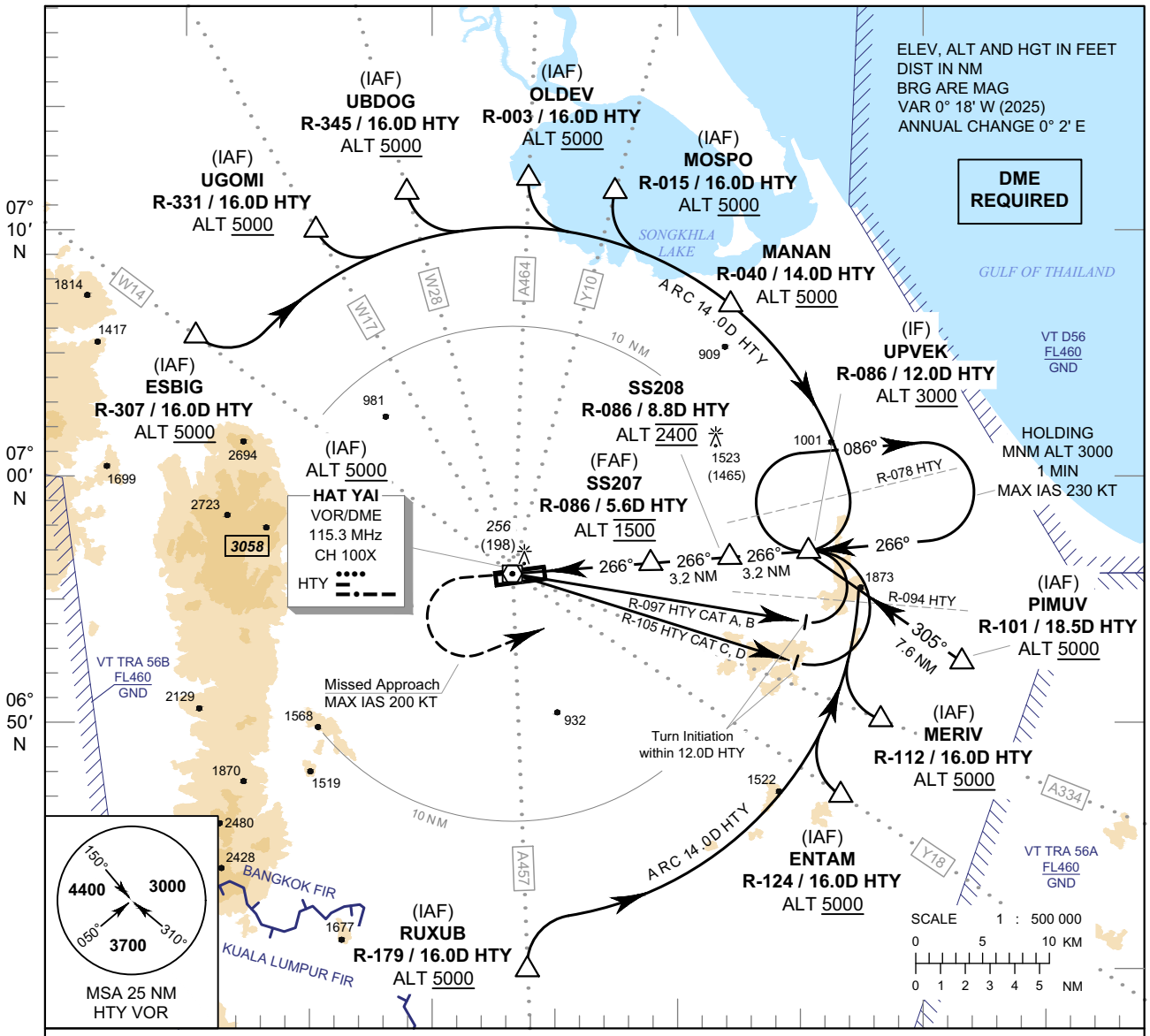
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

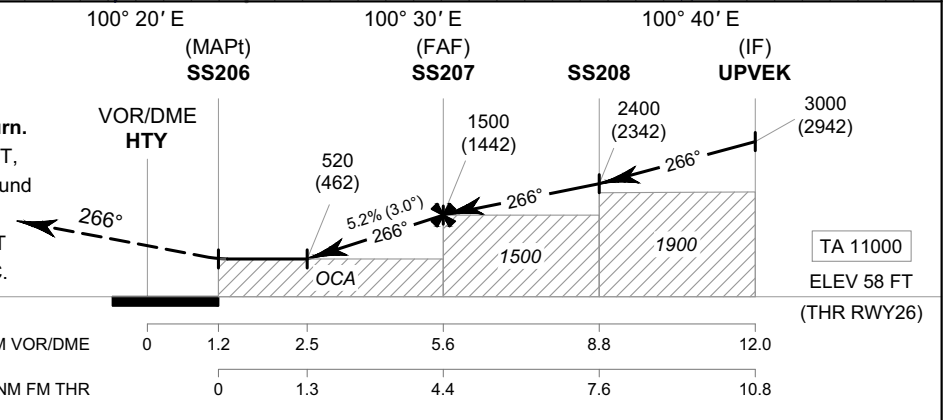
APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)

VOR RWY26



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb straight ahead to 1000 FT, then turn left to intercept outbound R-086 HTY VOR and proceed to UPVEK at minimum 3000 FT and hold or as directed by ATC.



OCA/H	A	B	C	D
Straight - in Approach	520 (462)			
Circling (OCH AAL)	900 (810)		1500 (1410)	

Distance (HTY)		2.5D	3D	4D	5D	FAF
Altitude (Height)		520 (462)	680 (622)	995 (937)	1310 (1252)	1500 (1442)
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. PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

SONGKHLA / Hat Yai Intl (VTSS)

VOR RWY26

Fix / Point		Coordinates	
(IAF) ESBIG	R-307 / 16.0D HTY	07° 05' 44.68" N	100° 10' 26.50" E
(IAF) UGOMI	R-331 / 16.0D HTY	07° 10' 01.79" N	100° 15' 20.13" E
(IAF) UBDOG	R-345 / 16.0D HTY	07° 11' 33.24" N	100° 19' 02.01" E
(IAF) OLDEV	R-003 / 16.0D HTY	07° 12' 06.40" N	100° 23' 59.08" E
(IAF) MOSPO	R-015 / 16.0D HTY	07° 11' 33.58" N	100° 27' 29.68" E
MANAN	R-040 / 14.0D HTY	07° 06' 52.90" N	100° 32' 15.17" E
(IAF) RUXUB	R-179 / 16.0D HTY	06° 39' 58.28" N	100° 23' 32.72" E
(IAF) ENTAM	R-124 / 16.0D HTY	06° 47' 01.10" N	100° 36' 35.09" E
(IAF) MERIV	R-112 / 16.0D HTY	06° 50' 05.31" N	100° 38' 12.95" E
(IAF) PIMUV	R-101 / 18.5D HTY	06° 52' 33.56" N	100° 41' 31.05" E
(IF) UPVEK	R-086 / 12.0D HTY	06° 56' 55.46" N	100° 35' 18.78" E
SS208	R-086 / 8.8D HTY	06° 56' 41.42" N	100° 32' 05.99" E
(FAF) SS207	R-086 / 5.6D HTY	06° 56' 27.33" N	100° 28' 52.72" E
(MAPt) SS206	R-086 / 1.2D HTY	06° 56' 07.99" N	100° 24' 28.12" E
(IAF) VOR	HTY	06° 56' 02.78" N	100° 23' 16.60" E

CHANGE: VOR COORDINATES.

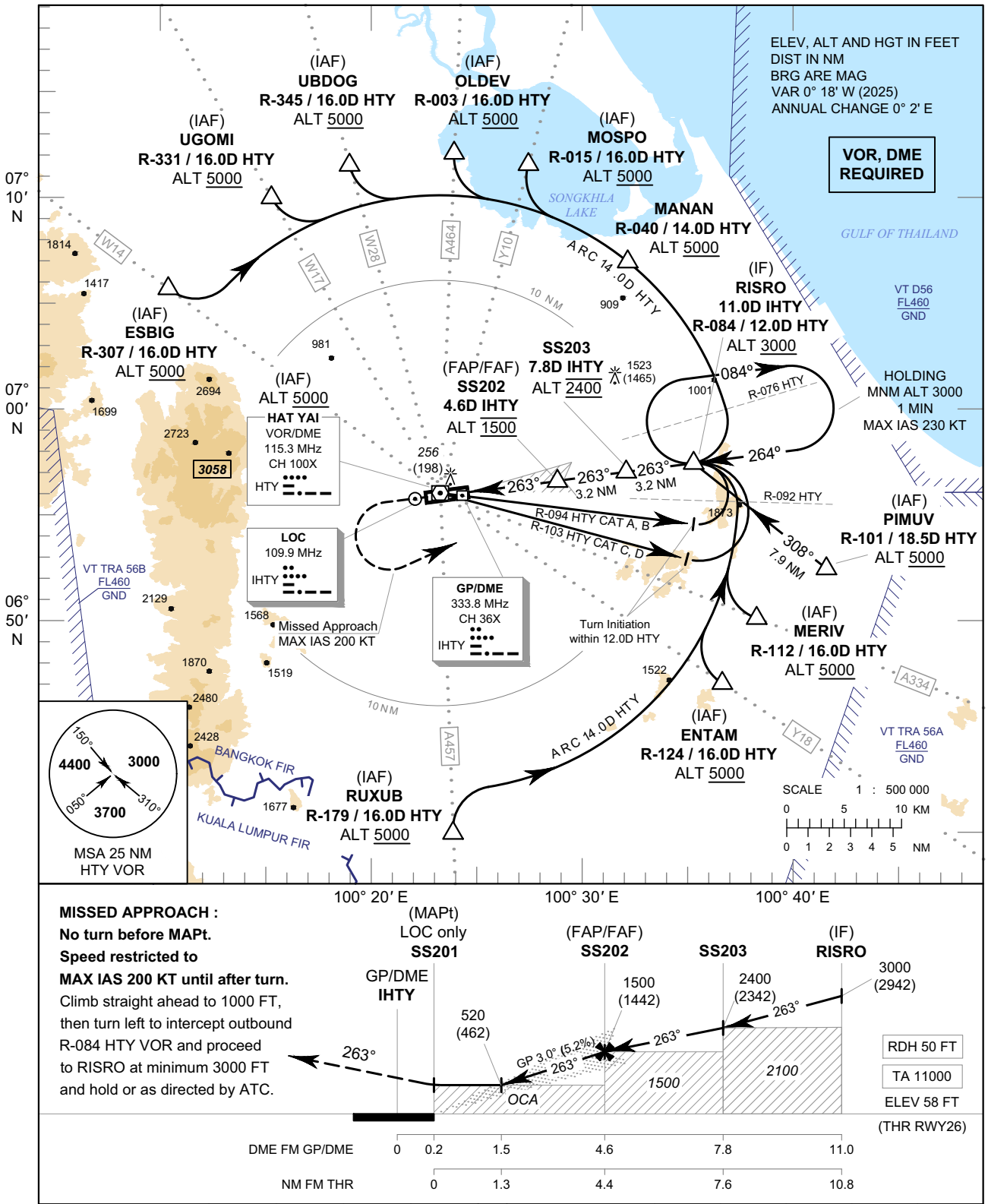
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)

ILS or LOC y RWY26



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb straight ahead to 1000 FT, then turn left to intercept outbound R-084 HTY VOR and proceed to RISRO at minimum 3000 FT and hold or as directed by ATC.

OCA/H		A	B	C	D
Straight - in Approach	CAT I	290 (232)	300 (242)	310 (252)	320 (262)
LOC only		520 (462)			
Circling (OCH AAL)		900 (810)		1500 (1410)	

GS OUT							
Distance (IHTY)		1.5D	2D	3D	4D	FAF	
Altitude (Height)		520 (462)	680 (622)	995 (937)	1310 (1252)	1500 (1442)	
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. PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

SONGKHLA / Hat Yai Intl (VTSS)

ILS or LOC y RWY26

Fix / Point		Coordinates	
(IAF) ESBIG	R-307 / 16.0D HTY	07° 05' 44.68" N	100° 10' 26.50" E
(IAF) UGOMI	R-331 / 16.0D HTY	07° 10' 01.79" N	100° 15' 20.13" E
(IAF) UBDOG	R-345 / 16.0D HTY	07° 11' 33.24" N	100° 19' 02.01" E
(IAF) OLDEV	R-003 / 16.0D HTY	07° 12' 06.40" N	100° 23' 59.08" E
(IAF) MOSPO	R-015 / 16.0D HTY	07° 11' 33.58" N	100° 27' 29.68" E
MANAN	R-040 / 14.0D HTY	07° 06' 52.90" N	100° 32' 15.17" E
(IAF) RUXUB	R-179 / 16.0D HTY	06° 39' 58.28" N	100° 23' 32.72" E
(IAF) ENTAM	R-124 / 16.0D HTY	06° 47' 01.10" N	100° 36' 35.09" E
(IAF) MERIV	R-112 / 16.0D HTY	06° 50' 05.31" N	100° 38' 12.95" E
(IAF) PIMUV	R-101 / 18.5D HTY	06° 52' 33.56" N	100° 41' 31.05" E
(IF) RISRO	11.0D IHTY	06° 57' 25.07" N	100° 35' 15.76" E
SS203	7.8D IHTY	06° 57' 01.07" N	100° 32' 04.19" E
(FAP/FAF) SS202	4.6D IHTY	06° 56' 36.96" N	100° 28' 51.91" E
(MAPt@THR26) SS201	0.2D IHTY	06° 56' 03.89" N	100° 24' 28.52" E
LOC	IHTY	06° 55' 49.01" N	100° 22' 30.05" E
GP/DME	IHTY	06° 55' 58.75" N	100° 24' 19.31" E
(IAF) VOR	HTY	06° 56' 02.78" N	100° 23' 16.60" E

CHANGE: VOR LOC GP/DME COORDINATES.

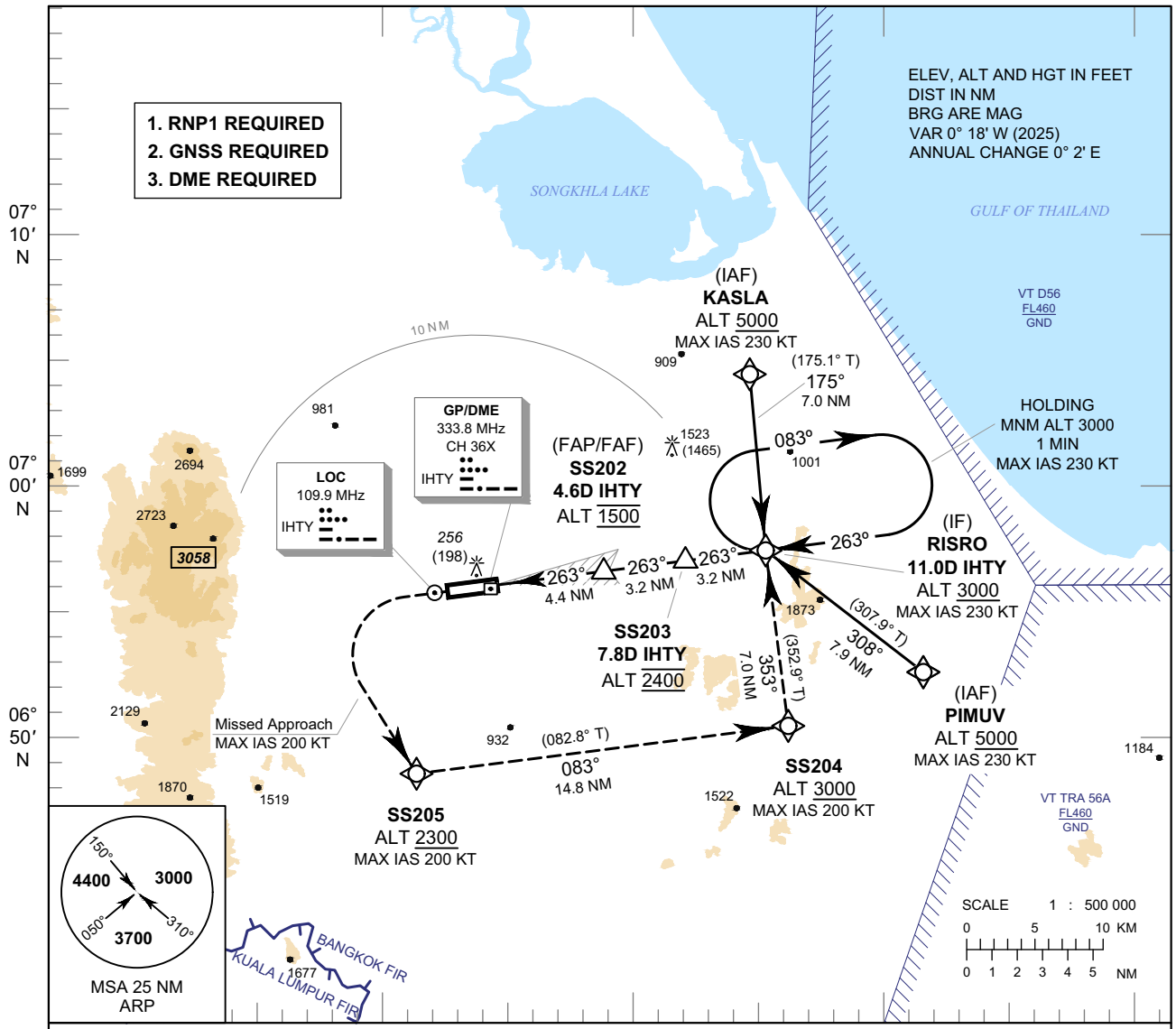
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

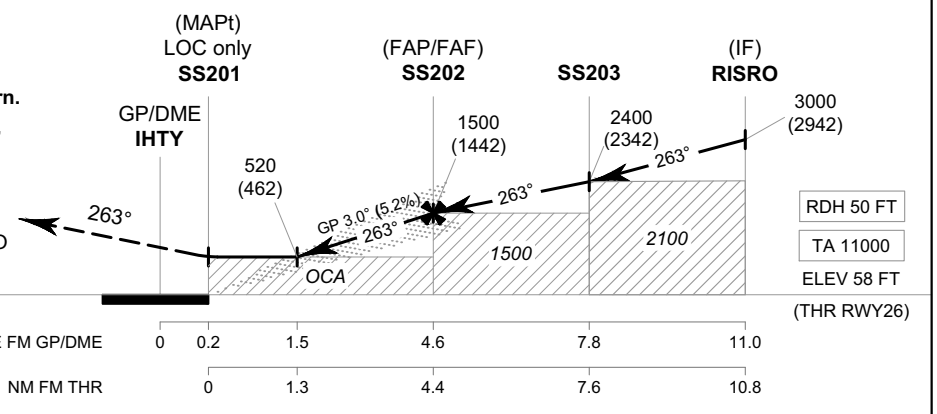
APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)

ILS or LOC z RWY26



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb on track 263° to 1000 FT, then turn left direct to SS205 at minimum 2300 FT and continue to SS204 at minimum 3000 FT then proceed to RISRO and hold or as directed by ATC.



OCA/H		A	B	C	D
Straight - in Approach	CAT I	290 (232)	300 (242)	310 (252)	320 (262)
LOC only		520 (462)			
Circling (OCH AAL)		900 (810)		1500 (1410)	

GS OUT	Distance (IHTY)		1.5D	2D	3D	4D	FAF
	Altitude (Height)		520 (462)	680 (622)	995 (937)	1310 (1252)	1500 (1442)
	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. PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

SONGKHLA / Hat Yai Intl (VTSS)

ILS or LOC z RWY26

TABULAR DESCRIPTION

ILS or LOC z RWY26											
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) PIMUV	-	-	+0.3	-	-	+5000	-230	-	RNP 1
020	TF	(IF) RISRO	-	308°(307.9°)	+0.3	7.9	-	+3000	-230	-	RNP 1
010	IF	(IAF) KASLA	-	-	+0.3	-	-	+5000	-230	-	RNP 1
020	TF	(IF) RISRO	-	175°(175.1°)	+0.3	7.0	-	+3000	-230	-	RNP 1
010	IF	(IF) RISRO	-	-	+0.3	-	-	+3000	-230	-	RNP 1
TRANSITION TO ILS or LOC											
020	TF	SS203	-	263°(262.9°)	+0.3	3.2	-	@2400	-	-	ILS
030	TF	(FAP/FAF) SS202	-	263°(262.9°)	+0.3	3.2	-	@1500	-	-	ILS
040	TF	(MAPt@THR26) SS201	Y	263°(262.9°)	+0.3	4.4	-	@108	-	-3.0/50	ILS
050	CA	-	-	263°(262.9°)	+0.3	-	-	+1000	-200	-	RNP 1
060	DF	SS205	-	-	+0.3	-	L	+2300	-200	-	RNP 1
070	TF	SS204	-	083°(082.8°)	+0.3	14.8	-	+3000	-200	-	RNP 1
080	TF	(IF) RISRO	-	353°(352.9°)	+0.3	7.0	-	+3000	-230	-	RNP 1
090	HM	(IF) RISRO	Y	263°(262.9°)	+0.3	1 minute	R	+3000	-230	-	RNP 1

CHANGE : MAG VAR.

WAYPOINT LIST

ILS or LOC z RWY26	
Waypoint Identifier	Coordinates
KASLA	07° 04' 25.58" N 100° 34' 39.39" E
PIMUV	06° 52' 33.56" N 100° 41' 31.05" E
RISRO	06° 57' 25.07" N 100° 35' 15.76" E
SS201	06° 56' 03.89" N 100° 24' 28.52" E
SS202	06° 56' 36.96" N 100° 28' 51.91" E
SS203	06° 57' 01.07" N 100° 32' 04.19" E
SS204	06° 50' 26.30" N 100° 36' 08.25" E
SS205	06° 48' 34.95" N 100° 21' 20.76" E

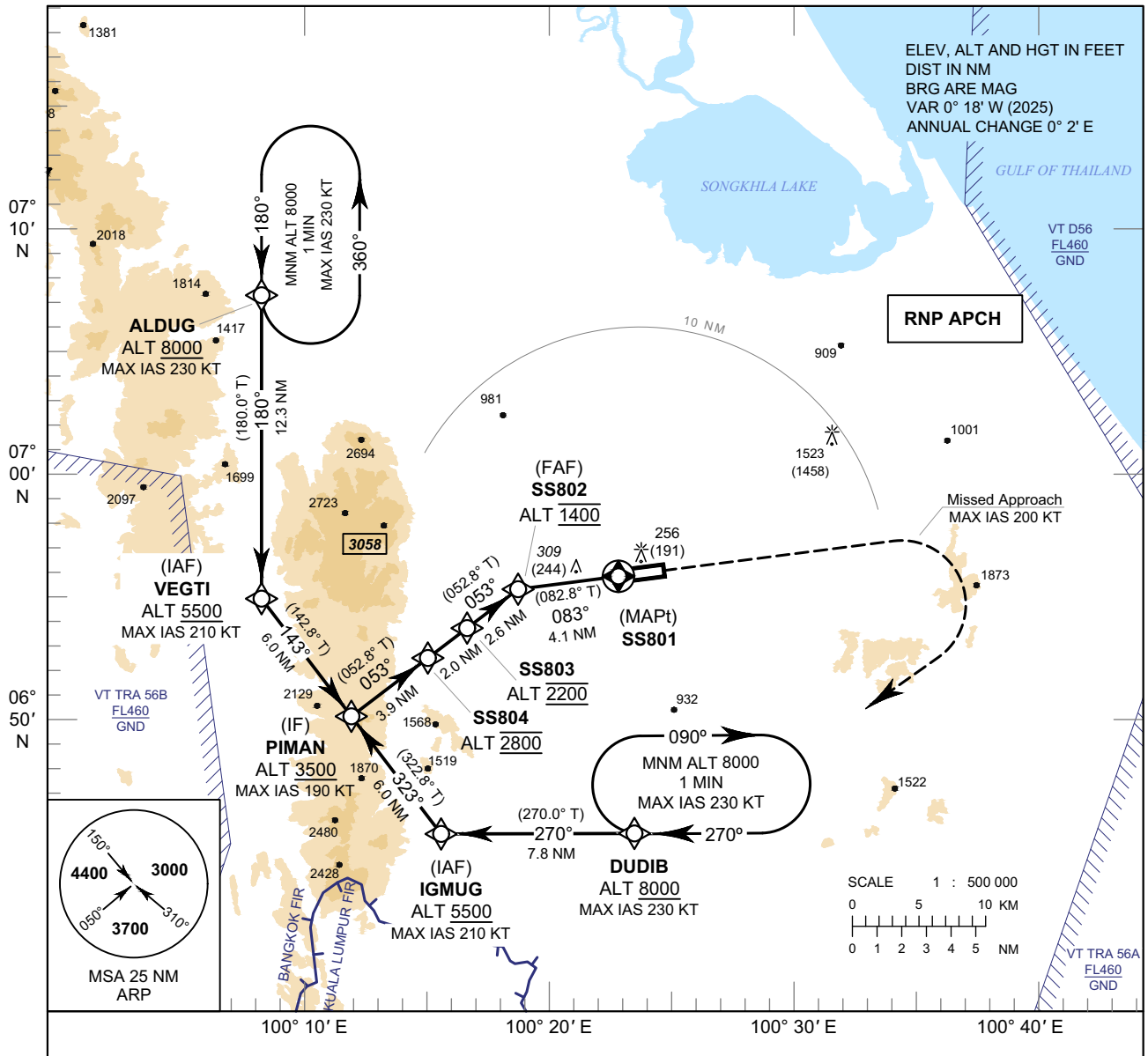
INSTRUMENT APPROACH CHART - ICAO

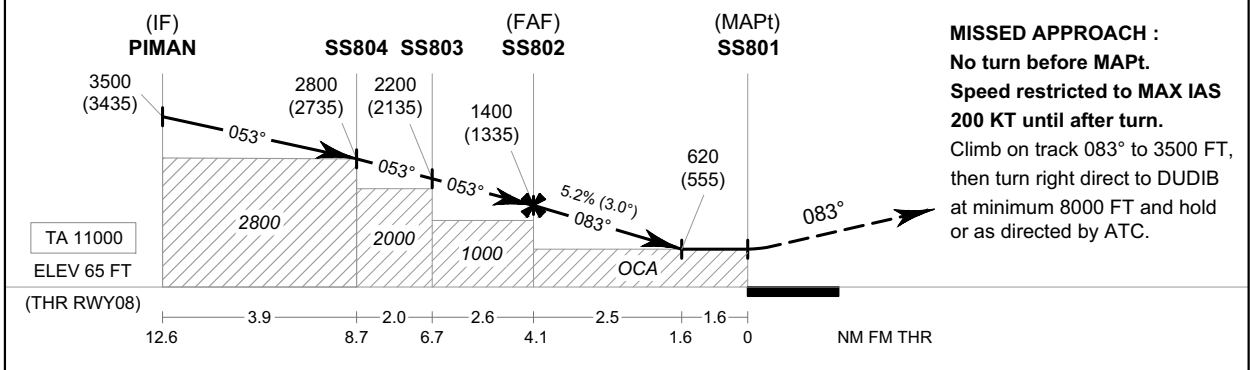
AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY08 - ELEV 65 FT

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)

RNP RWY08





MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 200 KT until after turn.
Climb on track 083° to 3500 FT, then turn right direct to DUDIB at minimum 8000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV	620 (555)			
Circling (OCH AAL)	900 (810)		1500 (1410)	

REMARK : NO DIRECT TO IF AND FAF DUE TO HIGH TERRAIN AND PROXIMITY OF KUALA LUMPUR FIR.

NM to NEXT WPT		FAF	4 NM	3 NM	2 NM	1.6 NM
Altitude (Height)		1400 (1335)	1380 (1315)	1065 (1000)	750 (685)	620 (555)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE : MAG VAR. PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY08 - ELEV 65 FT

SONGKHLA / Hat Yai Intl (VTSS)

RNP RWY08

TABULAR DESCRIPTION

RNP RWY08

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	ALDUG	-	-	+0.3	-	-	+8000	-230	-	RNP APCH
020	TF	(IAF) VEGTI	-	180°(180.0°)	+0.3	12.3	-	+5500	-210	-	RNP APCH
030	TF	(IF) PIMAN	-	143°(142.8°)	+0.3	6.0	-	+3500	-190	-	RNP APCH
010	IF	DUDIB	-	-	+0.3	-	-	+8000	-230	-	RNP APCH
020	TF	(IAF) IGMUG	-	270°(270.0°)	+0.3	7.8	-	+5500	-210	-	RNP APCH
030	TF	(IF) PIMAN	-	323°(322.8°)	+0.3	6.0	-	+3500	-190	-	RNP APCH
010	IF	(IF) PIMAN	-	-	+0.3	-	-	+3500	-190	-	RNP APCH
020	TF	SS804	-	053°(052.8°)	+0.3	3.9	-	@2800	-	-	RNP APCH
030	TF	SS803	-	053°(052.8°)	+0.3	2.0	-	@2200	-	-	RNP APCH
040	TF	(FAF) SS802	-	053°(052.8°)	+0.3	2.6	-	@1400	-	-	RNP APCH
050	TF	(MAPt@THR08) SS801	Y	083°(082.8°)	+0.3	4.1	-	@115	-	-3.0/50	RNP APCH
060	CA	-	-	083°(082.8°)	+0.3	-	-	+3500	-200	-	RNP APCH
070	DF	DUDIB	-	-	+0.3	-	R	+8000	-200	-	RNP APCH
080	HM	DUDIB	Y	270°(270.0°)	+0.3	1 minute	R	+8000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY08

Waypoint Identifier	Coordinates
ALDUG	07° 07' 22.40" N 100° 08' 17.10" E
DUDIB	06° 45' 22.75" N 100° 23' 27.25" E
IGMUG	06° 45' 22.81" N 100° 15' 34.64" E
PIMAN	06° 50' 10.99" N 100° 11' 55.91" E
SS801	06° 55' 51.50" N 100° 22' 49.91" E
SS802	06° 55' 20.64" N 100° 18' 44.49" E
SS803	06° 53' 45.92" N 100° 16' 39.48" E
SS804	06° 52' 33.07" N 100° 15' 03.35" E
VEGTI	06° 54' 59.13" N 100° 08' 17.10" E

CHANGE : MAG VAR.

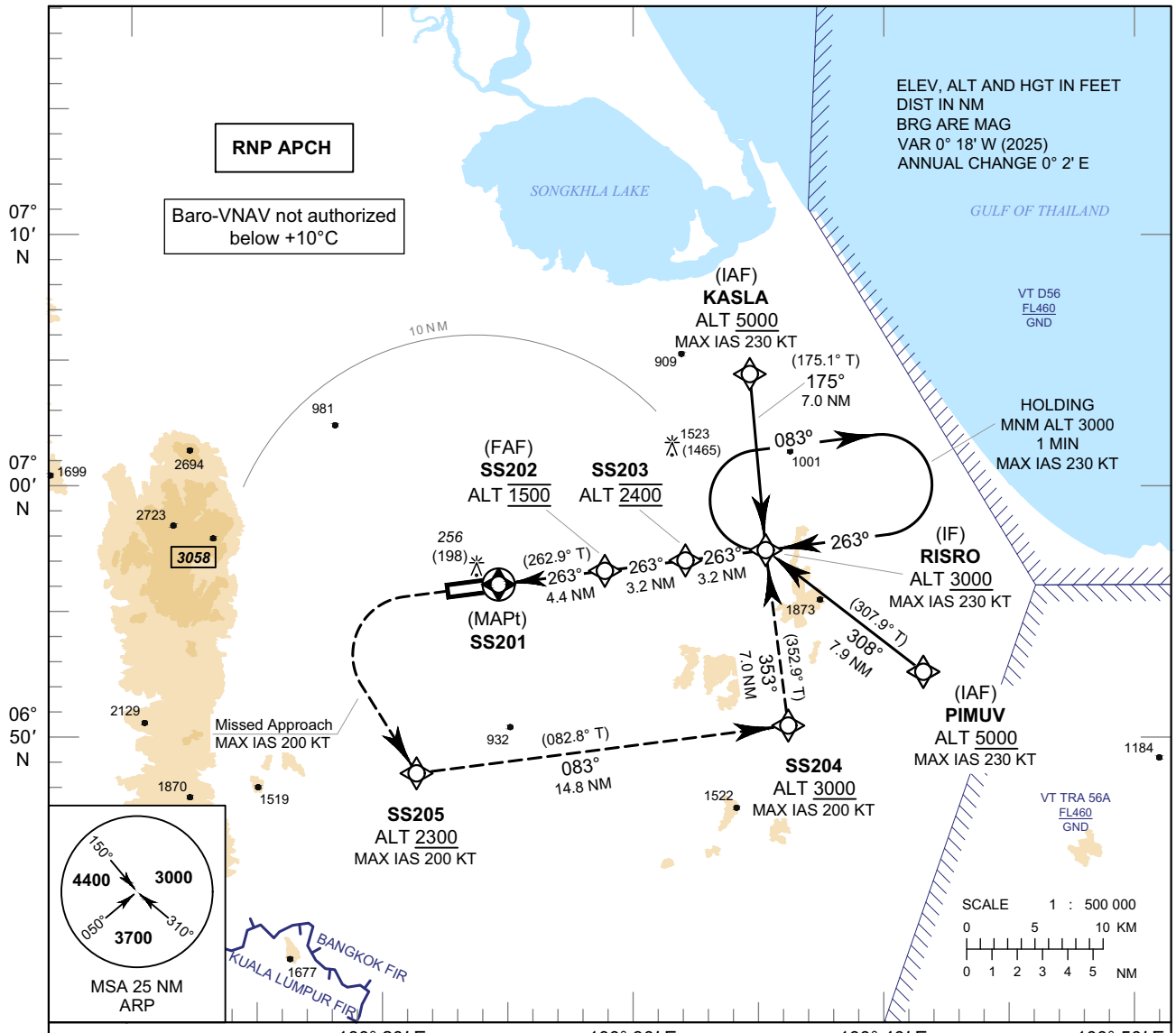
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

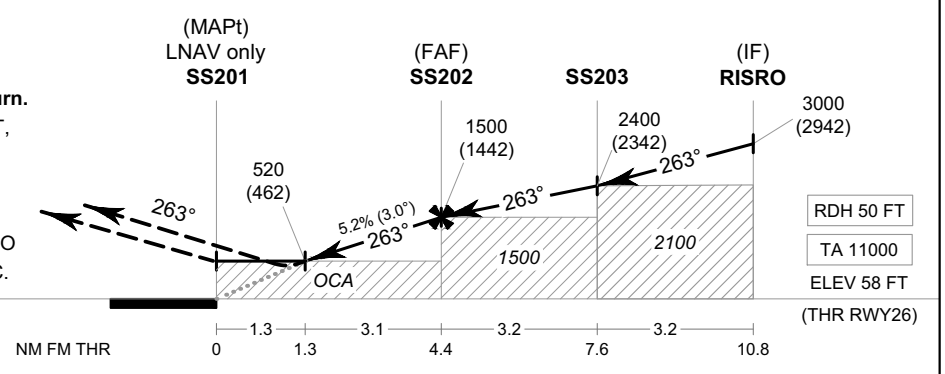
APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)

RNP RWY26



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb on track 263° to 1000 FT, then turn left direct to SS205 at minimum 2300 FT and continue to SS204 at minimum 3000 FT then proceed to RISRO and hold or as directed by ATC.



OCA/H	A	B	C	D
LNAV/VNAV	420 (362)			
LNAV	520 (462)			
Circling (OCH AAL)	900 (810)		1500 (1410)	

NM to NEXT WPT		1.3 NM	2 NM	3 NM	4 NM	FAF
Altitude (Height)		520 (462)	740 (682)	1055 (997)	1370 (1312)	1500 (1442)
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. PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

SONGKHLA / Hat Yai Intl (VTSS)

RNP RWY26

TABULAR DESCRIPTION

RNP RWY26											
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) PIMUV	-	-	+0.3	-	-	+5000	-230	-	RNP APCH
020	TF	(IF) RISRO	-	308°(307.9°)	+0.3	7.9	-	+3000	-230	-	RNP APCH
010	IF	(IAF) KASLA	-	-	+0.3	-	-	+5000	-230	-	RNP APCH
020	TF	(IF) RISRO	-	175°(175.1°)	+0.3	7.0	-	+3000	-230	-	RNP APCH
010	IF	(IF) RISRO	-	-	+0.3	-	-	+3000	-230	-	RNP APCH
020	TF	SS203	-	263°(262.9°)	+0.3	3.2	-	@2400	-	-	RNP APCH
030	TF	(FAF) SS202	-	263°(262.9°)	+0.3	3.2	-	@1500	-	-	RNP APCH
040	TF	(MAPt@THR26) SS201	Y	263°(262.9°)	+0.3	4.4	-	@108	-	-3.0/50	RNP APCH
050	CA	-	-	263°(262.9°)	+0.3	-	-	+1000	-200	-	RNP APCH
060	DF	SS205	-	-	+0.3	-	L	+2300	-200	-	RNP APCH
070	TF	SS204	-	083°(082.8°)	+0.3	14.8	-	+3000	-200	-	RNP APCH
080	TF	(IF) RISRO	-	353°(352.9°)	+0.3	7.0	-	+3000	-230	-	RNP APCH
090	HM	(IF) RISRO	Y	263°(262.9°)	+0.3	1 minute	R	+3000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY26	
Waypoint Identifier	Coordinates
KASLA	07° 04' 25.58" N 100° 34' 39.39" E
PIMUV	06° 52' 33.56" N 100° 41' 31.05" E
RISRO	06° 57' 25.07" N 100° 35' 15.76" E
SS201	06° 56' 03.89" N 100° 24' 28.52" E
SS202	06° 56' 36.96" N 100° 28' 51.91" E
SS203	06° 57' 01.07" N 100° 32' 04.19" E
SS204	06° 50' 26.30" N 100° 36' 08.25" E
SS205	06° 48' 34.95" N 100° 21' 20.76" E

CHANGE : MAG VAR.

VTUO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

VTUO AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	NIL	NIL	Apron Flood Light (1) HGT 210 m MSL LGTD	151336.30N 1031451.20E	NIL
			Apron Flood Light (2) HGT 210 m MSL LGTD	151337.90N 1031452.40E	
			Apron Flood Light (3) HGT 206 m MSL LGTD	151339.50N 1031453.50E	
			Apron Flood Light (4) HGT 206 m MSL LGTD	151341.10N 1031454.70E	
			Aron Flood Light (5) HGT 206 m MSL LGTD	151342.70N 1031455.80E	
			Apron Flood Light (6) HGT 208 m MSL LGTD	151344.40N 1031457.00E	
			Apron Flood Light (7) HGT 206 m MSL LGTD	151346.10N 1031458.20E	

VTUO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Buri Ram, Lower Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Lower Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR

5	Briefing/consultation provided	Personal Consultation Tel: +669 8282 4412
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)
9	ATS units provided with information	Buri Ram TWR
10	Additional information (limitation of service, etc.)	NIL

VTUO 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
04	035.10°	2100x45	PCN 59/F/C/X/T Asphaltic concrete	151318.37N 1031451.46E -89 FT	THR 594 FT
22	215.10°	2100x45	PCN 59/F/C/X/T Asphaltic concrete	151414.27N 1031531.92E -90 FT	THR 566 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
1.5%	NIL	NIL	2220x300	430x90	NIL	NIL	NIL
1.5%	NIL	NIL	2220x300	630x90	NIL	NIL	NIL

VTUO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	2100	2100	2100	2100	NIL
22	2100	2100	2100	2100	NIL

VTUO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	SALS 420 M LIH	Green WBAR	PAPI LEFT 3° (50.67 FT)	NIL	NIL	2100 M 60 M White, FM 1500 M - 2100 M Yellow, 5 steps LIH	Red NIL	NIL	NIL

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
22	NIL	Green NIL	PAPI LEFT 3° (60.09 FT)	NIL	NIL	2100 M 60 M White, FM 1500 M - 2100 M Yellow, 5 steps LIH	Red NIL	NIL	RTIL

VTUO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building, FLG W G EV 3 SEC. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 300 M from THR 04 off set right side 80 M from RCL, illuminated. 2. Wind cone at 830 M from THR 04 off set left side 80 M from RCL, illuminated. 3. Wind cone at 300 M from THR 22 off set left side 80 M from RCL, illuminated.
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL) building. Switch-over time: 15 SEC.
5	Remarks	NIL

VTUO AD 2.16 HELICOPTER LANDING AREA

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

VTUO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM Radius centred on BRM DVOR/DME (151422N 1031532E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Buri Ram Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTUO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Buri Ram Approach	125.55 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Buri Ram Tower	118.05 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Buri Ram Airport	127.05 MHz	As AD OPR HR	

VTUO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	BR	303 KHz	H24	151419.1N 1031509.2E		Coverage 50 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 001°-360° at altitude 1 700 ft
DVOR/DME	BRM	117.2 MHz CH119X	H24	151422.4N 1031531.6E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 091°-140° altitude should not below 3 500 ft – Radial 141°-240° altitude should not below 5 000 ft – Radial 241°-280° altitude should not below 4 000 ft – Radial 281°-090° altitude should not below 2 500 ft

VTUO AD 2.20 LOCAL AERODROME REGULATIONS

All aircraft code letter C and higher are not allowed to turn on runway. The turn shall be made on the runway turn pad only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand/The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTSE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSE - CHUMPHON / CHUMPHON AIRPORT

VTSE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	104240N 0992142E Centre RWY 1050 M from THR 06/24
2	Direction and distance from (city)	35 KM N
3	Elevation/Reference temperature	22 FT/35°C
4	Geoid Undulation at AD ELEV PSN	-95 FT
5	MAG VAR/Annual change	0°30' W (2025) / 0°2' E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Chumphon Airport Chumphon Airport Amphoe Pathiu Chumphon Thailand 86160 Tel: +667 759 1263-9 Fax: +667 759 1272 AFS: VTSEYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTSE AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0000-1100
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	0000-1100
6	MET Briefing Office	On request
7	ATS	0000-1100
8	Fuelling	NIL
9	Handling	NIL
10	Security	H24
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Surat Thani Air Traffic Control Centre (1st floor of tower building) Tel: +667 744 1008 +669 1010 1837 Fax: +667 744 1009

VTSE AD 2.4 HANDLING SERVICES AND FACILITIES

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

7	Remarks	NIL

VTSE AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the city
2	Restaurants	In the city
3	Transportation	Available
4	Medical facilities	First aid at AD, hospital in town and in the city
5	Bank and Post Office	In town and in the city
6	Tourist Office	In the city
7	Remarks	NIL

VTSE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTSE AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 45/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Asphaltic concrete Strength: PCN 42/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 21 FT (6.43 M)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTSE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	CP	279 KHz	H24	104303.8N 0992158.0E		50 NM coverage was check and found as follow: – Bearing 016-200 degrees ALT should not below 1,500 ft. – Bearing 201-225 degrees ALT should not below 5,000 ft. – Bearing 226-015 degrees unable to perform flight inspection due to border limited
DVOR/DME	CPN	110 MHz CH37X	H24	104240.2N 0992156.0E	0 m (0 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit at the required altitude and distance in various areas as follows: 1. 40 NM – Radial 011°-020° altitude should not below 5 000 ft. – Radial 021°-050° altitude should not below 4 000 ft. – Radial 051°-100° altitude should not below 2 000 ft. – Radial 101°-110° altitude should not below 4 000 ft. – Radial 111°-190° altitude should not below 2 000 ft. – Radial 191°-225° altitude should not below 4 000 ft. – Radial 226°-230° altitude should not below 6 000 ft. 2. 30 nm (Due to border limited) – Radial 231°-270° altitude should not below 5 000 ft. 3. 20 nm (Due to border limited) – Radial 271°-010° altitude should not below 5 000 ft.
LOC 24 ILS CAT I	ICPN	109.9 MHz	H24	104218.3N 0992103.6E		LOC: Designated operation coverage 18 NM, ALT 6300 ft AMSL
GP 24		333.8 MHz	H24	104249.2N 0992205.5E		GP: 3 DEG, RDH 50 ft
DME 24	ICPN	CH36X (109.9 MHz)	H24	104220.3N 0992102.4E	0 m (0 ft)	DME: Paired with LOC FREQ.

VTSE AD 2.20 LOCAL AERODROME REGULATIONS

1.180 Degrees turn on the runway

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

VTSE AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSE AD 2.22 FLIGHT PROCEDURES

1. VFR PROCEDURES

Details of VFR entry and exit procedures, see charts.

2. IFR DEPARTURES OTHER THAN VIA SID

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

3. VISUAL DEPARTURES

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

To execute a visual departure

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

4. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 06:

CHUMPHON OMNI 06 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,700 ft.

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

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

- Runway 24:

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

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

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

VTSE AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSE AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSE-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTSE-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTSE-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 06/24	AD 2-VTSE-3-1
Instrument Approach Chart - ICAO - NDB RWY 06	AD 2-VTSE-8-1
Instrument Approach Chart - ICAO - NDB RWY 24	AD 2-VTSE-8-3
Instrument Approach Chart - ICAO - VOR RWY 06	AD 2-VTSE-8-5
Instrument Approach Chart - ICAO - VOR RWY 06 (Fix and point list table)	AD 2-VTSE-8-6
Instrument Approach Chart - ICAO - VOR RWY 24	AD 2-VTSE-8-7
Instrument Approach Chart - ICAO - VOR RWY 24 (Fix and point list table)	AD 2-VTSE-8-8
Instrument Approach Chart - ICAO - ILS or LOC y RWY 24	AD 2-VTSE-8-9
Instrument Approach Chart - ICAO - ILS or LOC y RWY 24 (Fix and point list table)	AD 2-VTSE-8-10
Instrument Approach Chart - ICAO - ILS or LOC z RWY 24	AD 2-VTSE-8-11
Instrument Approach Chart - ICAO - ILS or LOC z RWY 24 (Tabular description)	AD 2-VTSE-8-12
Instrument Approach Chart - ICAO - ILS or LOC z RWY 24 (Fix and point list table)	AD 2-VTSE-8-13
Instrument Approach Chart - ICAO - RNP RWY 06	AD 2-VTSE-8-15
Instrument Approach Chart - ICAO - RNP RWY 06 (Tabular description)	AD 2-VTSE-8-16
Instrument Approach Chart - ICAO - RNP RWY 24	AD 2-VTSE-8-17
Instrument Approach Chart - ICAO - RNP RWY 24 (Tabular description)	AD 2-VTSE-8-18
VFR ENTRY PROCEDURE CHART - RWY 06/24	AD 2-VTSE-9-1
VFR ENTRY PROCEDURE CHART - RWY 06/24 (Tabular description)	AD 2-VTSE-9-2
VFR EXIT PROCEDURE CHART - RWY 06	AD 2-VTSE-9-3
VFR EXIT PROCEDURE CHART - RWY 06 (Tabular description)	AD 2-VTSE-9-4
VFR EXIT PROCEDURE CHART - RWY 24	AD 2-VTSE-9-5
VFR EXIT PROCEDURE CHART - RWY 24 (Tabular description)	AD 2-VTSE-9-6

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AERODROME CHART - ICAO

10° 42' 40" N
099° 21' 42" E

ELEV 22 FT

TWR 122.15
236.6

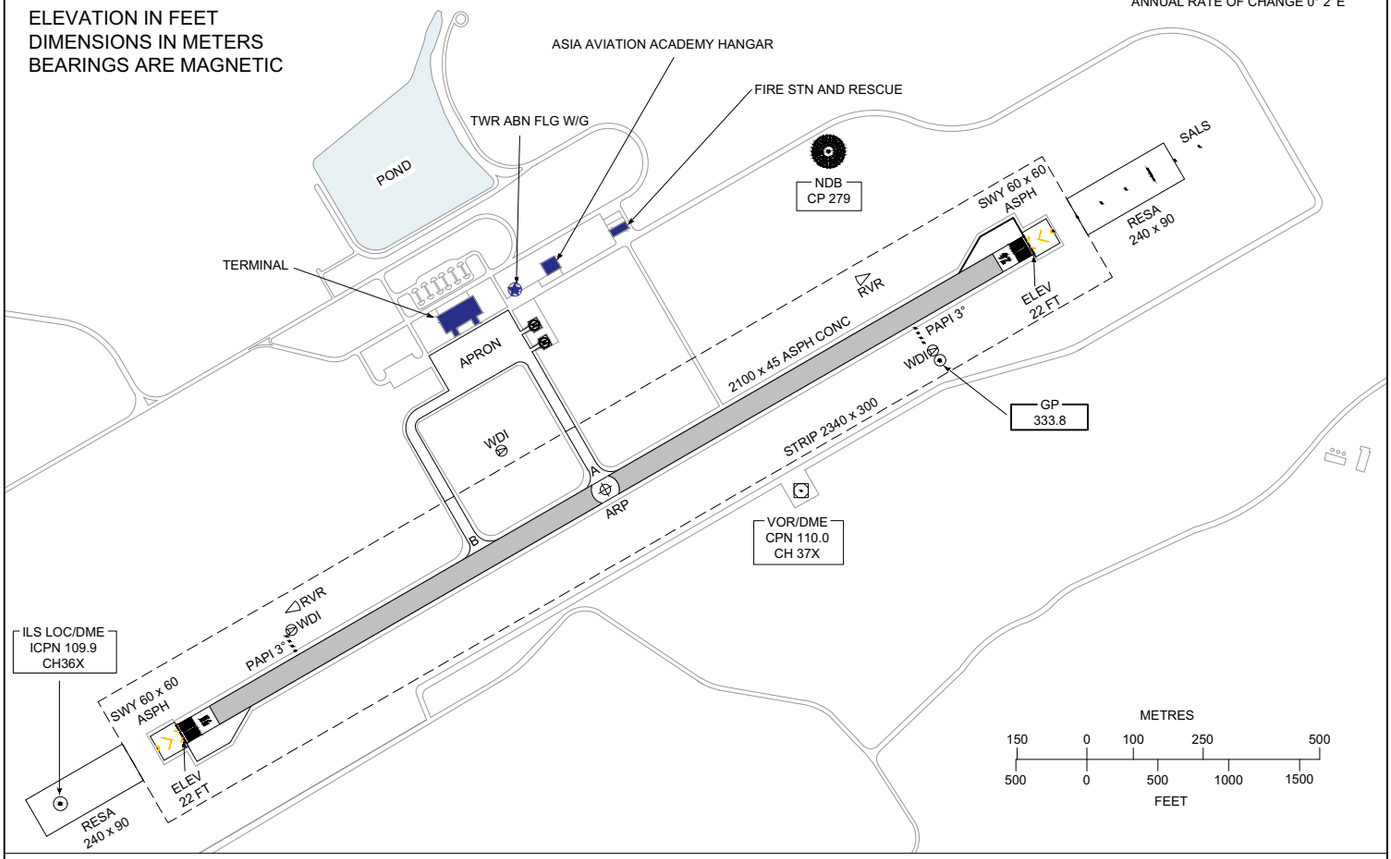
CHUMPHON / Chumphon

RWY	DIRECTION	THR	BEARING STRENGTH
06	061°	10° 42' 23" N 099° 21' 12" E	PCN 42/F/C/X/T
24	241°	10° 42' 57" N 099° 22' 12" E	
APRON			PCN 45/R/C/X/T
TAXIWAY A AND B			PCN 42/F/C/X/T

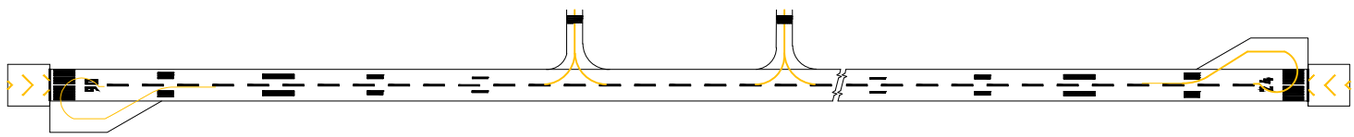
REMARKS:
- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- HOT SPOTS SHOWN IN AERODROME GROUND MOVEMENT CHART
- TAXIWAY WIDTH 23 m.

VAR 0° 30' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

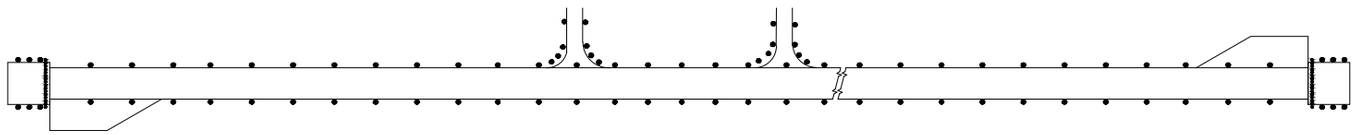
ELEVATION IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 06/24 AND EXIT TWY



LIGHTING AIDS RWY 06/24 AND EXIT TWY



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

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

INTENTIONALLY BLANK

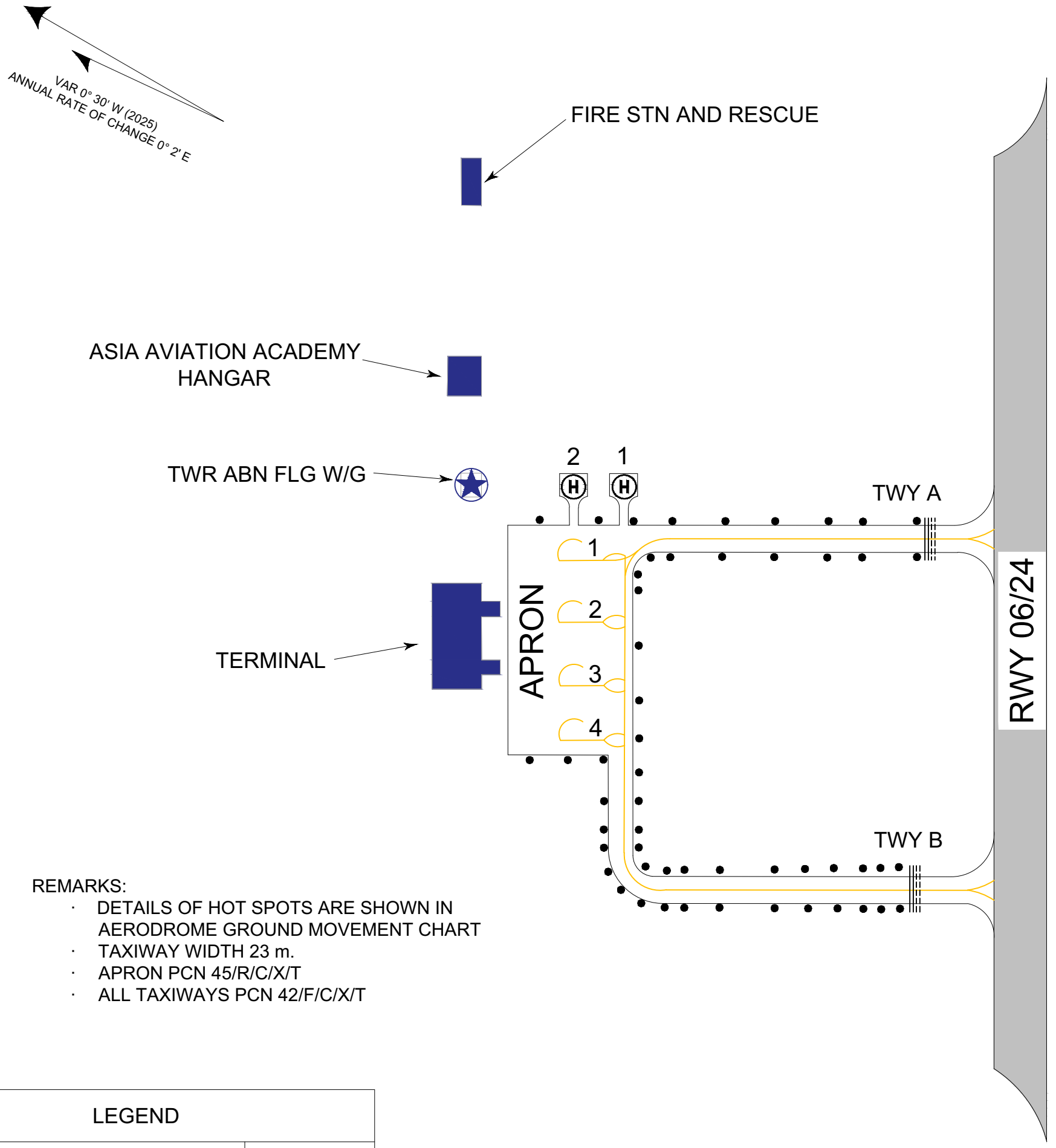
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
21 FT

TWR 122.15
236.6

CHUMPHON / Chumphon

ELEVATIONS IN FEET



REMARKS:

- DETAILS OF HOT SPOTS ARE SHOWN IN AERODROME GROUND MOVEMENT CHART
- TAXIWAY WIDTH 23 m.
- APRON PCN 45/R/C/X/T
- ALL TAXIWAYS PCN 42/F/C/X/T

LEGEND	
RUNWAY- HOLDING POSITION NON-PRECISION APCH RWY	

INS COORDINATES FOR AIRCRAFT STANDS		
STAND NR	COORDINATES	
1	10 42 50.84N	099 21 35.95E
2	10 42 49.99N	099 21 34.45E
3	10 42 49.08N	099 21 32.91E
4	10 42 48.32N	099 21 31.58E
TLOF 1	10 42 50.33N	099 21 37.94E
TLOF 2	10 42 51.53N	099 21 37.24E

CHANGE: MAG VAR. ANNUAL RATE OF CHANGE.

INTENTIONALLY BLANK

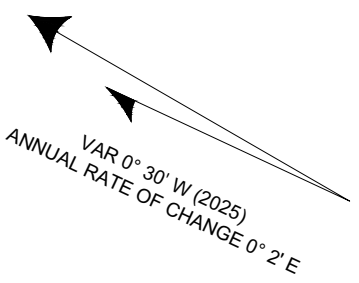
AERODROME GROUND MOVEMENT CHART - ICAO

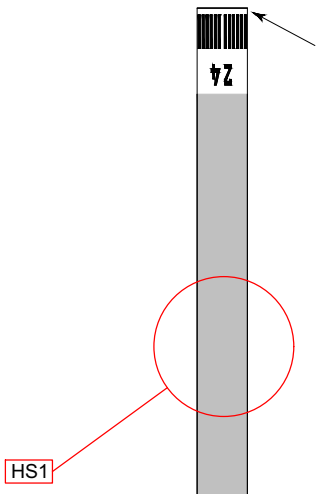
APRON ELEV
21 FT

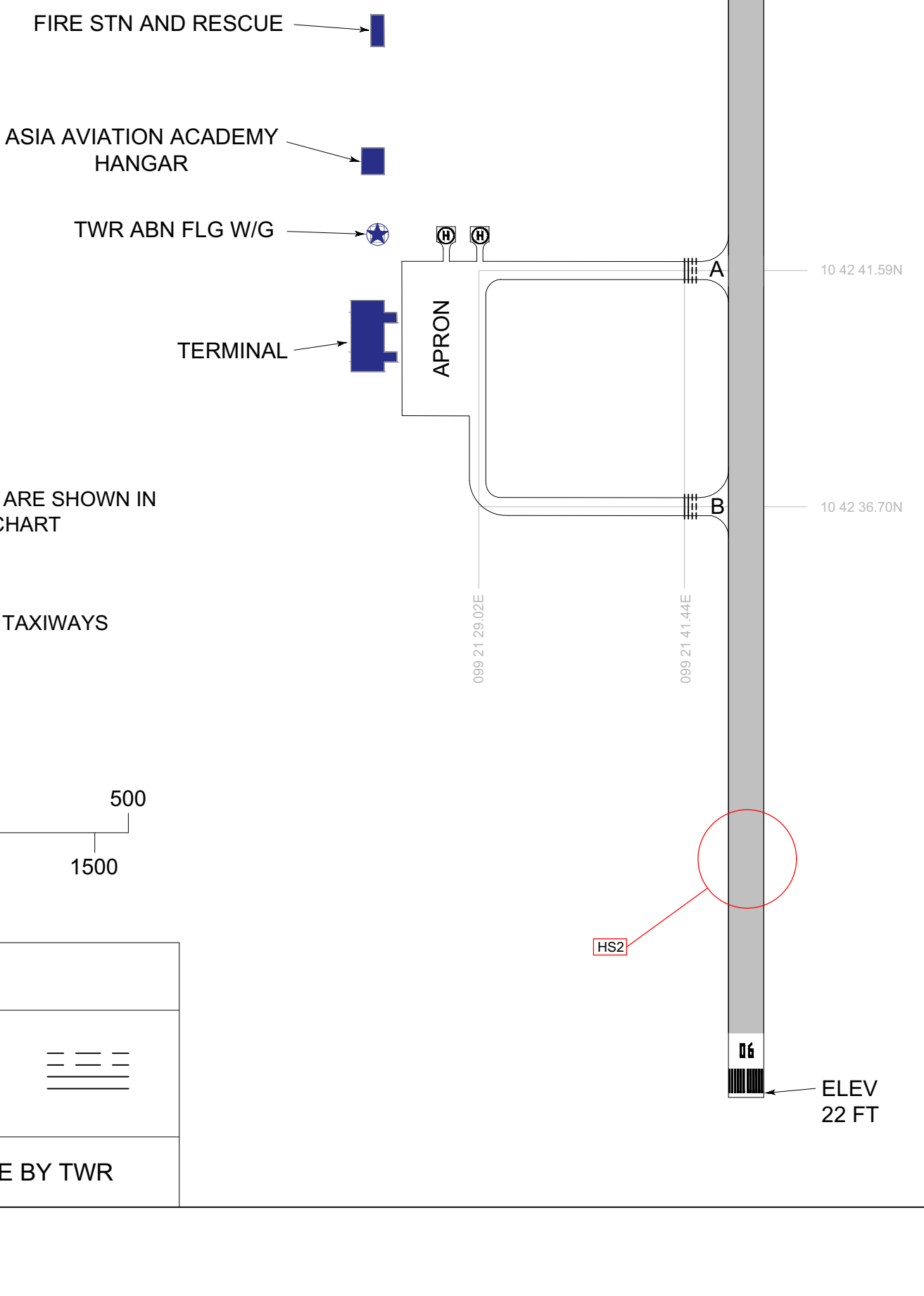
TWR 122.15
236.6

CHUMPHON / Chumphon

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

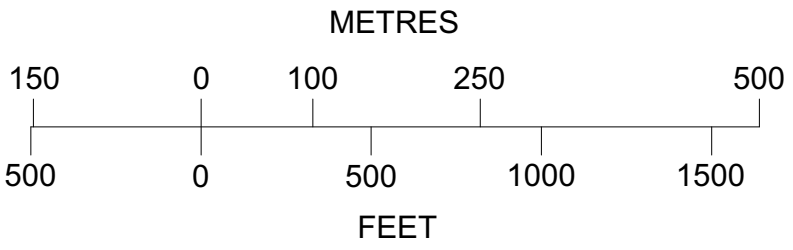






REMARKS:

- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- TAXIWAY WIDTH 23 m.
- APRON PCN 45/R/C/X/T
- ALL TAXIWAYS PCN 42/F/C/X/T
- TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS



LEGEND	
RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	
HS1, HS2 - PARTIALLY INVISIBLE BY TWR	

CHANGE: MAG VAR. ANNUAL RATE OF CHANGE.

INTENTIONALLY BLANK

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

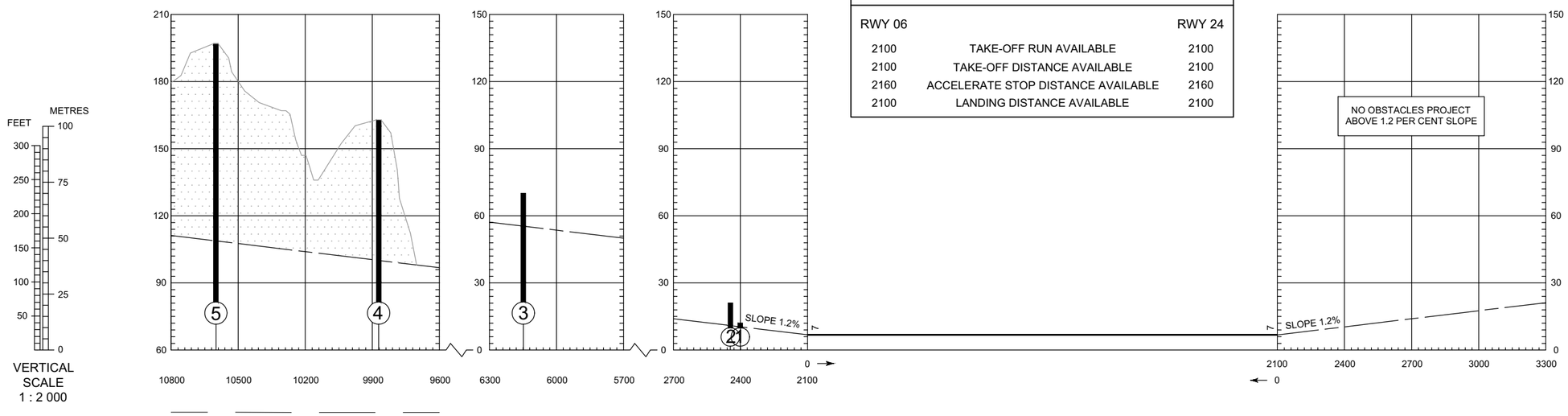
DIMENSIONS AND ELEVATIONS IN METRES

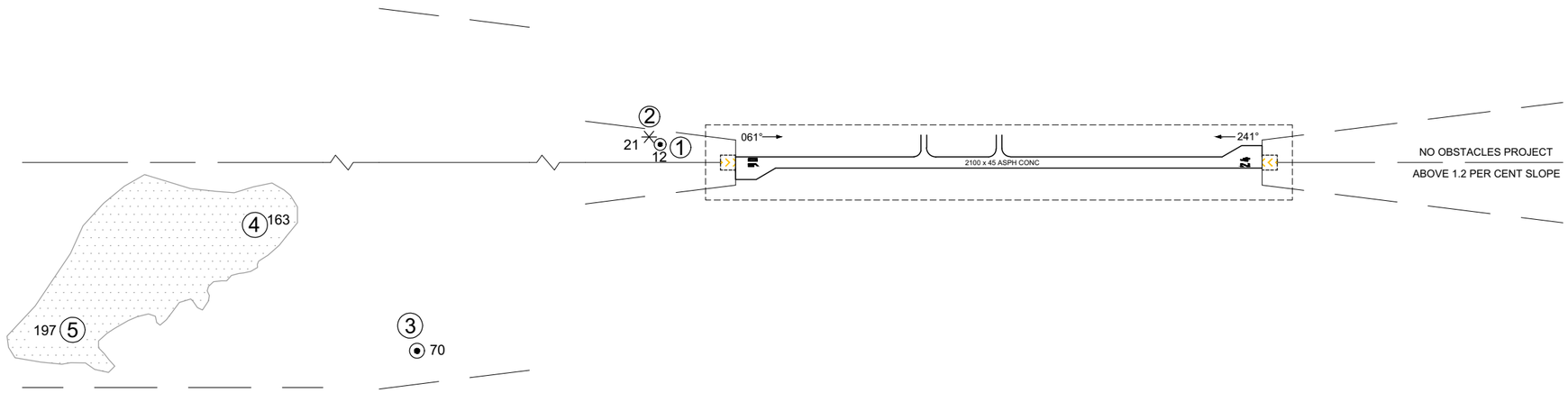
CHUMPHON / Chumphon Airport

MAGNETIC VARIATION 0° 30' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

RWY 06 / 24

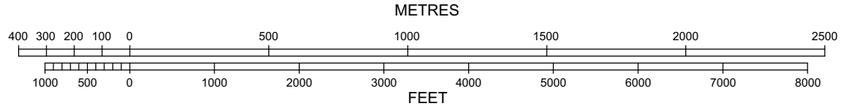
DECLARED DISTANCES		
RWY 06		RWY 24
2100	TAKE-OFF RUN AVAILABLE	2100
2100	TAKE-OFF DISTANCE AVAILABLE	2100
2160	ACCELERATE STOP DISTANCE AVAILABLE	2160
2100	LANDING DISTANCE AVAILABLE	2100





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

HORIZONTAL SCALE 1 : 20 000



ORDER OF ACCURACY
HORIZONTAL 0.5 m
VERTICAL 0.5 m

CHANGE: MAG VAR. ANNUAL RATE OF CHANGE.

INTENTIONALLY BLANK

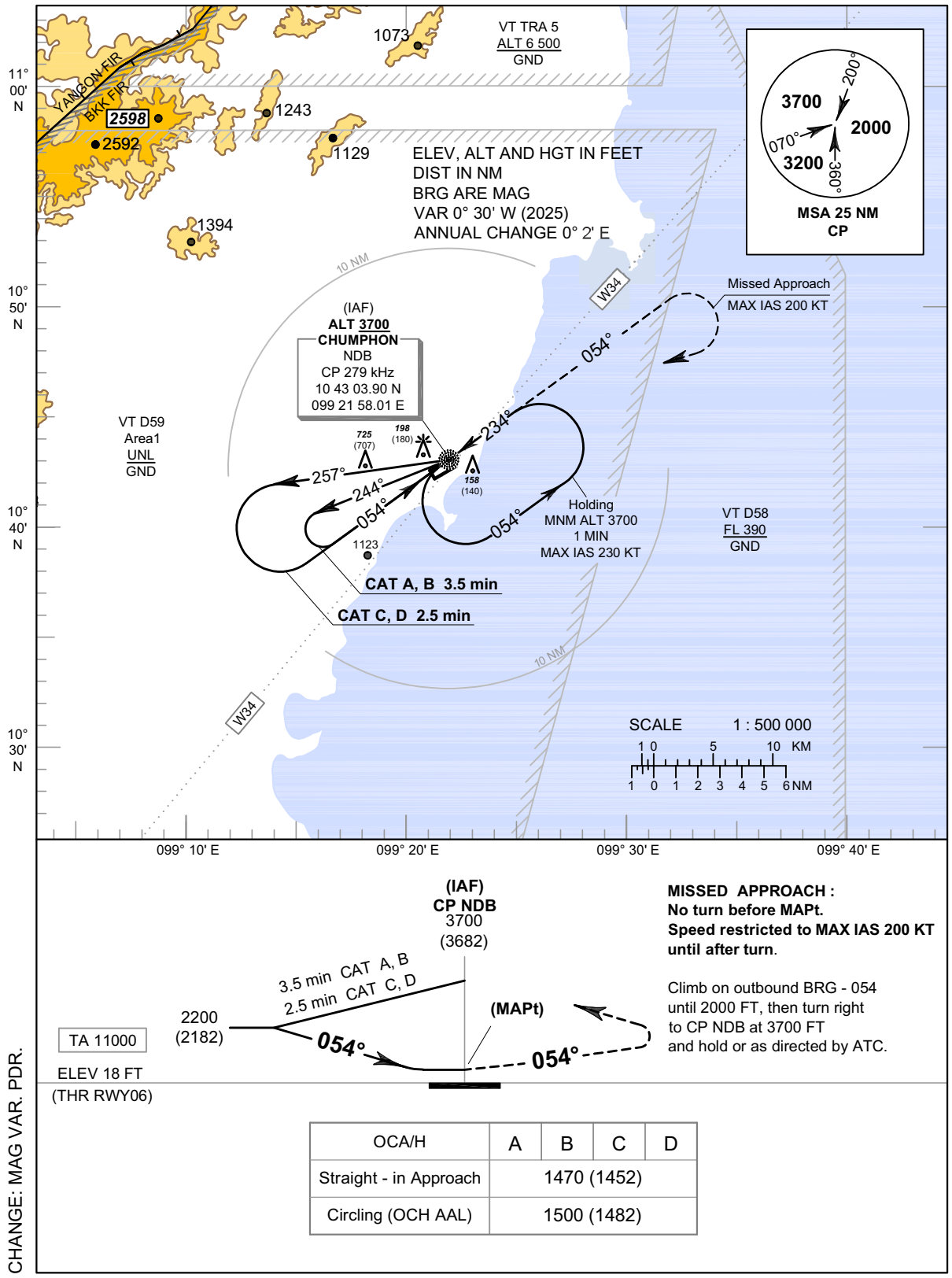
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

CHUMPHON / Chumphon (VTSE)

NDB RWY06



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

Climb on outbound BRG - 054
until 2000 FT, then turn right
to CP NDB at 3700 FT
and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight - in Approach	1470 (1452)			
Circling (OCH AAL)	1500 (1482)			

INTENTIONALLY BLANK

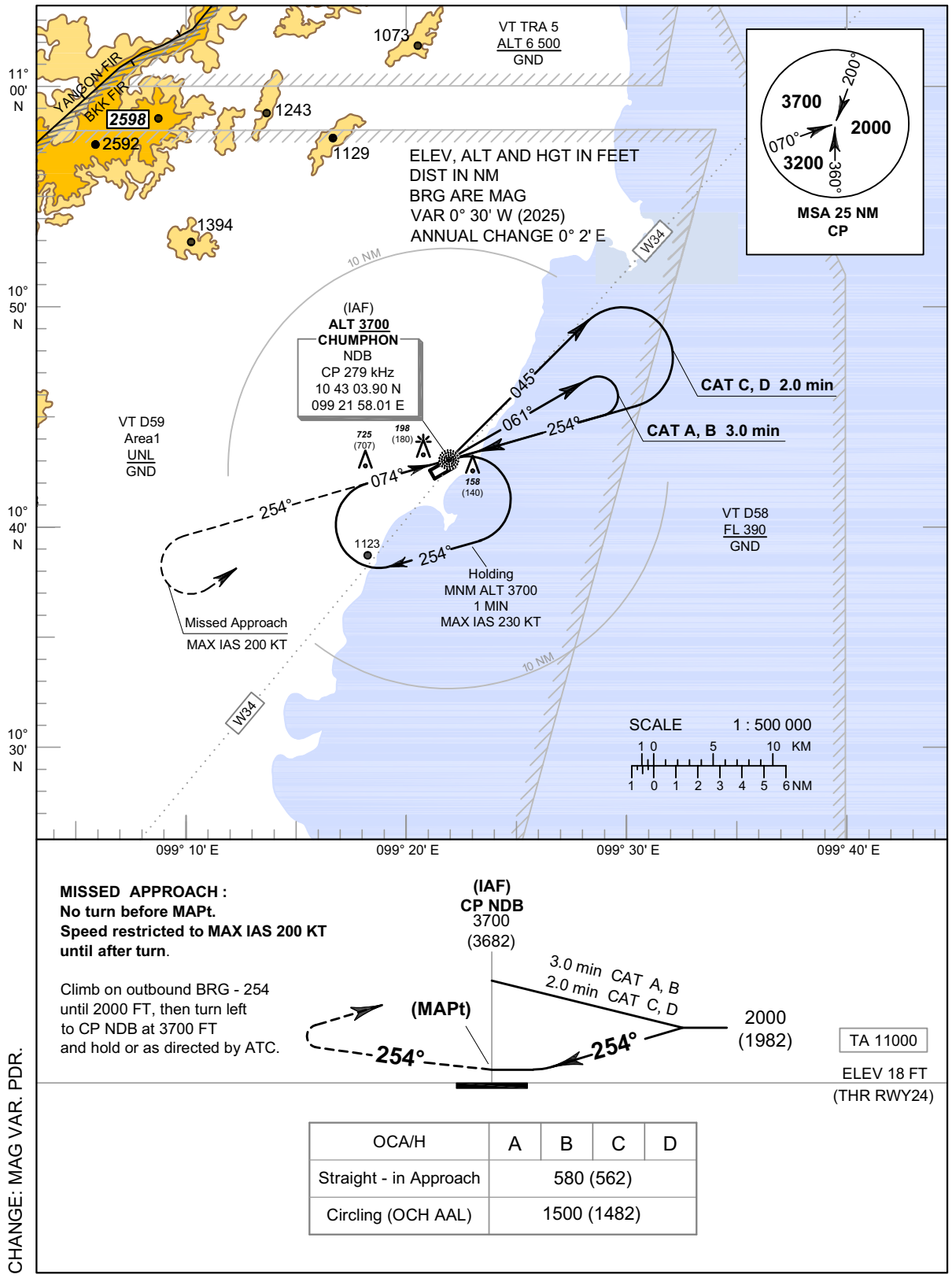
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

CHUMPHON / Chumphon (VTSE)

NDB RWY24



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

Climb on outbound BRG - 254 until 2000 FT, then turn left to CP NDB at 3700 FT and hold or as directed by ATC.

TA 11000

ELEV 18 FT
(THR RWY24)

OCA/H	A	B	C	D
Straight - in Approach	580 (562)			
Circling (OCH AAL)	1500 (1482)			

CHANGE: MAG VAR. PDR.

INTENTIONALLY BLANK

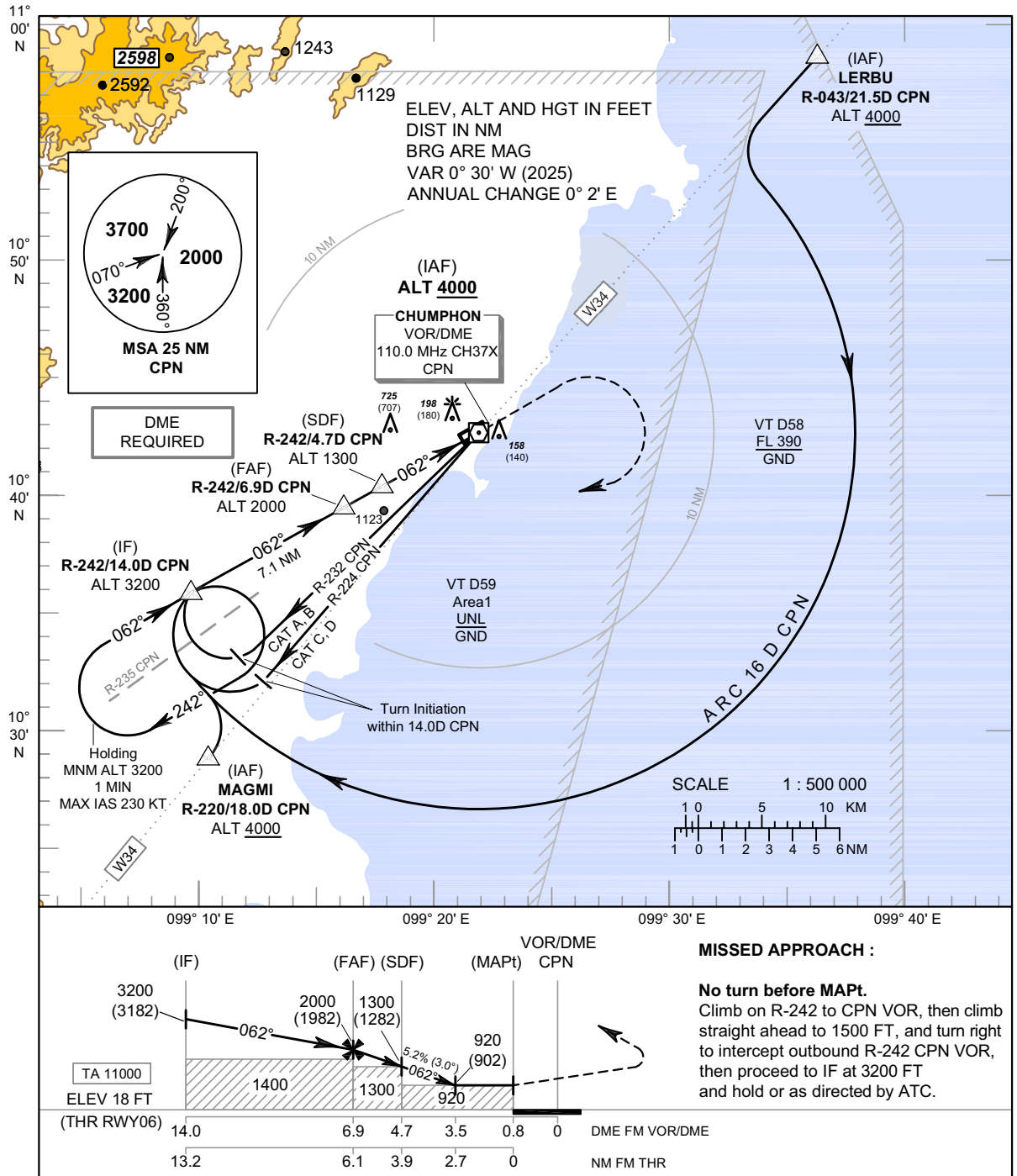
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

CHUMPHON / Chumphon (VTSE)

VOR RWY06



MISSED APPROACH :

No turn before MAPt.
Climb on R-242 to CPN VOR, then climb straight ahead to 1500 FT, and turn right to intercept outbound R-242 CPN VOR, then proceed to IF at 3200 FT and hold or as directed by ATC.

CHANGE: MAG VAR.

OCA/H	A	B	C	D	Distance to CPN	FAF	6 D	SDF	4 D	3.5 D
Straight - in Approach	920 (902)				Altitude (Height)	2000 (1982)	1710 (1692)	1300 (1282)	1080 (1062)	920 (902)
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1500 (1482)				Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

CHUMPHON / Chumphon (VTSE)

VOR RWY06

FIX/POINT		COORDINATES	
(IAF) LERBU	R-043 / 21.5D CPN	10° 58' 37.01" N	099° 36' 35.66" E
(IAF) MAGMI	R-220 / 18.0D CPN	10° 28' 46.08" N	099° 10' 14.75" E
(IF)	R-242 / 14.0D CPN	10° 35' 55.39" N	099° 09' 27.50" E
(FAF)	R-242 / 6.9D CPN	10° 39' 20.76" N	099° 15' 47.04" E
(SDF)	R-242 / 4.7D CPN	10° 40' 24.36" N	099° 17' 44.68" E
(MAPt)	R-242 / 0.8D CPN	10° 42' 18.08" N	099° 21' 15.06" E
VOR	CPN	10° 42' 40.25" N	099° 21' 56.06" E

CHANGE: VOR/DME COORDINATE.

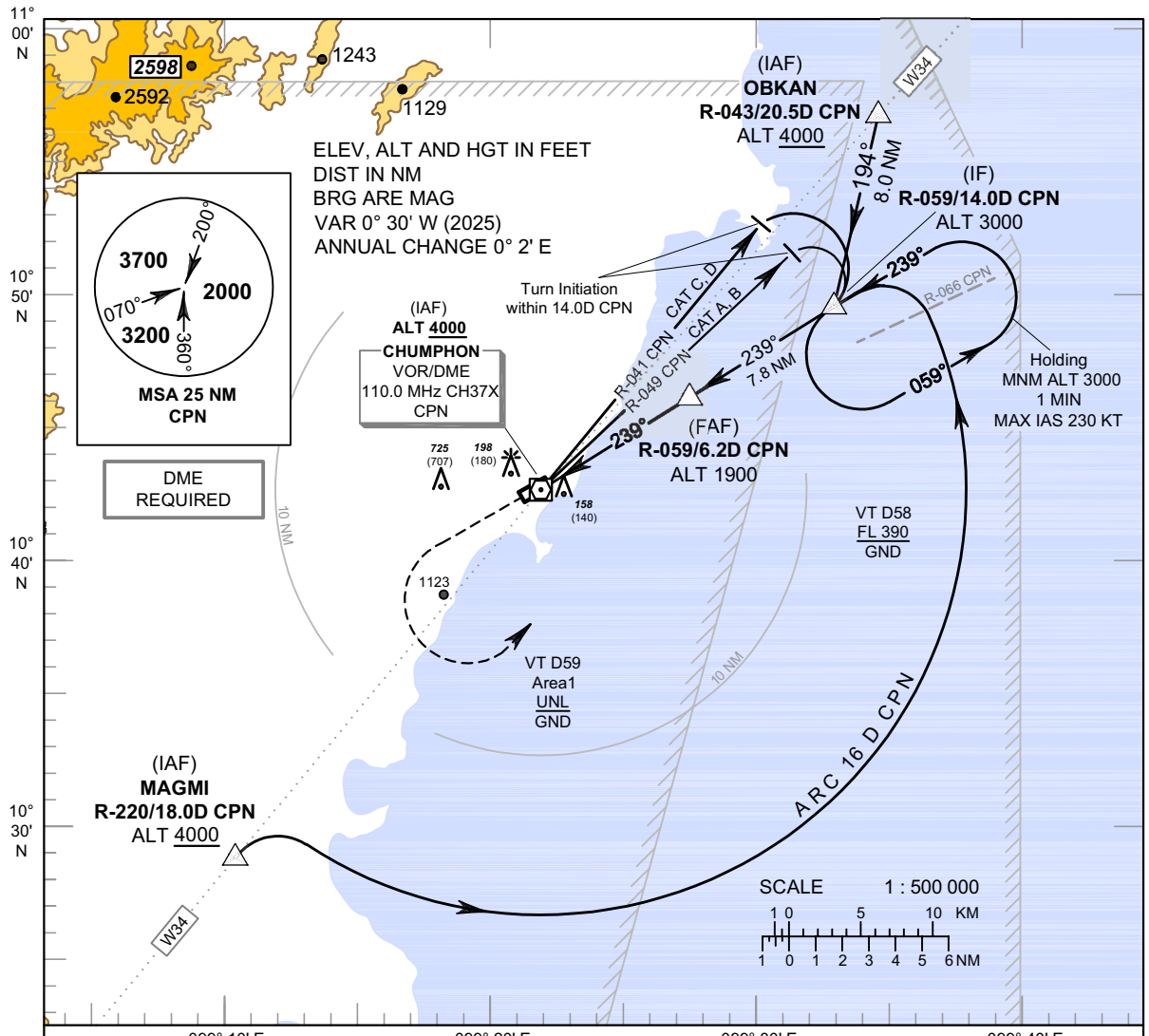
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

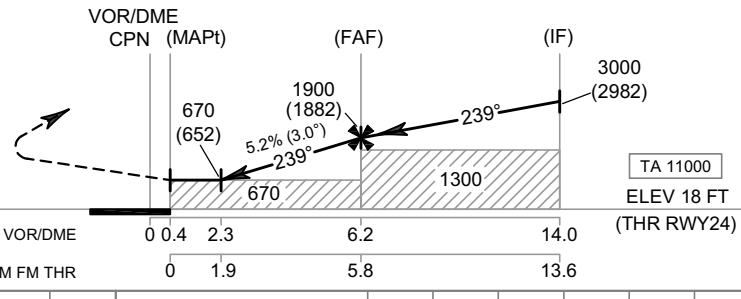
CHUMPHON / Chumphon (VTSE)

VOR RWY24



MISSED APPROACH :

No turn before MAPt.
Climb on R-059 to CPN VOR, then climb straight ahead to 1500 FT, and turn left to intercept outbound R-059 CPN VOR, then proceed to IF at 3000 FT and hold or as directed by ATC.



CHANGE: MAG VAR.

OCA/H	A	B	C	D	Distance to CPN	2.3 D	3 D	4 D	5 D	6 D	FAF
Straight - in Approach	670 (652)				Altitude (Height)	670 (652)	890 (872)	1205 (1187)	1520 (1502)	1840 (1822)	1900 (1882)
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1500 (1482)				Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

CHUMPHON / Chumphon (VTSE)

VOR RWY24

FIX/POINT		COORDINATES	
(IAF) OBKAN	R-043 / 20.5D CPN	10° 57' 52.72" N	099° 35' 54.90" E
(IAF) MAGMI	R-220 / 18.0D CPN	10° 28' 46.08" N	099° 10' 14.75" E
(IF)	R-059 / 14.0D CPN	10° 50' 03.39" N	099° 34' 02.29" E
(FAF)	R-059 / 6.2D CPN	10° 45' 56.54" N	099° 27' 17.59" E
(MAPt)	R-059 / 0.4D CPN	10° 42' 52.03" N	099° 22' 15.38" E
VOR	CPN	10° 42' 40.25" N	099° 21' 56.06" E

CHANGE: VOR/DME COORDINATE.

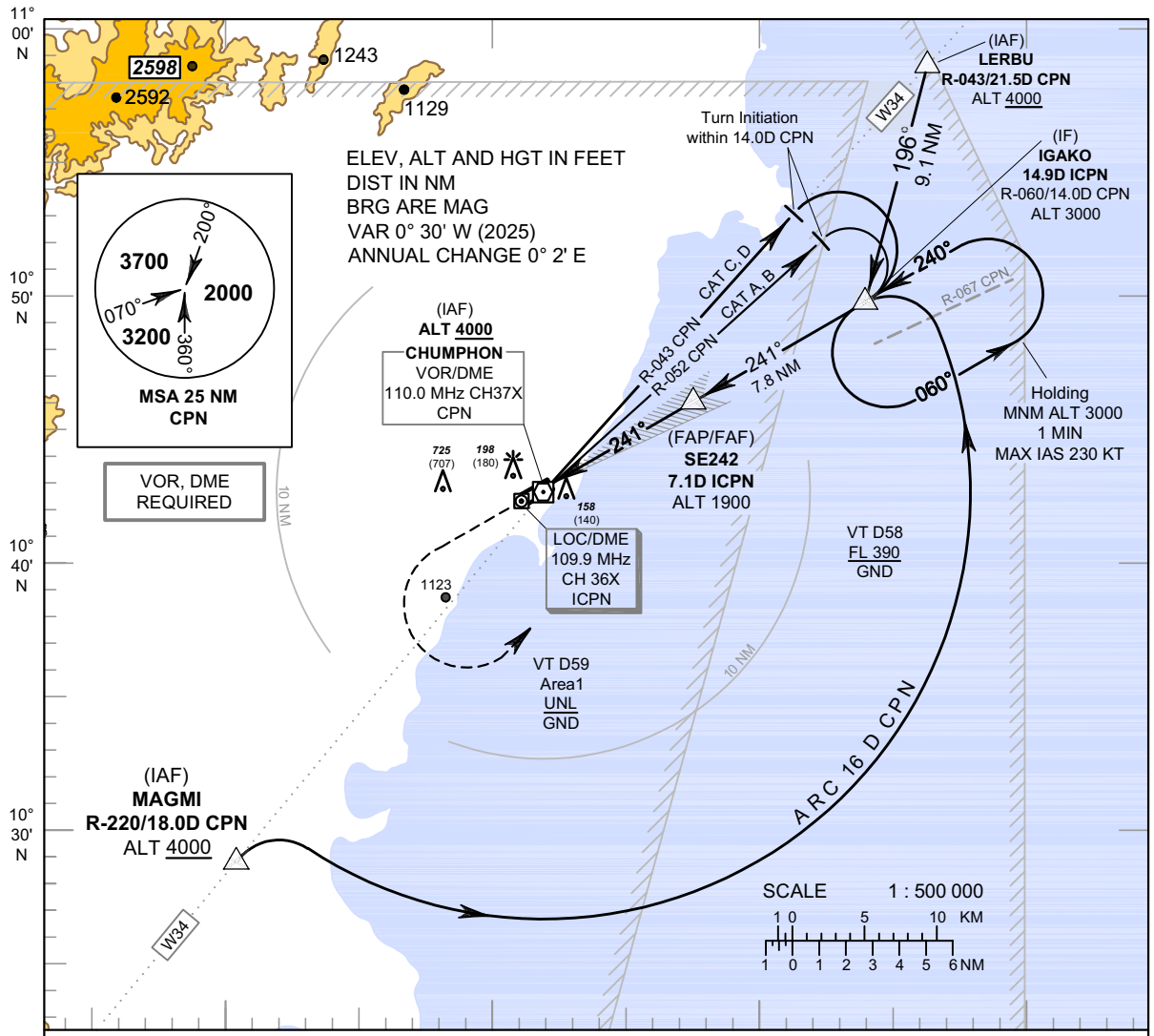
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO
THR RWY24 - ELEV 18 FT

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

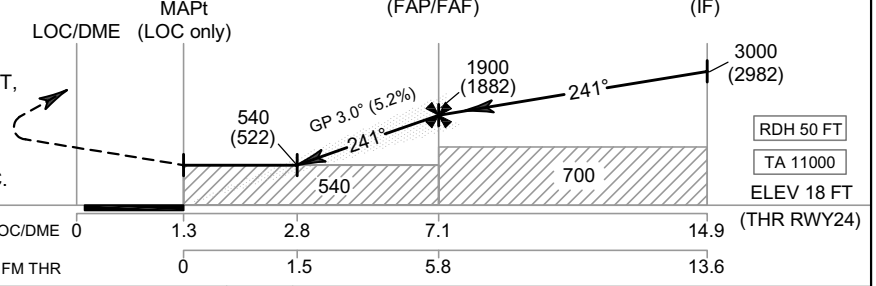
CHUMPHON / Chumphon (VTSE)

ILS or LOC y RWY24



MISSED APPROACH :

No turn before MAPt.
Climb straight ahead to 1500 FT, then turn left to intercept outbound R-060 CPN VOR, then proceed to IF at 3000 FT and hold or as directed by ATC.



CHANGE: MAG VAR.

OCA/H		A	B	C	D
Straight - in Approach	CAT I	390 (372)			
LOC only		540 (522)			
Circling (OCH AAL)		1500 (1482)			

GS out	Distance to ICPN	2.8 D	3 D	4 D	5 D	6 D	FAF
	Altitude (Height)	540 (522)	605 (587)	920 (902)	1235 (1217)	1550 (1532)	1900 (1882)

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

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO
THR RWY24 - ELEV 18 FT

CHUMPHON / Chumphon (VTSE)

ILS or LOC y RWY24

FIX/POINT		COORDINATES	
(IAF) LERBU	R-043 / 21.5D CPN	10° 58' 37.01" N	099° 36' 35.66" E
(IAF) MAGMI	R-220 / 18.0D CPN	10° 28' 46.08" N	099° 10' 14.75" E
(IF) IGAKO	14.9D ICPN	10° 49' 46.39" N	099° 34' 10.81" E
(FAP/FAF) SE242	7.1D ICPN	10° 45' 51.86" N	099° 27' 18.51" E
(MAPt) THR RWY24	1.3D ICPN	10° 42' 57.41" N	099° 22' 12.14" E
LOC/DME	ICPN	10° 42' 18.33" N	099° 21' 03.61" E
GP	ICPN	10° 42' 49.28" N	099° 22' 05.86" E
VOR	CPN	10° 42' 40.25" N	099° 21' 56.06" E

CHANGE: LOC/DME AND GP COORDINATES.

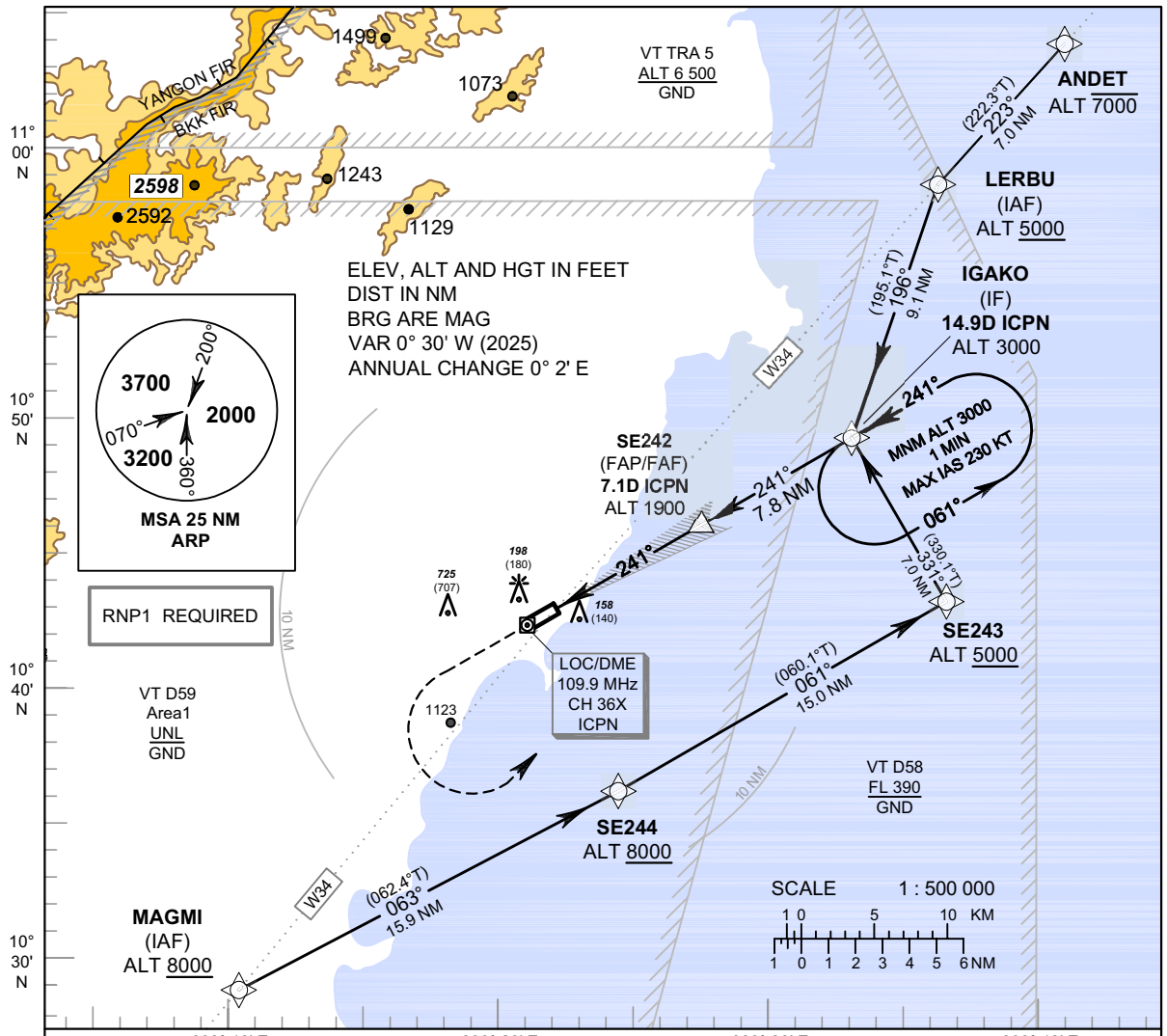
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO
THR RWY24 - ELEV 18 FT

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

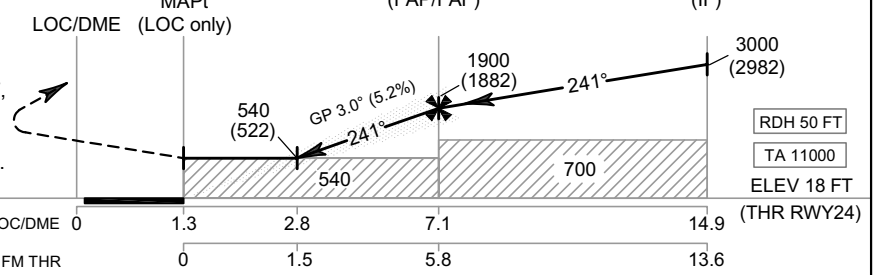
CHUMPHON / Chumphon (VTSE)

ILS or LOC z RWY24



MISSED APPROACH :

No turn before MAPt (for LOC Only).
Climb on track 241° to 1500 FT, then turn left direct to IF at 3000 FT and hold or as directed by ATC.



CHANGE: MAG VAR. PDR.

OCA/H		A	B	C	D	GS out	Distance to ICPN	2.8 D	3 D	4 D	5 D	6 D	FAF
Straight - in Approach	CAT I	390 (372)					Altitude (Height)	540 (522)	605 (587)	920 (902)	1235 (1217)	1550 (1532)	1900 (1882)
LOC only		540 (522)					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)		1500 (1482)					Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO
THR RWY24 - ELEV 18 FT

CHUMPHON / Chumphon (VTSE)

ILS or LOC z RWY24

CHANGE: MAG VAR.

TABULAR DESCRIPTION

ILS or LOC z RWY24

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	ANDET	-	-	+0.5	-	-	-7000	-	-	RNP1
020	TF	(IAF) LERBU	-	223° (222.3°)	+0.5	7.0	L	+5000	-	-	RNP1
030	TF	(IF) IGAKO	-	196° (195.1°)	+0.5	9.1	-	@3000	-	-	RNP1
010	IF	(IAF) MAGMI	-	-	+0.5	-	-	+8000	-	-	RNP1
020	TF	SE244	-	063° (062.4°)	+0.5	15.9	L	+8000	-	-	RNP1
030	TF	SE243	-	061° (060.1°)	+0.5	15.0	L	+5000	-	-	RNP1
040	TF	(IF) IGAKO	-	331° (330.1°)	+0.5	7.0	-	@3000	-	-	RNP1
010	IF	(IF) IGAKO	-	-	+0.5	-	-	@3000	-	-	RNP1
TRANSITION TO ILS or LOC											
020	TF	(FAF) SE242	-	241° (240.1°)	+0.5	7.8	-	@1900	-	-	ILS
030	TF	(MAPt) SE241	Y	241° (240.1°)	+0.5	5.8	-	@68	-	-3.0/50	ILS
040	CA	-	-	241° (240.1°)	+0.5	-	-	+1500	-	-	RNP1
050	DF	(IF) IGAKO	-	-	+0.5	-	L	+3000	-	-	RNP1
060	HM	(IF) IGAKO	Y	241° (240.1°)	+0.5	1 minute	L	+3000	-230	-	RNP1

WAYPOINT LIST

ILS or LOC z RWY24

Waypoint Identifier	Coordinates
ANDET	11° 03' 49.09" N 099° 41' 23.06" E
LERBU	10° 58' 37.01" N 099° 36' 35.66" E
MAGMI	10° 28' 46.08" N 099° 10' 14.75" E
SE244	10° 36' 09.74" N 099° 24' 31.21" E
SE243	10° 43' 40.62" N 099° 37' 43.51" E
IGAKO	10° 49' 46.39" N 099° 34' 10.81" E
SE242	10° 45' 51.86" N 099° 27' 18.51" E
SE241	10° 42' 57.41" N 099° 22' 12.14" E

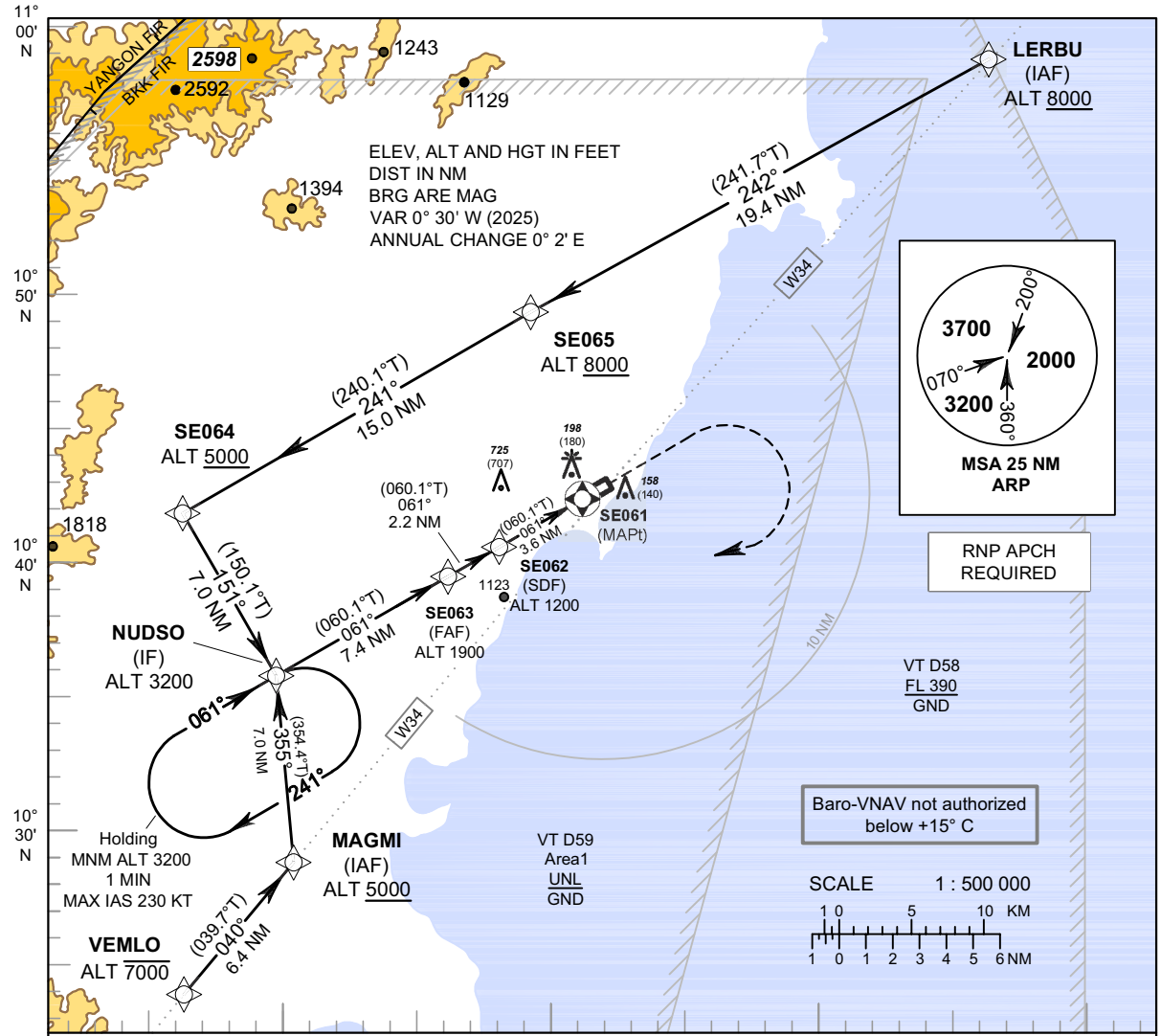
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

CHUMPHON / Chumphon (VTSE)

RNP RWY06



CHANGE: MAG VAR.

OCA/H	A	B	C	D
LNAV/VNAV	430 (412)			
LNAV	570 (552)			
Circling (OCH AAL)	1500 (1482)			

NM to NEXT WPT	FAF	5 NM	SDF	3 NM	2 NM	1.6 NM
Altitude (Height)	1900 (1882)	1650 (1632)	1200 (1182)	1015 (997)	700 (682)	570 (552)

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

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

CHUMPHON / Chumphon (VTSE)

RNAV (GNSS) RWY06

CHANGE: MAG VAR.

TABULAR DESCRIPTION

RNP RWY06

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	VEMLO	-	-	+0.5	-	-	-7000	-	-	RNP APCH
020	TF	(IAF) MAGMI	-	040° (039.7°)	+0.5	6.4	L	+5000	-	-	RNP APCH
030	TF	(IF) NUDSO	-	355° (354.4°)	+0.5	7.0	-	@3200	-	-	RNP APCH
010	IF	(IAF) LERBU	-	-	+0.5	-	-	+8000	-	-	RNP APCH
020	TF	SE065	-	242° (241.7°)	+0.5	19.4	L	+8000	-	-	RNP APCH
030	TF	SE064	-	241° (240.1°)	+0.5	15.0	L	+5000	-	-	RNP APCH
040	TF	(IF) NUDSO	-	151° (150.1°)	+0.5	7.0	-	@3200	-	-	RNP APCH
010	IF	(IF) NUDSO	-	-	+0.5	-	-	@3200	-	-	RNP APCH
020	TF	(FAF) SE063	-	061° (060.1°)	+0.5	7.4	-	@1900	-	-	RNP APCH
030	TF	(SDF) SE062	-	061° (060.1°)	+0.5	2.2	-	@1200	-	-	RNP APCH
040	TF	(MAPt) SE061	Y	061° (060.1°)	+0.5	3.6	-	@68	-	-3.0/50	RNP APCH
050	CA	-	-	061° (060.1°)	+0.5	-	-	+1500	-	-	RNP APCH
060	DF	(IF) NUDSO	-	-	+0.5	-	R	+3200	-	-	RNP APCH
070	HM	(IF) NUDSO	Y	061° (060.1°)	+0.5	1 minute	R	+3200	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY06

Waypoint Identifier	Coordinates
VEMLO	10° 23' 48.85" N 099° 06' 05.20" E
MAGMI	10° 28' 46.08" N 099° 10' 14.75" E
LERBU	10° 58' 37.01" N 099° 36' 35.66" E
SE065	10° 49' 21.98" N 099° 19' 12.44" E
SE064	10° 41' 50.31" N 099° 06' 00.35" E
NUDSO	10° 35' 44.86" N 099° 09' 33.53" E
SE063	10° 39' 28.68" N 099° 16' 05.89" E
SE062	10° 40' 34.90" N 099° 18' 02.04" E
SE061	10° 42' 23.23" N 099° 21' 12.14" E

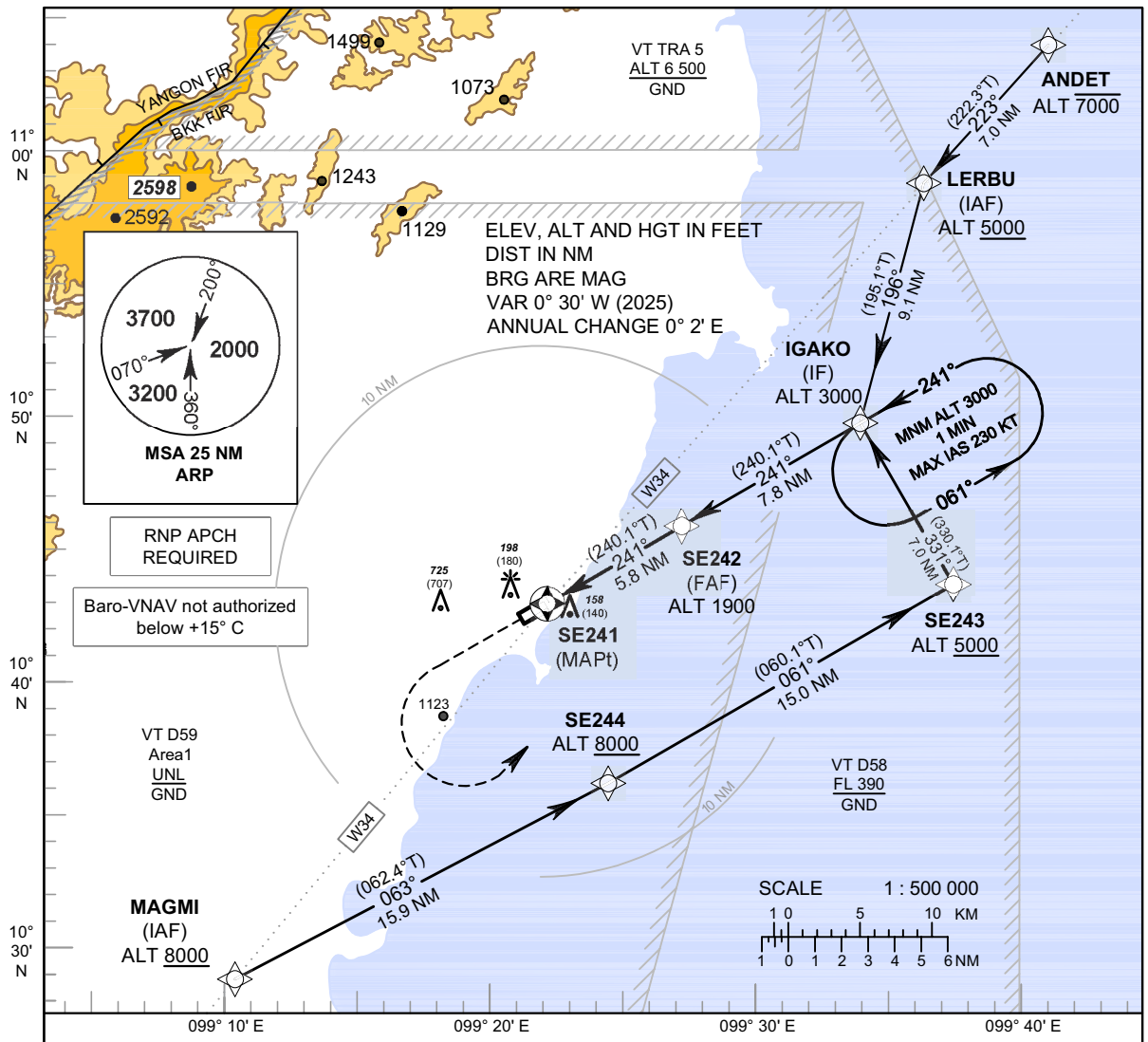
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

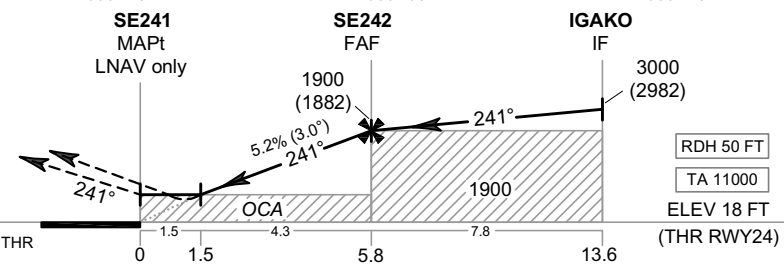
CHUMPHON / Chumphon (VTSE)

RNP RWY24



MISSED APPROACH :

No turn before MAPt.
Climb on track 241° to 1500 FT, then turn left direct to IF at 3000 FT and hold or as directed by ATC.



OCA/H	A	B	C	D	NM to NEXT WPT	1.5 NM	2 NM	3 NM	4 NM	5 NM	FAF
LNAV/VNAV	400 (382)				Altitude (Height)	540 (522)	700 (682)	1015 (997)	1330 (1312)	1650 (1632)	1900 (1882)
LNAV	540 (522)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1500 (1482)				Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: MAG VAR. PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

CHUMPHON / Chumphon (VTSE)

RNAV (GNSS) RWY24

CHANGE: MAG VAR.

TABULAR DESCRIPTION

RNP RWY24

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	ANDET	-	-	+0.5	-	-	-7000	-	-	RNP APCH
020	TF	(IAF) LERBU	-	223° (222.3°)	+0.5	7.0	L	+5000	-	-	RNP APCH
030	TF	(IF) IGAKO	-	196° (195.1°)	+0.5	9.1	-	@3000	-	-	RNP APCH
010	IF	(IAF) MAGMI	-	-	+0.5	-	-	+8000	-	-	RNP APCH
020	TF	SE244	-	063° (062.4°)	+0.5	15.9	L	+8000	-	-	RNP APCH
030	TF	SE243	-	061° (060.1°)	+0.5	15.0	L	+5000	-	-	RNP APCH
040	TF	(IF) IGAKO	-	331° (330.1°)	+0.5	7.0	-	@3000	-	-	RNP APCH
010	IF	(IF) IGAKO	-	-	+0.5	-	-	@3000	-	-	RNP APCH
020	TF	(FAF) SE242	-	241° (240.1°)	+0.5	7.8	-	@1900	-	-	RNP APCH
030	TF	(MAPt) SE241	Y	241° (240.1°)	+0.5	5.8	-	@68	-	-3.0/50	RNP APCH
040	CA	-	-	241° (240.1°)	+0.5	-	-	+1500	-	-	RNP APCH
050	DF	(IF) IGAKO	-	-	+0.5	-	L	+3000	-	-	RNP APCH
060	HM	(IF) IGAKO	Y	241° (240.1°)	+0.5	1 minute	L	+3000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY24

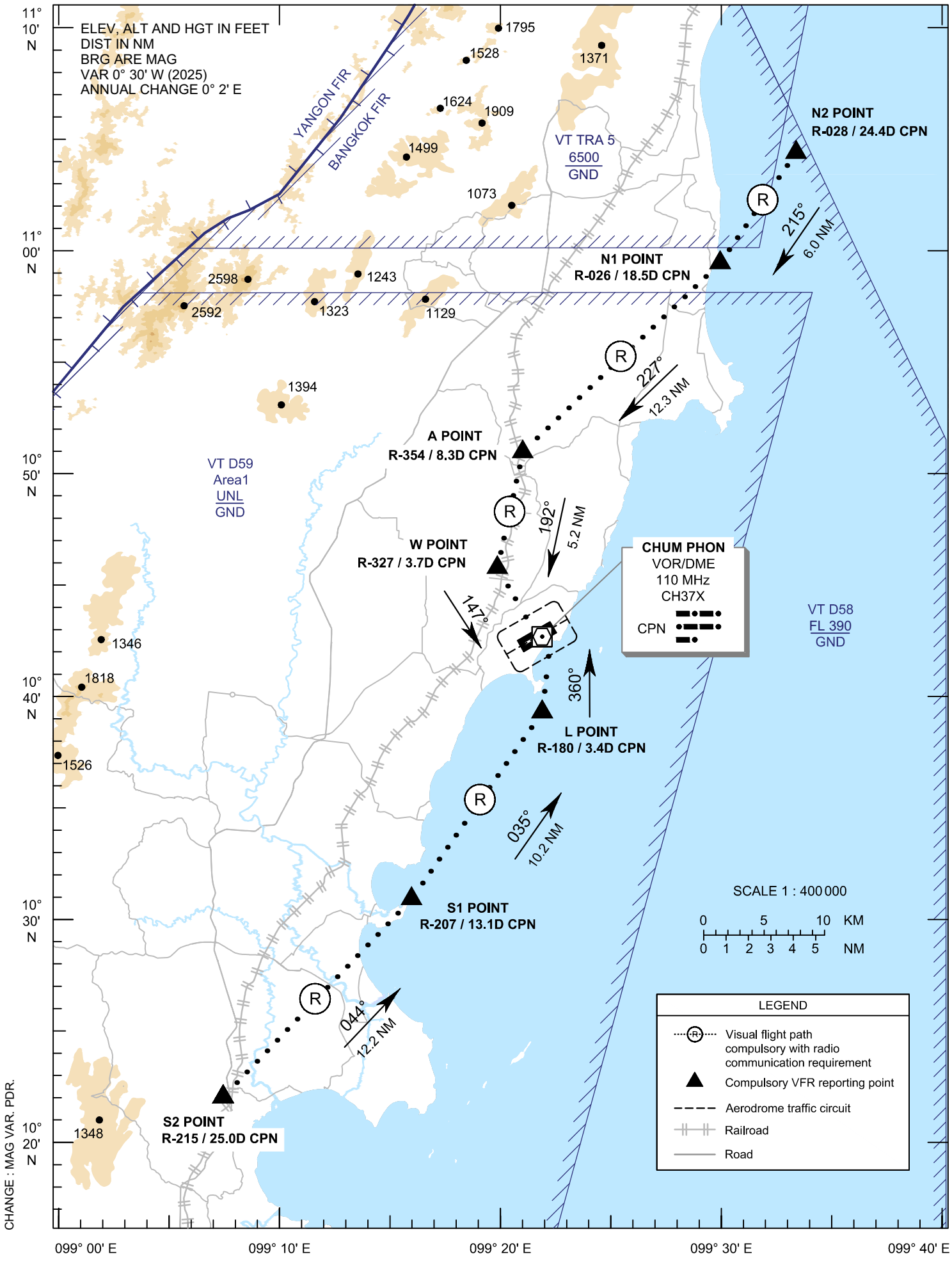
Waypoint Identifier	Coordinates
ANDET	11° 03' 49.09" N 099° 41' 23.06" E
LERBU	10° 58' 37.01" N 099° 36' 35.66" E
MAGMI	10° 28' 46.08" N 099° 10' 14.75" E
SE244	10° 36' 09.74" N 099° 24' 31.21" E
SE243	10° 43' 40.62" N 099° 37' 43.51" E
IGAKO	10° 49' 46.39" N 099° 34' 10.81" E
SE242	10° 45' 51.86" N 099° 27' 18.51" E
SE241	10° 42' 57.41" N 099° 22' 12.14" E

VFR ENTRY PROCEDURE CHART

AERODROME ELEV 18 FT
HEIGHT RELATED TO AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

CHUMPHON / Chumphon (VTSE) RWY 06/24



VFR ENTRY PROCEDURE CHART

AERODROME ELEV 18 FT
HEIGHT RELATED TO AERODROME ELEV

CHUMPHON / Chumphon (VTSE) RWY 06/24

ARR-RWY06/24 (**From North**)
Enter via most direct route through the N2 POINT, then heading 215° to N1 POINT, heading 227° to A POINT then heading 192° to W POINT, then join aerodrome traffic circuit when direct by ATC.

ARR-RWY06/24 (**From South**)
Enter via most direct route through the S2 POINT, then heading 044° to S1 POINT, heading 035° to L POINT, then join aerodrome traffic circuit when direct by ATC.

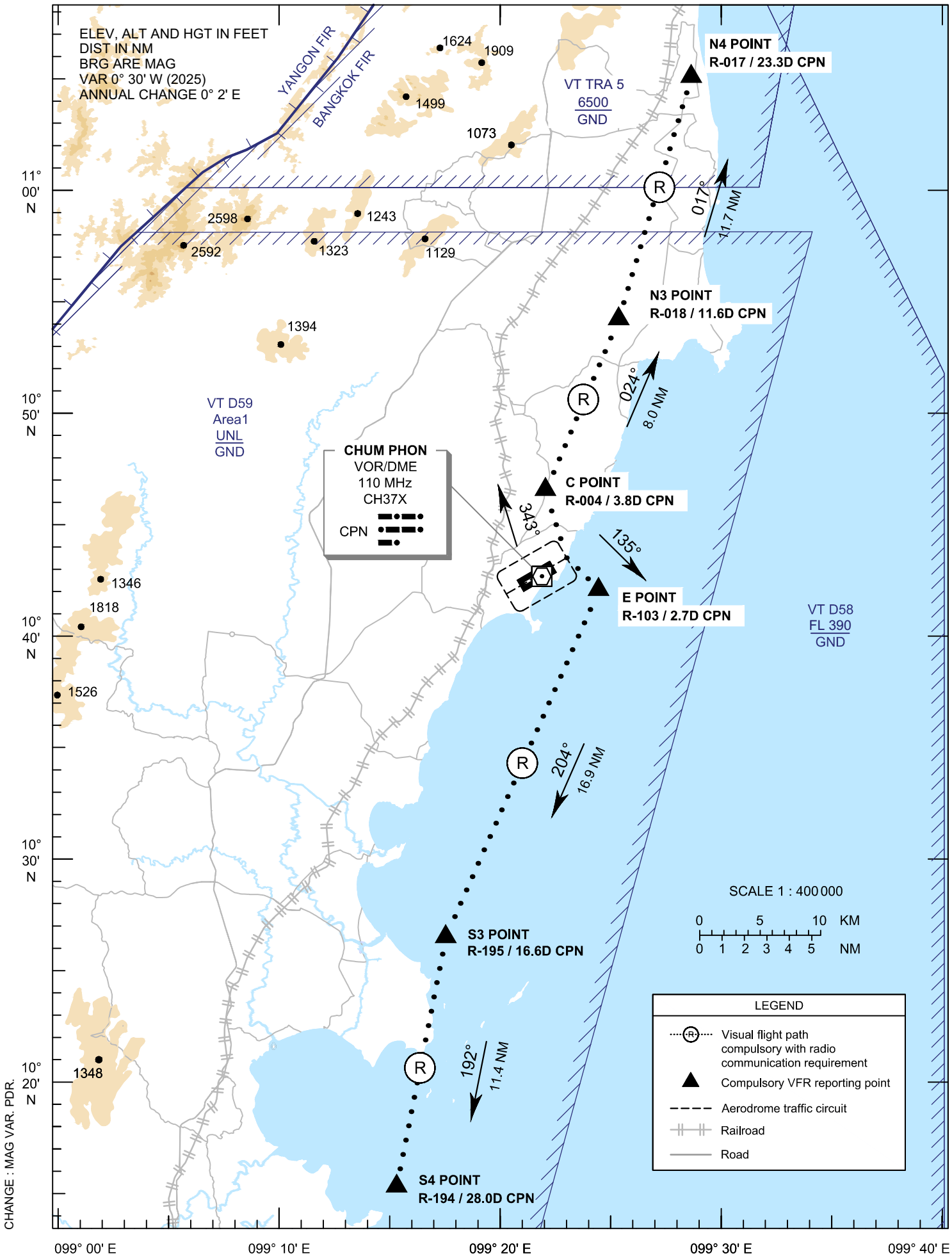
Reporting points	Visual Reference	Radial / DME	Coordinates	
			Latitude	Longitude
A POINT	Ban Map Ammarit	R-354 / 8.3D CPN	10° 50' 55.10" N	099° 21' 00.20" E
L POINT	Lam Tan Cape	R-180 / 3.4D CPN	10° 39' 17.80" N	099° 21' 56.20" E
N1 POINT	Khao Bang Berd	R-026 / 18.5D CPN	10° 59' 26.02" N	099° 30' 02.59" E
N2 POINT	Koh Talu Island	R-028 / 24.4D CPN	11° 04' 22.70" N	099° 33' 30.00" E
S1 POINT	Lam Kor Kwang (Hua Mong) Cape	R-207 / 13.1D CPN	10° 30' 55.41" N	099° 16' 00.27" E
S2 POINT	Khao Chedi Temple	R-215 / 25.0D CPN	10° 22' 01.97" N	099° 07' 27.43" E
W POINT	Erawan Nantiyaram Temple	R-327 / 3.7D CPN	10° 45' 46.50" N	099° 19' 54.50" E
CPN VOR/DME	-	-	10° 42' 40.21" N	099° 21' 56.03" E

VFR EXIT PROCEDURE CHART

AERODROME ELEV 18 FT
HEIGHT RELATED TO
AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

CHUMPHON / Chumphon (VTSE) RWY 06



VFR EXIT PROCEDURE CHART

AERODROME ELEV 18 FT
HEIGHT RELATED TO AERODROME ELEV

CHUMPHON / Chumphon (VTSE) RWY 06

DEP-RWY06 (**To North**)
After departure left turn heading 343° to C POINT, then heading 024° to N3 POINT, then heading 017° to N4 POINT, then proceed to destination.

DEP-RWY06 (**To South**)
After departure right turn heading 135° to E POINT, then heading 204° to S3 POINT, then heading 192° to S4 POINT, then proceed to destination.

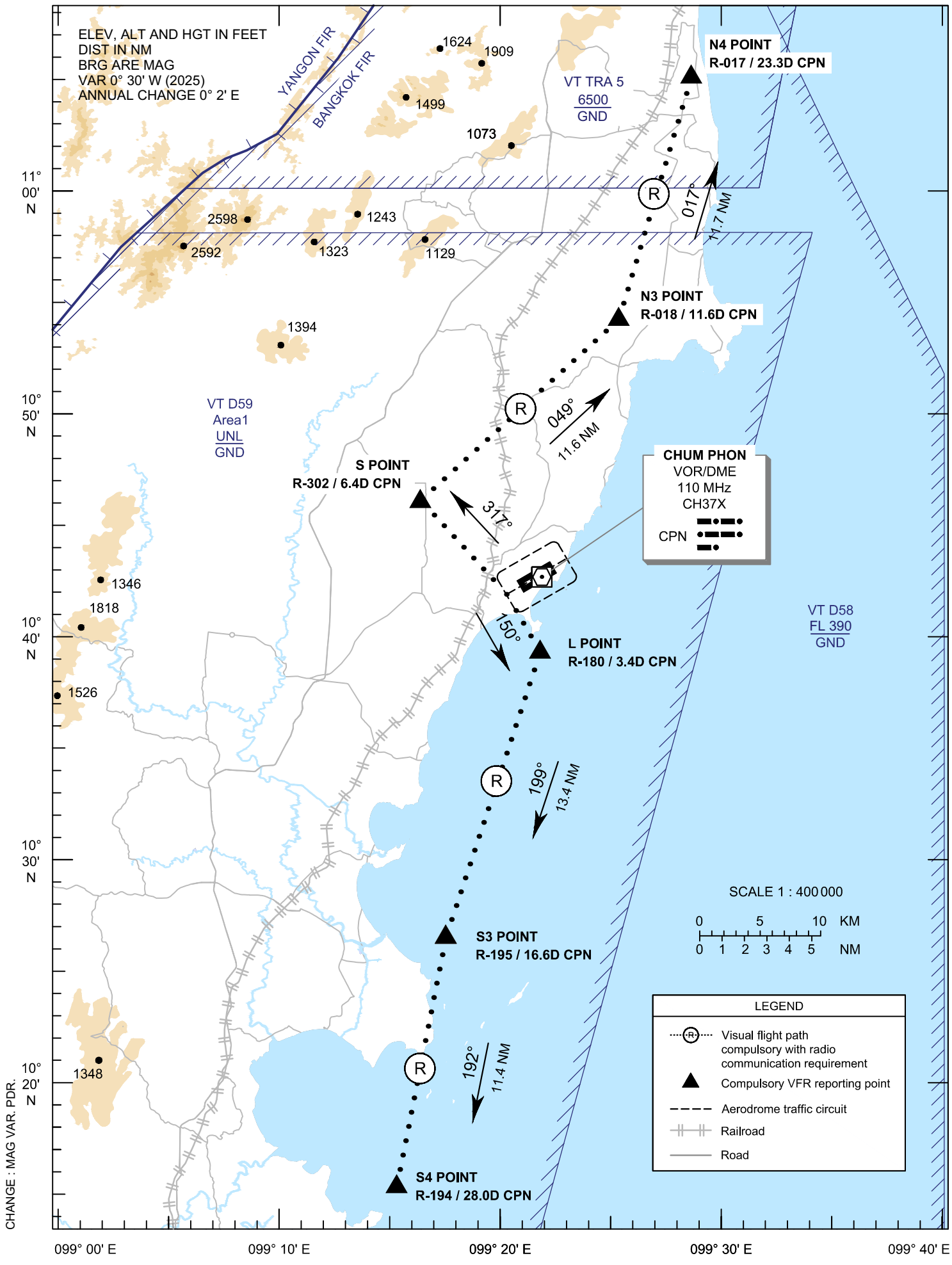
Reporting points	Landmark	Radial / DME	Coordinates	
			Latitude	Longitude
C POINT	Chum Kho (Office of subdistrict Municipality)	R-004 / 3.8D CPN	10° 46' 28.00" N	099° 22' 11.00" E
E POINT	Koh Kai Island	R-103 / 2.7D CPN	10° 42' 04.70" N	099° 24' 36.50" E
N3 POINT	Bang Waen (Road Intersection)	R-018 / 11.6D CPN	10° 53' 47.98" N	099° 25' 26.66" E
N4 POINT	Bang Saphan Noi	R-017 / 23.3D CPN	11° 05' 04.86" N	099° 28' 49.98" E
S3 POINT	Koh Samed Chumphon Island	R-195 / 16.6D CPN	10° 26' 30.72" N	099° 17' 39.01" E
S4 POINT	Koh Kula Island	R-194 / 28.0D CPN	10° 15' 19.50" N	099° 15' 24.90" E
CPN VOR/DME	-	-	10° 42' 40.21" N	099° 21' 56.03" E

VFR EXIT PROCEDURE CHART

AERODROME ELEV 18 FT
HEIGHT RELATED TO AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

CHUMPHON / Chumphon (VTSE) RWY 24



VFR EXIT PROCEDURE CHART

AERODROME ELEV 18 FT
HEIGHT RELATED TO AERODROME ELEV

CHUMPHON / Chumphon (VTSE) RWY 24

DEP-RWY24 (**To North**)
After departure right turn heading 317° to S POINT, then heading 049° to N3 POINT, then heading 017° to N4 POINT, then proceed to destination.

DEP-RWY24 (**To South**)
After departure left turn heading 150° to L POINT, then heading 199° to S3 POINT, then heading 192° to S4 POINT, then proceed to destination.

Reporting points	Landmark	Radial / DME	Coordinates	
			Latitude	Longitude
L POINT	Lam Tan Cape	R-180 / 3.4D CPN	10° 39' 17.80" N	099° 21' 56.20" E
N3 POINT	Bang Waen (Road Intersection)	R-018 / 11.6D CPN	10° 53' 47.98" N	099° 25' 26.66" E
N4 POINT	Bang Saphan Noi	R-017 / 23.3D CPN	11° 05' 04.86" N	099° 28' 49.98" E
S POINT	Sahakorn Prachanukul School	R-303 / 6.3D CPN	10° 46' 06.90" N	099° 16' 31.90" E
S3 POINT	Koh Samed Chumphon Island	R-195 / 16.6D CPN	10° 26' 30.72" N	099° 17' 39.01" E
S4 POINT	Koh Kula Island	R-194 / 28.0D CPN	10° 15' 19.50" N	099° 15' 24.90" E
CPN VOR/DME	-	-	10° 42' 40.21" N	099° 21' 56.03" E

VTUK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	KN	393 KHz	H24	162743.3N 1024704.2E	NIL	NIL
DVOR/DME	KKN	114.9 MHz CH96X	H24	162815.2N 1024716.7E	210 m (700 ft)	DVOR/DME restriction due to terrain surround DVOR/DME station, coverage check does not provide adequate signal 40 nm. at required altitude in various areas as follows: – Radial 001°-080° altitude should not below 2 500 ft. – Radial 081°-220° altitude should not below 2 000 ft. – Radial 221°-360° altitude should not below 3 500 ft.

VTUK AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

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

VTUK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUK AD 2.22 FLIGHT PROCEDURES

1. VFR Procedures

Details of VFR entry and exit procedures, see charts.

2. Take-off and Landing when VTD65 Active

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

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

3. IFR DEPARTURES OTHER THAN VIA SID

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

4. VISUAL DEPARTURES

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

To execute a visual departure

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

5. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 03:

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

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

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

- Runway 21:

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

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

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

VTUK AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

Bird concentrations in the vicinity of an aerodrome.

VTSG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSG - KRABI / KRABI AIRPORT

VTSG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	080601N 0985907E 1500 m FM THR RWY14
2	Direction and distance from (city)	10 km NE from city
3	Elevation/Reference temperature	93 ft/30°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0° 24'W (2025)/0° 2'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Krabi Airport Krabi Airport Amphoe Naua Khlong Krabi Province Thailand 81130 Tel: +667 570 1468-9 Fax: +667 570 1470 AFS: VTSGYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTSG AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and immigration	0130-0930, On demand
3	Health and sanitation	0130-0930, On demand
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	On request
10	Security	H24
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Phuket International Airport (3rd floor of domestic terminal building) Tel: +667 632 7205 +669 2262 2141 Fax: +667 656 3048

VTSG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	1 JET A-1 Refueller @ 60,000 L 1 JET A-1 Refueller @ 45,000 L 1 JET A-1 Refueller @ 18,000 L 2 JET A-1 Refueller @ 12,000 L
4	De-icing facilities	NIL

5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTSG AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	At AD and in the city
3	Transportation	Limousines, car rent and shuttle bus
4	Medical facilities	First Aid at AD and hospital in the city
5	Bank and Post Office	Money exchange service available between 0200-1100 UTC, but postal services not available
6	Tourist Office	At AD open 1) 0000 - 0800 2) 0700 - 1500
7	Remarks	NIL

VTSG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTSG AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCR 1200/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A, B, C Width: 23 m Surface: Asphaltic concrete Strength: PCR 800/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTSG 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	RWY and TWY: Marked

3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTSG AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on KBI DVOR/DME (080627N 0985839E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Krabi Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Krabi Approach	120.05 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Krabi Tower	122.5 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
GND	Krabi Ground	121.9 MHz	As AD OPR HR	
ATIS	Krabi Airport	132.4 MHz	As AD OPR HR	

VTSG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	KBI	111 MHz CH47X	H24	080627.0N 0985839.0E	30 m (100 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 nm at required altitude in various areas as follows: – Radial 001°-180° altitude should not below 5 500 ft. – Radial 181°-200° altitude should not below 7 000 ft. – Radial 201°-340° altitude should not below 10 000 ft. – Radial 341°-360° altitude should not below 15 500 ft.
ILS CAT I LOC 32	IKBI	110.1 MHz CH38X	H24	080630.5N 0985842.3E		Designated operation coverage 18 NM, ALT 6300 ft/AMSL.

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME 32	IKBI	CH38X	H24	080629.4N 0985840.3E	30 m (100 ft)	3.2 DEG, RDH 56.5 ft.
GP 32		334.4 MHz	H24	080518.8N 0985946.5E		

VTSG AD 2.20 LOCAL AERODROME REGULATIONS

1. For preventing runway pavement structural damage, aircraft with weight equivalent to or heavier than B737 or A319 are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turn pad located near the threshold of runway 32.

2. Traffic departing runway 14 may be delayed in the apron or on the appropriate taxiway in case there is a landing traffic on runway 32.

3. USE OF RUNWAYS

Runway landing restriction for aircraft requiring the use of aerodrome:

– Runway 14/32: For AOC holder, minimum RVR by MET is 750 m. or minimum visibility by MET is 1,000 m. Less are not permitted.

VTSG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSG AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN KRABI TMA

a) All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 ft AMSL are subject to fly not faster than indicated air speed 230 knots unless authorized by ATC.
b) Speed will be reduced to 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
c) 150 to 160 knots at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extent determined by ATC.
d) Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.
e) ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase “NO SPEED RESTRICTIONS”. An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase “RESUME NORMAL SPEED” will be used.
f) All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
g) If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

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

VTSG AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSG AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSG-2-1
Aerodrome Obstacle Chart - ICAO Type A - RWY14/32	AD 2-VTSG-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 14 - SURAT2H TRANG2D PHUKET2F	AD 2-VTSG-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 32 - SURAT2G TRANG2C PHUKET2E	AD 2-VTSG-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G	AD 2-VTSG-6-5

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G (Tabular description)	AD 2-VTSG-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F	AD 2-VTSG-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F (Tabular description)	AD 2-VTSG-6-8
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F (Waypoint list table)	AD 2-VTSG-6-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E	AD 2-VTSG-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E (Tabular description)	AD 2-VTSG-7-2
Instrument Approach Chart - ICAO - VOR RWY 32	AD 2-VTSG-8-1
Instrument Approach Chart - ICAO - VOR RWY 32 (Fix and point list table)	AD 2-VTSG-8-2
Instrument Approach Chart - ICAO - LOC RWY 32	AD 2-VTSG-8-3
Instrument Approach Chart - ICAO - LOC RWY 32 (Fix and point list table)	AD 2-VTSG-8-4
Instrument Approach Chart - ICAO - ILS RWY 32	AD 2-VTSG-8-5
Instrument Approach Chart - ICAO - ILS RWY 32 (Fix and point list table)	AD 2-VTSG-8-6
Instrument Approach Chart - ICAO - RNP RWY 32	AD 2-VTSG-8-7
Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description)	AD 2-VTSG-8-8

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VTCL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	175.44°	1975x45	PCN 45/F/C/X/T Asphaltic concrete	181641.85N 0993012.82E -126 ft	THR 792 ft
36	355.44°	1975x45	PCN 45/F/C/X/T Asphaltic concrete	181547.65N 0993017.35E -126 ft	THR 814 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
NIL	NIL	NIL	2095x106	10x90	NIL	NIL	THR displaced by 200 m southwards
NIL	NIL	NIL	2095x106	90x90	NIL	NIL	THR displaced by 100 m northwards

VTCL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18	1975	1975	1975	1775	THR displaced by 200 m southwards
36	1965	1965	1965	1865	THR displaced by 100 m northwards

VTCL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	NIL	Green NIL	PAPI Right 3° (45.02 ft)	NIL	NIL	1975 m 60 m FM 0 m - 200 m Red, FM 200 m - 1375 m White FM 1375 m - 1975 m Yellow, LIH	Red NIL	NIL	RTIL
36	NIL	Green NIL	PAPI Left 3° (44.91 ft)	NIL	NIL	1975 m 60 m FM 0 m - 100 m Red, FM 100 m - 1375 m White FM 1375 m - 1975 m Yellow, LIH	Red NIL	NIL	RTIL

VTCL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower building, FLG W G EV 3 SEC. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 120 m from RWY End 36 off set to left side 80 m from RCL, illuminated 2. Wind cone at 348 m from THR 36 off set to left side 80 m from RCL, illuminated.
3	TWY edge and centre line lighting	TWY Edge: All TWY TWY Centre Line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL) building. Switch-over time: 15 SEC
5	Remarks	NIL

VTCL AD 2.16 HELICOPTER LANDING AREA

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

VTCL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on LPN DVOR/DME (181636N 0993008E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Lampang Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTCL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Lampang Approach	119.3 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Lampang Tower	122.3 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Lampang Airport	128.65 MHz	As AD OPR HR	

VTCL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	LP	395 KHZ	H24	181640.8N 0993026.9E		Coverage 25 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 001°-360° at altitude 5 500 ft
DVOR/DME	LPN	114.7 MHZ CH94X	H24	181635.8N 0993008.4E	240 m (800 ft)	DVOR/DME restriction due to Terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes in various areas as follows: – Radial 351°-070° beyond 40 NM should not below 6 000 ft – Radial 071°-130° beyond 30 NM should not below 6 000 ft – Radial 131°-320° beyond 40 NM should not below 6 000 ft – Radial 321°-350° beyond 30 NM should not below 6 000 ft
LOC 36	I-LPN	109.7 MHZ	H24	181651.6N 0993011.9E	240 m (800 ft)	LOC: Designated operation coverage 18 NM, ALT 7000 ft AMSL
DME 36		CH34X (109.7 MHZ)	H24	181651.8N 0993014.4E		DME: Paired with LOC Freq. GP: Not installation

VTCL AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTCL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCL AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

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

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:
- the pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below,
- the pilot shall be responsible for adherence to such obtained ATC clearance,

- the pilot prior to take-off shall agree to execute this procedure,
- The ATC clearance shall be readback,

- **Runway 18:**

LAMPANG OMNI 18 Departure: Required climb gradient 365 ft per NM (6.0%) until 6,000 ft.

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

No turn before DER.
After departure climb straight ahead until 2,500 ft (or altitude assigned by ATC between 2,500 ft – 4,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- **Runway 36:**

LAMPANG OMNI 36 Departure: Required climb gradient 383 ft per NM (6.3%) until 6,000 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.3%	(ft/min)	415	479	638	957	1276	1595	1914

No turn before DER.
After departure climb straight ahead until 2,500 ft (or altitude assigned by ATC between 2,500 ft – 4,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTCL AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

Type of birds: Red-wattled, Starling, Coucals, Bat, Dove, Tailorbird, Heron and Martin.

Bird weight: From 0.06 - 0.375 KG.

Max. flock size: 15 birds.

VTUL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUL - LOEI / LOEI AIRPORT

VTUL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	172621N 1014319E
2	Direction and distance from (city)	5 KM, from city
3	Elevation/Reference temperature	864 ft/30°C
4	Geoid Undulation at AD ELEV PSN	-106 ft
5	MAG VAR/Annual change	0°59' W (2025)/0°1' E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Loei Airport Loei Airport Loei Province 42000 Thailand Tel: +664 281 2654 +664 281 1521 Fax: +664 281 2654 AFS: VTULYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUL AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1100
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1100
6	MET Briefing Office	NIL
7	ATS	2300-1100
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Udon Thani Air Traffic Control Centre (1st floor of tower building) Tel: +664 223 0124 +669 2262 3477 Fax: +664 224 2797

VTUL AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTUL AD 2.5 PASSENGER FACILITIES

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

VTUL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTUL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 45/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Asphaltic concrete Strength: PCN 42/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 854 FT (260.36 M)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

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	
			ATC tower 945 FT (287.90 M) Painted red/white LGTD	172643.51N 1014335.96E	

VTUL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Loei, Upper Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1200 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Upper Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 281 4639 ext. 6715
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)
9	ATS units provided with information	Loei TWR
10	Additional information (limitation of service, etc.)	NIL

VTUL 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
01	016.47°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	172548.17N 1014309.17E	THR 821 ft
19	196.47°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	172653.56N 1014329.81E	THR 864 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
-0.60%	NIL	NIL	2280x280	160x90	NIL	NIL	NIL
-0.90%	60x45	NIL	2280x280	240x90	NIL	NIL	NIL

VTUL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	2100	2100	2100	2100	NIL
19	2100	2100	2160	2100	NIL

VTUL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	SALS 420 m LIH	Green NIL	PAPI Left 3° (48.61 ft)	NIL	NIL	2100 m 60 m FM 0 m - 1500 m White, FM 1500 m -2100 m Yellow, 5 steps, LIH	Red NIL	NIL	NIL
19	NIL	Green NIL	PAPI Left 3° (52.65 ft)	NIL	NIL	2100 m 60 m FM 0 m - 1500 m White, FM 1500 m -2100 m Yellow, 5 steps, LIH	Red NIL	60 m Red	RTIL

VTUL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building FLG W G EV 3 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 300 m from THR 01 off set to the left side 80 m from RCL, illuminated. 2. Wind cone at 300 m from THR 19 off set to the left side 110 m from RCL, illuminated.
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at Airfield Lighting (AFL) building. Switch-over time: 15 sec.
5	Remarks	NIL

VTUL AD 2.16 HELICOPTER LANDING AREA

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

VTUL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Loei DVOR/DME (172649.4N 1014323.2E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Loei Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTUL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Loei Approach	122.55 MHz 121.5 MHz[1)]	As AD OPR HR	[1)]Emergency frequency
TWR	Loei Tower	118.35 MHz 236.6 MHz 121.5 MHz[1)]	As AD OPR HR	
ATIS	Loei Airport	126.25 MHz	As AD OPR HR	

VTUL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	LY	325 KHz	H24	172655.0N 1014335.4E	NIL	NDB: unusable due to excessive needle swing bearing 255 to 205 degrees, counter clockwise below 8000 ft.
DVOR/DME	LOY	115.9 MHz CH106X	H24	172649.3N 1014323.1E	270 m (900 ft)	DVOR/DME restriction, 1. Unusable due to roughness out of tolerance – Radial 020° between 10-11 DME altitude 3 000 ft. – Radial 243° between 7-8 DME altitude 6 000 ft and between 32-33 DME altitude 7 500 ft. 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 1. 40 NM orbit – Radial 030°-050° altitude should not below 10 000 ft. – Radial 051°-100° altitude should not below 7 000 ft. – Radial 101°-130° altitude should not below 10 000 ft. – Radial 131°-200° altitude should not below 5 000 ft. – Radial 201°-250° altitude should not below 12 000 ft. – Radial 251°-270° altitude should not below 13 000 ft. 2.1 20 NM orbit (Due to border limited) – Radial 271°-029° altitude should not below 4 500 ft.

VTUL AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREE TURN ON THE RUNWAY

To prevent runway pavement damage, all aircraft code letter C or higher are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turn pad at the end of runway 01 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand/The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTUL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUL AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure

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

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 01:

LOEI OMNI 01 Departure: Required climb gradient 365 ft per NM (6.0%) until 6,400 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 3,000 ft (or altitude assigned by ATC between 3,000 ft – 5,700 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 19:

LOEI OMNI 19 Departure: Required climb gradient 414 ft per NM (6.8%) until 6,400 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.8%	(ft/min)	448	516	689	1033	1377	1722	2066

No turn before DER.
After departure climb straight ahead until 3,000 ft (or altitude assigned by ATC between 3,000 ft – 5,700 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUL AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

1.1 Bird Concentrations in the vicinity of the aerodrome

1.1.1 A number of varieties of birds are found in Loei Airport mostly during the rainy season (May to October) and the winter season (November to February), the very small to moderate medium birds commonly found in Loei Airport include the following:

- Hirundo rustica weighting: 0.07-0.2 KG Period: November-February

(2300-0300 UTC)

- Vanellus indicus weighting: 0.2-0.5 KG Period: May to October

1.1.2 There could be some activities to reduce birds and make the area unattractive for birds such as devices generating sound, mowing the grass and other plants.

VTUL AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUL-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A	AD 2-VTUL-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A (Tabular description)	AD 2-VTUL-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A (Waypoint list table)	AD 2-VTUL-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B	AD 2-VTUL-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B (Tabular description)	AD 2-VTUL-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B (Waypiont list table)	AD 2-VTUL-6-7
Instrument Approach Chart - ICAO - VOR RWY 19	AD 2-VTUL-8-1
Instrument Approach Chart - ICAO - VOR RWY 19 (Fix and point list table)	AD 2-VTUL-8-2
Instrument Approach Chart - ICAO - RNP RWY 19	AD 2-VTUL-8-3
Instrument Approach Chart - ICAO - RNP RWY 19 (Tabular description)	AD 2-VTUL-8-4
Instrument Approach Chart - ICAO - RNP RWY 19 (Waypoint list table)	AD 2-VTUL-8-5

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AERODROME CHART - ICAO

17° 26' 21" N
101° 43' 19" E

ELEV 864 FT

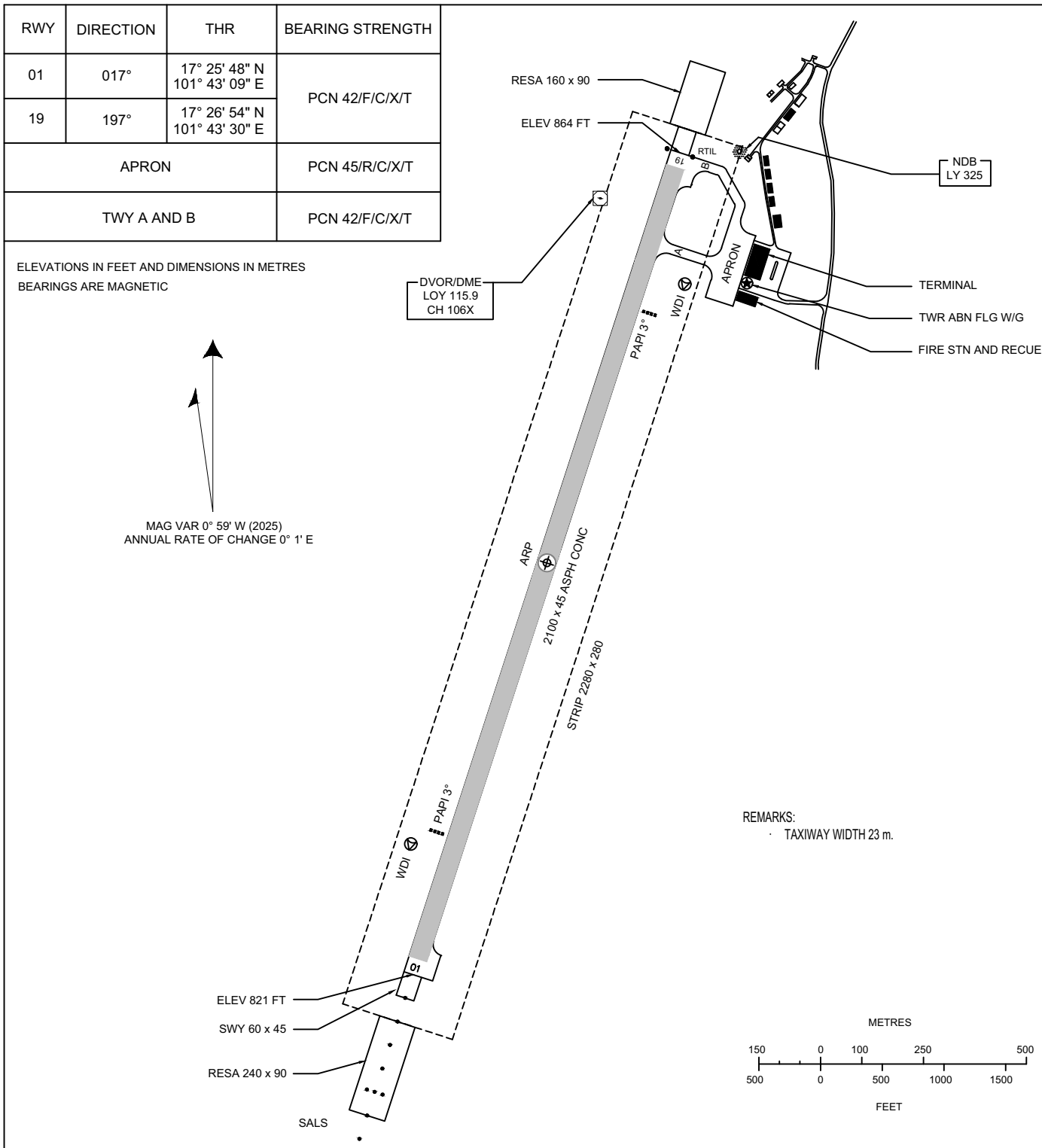
TWR	118.35
	236.6

LOEI / Loei

RWY	DIRECTION	THR	BEARING STRENGTH
01	017°	17° 25' 48" N 101° 43' 09" E	PCN 42/F/C/X/T
19	197°	17° 26' 54" N 101° 43' 30" E	
APRON			PCN 45/R/C/X/T
TWY A AND B			PCN 42/F/C/X/T

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

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

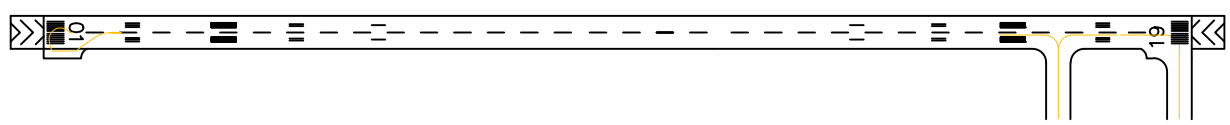


REMARKS:
- TAXIWAY WIDTH 23 m.

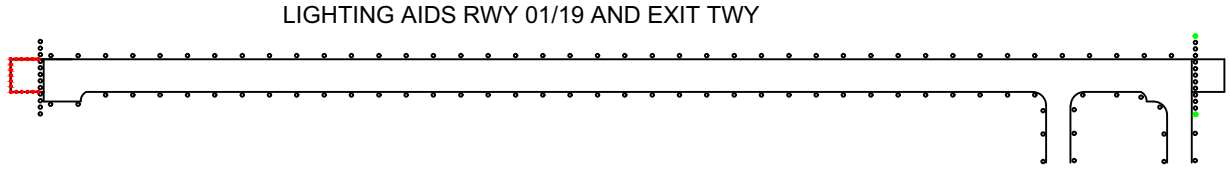
METRES
150 0 100 250 500
500 0 500 1000 1500
FEET

CHANGE : REVISED CHART. ARP COOR. AD ELEV. DIRECTION. THR COOR. TABULAR INFO. MAG VAR. ANNUAL RATE OF CHANGE.

MARKING AIDS RWY 01/19 AND EXIT TWY



LIGHTING AIDS RWY 01/19 AND EXIT TWY



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VTCH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building FLG W G EV 3 SEC
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 145 m from THR 11 offset to the side 60 m from RCL, illuminated 2. Wind cone at 800 m from THR 29 offset to the side 95.5 m from RCL, illuminated
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airfield lighting (AFL) building. Switch-over time: 15 SEC
5	Remarks	NIL

VTCH AD 2.16 HELICOPTER LANDING AREA

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

VTCH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on MHS DVOR/DME (191911N 0975444E). Excluding the Myanmar territory.
2	Vertical limits	2000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Mae Hong Son Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTCH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Mae Hong Son Approach	126.2 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Mae Hong Son Tower	122.3 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Mae Hong Son Airport	127.45 MHz	As AD OPR HR	

VTCH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	MH	384 KHZ	H24	191756.1N 0975831.1E	NIL	1. Data refer to commissioning checked as follows: a) 40 NM orbit flown from bearing 071°-180° clockwise orbit at altitude 8 500 FT. Result found satisfactory. b) Bearing 181°-070° clockwise unable to performed due to border limited. 2. Facility performance classified as “Restricted” due to item b) above as per commissioning checked.
DVOR/DME	MHS	115.5 MHZ CH102X	H24	191911.1N 0975443.6E	540 m (1800 ft)	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance – Radial 040° distance between 10.5-12.5 DME altitude 5 500 FT – Radial 085° distance between 5.5-7.5 DME altitude 7 000 FT – Radial 100° distance between 9.0-10.0 DME altitude 7 000 FT – Radial 120° distance between 9.5 - 10.5 DME altitude 7 500 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 060°-080° altitude should not below 8 500 FT – Radial 081°-140° altitude should not below 13 000 FT – Radial 141°-190° altitude should not below 9 000 FT – Radial 191°-059° unable to perform due to border limited

VTCH AD 2.20 LOCAL AERODROME REGULATIONS

1. The declared distances of Runway 11/29 at Mae Hong Son Airport are as indicated below:

RWY	TORA	TODA	ASDA	LDA
11	NIL	NIL	NIL	1850
29	1910	1910	1910	NIL

1.1 Aircraft landing on RWY 11 shall stop before 150 meters from the threshold of RWY29.

1.2 Aircraft taking off from RWY 29 shall be airborne before 150 meters from the threshold of RWY 11.

1.3 All Code C aircraft are not allowed to make a 180-degree turn on the runway, but shall make the turn on the turn pad at the threshold of RWY 29 before takeoff.

2. The local aerodrome regulations for airlines operating ATR72 aircraft are as indicated below:

2.1 All ATR72 aircraft are not allowed to take off and land at the airport under conditions of low visibility, low aircraft performance or reduced aircraft directional control.

2.2 Pilots of ATR72 aircraft shall reduce the maximum crosswind by 10 knots (from 35 knots to 25 knots).

2.3 Pilots shall not conduct takeoff and landing operations if the runway surface has contaminants and its condition assessment is lower than GRF Code 3.

2.4 Pilots shall have training in flight simulator to operate at Mae Hong Son Airport.

2.5 Only the pilot- in- command shall conduct takeoff and landing operations at Mae Hong Son Airport.

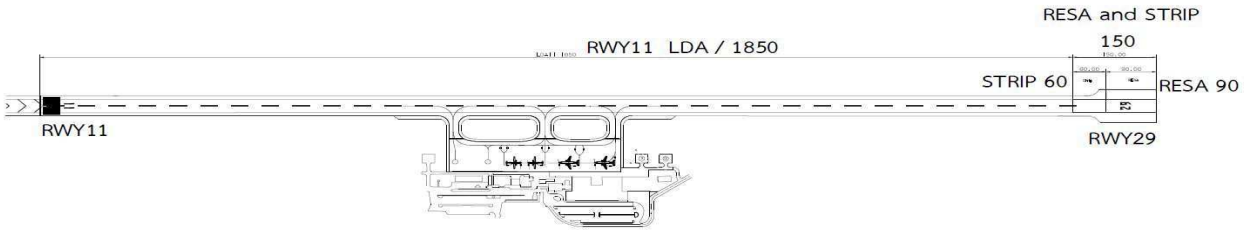
2.6 Pilots shall check the actual takeoff wind and temperature before takeoff in order to calculate the maximum speed and weight of aircraft in takeoff.

2.7 Pilots shall exercise caution when landing on RWY11 and only under good visibility conditions.

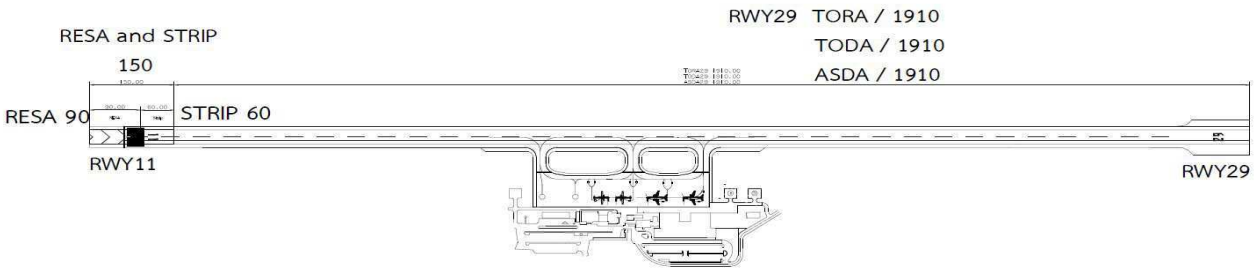
2.8 In the event that landing is not feasible, pilots shall execute a go-around procedure or divert to an alternate aerodrome.

3. The chart related to the declared distances and local aerodrome regulations of Mae Hong Son Airport is attached herewith.

DECLARED DISTANCES OF RUNWAY11/29 AND LOCAL AERODROME REGULATIONS OF MAE HONG SON AIRPORT
(not to scale)



DECLARED DISTANCES OF RUNWAY11/29 AND LOCAL AERODROME REGULATIONS OF MAE HONG SON AIRPORT
(Not to scale)



VTUW AD 2.18 ATS COMMUNICATION FACILITIES

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

VTUW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	NP	383 KHz	H24	172332.6N 1043833.5E		50 nm Coverage clockwise orbit data refer from commissioning checked as follow: -Bearing 170-350 degree at 2100 ft -Bearing 351-169 degree unable to check due to border limited.
DVOR/DME	NKP	111.6 MHz CH53X	H24	172317.8N 1043818.0E	180 m (600 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/ DME station, coverage check does not provide adequate signal to 40 nm at required altitudes in various areas as follows: – Radial 181°-190° altitude should not below 2 500 ft – Radial 191°-260° altitude should not below 4 000 ft – Radial 261°-320° altitude should not below 2 500 ft – Radial 321°-180° unable to check (Due to border limited)
LOC 15 ILS CAT I	INKP	109.7 MHz	H24	172220.6N 1043905.0E		ILS/DME RWY15: Localizer is unusable, due to national border. – 18 – 10 NM: Beyond 2° left of localizer inbound course. – Within 10 NM: Beyond 20° left of localizer inbound course.
GP 15		333.2 MHz	H24	172324.4N 1043814.0E		GP: 3 DEG, RDH 50 ft
DME 15	INKP	CH 34X (109.7 MHz)	H24	172219.3N 1043903.0E	180 m (600 ft)	Paired with LOC FREQ.

2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 350 m from THR 06 off set Left side 80 m, illuminated 2. Wind cone at 350 m from THR 24 Off set Left side 80 m, illuminated 3. Wind cone at 240 m from RCL off set between TWY A and TWY B, illuminated
3	TWY edge and centre line lighting	TWY Edge: All TWY TWY Centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Airfield Lighting (AFL) building. Switch-over time: 15 SEC.
5	Remarks	NIL

VTUQ AD 2.16 HELICOPTER LANDING AREA

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

VTUQ AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Beginning at 150112N 1022206E then clockwise along 5 NM arc from Ratchasima DVOR/DME (145648N 1021840E) to 145430N 1021436E then counter clockwise from Khorat Aerodrome Traffic Zone to 145706N 1021424E then direct to the starting point.
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Ratchasima Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTUQ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Ratchasima Approach	123.6 MHz 121.5 MHz [1)]	As AD OPR HR	[1)]Emergency frequency
TWR	Ratchasima Tower	119.8 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Ratchasima Airport	126.6 MHz	As AD OPR HR	

VTUQ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	KR	399 KHz	H24	145723.2N 1021852.9E		Coverage 50 nm clockwise data refer from commissioning as follows: – Bearing 271°-160° at altitude 2 000 ft. – Bearing 161°-270° at altitude 3 500 ft.
DVOR/DME	NKR	110.2 MHz CH39X	H24	145647.6N 1021840.4E	240 m (800 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 nm at required altitude in various areas as follows: – Radial 271°-110° altitude should not below 3 000 ft. – Radial 111°-160° altitude should not below 3 500 ft. – Radial 161°-270° altitude should not below 4 500 ft.
LOC 06 ILS CAT I	INKR	109.7 MHz	H24	145719.2N 1021925.5E		LOC: Designated operation coverage 18 nm, ALT 7000 ft. AMSL
GP 06		333.2 MHz	H24	145643.2N 1021826.1E		GP: 3 DEG, RDH 54 ft.
DME 06	INKR	CH34X (109.7 MHz)	H24	145717.1N 1021926.6E	210 m (700 ft)	DME: Paired with LOC Freq.

VTUQ AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTUQ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUQ AD 2.22 FLIGHT PROCEDURES

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Aerodrome traffic circuit

a) Using RWY 24 by entering left traffic circuit only.
b) Using RWY 06 by entering right traffic circuit only.

1.2 Details of VFR entry and exit procedures, see charts.

2. NAKHON RATCHASIMA CORRIDOR (NTC)

In order to facilitate all aircraft to/from Nakhon Ratchasima Airport Temporary Transition Corridor is established within Khorat Control Zone as follow:
Nakhon Ratchasima Transition Corridor (NTC) an area bounded by a line joining the following points: 143746.50N 1013621.56E to 144624.59N 1014902.48E to 145944.02N 1021819.43E to 150243.62N 1024312.81E then along a 35 NM arc clockwise from KRT VOR/DME (145502.35N 1020823.32E) to 145644.78N 1024358.14E to 145345.19N 1021905.45E to 144128.44N 1015235.14E to 143250.36N 1013954.53E then along a 35 NM arc clockwise from KRT VOR/DME (145502.35N 1020823.32E) to the starting point.

Vertical Limit : 3 000 FT / 11 000 FT
Period of Activity : To be notified by ATC
Type of Airspace : Temporary Airspace delegated turning point Nakhon Ratchasima Approach
Class of Airspace : C
Controlling Unit : Nakhon Ratchasima Approach

VTSF AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Nakhon Si Thammarat Approach	119.75 MHz 121.5 MHz[1)]	As AD OPR HR	[1)]Emergency frequency
TWR	Nakhon Si Thammarat Tower	122.55 MHz 236.6 MHz 121.5 MHz[1)] 243.0 MHz[1)]	As AD OPR HR	
GND	Nakhon Si Thammarat Ground	121.9 MHz	As AD OPR HR	
ATIS	Nakhon Si Thammarat Airport	123.4 MHz	As AD OPR HR	

VTSF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	NKS	117.4 MHz CH121X	H24	083229.9N 0995648.6E	0 m (0 ft)	Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 nm, at required altitudes is various areas: RDL 001-190 beyond 40 NM should not below 2500 ft. RDL 191-240 beyond 40 nm should not below 7000 ft. RDL 241-280 beyond 25 nm should not below 8000 ft. RDL 281-320 beyond 40 nm should not below 7000 ft. RDL 321-360 beyond 40 nm should not below 5000 ft.
LOC 19 ILS CAT I	INKS	109.7 MHz	H24	083138.3N 0995636.3E		a) Localizer - Designated operational coverage 18 nm ±10º and 10 nm ±35º of localizer course, no back course and voice feature.
GP 19		333.2 MHz	H24	083245.2N 0995647.3E		b) Glide path 3° - RWY19 ILS Glide Path not coincident with PAPI starting at 1 DME or 400 ft (MSL)
DME 19		CH34X (333.2 MHz)	H24	083245.0N 0995647.2E	0 m (0 ft)	DME - Paired with Glide Path. - Power output 100 watts. - Omni-directional antenna.

VTSF AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C or higher shall make 180 degrees turn at the runway turn pads located at the end of runway 01 and 19 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

2. USE OF RUNWAYS

Runway landing restriction for aircraft requiring the use of aerodrome:
Runway 01/19: For AOC holder, minimum visibility by MET is 1,000 meters Less are not permitted.

VTSF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSF AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN NAKHON SI THAMMARAT TMA

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

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

2. IFR DEPARTURES OTHER THAN VIA SID

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

3. VISUAL DEPARTURES

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

To execute a visual departure

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

4. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 01:

NAKHON SI THAMMARAT OMNI 01 Departure: Required climb gradient 365 ft per NM (6.0%) until 7,500 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 3,000 ft (or altitude assigned by ATC between 3,000 ft – 6,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 19:

VTCN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building, FLG W G EV 7 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	Edge: TWY A, B
4	Secondary power supply/switch-over time	Secondary power supply to all tower, PAPI Switch-over time: 15 SEC
5	Remarks	Flares 2 HR PN

VTCN AD 2.16 HELICOPTER LANDING AREA

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

VTCN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on NAN DVOR/DME (184833N 1004657E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Nan Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTCN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Nan Approach	120.25 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Nan Tower	118.55 MHz 121.5 MHz [1)] 236.6 MHz	As AD OPR HR	
ATIS	Nan Airport	355 KHz	As AD OPR HR	

VTCN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	NN	355 KHz	H24	184826.0N 1004711.9E		NDB restriction, orbit coverage in mountain terrain and border limited was check and found as follow: -40 NM from bearing 331-045 DEG (CW) altitude should not below 8000 ft. (due to border limited). -20 NM from bearing 046-160 DEG (CW) altitude should not below 6500 ft. (due to border limited). -50 NM from bearing 161-330 DEG (CW) altitude should not below 7500 ft.
DVOR/DME	NAN	115.7MHz CH104X	H24	184832.8N 1004657.4E	210 m (700 ft)	DVOR/DME restriction, due to Mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM. At the required altitude in various areas as follow: -RDL 021-110 DEG at 20 NM should not below 8000 ft. -RDL 111-160 DEG at 20 NM should not below 6000 ft. -RDL 161-230 DEG at 40 NM should not below 7000 ft. -RDL 231-250 DEG at 40 NM should not below 9000 ft. -RDL 251-290 DEG at 40 NM should not below 11000 ft. -RDL 291-350 DEG at 40 NM should not below 9000 ft. -RDL 351-020 DEG at 40 NM should not below 8000 ft.

VTCN AD 2.20 LOCAL AERODROME REGULATIONS

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C or higher shall make 180 degrees turn at the runway turn pads located on left side of runway 20 (near the threshold of runway 20). Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand/the Headquarters of that operator and shall be liable for the compensation caused by such violation

VTCN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCN AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure

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

VTSC AD 2.10 AERODROME OBSTACLES

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

VTSC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Narathiwat, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 356 5077 ext. 6606
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Narathiwat TWR
10	Additional information (limitation of service, etc.)	NIL

VTSC 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
02	023.43°	2500x45	PCN 65/F/C/X/T Asphaltic concrete	063026.88N 1014416.86E -35 FT	THR 23 FT
20	203.43°	2500x45	PCN 65/F/C/X/T Asphaltic concrete	063141.55N 1014449.22E -35 FT	THR 23 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
NIL	60x45	NIL	2740x300	NIL	NIL	NIL	NIL
NIL	60x45	NIL	2740x300	NIL	NIL	NIL	NIL

VTSC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
02	2500	2500	2560	2500	NIL
20	2500	2500	2560	2500	NIL

VTSC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
02	CAT1 900 m LIH	Green	PAPI Left 3°	NIL	NIL	2500 m 60 m White, LIH	Red	NIL	NIL
20	SALS 300 m LIH	Green	PAPI Left 3°	NIL	NIL	2500 m 60 m White, LIH	Red	NIL	NIL

VTSC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building, FLG W G EV 7 SEC
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: ALL TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport Switch-over time: 15 SEC
5	Remarks	NIL

VTSC AD 2.16 HELICOPTER LANDING AREA

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

VTSC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on NTW DVOR/DME (063138N 1014443E)
2	Vertical limits	2000 ft/AGL

3	Airspace classification	C
4	ATS unit call sign Language(s)	Narathiwat Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Narathiwat Approach	125.55 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Narathiwat Tower	122.7 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
GND	Narathiwat Ground	121.9 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Narathiwat Airport	383 KHz	As AD OPR HR	

VTSC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	NT	383 KHz	H24	063141.3N 1014459.1E		NDB, 50 nm coverage restriction as follows: – Bearing 260º-300º altitude should not below 5 500 ft – Bearing 301º-055º altitude should not below 1 500 ft – Bearing 056º-259º unable to perform flight inspection due to border limited

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	NTW	116.3 MHz CH110X	H24	063138.2N 1014442.5E		DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 nm at the required altitude in various areas as follows: a) 40 nm clockwise orbit flown from – Radial 271º-290º altitude should not below 9 000 ft – Radial 291º-300º altitude should not below 4 000 ft – Radial 301º-020º altitude should not below 2 000 ft b) 20 nm clockwise orbit flown from – Radial 021º-130º altitude should not below 2 000 ft – Radial 131º-270º altitude should not below 5 000 ft 2. Due to the out-of-tolerance 30 Hz FM deviation ratio on radial 294º unusable within 10-40 nm.
ILS CAT I LOC RWY 02	INTW	110.1 MHz	H24	063150.9N 1014453.3E		ILS coverage over a sector 035° either side of runway centreline, no back course and voice feature. Distance 1 050 m to THR RWY 02.
GP/DME		334.4 MHz CH 38X	H24	063035.8N 1014425.0E		Narathiwat GP RWY 02 unusable beyond 6 degrees left of LOC course.

VTSC AD 2.20 LOCAL AERODROME REGULATIONS

For preventing runway pavement structural damage, aircraft with weight equivalent to or heavier than B737 or A319 are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turnpad located near the threshold of runway 02.

VTSC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSC AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure

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

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 02:

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

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

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

- Runway 20:

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

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

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

VTSC AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSC AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSC-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 - ERVES1A NUBKA1A	AD 2-VTSC-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 - ERVES1A NUBKA1A (Tabular description)	AD 2-VTSC-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - ERVES1B NUBKA1B	AD 2-VTSC-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - ERVES1B NUBKA1B (Tabular description)	AD 2-VTSC-6-4
Instrument Approach Chart - ICAO - VOR RWY 02	AD 2-VTSC-8-1
Instrument Approach Chart - ICAO - VOR RWY 02 (Fix and point list table)	AD 2-VTSC-8-2
Instrument Approach Chart - ICAO - VOR RWY 20	AD 2-VTSC-8-3
Instrument Approach Chart - ICAO - VOR RWY 20 (Fix and point list table)	AD 2-VTSC-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 02	AD 2-VTSC-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 02 (Fix and point list table)	AD 2-VTSC-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02	AD 2-VTSC-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02 (Tabular description)	AD 2-VTSC-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02 (Fix and Point list table)	AD 2-VTSC-8-9
Instrument Approach Chart - ICAO - RNP RWY 02	AD 2-VTSC-8-11
Instrument Approach Chart - ICAO - RNP RWY 02 (Tabular description)	AD 2-VTSC-8-12
Instrument Approach Chart - ICAO - RNP RWY 20	AD 2-VTSC-8-13
Instrument Approach Chart - ICAO - RNP RWY 20 (Tabular description)	AD 2-VTSC-8-14

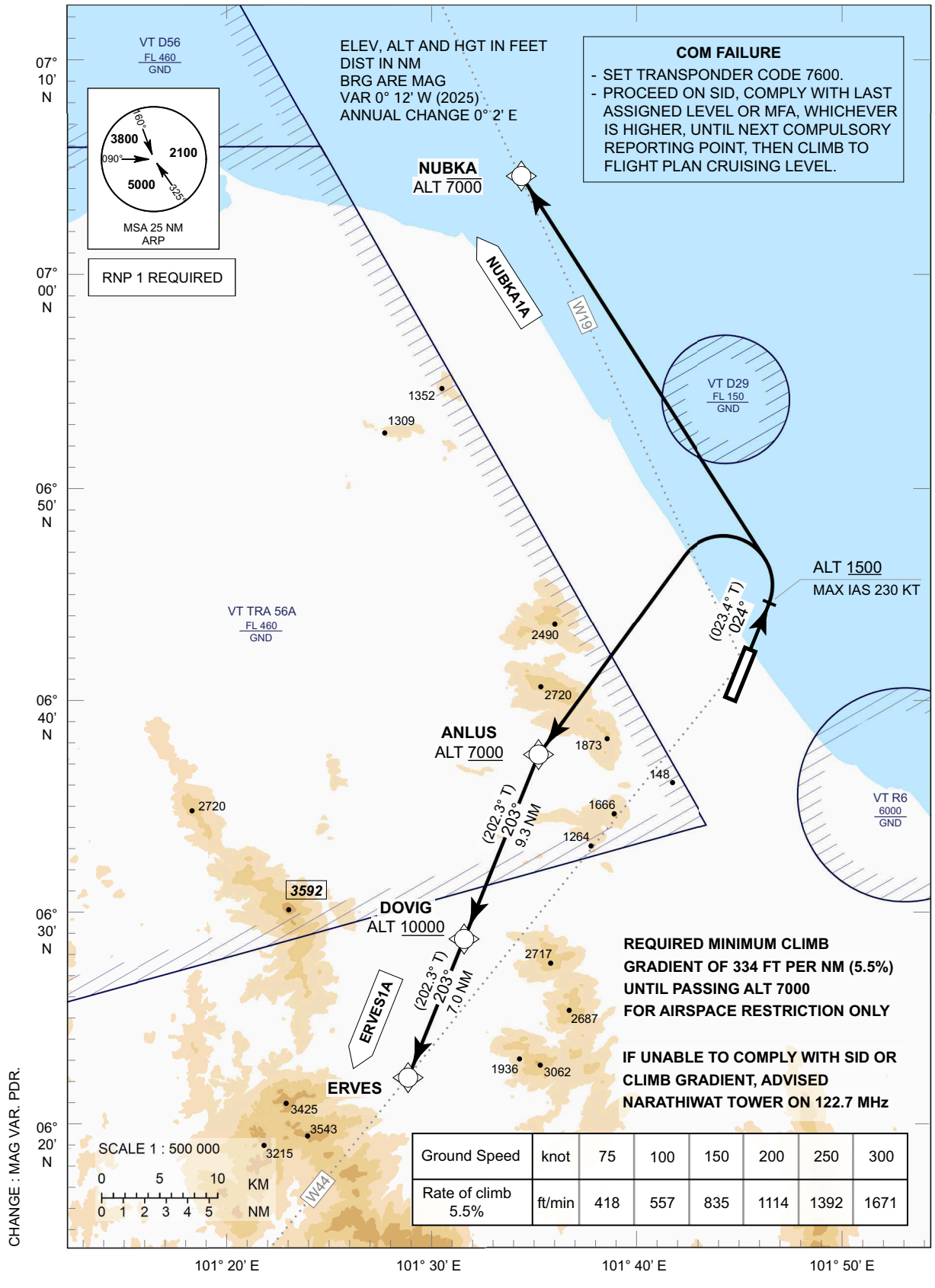
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 125.55 MHz
TWR : 122.7, 236.6 MHz
GND : 121.9 MHz
ATIS : 383.0 kHz

NARATHIWAT / Narathiwat (VTSC)
RNAV RWY02

ERVES1A NUBKA1A



Ground Speed	knot	75	100	150	200	250	300
Rate of climb 5.5%	ft/min	418	557	835	1114	1392	1671

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

NARATHIWAT / Narathiwat (VTSC)
RNAV RWY02

ERVES1A NUBKA1A

TABULAR DESCRIPTION

RNAV RWY02											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ERVES1A											
010	-	DER RWY 02	-	-	+0.2	-	-	-	-	-	RNP 1
020	CA	-	-	024° (023.4°)	+0.2	-	-	+1500	-230	-	RNP 1
030	DF	ANLUS	-	-	+0.2	-	L	+7000	-	-	RNP 1
040	TF	DOVIG		203° (202.3°)	+0.2	9.3	-	+10000	-	-	RNP 1
050	TF	ERVES		203° (202.3°)	+0.2	7.0	-	-	-	-	RNP 1
NUBKA1A											
010	-	DER RWY 02	-	-	-	-	-	-	-	-	RNP 1
020	CA	-	-	024° (023.4°)	+0.2	-	-	+1500	-230	-	RNP 1
030	DF	NUBKA	-	-	+0.2	-	L	-7000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY02	
Waypoint Identifier	**Coordinates**
DER RWY 02	06° 31' 41.55" N 101° 44' 49.22" E
ANLUS	06° 27' 19.04" N 101° 35' 05.72" E
DOVIG	06° 18' 38.50" N 101° 31' 32.85" E
ERVES	06° 12' 07.88" N 101° 28' 53.20" E
NUBKA	06° 54' 33.58" N 101° 34' 25.82" E

CHANGE : MAG VAR.

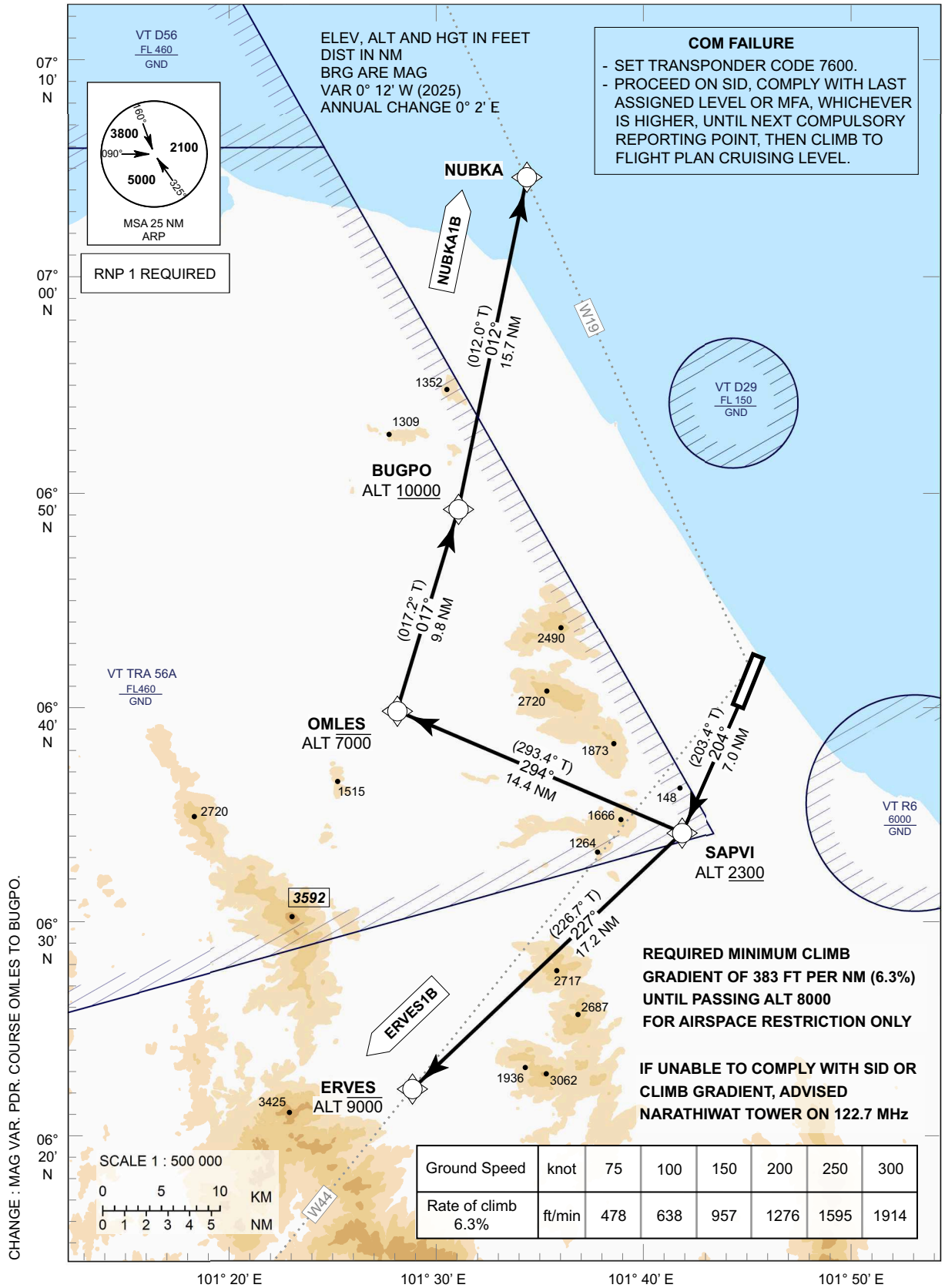
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP	: 125.55 MHz
TWR	: 122.7, 236.6 MHz
GND	: 121.9 MHz
ATIS	: 383.0 kHz

NARATHIWAT / Narathiwat (VTSC)
RNAV RWY20

ERVES1B NUBKA1B



Ground Speed	knot	75	100	150	200	250	300
Rate of climb 6.3%	ft/min	478	638	957	1276	1595	1914

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

NARATHIWAT / Narathiwat (VTSC)
RNAV RWY20

ERVES1B NUBKA1B

TABULAR DESCRIPTION

RNAV RWY20											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ERVES1B											
010	-	DER RWY 20	-	-	-	-	-	-	-	-	RNP 1
020	CF	SAPVI	-	204° (203.4°)	+0.2	7.0	-	+2300	-	-	RNP 1
030	TF	ERVES	-	227° (226.7°)	+0.2	17.2	-	-9000	-	-	RNP 1
NUBKA1B											
010	-	DER RWY 20	-	-	+0.2	-	-	-	-	-	RNP 1
020	CF	SAPVI	-	204° (203.4°)	+0.2	7.0	-	+2300	-	-	RNP 1
030	TF	OMLES	-	294° (293.4°)	+0.2	14.4	-	-7000	-	-	RNP 1
040	TF	BUGPO	-	017° (017.2°)	+0.2	9.8	-	+10000	-	-	RNP 1
050	TF	NUBKA	-	012° (012.0°)	+0.2	15.7	-	-	-	-	RNP 1

WAYPOINT LIST

RNAV RWY20	
Waypoint Identifier	**Coordinates**
DER RWY 20	06° 30' 26.88" N 101° 44' 16.86" E
BUGPO	06° 39' 07.69" N 101° 31' 09.21" E
ERVES	06° 12' 07.88" N 101° 28' 53.20" E
NUBKA	06° 54' 33.58" N 101° 34' 25.82" E
OMLES	06° 29' 43.93" N 101° 28' 15.20" E
SAPVI	06° 23' 59.79" N 101° 41' 29.00" E

CHANGE : MAG VAR. COURSE OMLES TO BUGPO.

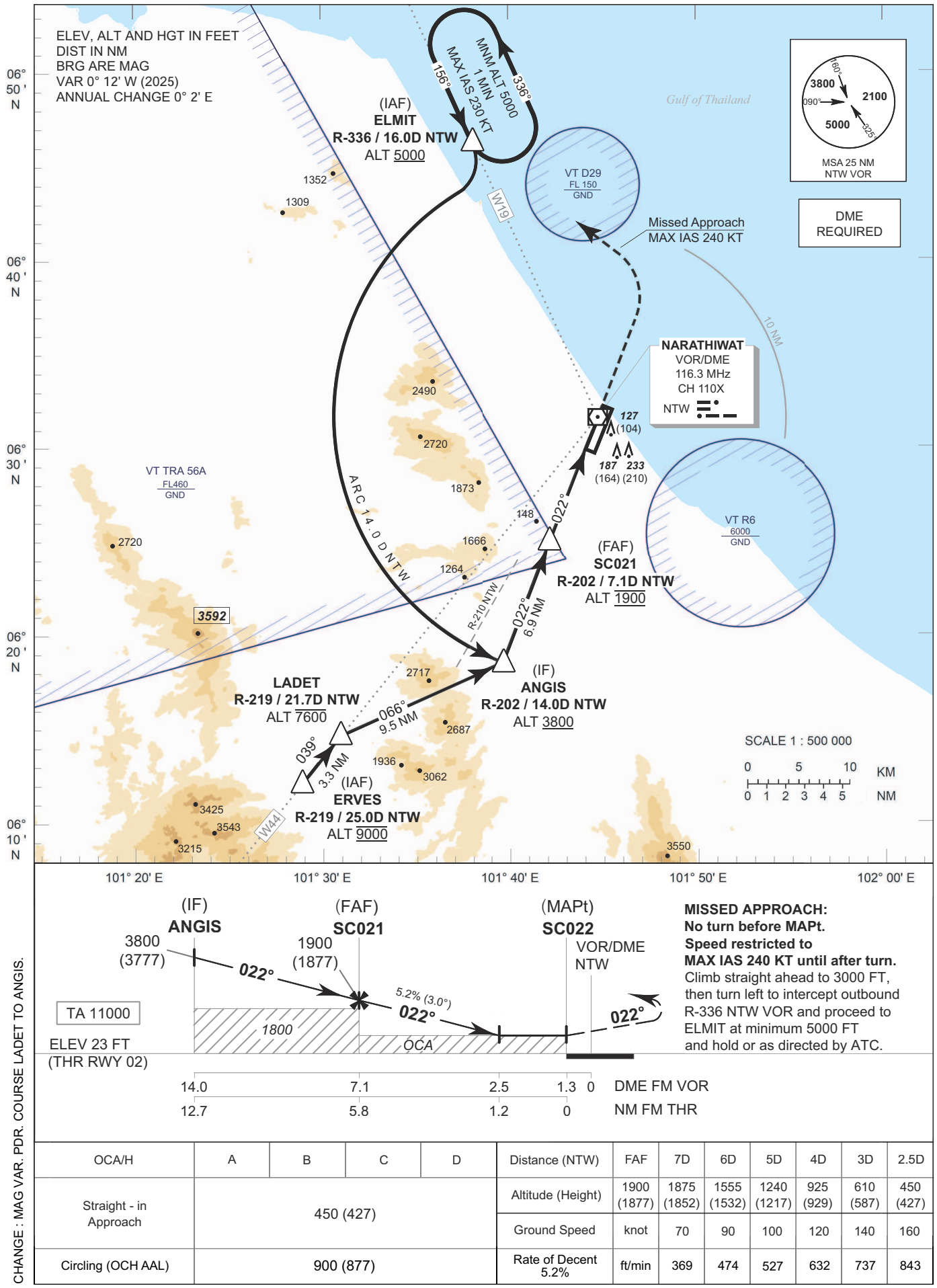
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 125.55 MHz
TWR	: 122.7, 236.6 MHz
GND	: 121.9 MHz
ATIS	: 383.0 kHz

NARATHIWAT / Narathiwat (VTSC)

VOR RWY02



MISSED APPROACH:
No turn before MAPt.
Speed restricted to MAX IAS 240 KT until after turn.
Climb straight ahead to 3000 FT, then turn left to intercept outbound R-336 NTW VOR and proceed to ELMIT at minimum 5000 FT and hold or as directed by ATC.

CHANGE : MAG VAR. PDR. COURSE LADET TO ANGIS.

OCA/H	A	B	C	D
Straight - in Approach	450 (427)			
Circling (OCH AAL)	900 (877)			

Distance (NTW)	FAF	7D	6D	5D	4D	3D	2.5D
Altitude (Height)	1900 (1877)	1875 (1852)	1555 (1532)	1240 (1217)	925 (929)	610 (587)	450 (427)
Ground Speed	knot	70	90	100	120	140	160
Rate of Decent 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO AERODROME ELEV

NARATHIWAT / Narathiwat (VTSC)

VOR RWY02

Fix / Point		Coordinates	
(IAF) ELMIT	R-336 / 16.0D NTW	06° 46' 18.49" N	101° 38' 07.93" E
(IAF) ERVES	R-219 / 25.0D NTW	06° 12' 07.88" N	101° 28' 53.20" E
LADET	R-219 / 21.7D NTW	06° 14' 40.58" N	101° 30' 56.96" E
(IF) ANGIS	R-202 / 14.0D NTW	06° 18' 31.09" N	101° 39' 37.95" E
(FAF) SC021	R-202 / 7.1D NTW	06° 24' 59.05" N	101° 42' 08.01" E
(MAPt) SC022	R-202 / 1.3D NTW	06° 30' 27.61" N	101° 44' 15.14" E
VOR	NTW	06° 31' 38.23" N	101° 44' 42.45" E

CHANGE : VOR COORDINATE.

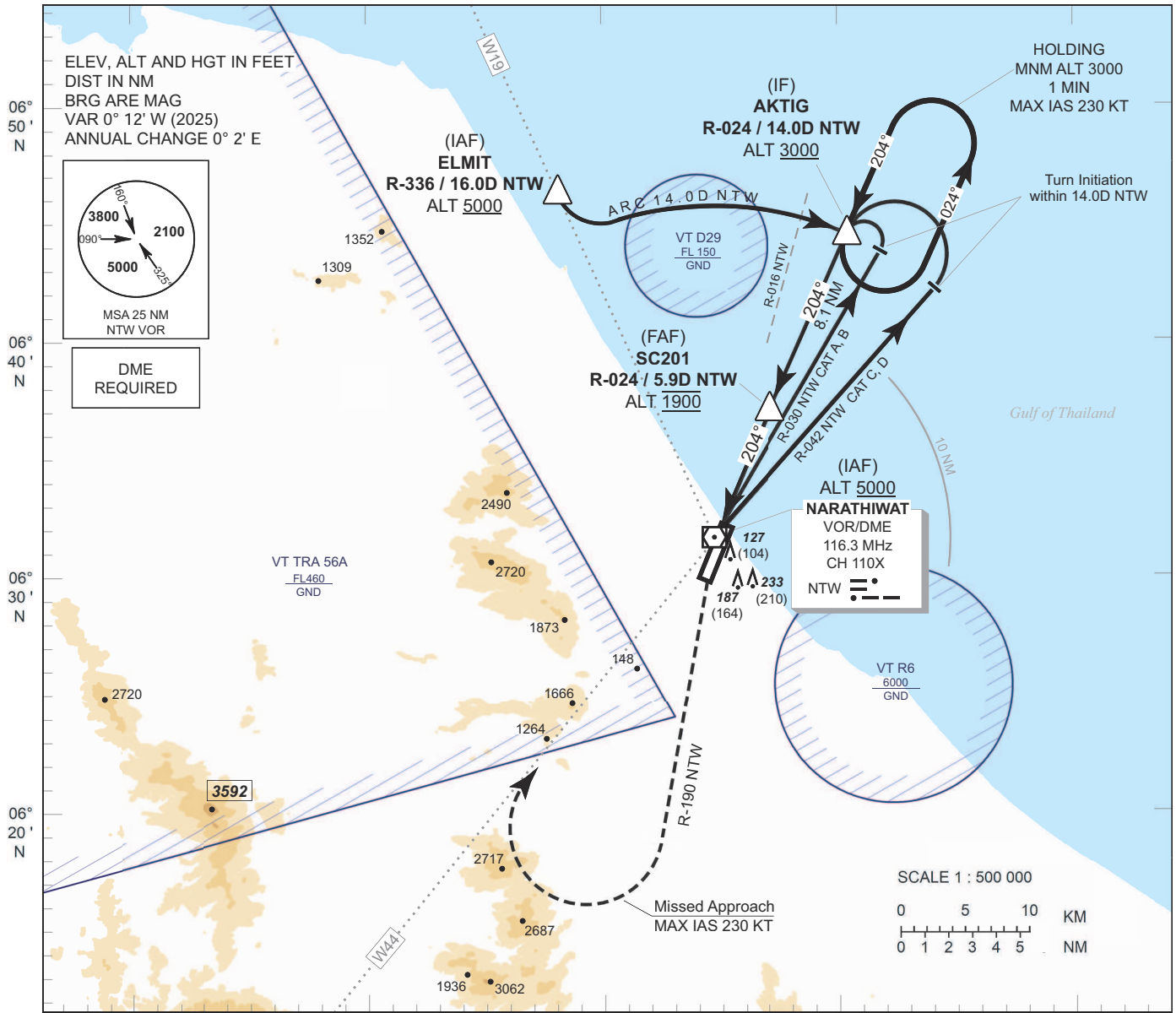
INSTRUMENT APPROACH CHART - ICAO

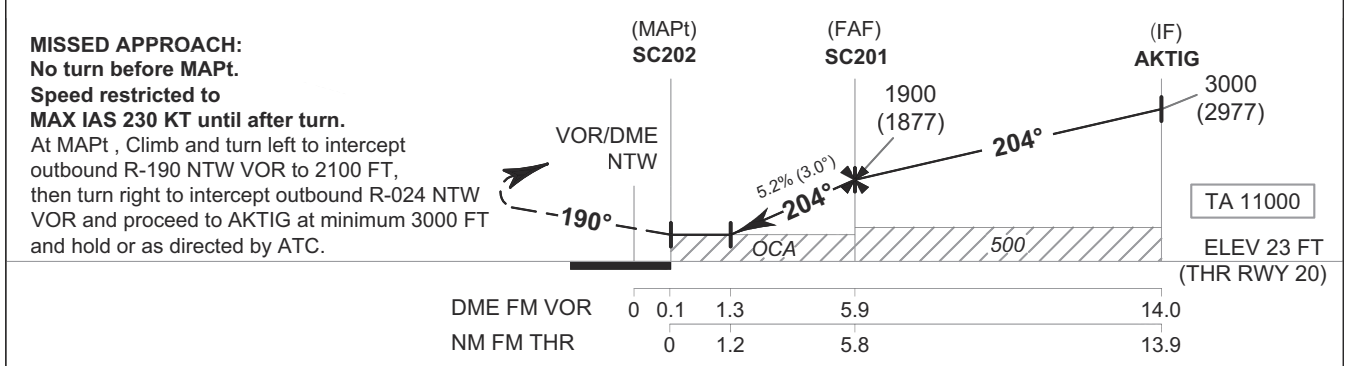
AERODROME ELEV 23 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 125.55 MHz
TWR	: 122.7, 236.6 MHz
GND	: 121.9 MHz
ATIS	: 383.0 kHz

NARATHIWAT / Narathiwat (VTSC)

VOR RWY20





CHANGE : MAG VAR. PDR.

OCA/H	A	B	C	D
Straight - in Approach	450 (427)			
Circling (OCH AAL)	900 (877)			

Distance (NTW)		1.3D	2D	3D	4D	5D	FAF
Altitude (Height)		450 (427)	675 (652)	990 (967)	1305 (1282)	1620 (1597)	1900 (1877)
Ground Speed	knot	70	90	100	120	140	160
Rate of Decent 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO AERODROME ELEV

NARATHIWAT / Narathiwat (VTSC)

VOR RWY20

Fix / Point		Coordinates	
(IAF) VOR	NTW	06° 31' 38.23" N	101° 44' 42.45" E
(IAF) ELMIT	R-336 / 16.0D NTW	06° 46' 18.49" N	101° 38' 07.93" E
(IF) AKTIG	R-024 / 14.0D NTW	06° 44' 29.84" N	101° 50' 24.60" E
(FAF) SC201	R-024 / 5.9D NTW	06° 37' 03.22" N	101° 47' 06.54" E
(MAPt) SC202	R-024 / 0.1D NTW	06° 31' 43.54" N	101° 44' 44.83" E

CHANGE: VOR COORDINATE.

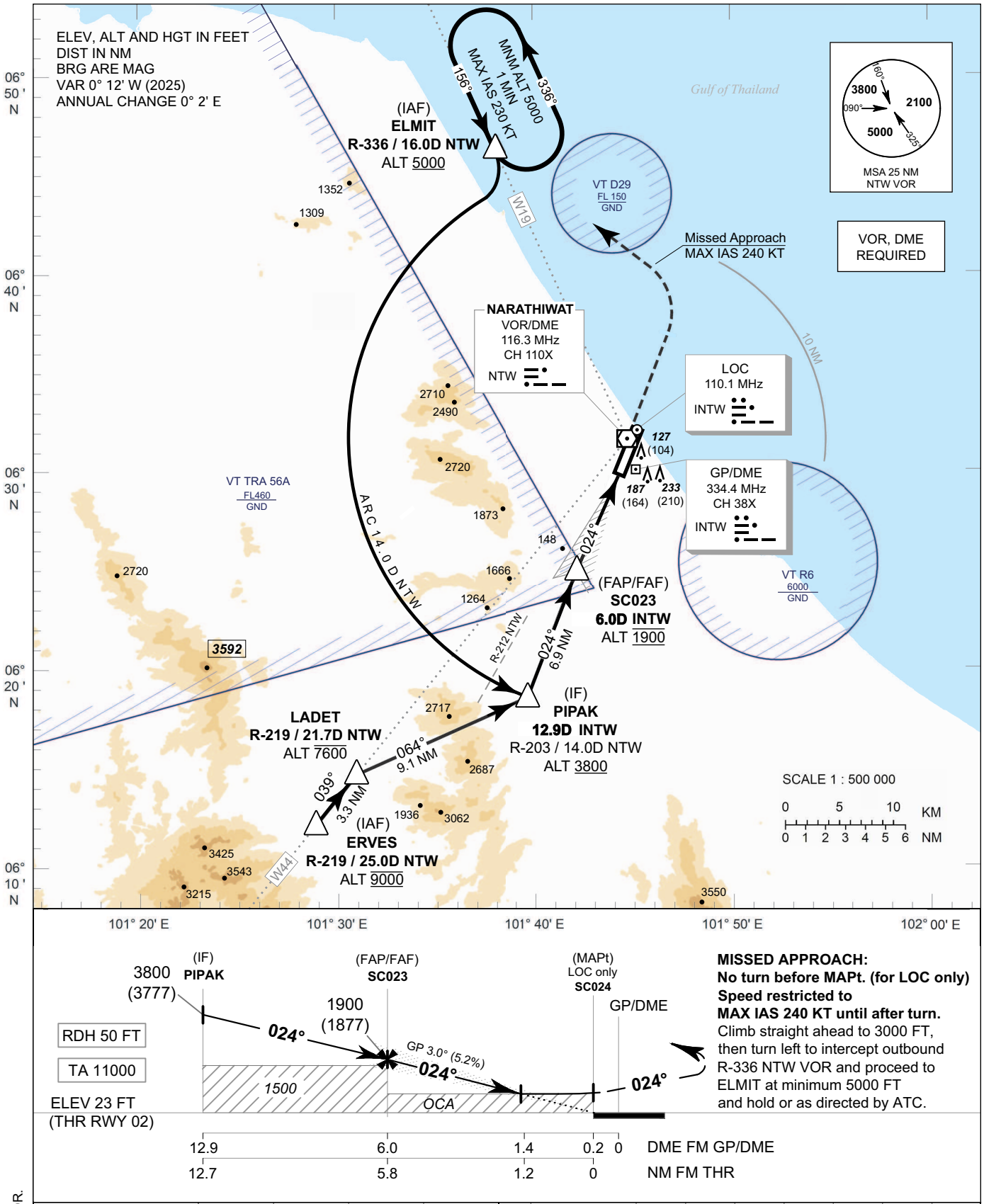
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 23 FT

APP	: 125.55 MHz
TWR	: 122.7, 236.6 MHz
GND	: 121.9 MHz
ATIS	: 383.0 kHz

NARATHIWAT / Narathiwat (VTSC)

ILS or LOC y RWY02



CHANGE: MAG VAR. PDR.

OCA/H		A	B	C	D
Straight - in Approach	CAT I	300 (277)			
LOC only		450 (427)			
Circling (OCH AAL)		900 (877)			

GS OUT		FAF	6D	5D	4D	3D	2D	1.4D
Distance (INTW)								
Altitude (Height)		1900 (1877)	1840 (1817)	1525 (1502)	1210 (1187)	895 (872)	580 (557)	450 (427)
Ground Speed	knot	70	90	100	120	140	160	
Rate of Decent 5.2%	ft/min	369	474	527	632	737	843	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 23 FT

NARATHIWAT / Narathiwat (VTSC)

ILS or LOC y RWY02

Fix / Point		Coordinates	
(IAF) ELMIT	R-336 / 16.0D NTW	06° 46' 18.49" N	101° 38' 07.93" E
(IAF) ERVES	R-219 / 25.0D NTW	06° 12' 07.88" N	101° 28' 53.20" E
LADET	R-219 / 21.7D NTW	06° 14' 40.58" N	101° 30' 56.96" E
(IF) PIPAK	12.9D INTW	06° 18' 41.73" N	101° 39' 11.78" E
(FAP/FAF) SC023	6.0D INTW	06° 25' 05.99" N	101° 41' 57.99" E
(MAPt) SC024	0.2D INTW	06° 30' 26.88" N	101° 44' 16.86" E
LOC	INTW	06° 31' 50.94" N	101° 44' 53.29" E
GP/DME	INTW	06° 30' 35.76" N	101° 44' 24.99" E
VOR	NTW	06° 31' 38.23" N	101° 44' 42.45" E

CHANGE : LOC, GP/DME AND VOR COORDINATE.
PIPAK, SC023 AND SC024 GP/DME DISTANCE.

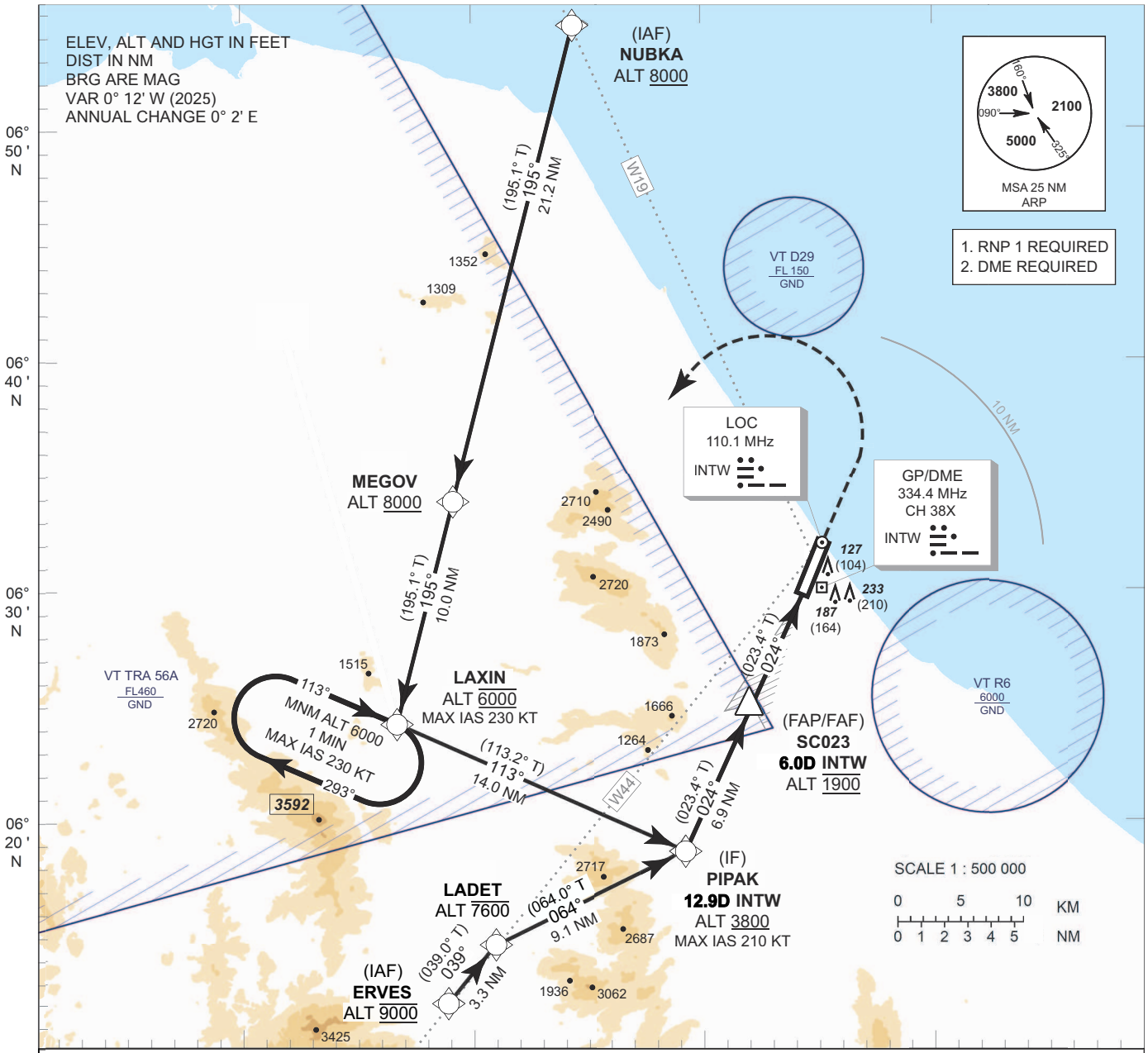
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 23 FT

APP	: 125.55 MHz
TWR	: 122.7, 236.6 MHz
GND	: 121.9 MHz
ATIS	: 383.0 kHz

NARATHIWAT / Narathiwat (VTSC)

ILS or LOC z RWY02



CHANGE: MAG VAR. PDR. COURSE NUBKA TO PIPAK.

OCA/H		A	B	C	D
Straight - in Approach	CAT I	300 (277)			
LOC only		450 (427)			
Circling (OCH AAL)		900 (877)			

GS OUT								
Distance (INTW)		FAF	6D	5D	4D	3D	2D	1.4D
Altitude (Height)		1900 (1877)	1840 (1817)	1525 (1502)	1210 (1187)	895 (872)	580 (557)	450 (427)
Ground Speed	knot	70	90	100	120	140	160	
Rate of Decent 5.2%	ft/min	369	474	527	632	737	843	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 23 FT

NARATHIWAT / Narathiwat (VTSC)

ILS or LOC z RWY02

CHANGE : MAG VAR. COURSE NUBKA TO PIPAK.

TABULAR DESCRIPTION

ILS or LOC z RWY02											
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) NUBKA	-	-	+0.2	-	-	+8000	-	-	RNP 1
020	TF	MEGOV	-	195° (195.1°)	+0.2	21.2	-	+8000	-	-	RNP 1
030	TF	LAXIN	-	195° (195.1°)	+0.2	10.0	-	@6000	-230	-	RNP 1
040	TF	(IF) PIPAK	-	113° (113.2°)	+0.2	14.0	-	+3800	-210	-	RNP 1
010	IF	(IAF) ERVES	-	-	+0.2	-	-	@9000	-	-	RNP 1
020	TF	LADET	-	039° (039.0°)	+0.2	3.3	-	-7600	-	-	RNP 1
030	TF	(IF) PIPAK	-	064° (064.0°)	+0.2	9.1	-	+3800	-210	-	RNP 1
010	IF	(IF) PIPAK	-	-	+0.2	-	-	+3800	-210	-	RNP 1
TRANSITION TO ILS or LOC											
020	TF	(FAF) SC023	-	024° (023.4°)	+0.2	6.9	-	@1900	-	-	ILS
030	TF	(MAPt @ THR02) SC024	Y	024° (023.4°)	+0.2	5.8	-	@73	-	-3.0/50	ILS
040	CA	-	-	024° (023.4°)	+0.2	-	-	+1800	-	-	RNP 1
050	DF	LAXIN	-	-	+0.2	-	L	@6000	-	-	RNP 1
060	HM	LAXIN	Y	113° (113.2°)	+0.2	1 minute	R	+6000	-230	-	RNP 1

WAYPOINT LIST

ILS or LOC z RWY02	
Waypoint Identifier	**Coordinates**
ERVES	06° 12' 07.88" N 101° 28' 53.20" E
LADET	06° 14' 40.58" N 101° 30' 56.96" E
LAXIN	06° 24' 15.00" N 101° 26' 14.66" E
MEGOV	06° 33' 57.05" N 101° 28' 51.75" E
NUBKA	06° 54' 33.58" N 101° 34' 25.82" E
PIPAK	06° 18' 41.73" N 101° 39' 11.78" E
SC023	06° 25' 05.99" N 101° 41' 57.99" E
SC024	06° 30' 26.88" N 101° 44' 16.86" E

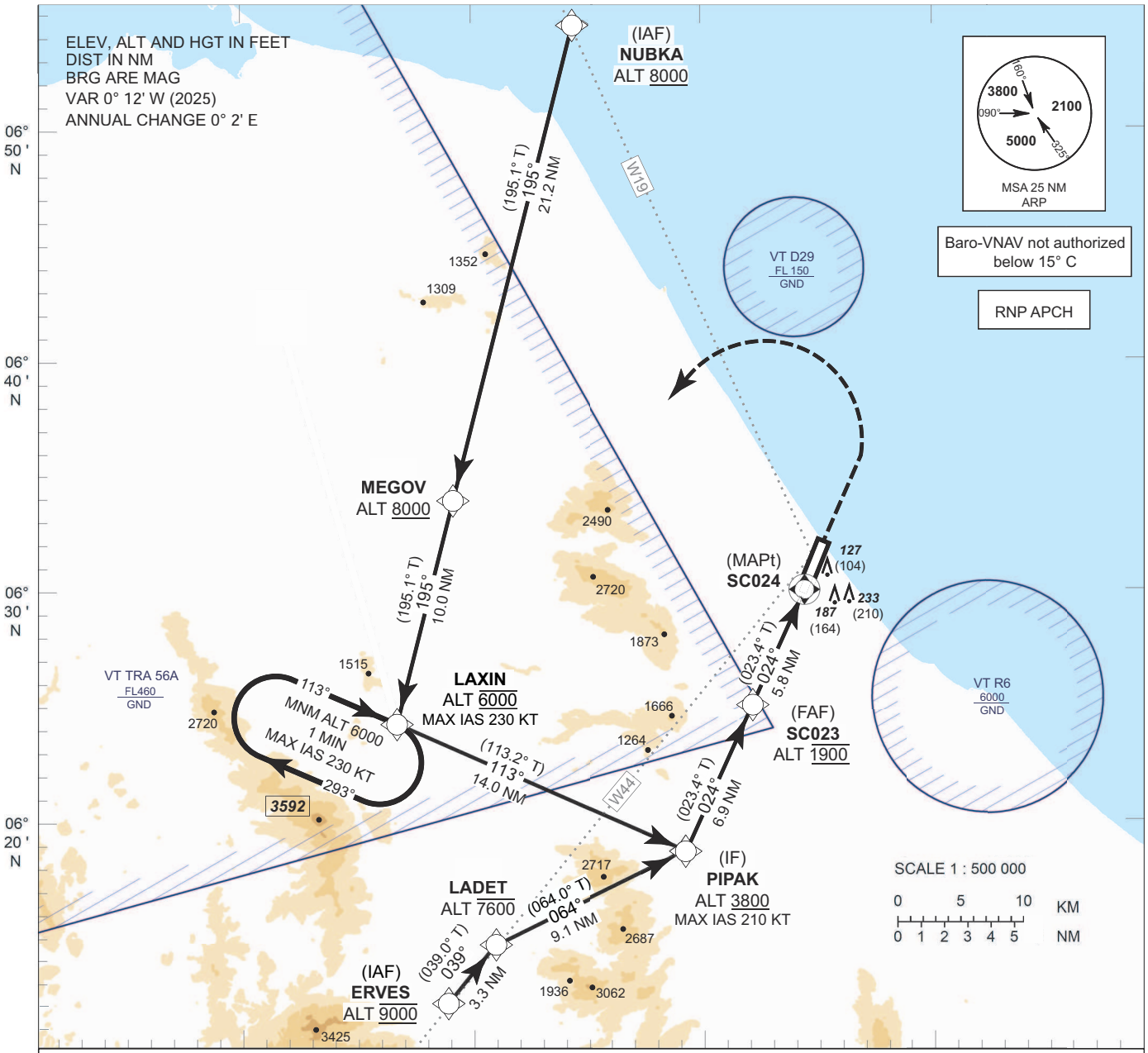
INSTRUMENT APPROACH CHART - ICAO

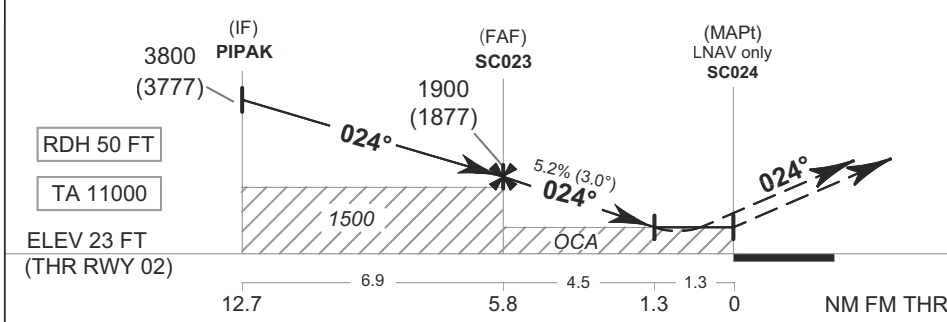
AERODROME ELEV 23 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 23 FT

APP	: 125.55 MHz
TWR	: 122.7, 236.6 MHz
GND	: 121.9 MHz
ATIS	: 383.0 kHz

NARATHIWAT / Narathiwat (VTSC)

RNP RWY02





MISSED APPROACH:
No turn before MAPt.
Climb on track 024° to 1800 FT, then turn left direct to LAXIN at minimum 6000 FT and hold or as directed by ATC.

CHANGE : MAG VAR. PDR. COURSE NUBKA TO PIPAK.

OCA/H	A	B	C	D
LNAV/VNAV	340 (317)			
LNAV	480 (457)			
Circling (OCH AAL)	900 (877)			

NM to NEXT WPT		FAF	5NM	4NM	3NM	2NM	1.3NM
Altitude (Height)		1900 (1877)	1650 (1627)	1335 (1312)	1020 (997)	705 (682)	480 (457)
Ground Speed	knot	70	90	100	120	140	160
Rate of Decent 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 23 FT

NARATHIWAT / Narathiwat (VTSC)

RNP RWY02

TABULAR DESCRIPTION

RNP RWY02											
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) NUBKA	-	-	+0.2	-	-	+8000	-	-	RNP APCH
020	TF	MEGOV	-	195° (195.1°)	+0.2	21.2	-	+8000	-	-	RNP APCH
030	TF	LAXIN	-	195° (195.1°)	+0.2	10.0	-	@6000	-230	-	RNP APCH
040	TF	(IF) PIPAK	-	113° (113.2°)	+0.2	14.0	-	+3800	-210	-	RNP APCH
010	IF	(IAF) ERVES	-	-	+0.2	-	-	@9000	-	-	RNP APCH
020	TF	LADET	-	039° (039.0°)	+0.2	3.3	-	-7600	-	-	RNP APCH
030	TF	(IF) PIPAK	-	064° (064.0°)	+0.2	9.1	-	+3800	-210	-	RNP APCH
010	IF	(IF) PIPAK	-	-	+0.2	-	-	+3800	-210	-	RNP APCH
020	TF	(FAF) SC023	-	024° (023.4°)	+0.2	6.9	-	@1900	-	-	RNP APCH
030	TF	(MAPt @ THR02) SC024	Y	024° (023.4°)	+0.2	5.8	-	@73	-	-3.0/50	RNP APCH
040	CA	-	-	024° (023.4°)	+0.2	-	-	+1800	-	-	RNP APCH
050	DF	LAXIN	-	-	+0.2	-	L	@6000	-	-	RNP APCH
060	HM	LAXIN	Y	113° (113.2°)	+0.2	1 minute	R	+6000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY02	
Waypoint Identifier	**Coordinates**
ERVES	06° 12' 07.88" N 101° 28' 53.20" E
LADET	06° 14' 40.58" N 101° 30' 56.96" E
LAXIN	06° 24' 15.00" N 101° 26' 14.66" E
MEGOV	06° 33' 57.05" N 101° 28' 51.75" E
NUBKA	06° 54' 33.58" N 101° 34' 25.82" E
PIPAK	06° 18' 41.73" N 101° 39' 11.78" E
SC023	06° 25' 05.99" N 101° 41' 57.99" E
SC024	06° 30' 26.88" N 101° 44' 16.86" E

CHANGE : MAG VAR. COURSE NUBKA TO PIPAK.

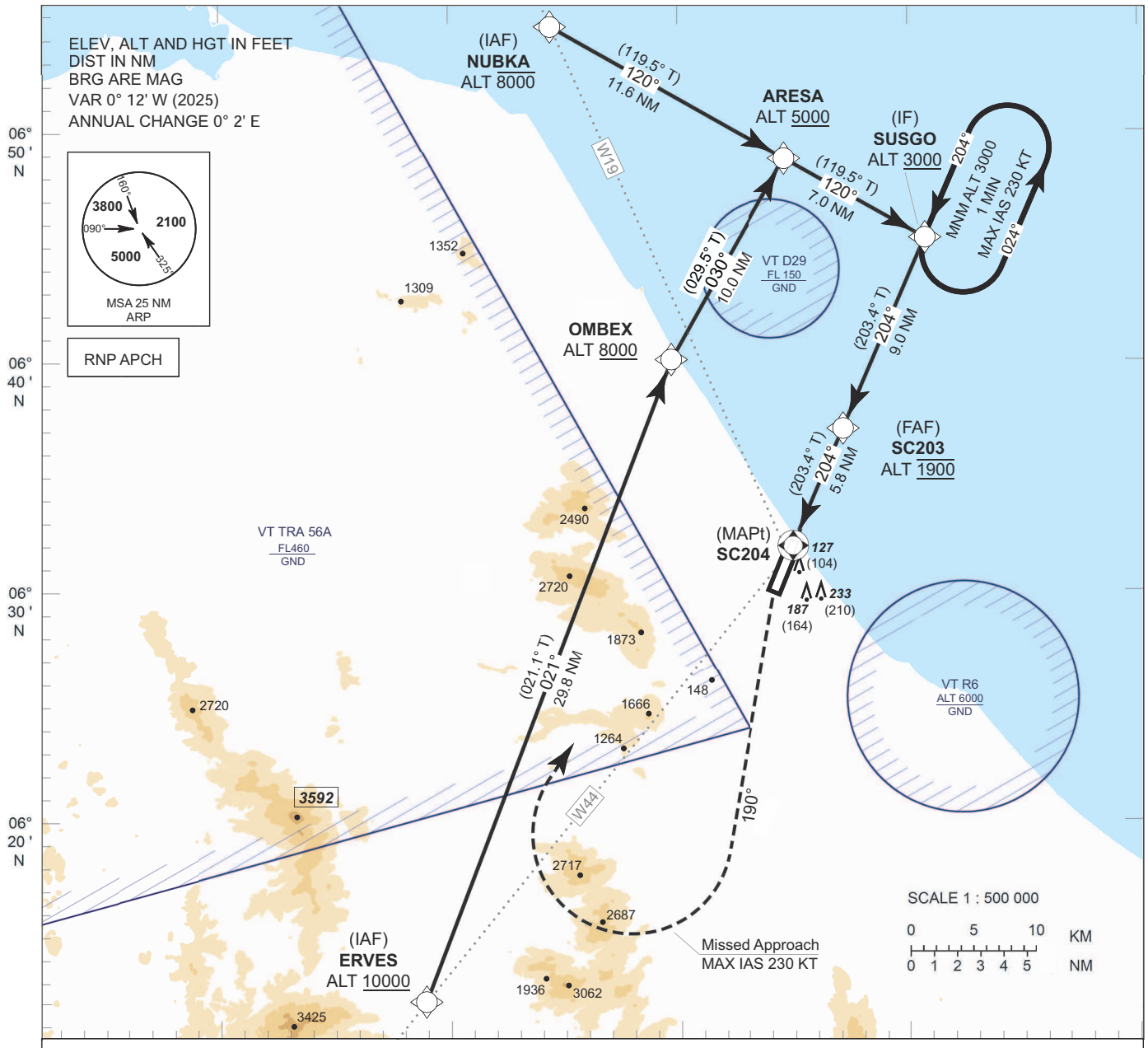
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO AERODROME ELEV

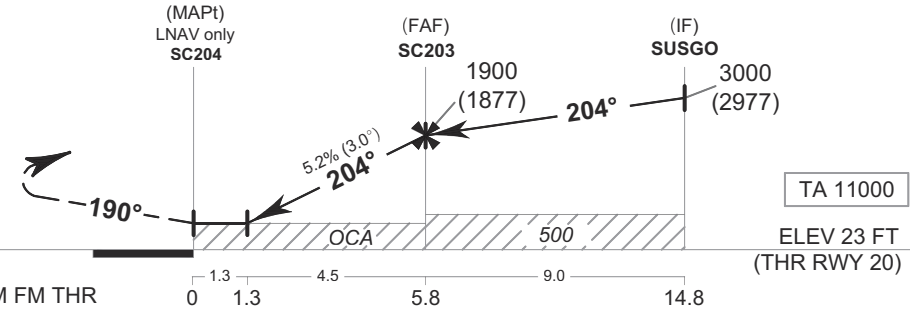
APP	: 125.55 MHz
TWR	: 122.7, 236.6 MHz
GND	: 121.9 MHz
ATIS	: 383.0 kHz

NARATHIWAT / Narathiwat (VTSC)

RNP RWY20



MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 230 KT until after turn.
At MAPt, turn left to track 190°
and climb to 2100 FT, then turn right
direct to SUSGO at minimum 3000 FT
and hold or as directed by ATC.



CHANGE : MAG VAR. PDR. COURSE ERVES TO OMBEX.

OCA/H	A	B	C	D
LNAV	480 (457)			
Circling (OCH AAL)	900 (877)			

NM to NEXT WPT		1.3NM	2NM	3NM	4NM	5NM	FAF
Altitude (Height)		480 (457)	705 (682)	1020 (997)	1335 (1392)	1650 (1597)	1900 (2077)
Ground Speed	knot	70	90	100	120	140	160
Rate of Decent 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO AERODROME ELEV

NARATHIWAT / Narathiwat (VTSC)

RNP RWY20

CHANGE : MAG VAR. COURSE ERVES TO OMBEX.

TABULAR DESCRIPTION

RNP RWY20											
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) NUBKA	-	-	+0.2	-	-	-8000	-	-	RNP APCH
020	TF	ARESA	-	120° (119.5°)	+0.2	11.6	-	+5000	-	-	RNP APCH
030	TF	(IF) SUSGO	-	120° (119.5°)	+0.2	7.0	-	+3000	-	-	RNP APCH
010	IF	(IAF) ERVES	-	-	+0.2	-	-	+10000	-	-	RNP APCH
020	TF	OMBEX	-	021° (021.1°)	+0.2	29.8	-	+8000	-	-	RNP APCH
030	TF	ARESA	-	030° (029.5°)	+0.2	10.0	-	+5000	-	-	RNP APCH
040	TF	(IF) SUSGO	-	120° (119.5°)	+0.2	7.0	-	+3000	-	-	RNP APCH
010	IF	(IF) SUSGO	-	-	+0.2	-	-	+3000	-	-	RNP APCH
020	TF	(FAF) SC203	-	204° (203.4°)	+0.2	9.0	-	@1900	-	-	RNP APCH
030	TF	(MAPt @ THR20) SC204	Y	204° (203.4°)	+0.2	5.8	-	@480	-	-	RNP APCH
040	CA	-	-	190° (190.0°)	+0.2	-	L	+2100	-230	-	RNP APCH
050	DF	SUSGO	-	-	+0.2	-	R	+3000	-230	-	RNP APCH
060	HM	SUSGO	Y	204° (203.4°)	+0.2	1 minute	L	+3000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY20	
Waypoint Identifier	**Coordinates**
ARESA	06° 48' 48.09" N 101° 44' 36.94" E
ERVES	06° 12' 07.88" N 101° 28' 53.20" E
NUBKA	06° 54' 33.58" N 101° 34 25.82" E
SC203	06° 37' 02.45" N 101° 47' 08.32" E
SC204	06° 31' 41.55" N 101° 44' 49.22" E
SUSGO	06° 45' 20.25" N 101° 50' 44.22" E
OMBEX	06° 40' 03.37" N 101° 39' 39.97" E

VTSK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on 064718N 1010853E
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Pattani Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Pattani Approach	126.0 MHz	23:00-11:00 2)	1) Emergency frequency 2) Outside this period and Holiday 1 HR PN to ATC
TWR	Pattani Tower	119.3 MHz 236.6 MHz 121.5 MHz 1)	23:00-11:00 2)	

VTSK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
Mobile TACAN	BTG	93X TX 118.0 MHz RX 111.7 MHz	On request	064714.39N 1010903.04E	14 m AMSL	NIL

VTSK AD 2.20 LOCAL AERODROME REGULATIONS

1. AERODROME REGULATIONS

The Royal Thai Air Force notifies that Air Task Force 9 (ATF9) air traffic services (ATS) are basically available for military aircraft and government owned aircraft. Therefore, the Air Task Force 9 (ATF9) is not allowed to use as an alternate aerodrome for civilian aircraft.

2. LINE UP PROCEDURE

2.1 Using RWY 08

Aircraft taxiing out from TWY A can line up on RWY 08 directly.

Aircraft taxiing out from TWY B shall turn 180 degrees at the RWY turn pad before lining up on RWY 08.

2.2 Using RWY 26

Aircraft taxiing out from TWY A and TWY B shall turn 180 degrees at the RWY turn pad before lining up on RWY 26.

3. RUNWAY VACATING PROCEDURE

Aircraft landing on RWY 08 shall backtrack along the runway before vacating.

Aircraft landing on RWY 26 may vacate the runway at the exit point.

VTSK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSK AD 2.22 FLIGHT PROCEDURES

1. AERODROME TRAFFIC PATTERN

1.1 Rectangular traffic pattern

Jet, Turboprop ALT 1500 ft.

Conventional ALT 1000 ft.

Light aircraft ALT 800 ft.

Helicopter ALT 500 ft.

Using both sides of traffic circuit.

1.2 Overhead approach pattern

Using runway 08 by right turn pattern.

Using runway 26 by left turn pattern.

2. VFR HELICOPTER FLIGHT PROCEDURES

2.1 Helicopters departure or arrival at Ingkhayutthaborihan Camp

For Helicopters landing at Ingkhayutthaborihan Camp only, final runway 26 is designated as " Final, Ingkhayutthaborihan Camp ".

2.1.1 Departure Procedure

The pilots shall request takeoff clearance from Pattani Tower After receiving take off clearance and becoming airborne:

- Fly pass RWY 08 until crossing the departure end of runway
- Then execute either:
  A left turn if outbound to Hat Yai or Songkhla
  A right turn if outbound to Narathiwat or Yala

2.1.2 Arrival Procedure

The pilots shall request landing clearance from Pattani Tower.After receiving landing clearance:

- For helicopters inbound from Hat Yai or Songkhla:
  Join right downwind RWY 26 When established on final RWY 26, the pilots shall report: " Final, Ingkhayutthaborihan Camp "
- For helicopters inbound from Narathiwat or Yala:
  Join final RWY 26 directly When established on final RWY 26, the pilots shall report: " Final, Ingkhayutthaborihan Camp "

All arriving helicopters shall:

- Fly pass RWY 26 until crossing the departure end of runway,Then proceed to land at Ingkhayutthaborihan Camp

2.2 Helicopters departure and arrival at 15th infantry regiment

Helicopters shall use the active runway for takeoff and landing unless otherwise approved by ATC.

2.2.1 Departure Procedure

Pilots shall request take off clearance from Pattani tower.After that helicopter shall air taxi to active runway as instructed by ATC.

2.2.2 Arrival Procedure

Pilots shall request landing clearance from Pattani tower.After landing Helicopters shall air taxi to 15th infantry regiment parking as instructed by ATC.

2.3 Unless required for flight safety or when specifically requested by the pilot, ATC may issue alternate instructions.

VTSK AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

1.1 Bird concentrations in the vicinity of the aerodrome. Resident birds and migratory birds are commonly found at Pattani Airport.

1.2 There are many birds throughout the year, mostly during the rainy season (May to December). Birds may use the aerodrome as their feeding and nesting ground.

1.3 There could be some activities to reduce bird populations, such as mowing the grass and plants. Grass mowing takes place in various areas such as the runway strip and taxiway strip. This activity may attract birds from sunrise to sunset. Pilots are advised to exercise caution.

1.4 Flocks of birds often gather on the runway at night, creating a hazard for aircraft.

2. KITE FLYING NEAR AERODROME

The kite-flying season in the southern region occurs during the summer(January to May). This activity typically takes place within 1 nautical mile (NM) of an aerodrome, primarily in the northern, eastern, and southern areas around it. The kites do not exceed an altitude of 1,000 feet AGL and are flown daily between 4:00 PM and 8:00 PM.

VTSK AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSK-2-1
Instrument Approach Chart - ICAO - RNP RWY 08 CAT A, B	AD 2-VTSK-8-1
Instrument Approach Chart - ICAO - RNP RWY 08 CAT A, B (Tabular description)	AD 2-VTSK-8-2
Instrument Approach Chart - ICAO - RNP RWY 26 CAT A, B	AD 2-VTSK-8-3
Instrument Approach Chart - ICAO - RNP RWY 26 CAT A, B (Tabular description)	AD 2-VTSK-8-4

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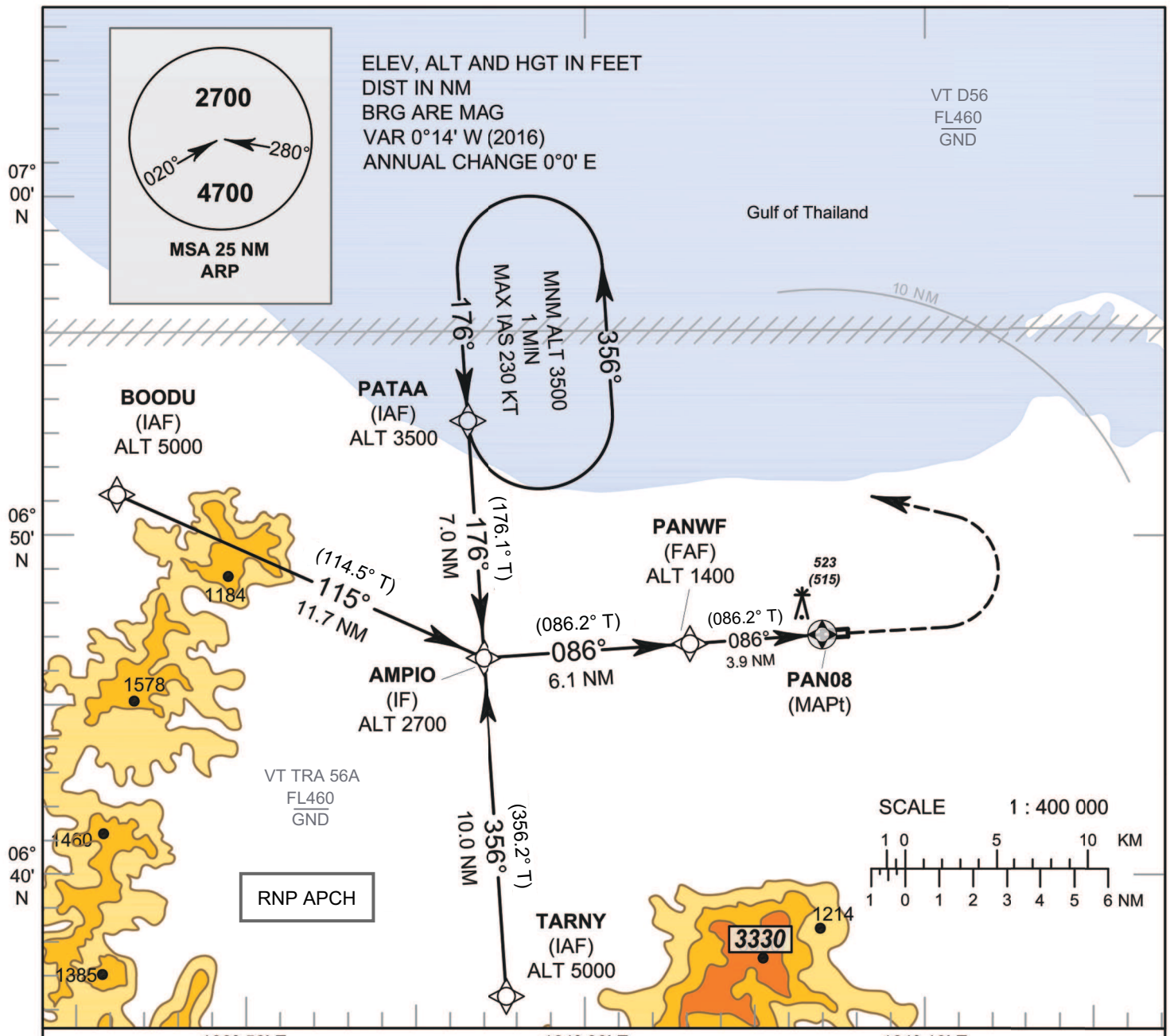
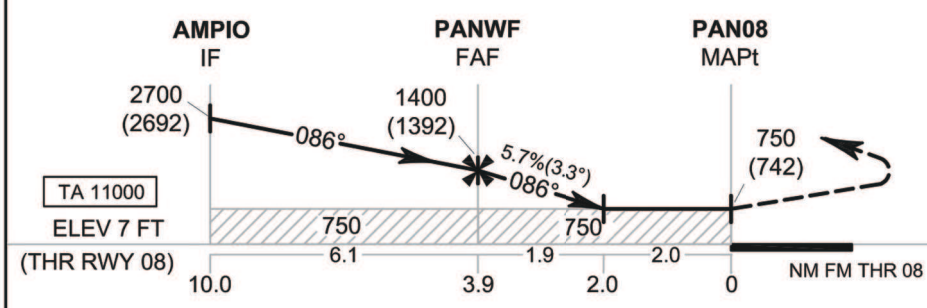
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 126.0
TWR : 119.3

PATTANI / Pattani (VTSK)
RNP RWY08
CAT A, B





MISSED APPROACH :

No turn before MAPt.
Climb on track 086 ° to 2000 FT, then turn left direct to PATAA at 3500 FT and hold or as directed by ATC.

OCA/H	A	B	NM to NEXT WPT	FAF		3 NM		2 NM	
LNAV	750 (742)		Altitude (Height)	1400 (1392)		1095 (1087)		750 (742)	
			Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1900 (1892)		Rate of descent FAF-MAPt (5.7%)	(ft/min)	404	519	577	693	808	924

CHANGE : PDR. COURSE.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO AERODROME ELEV

PATTANI / Pattani (VTSK)
RNP RWY08
CAT A, B

TABULAR DESCRIPTION

RNP RWY08

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	PATAA (IAF)	-	-	+ 0.2	-	-	@3500	-	-	RNP APCH
020	TF	AMPIO (IF)	-	176°(176.1°)	+ 0.2	7.0	-	@2700	-	-	RNP APCH
010	IF	BOODU (IAF)	-	-	+ 0.2	-	-	@5000	-	-	RNP APCH
020	TF	AMPIO (IF)	-	115°(114.5°)	+ 0.2	11.7	-	@2700	-	-	RNP APCH
010	IF	TARNY (IAF)	-	-	+ 0.2	-	-	@5000	-	-	RNP APCH
020	TF	AMPIO (IF)	-	356°(356.2°)	+ 0.2	10.0	-	@2700	-	-	RNP APCH
010	IF	AMPIO (IF)	-	-	+ 0.2	-	-	@2700	-	-	RNP APCH
020	TF	PANWF (FAF)	-	086°(086.2°)	+ 0.2	6.1	-	@1400	-	-	RNP APCH
030	TF	PAN08 (MAPt)	Y	086°(086.2°)	+ 0.2	3.9	-	@750	-	-	RNP APCH
040	CA	-	-	086°(086.2°)	+ 0.2	-	-	+ 2000	-	-	RNP APCH
050	DF	PATAA (IAF)	-	-	+ 0.2	-	L	+ 3500	-	-	RNP APCH
060	HM	PATAA (IAF)	Y	176°(176.1°)	+ 0.2	1 minute	L	+ 3500	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY08

Waypoint Identifier	Coordinates	
PATAA	06° 53' 26.76" N	100° 58' 19.94" E
BOODU	06° 51' 17.61" N	100° 48' 07.49" E
TARNY	06° 36' 24.20" N	100° 59' 28.85" E
AMPIO	06° 46' 25.71" N	100° 58' 48.33" E
PANWF	06° 46' 50.39" N	101° 04' 55.39" E
PAN08 (THR 08)	06° 47' 06.12" N	101° 08' 50.08" E

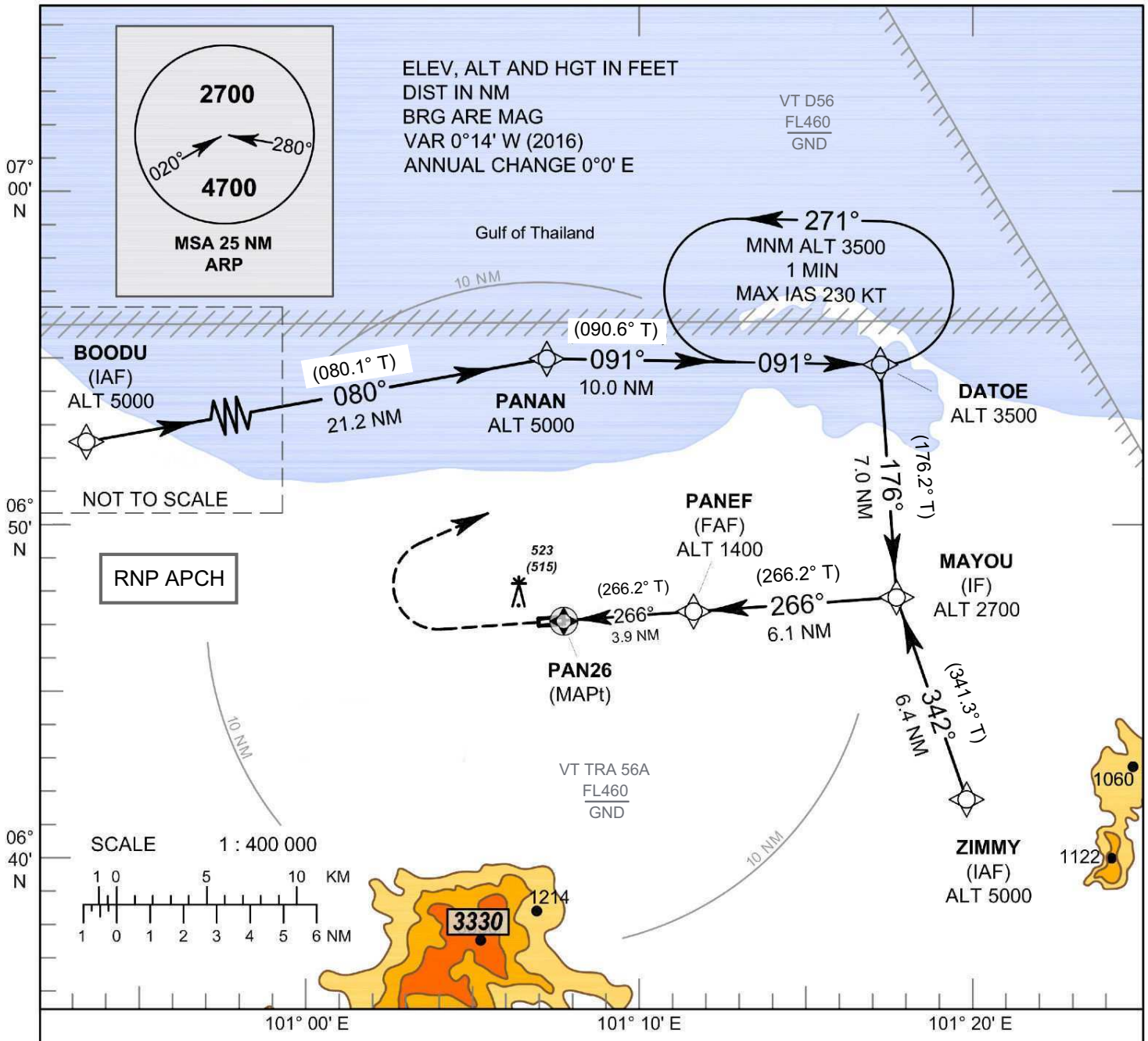
CHANGE : COURSE.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO AERODROME ELEV

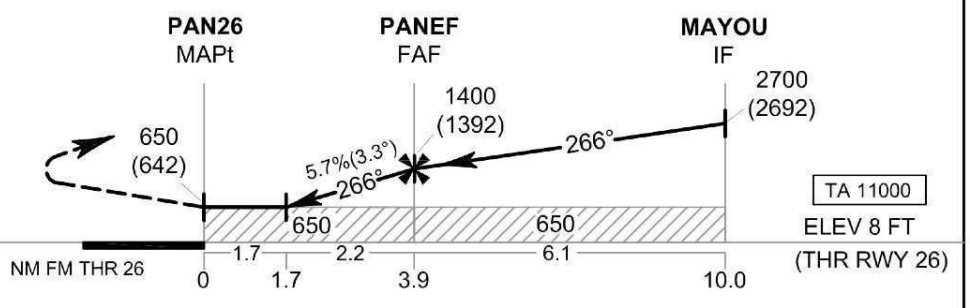
APP : 126.0
TWR : 119.3

PATTANI / Pattani (VTSK)
RNP RWY26
CAT A, B



MISSED APPROACH :

No turn before MAPt.
Climb on track 266° to 2000 FT, then turn right direct to DATOE at 3500 FT and hold or as directed by ATC.



CHANGE : PDR. COURSE.

OCA/H	A	B	NM to NEXT WPT	1.7 NM	2 NM	3 NM	FAF
LNAV	650 (642)		Altitude (Height)	650 (642)	750 (742)	1095 (1087)	1400 (1392)
			Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1900 (1892)		Rate of descent FAF-MAPt (5.7%)	(ft/min)	404	519	577	693	808	924

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO AERODROME ELEV

PATTANI / Pattani (VTSK)
RNP RWY26
CAT A, B

TABULAR DESCRIPTION

RNP RWY26

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	ZIMMY (IAF)	-	-	+ 0.2	-	-	@5000	-	-	RNP APCH
020	TF	MAYOU (IF)	-	342°(341.3°)	+ 0.2	6.4	-	@2700	-	-	RNP APCH
010	IF	BOODU (IAF)	-	-	+ 0.2	-	-	@5000	-	-	RNP APCH
020	TF	PANAN	-	080°(080.1°)	+ 0.2	21.2	R	@5000	-	-	RNP APCH
030	TF	DATOE	-	091°(090.6°)	+ 0.2	10.0	R	@3500	-	-	RNP APCH
040	TF	MAYOU (IF)	-	176°(176.2°)	+ 0.2	7.0	-	@2700	-	-	RNP APCH
010	IF	MAYOU (IF)	-	-	+ 0.2	-	-	@2700	-	-	RNP APCH
020	TF	PANEF (FAF)	-	266°(266.2°)	+ 0.2	6.1	-	@1400	-	-	RNP APCH
030	TF	PAN26 (MAPt)	Y	266°(266.2°)	+ 0.2	3.9	-	@650	-	-	RNP APCH
040	CA	-	-	266°(266.2°)	+ 0.2	-	-	+ 2000	-	-	RNP APCH
050	DF	DATOE	-	-	+ 0.2	-	R	+ 3500	-	-	RNP APCH
060	HM	DATOE	Y	091°(090.6°)	+ 0.2	1 minute	L	+ 3500	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY26

Waypoint Identifier	Coordinates	
ZIMMY	06° 41' 42.51" N	101° 21' 41.65" E
BOODU	06° 51' 17.61" N	100° 48' 07.49" E
PANAN	06° 54' 56.90" N	101° 09' 06.07" E
DATOE	06° 54' 50.44" N	101° 19' 09.32" E
MAYOU	06° 47' 49.36" N	101° 19' 37.41" E
PANEF	06° 47' 24.87" N	101° 13' 30.31" E
PAN26 (THR 26)	06° 47' 09.17" N	101° 09' 35.62" E

CHANGE : COURSE.

VTPB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: ABN: on top of control tower, FLG W G EV 2.5 SEC.,HO, HS IBN: NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	LIM TWY EDGE Lighting
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport. Switch - over time 10 SEC.
5	Remarks	NIL

VTPB AD 2.16 HELICOPTER LANDING AREA

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

VTPB AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centre on Phetchabun DVOR/DME (164034N 1011148E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phetchabun Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTPB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phetchabun Approach	126.7 MHZ	As AD OPR HR	NIL
TWR	Phetchabun Tower	122.3 MHZ 236.6 MHZ	As AD OPR HR	NIL

VTPB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PH	283 KHZ	H24	163939.1N 1011125.3E		NDB can not provide adequate signal to 50 NM at required altitude in various areas due to mountainous area around the STN: -RDL 041-180 DEG beyond 50 NM should not below 7000 ft. -RDL 181-270 DEG beyond 50 NM should not below 7100 ft. -RDL 271-340 DEG beyond 50 NM should not below 8500 ft. -RDL 341-015 DEG flown to 45 NM should not below 8500 ft. (due to border limited) -RDL 016-040 DEG beyond 50 NM should not below 7000 ft.
DVOR/DME	PCB	115.4 MHZ CH101X	H24	164033.6N 1011147.8E	150 m (500 ft)	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance on radial 277° distance between 7-9 DME altitude 5 500 ft 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 061°-230° beyond 30 NM altitude should not below 6 500 ft – Radial 231°-320° beyond 30 NM altitude should not below 8 000 ft – Radial 321°-060° beyond 40 NM altitude should not below 7 500 ft
ILS CAT I 36 LOC	IPCB	109.1 MHZ CH28X	H24	164117.6N 1011142.4E		LOC designated operation coverage 18 NM, ALT 7000 ft AMSL
DME 36	IPCB	109.1 MHZ CH28X	H24	164117.6N 1011145.8E	150 m (500 ft)	DME Paired with LOC FREQ
GP 36		331.4 MHZ	H24	164008.9N 1011146.4E		GP 3 DEG, RDH 50 ft

VTPB AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTPB AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPB AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

VTPP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	NIL	Green	PAPI Left 3°	NIL	NIL	3000 m 60 m White, LIM	Red	NIL	NIL
32	CAT1 900 m	Green	PAPI Left 3° (15.72 m)	NIL	NIL	3000 m 60 m White, LIM	Red	60 m Red	NIL

VTPP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W G EV 6 SEC.. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL) building. Switch-over time: 15 SEC
5	Remarks	Flares 2 HR PN

VTPP AD 2.16 HELICOPTER LANDING AREA

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

VTPP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on PSL DVOR/DME (164613N 1001729E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phitsanulok Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTPP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phitsanulok Approach	120.7 MHz 284.0 MHz 121.5 MHz 1) 243.0 MHz 1)	As AD OPR HR	1) Emergency frequency
TWR	Phitsanulok Tower	118.9 MHz 236.6 MHz 121.5 MHz 1) 243.0 MHz 1)	As AD OPR HR	
GND	Phitsanulok Ground	121.9 MHz	As AD OPR HR	
ATIS	Phitsanulok Airport	127.4 MHz	As AD OPR HR	

VTPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	PSL	114.1 MHz CH88X	H24	164613.2N 1001728.9E	60 m (200 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 351°-120° altitude should not below 5 500 ft – Radial 121°-270° altitude should not below 3 000 ft – Radial 271°-300° altitude should not below 5 000 ft – Radial 301°-350° altitude should not below 3 500 ft
ILS CAT I LOC 32	IPSL	110.1 MHz	H24	164746.2N 1001608.8E		Designated operational coverage 18 NM ±10º and 10 NM ±35º of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 310 m. from THR of runway 14.
GP 32		334.4 MHz CH38X	H24	164629.8N 1001711.6E		Glide Path 3° DME co-located with Glide Slope power output 100 watts Uni-directional
DME 32		334.4 MHz CH38X	H24	164629.8N 1001711.6E	60 m (200 ft)	
TACAN		CH99		1647.6N 10016.7E		Military Facility, operation on request 30 MIN PN to ATC.

5. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 14:
PHITSANULOK OMNI 14 Departure: Required climb gradient 201 ft per NM (3.3%) until 4,500 ft.

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

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

- Runway 32:
PHITSANULOK OMNI 32 Departure: Required climb gradient 201 ft per NM (3.3%) until 4,500 ft.

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

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

VTPP AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTPP AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPP-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTPP-2-3
Aerodrome Ground Movement chart - ICAO	AD 2-VTPP-2-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBLI1A PIBIK1A POLOB1A REMER1A	AD 2-VTPP-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBLI1A PIBIK1A POLOB1A REMER1A (Tabular description1)	AD 2-VTPP-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBLI1A PIBIK1A POLOB1A REMER1A (Tabular description 2)	AD 2-VTPP-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBLI1B PIBIK1B POLOB1B REMER1B	AD 2-VTPP-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBLI1B PIBIK1B POLOB1B REMER1B (Tabular description 1)	AD 2-VTPP-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBLI1B PIBIK1B POLOB1B REMER1B (Tabular description 2)	AD 2-VTPP-6-7
Instrument Approach Chart - ICAO - VOR RWY 14	AD 2-VTPP-8-1
Instrument Approach Chart - ICAO - VOR RWY 14 (Fix and point list table)	AD 2-VTPP-8-2
Instrument Approach Chart - ICAO - VOR RWY 32	AD 2-VTPP-8-3
Instrument Approach Chart - ICAO - VOR RWY 32 (Fix and point list table)	AD 2-VTPP-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 32	AD 2-VTPP-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 32 (Fix and point list table)	AD 2-VTPP-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32	AD 2-VTPP-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32 (Tabular description 1)	AD 2-VTPP-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32 (Tabular description 2)	AD 2-VTPP-8-9
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32 (Fix and point list table)	AD 2-VTPP-8-10
Instrument Approach Chart - ICAO - RNP RWY 14	AD 2-VTPP-8-11
Instrument Approach Chart - ICAO - RNP RWY 14 (Tabular description)	AD 2-VTPP-8-12
Instrument Approach Chart - ICAO - RNP RWY 14 (Waypoint list table)	AD 2-VTPP-8-13
Instrument Approach Chart - ICAO - RNP RWY 32	AD 2-VTPP-8-15
Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description 1)	AD 2-VTPP-8-16
Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description 2)	AD 2-VTPP-8-17
VFR ENTRY PROCEDURE CHART - RWY 14/32	AD 2-VTPP-9-1
VFR ENTRY PROCEDURE CHART - RWY 14/32 (Tabular description)	AD 2-VTPP-9-2
VFR EXIT PROCEDURE CHART - RWY 14	AD 2-VTPP-9-3
VFR EXIT PROCEDURE CHART - RWY 14 (Tabular description)	AD 2-VTPP-9-4
VFR EXIT PROCEDURE CHART - RWY 32	AD 2-VTPP-9-5
VFR EXIT PROCEDURE CHART - RWY 32 (Tabular description)	AD 2-VTPP-9-6

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

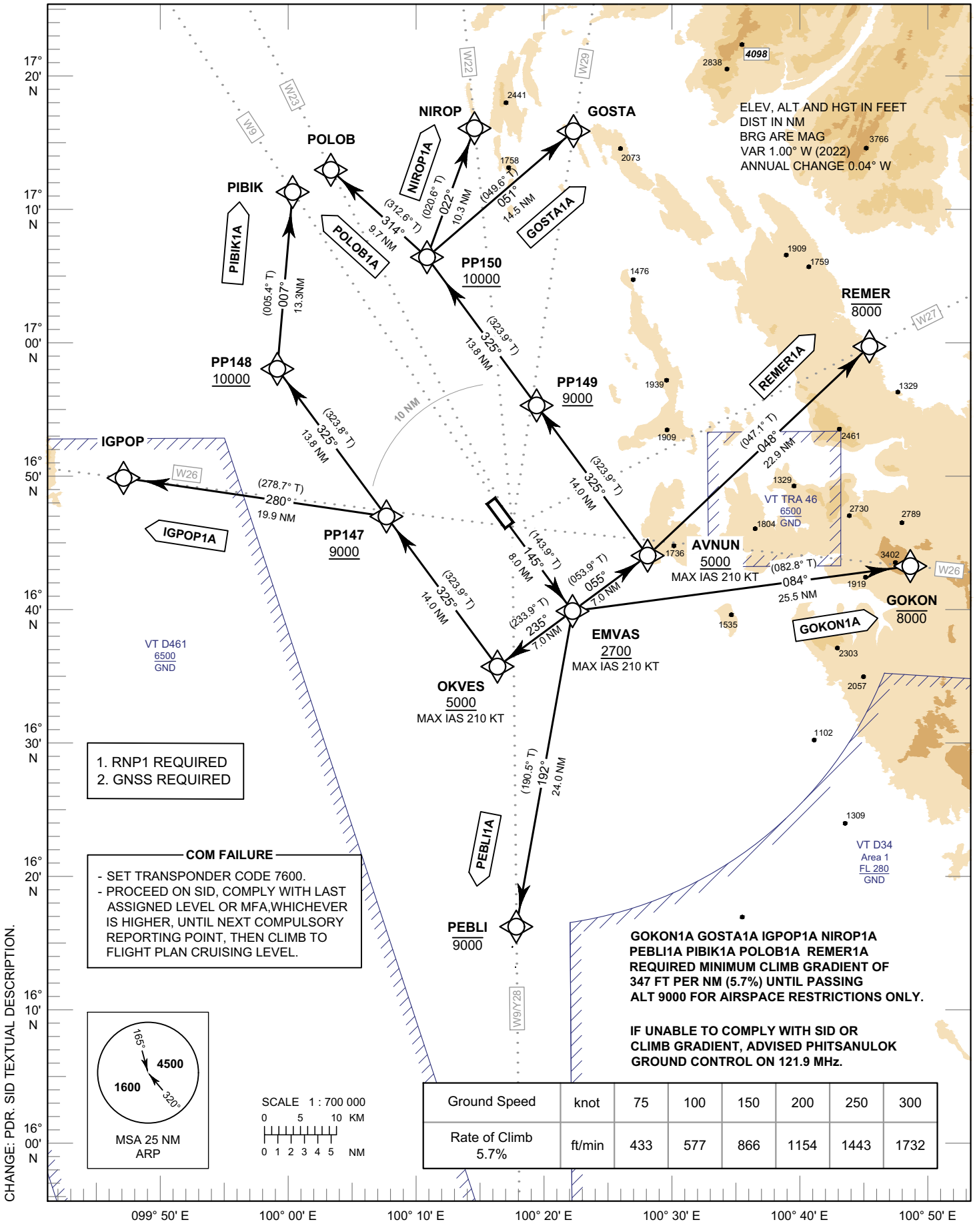
TRANSITION ALTITUDE
11000 FT

APP : 120.7, 284.0
TWR : 118.9 , 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP)

RNAV RWY14

GOKON1A GOSTA1A IGPOP1A NIROP1A
PEBLI1A PIBIK1A POLOB1A REMER1A



Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.7%	ft/min	433	577	866	1154	1443	1732

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHITSANULOK /Phitsanulok (VTPP)

RNAV RWY14

GOKON1A GOSTA1A IGPOP1A NIROP1A
PEBLI1A PIBIK1A POLOB1A REMER1A

TABULAR DESCRIPTION (1)

RNAV RWY14											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
GOKON1A TO W26											
010	-	DER RWY14	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	EMVAS	-	145° (143.9°)	+1.1	8.0	-	+2700	-210	-	RNP 1
030	TF	GOKON	-	084° (082.8°)	+1.1	25.5	-	-8000	-	-	RNP 1
GOSTA1A TO W29											
010	-	DER RWY14	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	EMVAS	-	145° (143.9°)	+1.1	8.0	-	+2700	-210	-	RNP 1
030	TF	AVNUN	-	055 (053.9°)	+1.1	7.0	-	+5000	-210	-	RNP 1
040	TF	PP149	-	325° (323.9°)	+1.1	14.0	-	+9000	-	-	RNP 1
050	TF	PP150	-	325° (323.9°)	+1.1	13.8	-	+10000	-	-	RNP 1
060	TF	GOSTA	-	051 (049.6°)	+1.1	14.5	-	-	-	-	RNP 1
IGPOP1A TO W26											
010	-	DER RWY14	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	EMVAS	-	145° (143.9°)	+1.1	8.0	-	+2700	-210	-	RNP 1
030	TF	OKVES	-	235° (233.9°)	+1.1	7.0	-	+5000	-210	-	RNP 1
040	TF	PP147	-	325° (323.9°)	+1.1	14.0	-	+9000	-	-	RNP 1
050	TF	IGPOP	-	280° (278.7°)	+1.1	19.9	-	-	-	-	RNP 1
NIROP1A TO W22											
010	-	DER RWY14	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	EMVAS	-	145° (143.9°)	+1.1	8.0	-	+2700	-210	-	RNP 1
030	TF	AVNUN	-	055 (053.9°)	+1.1	7.0	-	+5000	-210	-	RNP 1
040	TF	PP149	-	325° (323.9°)	+1.1	14.0	-	+9000	-	-	RNP 1
050	TF	PP150	-	325° (323.9°)	+1.1	13.8	-	+10000	-	-	RNP 1
060	TF	NIROP	-	022 (020.6°)	+1.1	10.3	-	-	-	-	RNP 1
PEBLI1A TO W9/Y28											
010	-	DER RWY14	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	EMVAS	-	145° (143.9°)	+1.1	8.0	-	+2700	-210	-	RNP 1
030	TF	PEBLI	-	192° (190.5°)	+1.1	24.0	-	-9000	-	-	RNP 1
PIBIK1A TO W9											
010	-	DER RWY14	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	EMVAS	-	145° (143.9°)	+1.1	8.0	-	+2700	-210	-	RNP 1
030	TF	OKVES	-	235° (233.9°)	+1.1	7.0	-	+5000	-210	-	RNP 1
040	TF	PP147	-	325° (323.9°)	+1.1	14.0	-	+9000	-	-	RNP 1
050	TF	PP148	-	325° (323.8°)	+1.1	13.8	-	+10000	-	-	RNP 1
060	TF	PIBIK	-	007° (005.4°)	+1.1	13.3	-	-	-	-	RNP 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

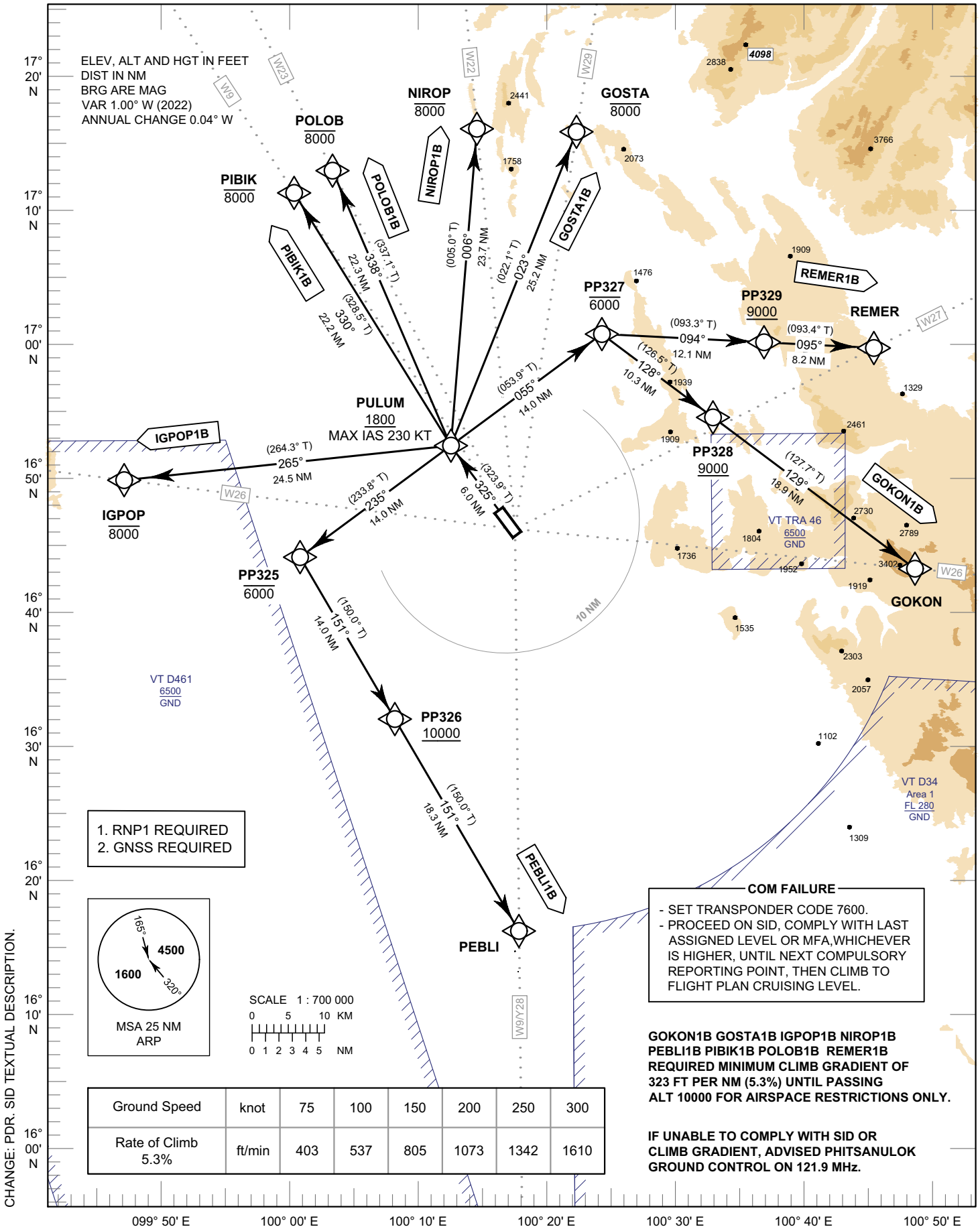
TRANSITION ALTITUDE
11000 FT

APP : 120.7, 284.0
TWR : 118.9 , 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP)

RNAV RWY32

GOKON1B GOSTA1B IGPOP1B NIROP1B
PEBLI1B PIBIK1B POLOB1B REMER1B



Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.3%	ft/min	403	537	805	1073	1342	1610

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHITSANULOK / Phitsanulok (VTPP)

RNAV RWY32

GOKON1B GOSTA1B IGPOP1B NIROP1B
PEBLI1B PIBIK1B POLOB1B REMER1B

TABULAR DESCRIPTION (1)

RNAV RWY32											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
GOKON1B TO W26											
010	-	DER RWY32	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	PULUM	-	325° (323.9°)	+1.1	6.0	-	+1800	-230	-	RNP 1
030	TF	PP327	-	055° (053.9°)	+1.1	14.0	-	-6000	-	-	RNP 1
040	TF	PP328	-	128° (126.5°)	+1.1	10.3	-	+9000	-	-	RNP 1
050	TF	GOKON	-	129° (127.7°)	+1.1	18.9	-	-	-	-	RNP 1
GOSTA1B TO W29											
010	-	DER RWY32	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	PULUM	-	325° (323.9°)	+1.1	6.0	-	+1800	-230	-	RNP 1
030	TF	GOSTA	-	023° (022.1°)	+1.1	25.2	-	-8000	-	-	RNP 1
IGPOP1B TO W26											
010	-	DER RWY32	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	PULUM	-	325° (323.9°)	+1.1	6.0	-	+1800	-230	-	RNP 1
030	TF	IGPOP	-	265° (264.3°)	+1.1	24.5	-	-8000	-	-	RNP 1
NIROP1B TO W22											
010	-	DER RWY32	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	PULUM	-	325° (323.9°)	+1.1	6.0	-	+1800	-230	-	RNP 1
030	TF	NIROP	-	006° (005.0°)	+1.1	23.7	-	-8000	-	-	RNP 1
PEBLI1B TO W9/Y28											
010	-	DER RWY32	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	PULUM	-	325° (323.9°)	+1.1	6.0	-	+1800	-230	-	RNP 1
030	TF	PP325	-	235° (233.8°)	+1.1	14.0	-	-6000	-	-	RNP 1
040	TF	PP326	-	151° (150.0°)	+1.1	14.0	-	+10000	-	-	RNP 1
050	TF	PEBLI	-	151° (150.0°)	+1.1	18.3	-	-	-	-	RNP 1
PIBIK1B TO W9											
010	-	DER RWY32	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	PULUM	-	325° (323.9°)	+1.1	6.0	-	+1800	-230	-	RNP 1
030	TF	PIBIK	-	330° (328.5°)	+1.1	22.2	-	-8000	-	-	RNP 1
POLOB1B TO W23											
010	-	DER RWY32	-	-	+1.1	-	-	-	-	-	RNP 1
020	CF	PULUM	-	325° (323.9°)	+1.1	6.0	-	+1800	-230	-	RNP 1
030	TF	POLOB	-	338° (337.1°)	+1.1	22.3	-	-8000	-	-	RNP 1

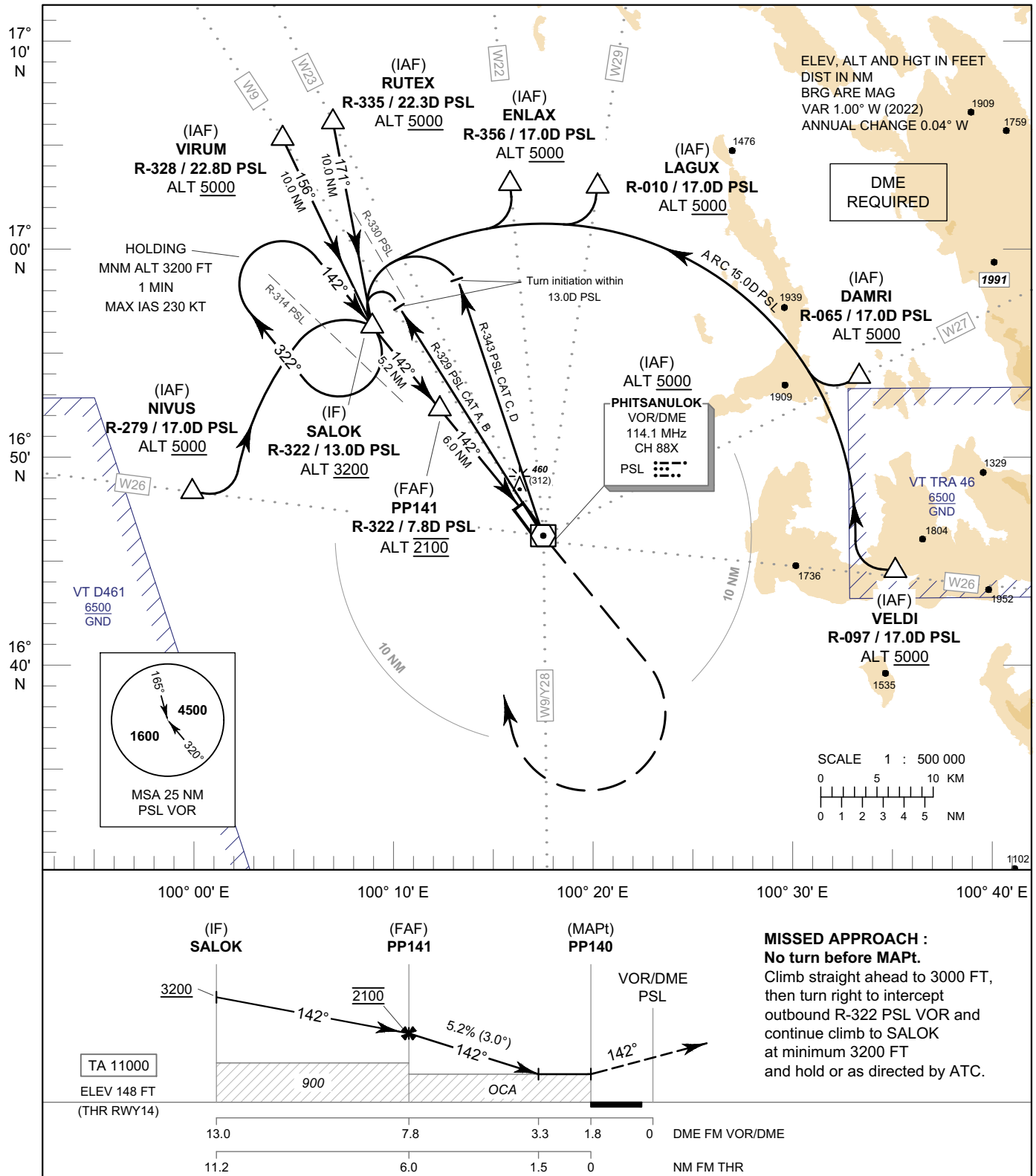
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 148 FT
HEIGHT RELATED TO AERODROME ELEV

APP	: 120.7, 284.0
TWR	: 118.9 , 236.6
GND	: 121.9
ATIS	: 127.4

PHITSANULOK / Phitsanulok (VTPP)

VOR RWY14



MISSED APPROACH :
No turn before MAPt.
Climb straight ahead to 3000 FT, then turn right to intercept outbound R-322 PSL VOR and continue climb to SALOK at minimum 3200 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight-in Approach	670 (522)			
Circling (OCH AAL)	1000 (852)			

Distance (PSL)	FAF	7D	6D	5D	4D	3.3D
Altitude (Height)	2100 (1952)	1840 (1692)	1525 (1377)	1210 (1062)	890 (742)	670 (522)

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

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 148 FT
HEIGHT RELATED TO AERODROME ELEV

PHITSANULOK / Phitsanulok (VTPP)

VOR RWY14

Fix/Point		Coordinates	
(IAF) VOR	PSL	16° 46' 13.27" N	100° 17' 28.95" E
(IAF) VELDI	R-097 / 17.0D PSL	16° 44' 24.79" N	100° 35' 05.73" E
(IAF) DAMRI	R-065 / 17.0D PSL	16° 53' 47.82" N	100° 33' 21.71" E
(IAF) LAGUX	R-010 / 17.0D PSL	17° 03' 04.27" N	100° 20' 19.14" E
(IAF) ENLAX	R-356 / 17.0D PSL	17° 03' 13.58" N	100° 15' 55.67" E
(IAF) NIVUS	R-279 / 17.0D PSL	16° 48' 26.33" N	099° 59' 54.50" E
(IAF) VIRUM	R-328 / 22.8D PSL	17° 05' 28.31" N	100° 04' 31.92" E
(IAF) RUTEX	R-335 / 22.3D PSL	17° 06' 15.35" N	100° 07' 03.69" E
(IF) SALOK	R-322 / 13.0D PSL	16° 56' 23.08" N	100° 08' 58.26" E
(FAF) PP141	R-322 / 7.8D PSL	16° 52' 19.59" N	100° 12' 22.32" E
(MAPt) PP140	R-322 / 1.8D PSL	16° 47' 39.41" N	100° 16' 16.88" E

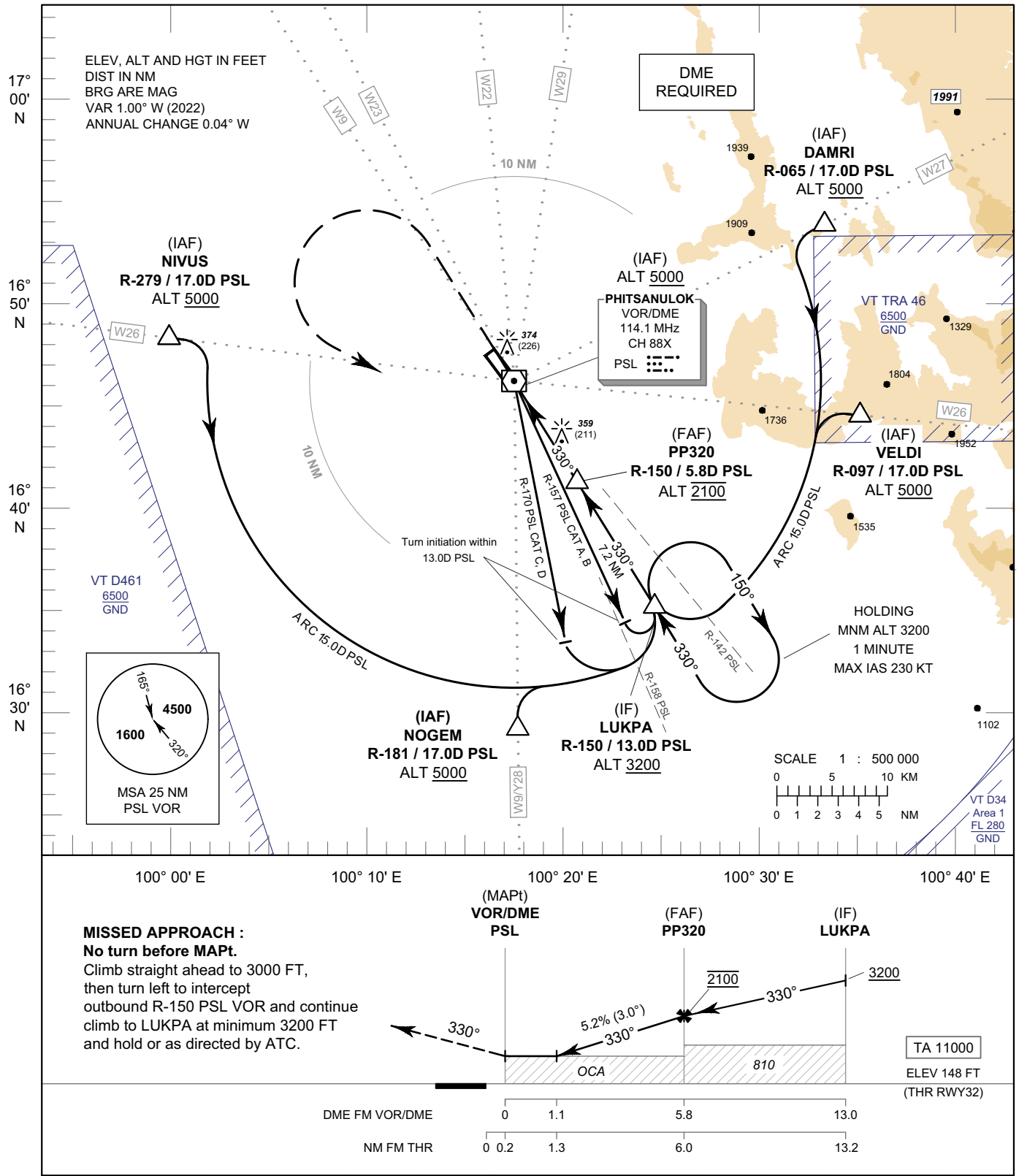
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 148 FT
HEIGHT RELATED TO AERODROME ELEV

APP	: 120.7, 284.0
TWR	: 118.9 , 236.6
GND	: 121.9
ATIS	: 127.4

PHITSANULOK / Phitsanulok (VTPP)

VOR RWY32



MISSED APPROACH :
No turn before MAPt.
Climb straight ahead to 3000 FT, then turn left to intercept outbound R-150 PSL VOR and continue climb to LUKPA at minimum 3200 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight-in Approach	610 (462)			
Circling (OCH AAL)	1000 (852)			

Distance (PSL)	1.1D	2D	3D	4D	5D	FAF
Altitude (Height)	610 (462)	895 (747)	1210 (1062)	1525 (1377)	1840 (1692)	2100 (1952)
Ground Speed	knot	70	90	100	120	140	160
Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 148 FT
HEIGHT RELATED TO
AERODROME ELEV

PHITSANULOK / Phitsanulok (VTPP)

VOR RWY32

Fix/Point		Coordinates	
(IAF) VELDI	R-097 / 17.0D PSL	16° 44' 24.79" N	100° 35' 05.73" E
(IAF) DAMRI	R-065 / 17.0D PSL	16° 53' 47.82" N	100° 33' 21.71" E
(IAF) NOGEM	R-181 / 17.0D PSL	16° 29' 09.16" N	100° 17' 32.96" E
(IAF) NIVUS	R-279 / 17.0D PSL	16° 48' 26.33" N	099° 59' 54.50" E
(IF) LUKPA	R-150 / 13.0D PSL	16° 35' 05.75" N	100° 24' 33.60" E
(FAF) PP320	R-150 / 5.8D PSL	16° 41' 15.59" N	100° 20' 38.45" E
VOR	PSL	16° 46' 13.27" N	100° 17' 28.95" E

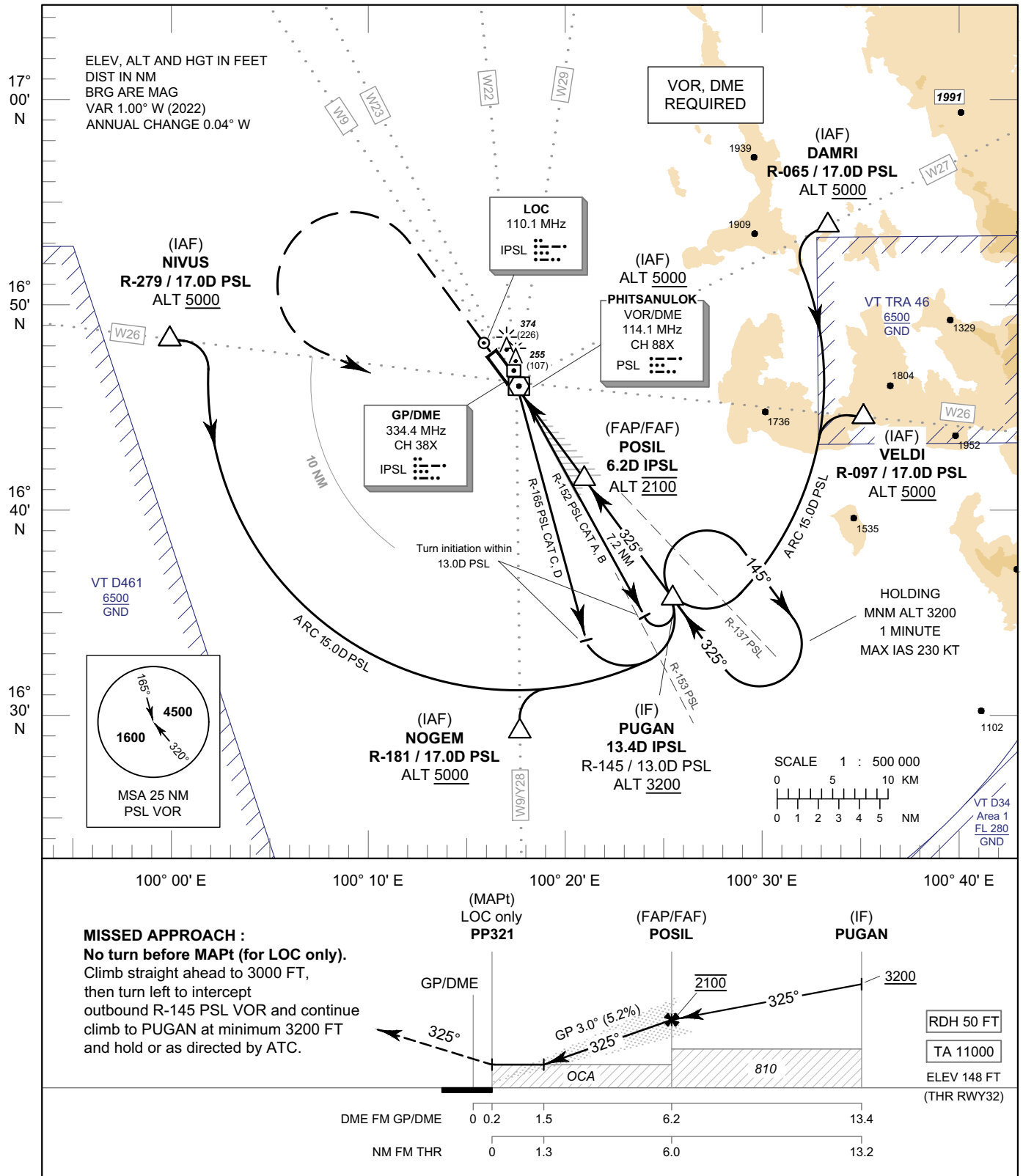
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FT

APP : 120.7, 284.0
TWR : 118.9 , 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP)

ILS or LOC y RWY32



MISSED APPROACH :
No turn before MAPt (for LOC only).
Climb straight ahead to 3000 FT,
then turn left to intercept
outbound R-145 PSL VOR and continue
climb to PUGAN at minimum 3200 FT
and hold or as directed by ATC.

OCA/H		A	B	C	D
Straight-in Approach	CAT I	370 (222)			
LOC only		610 (462)			
Circling (OCH AAL)		1000 (852)			

GS OUT	Distance (IPSL)	1.5D	2D	3D	4D	5D	6D	FAF
	Altitude (Height)	610 (462)	765 (617)	1080 (932)	1400 (1252)	1715 (1567)	2030 (1882)	2100 (1952)
	Ground Speed	knot	70	90	100	120	140	160
	Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FT

PHITSANULOK / Phitsanulok (VTPP)

ILS or LOC y RWY32

Fix/Point		Coordinates	
(IAF) VELDI	R-097 / 17.0D PSL	16° 44' 24.79" N	100° 35' 05.73" E
(IAF) DAMRI	R-065 / 17.0D PSL	16° 53' 47.82" N	100° 33' 21.71" E
(IAF) NOGEM	R-181 / 17.0D PSL	16° 29' 09.16" N	100° 17' 32.96" E
(IAF) NIVUS	R-279 / 17.0D PSL	16° 48' 26.33" N	099° 59' 54.50" E
(IF) PUGAN	13.4D IPSL	16° 35' 35.86" N	100° 25' 21.12" E
(FAP/FAF) POSIL	6.2D IPSL	16° 41' 28.38" N	100° 20' 54.79" E
(MAPt@THR32) PP321	0.2D IPSL	16° 46' 19.13" N	100° 17' 14.75" E
LOC	IPSL	16° 47' 46.21" N	100° 16' 08.80" E
GP/DME	-	16° 46' 29.85" N	100° 17' 11.66" E
(IAF) VOR	PSL	16° 46' 13.27" N	100° 17' 28.95" E

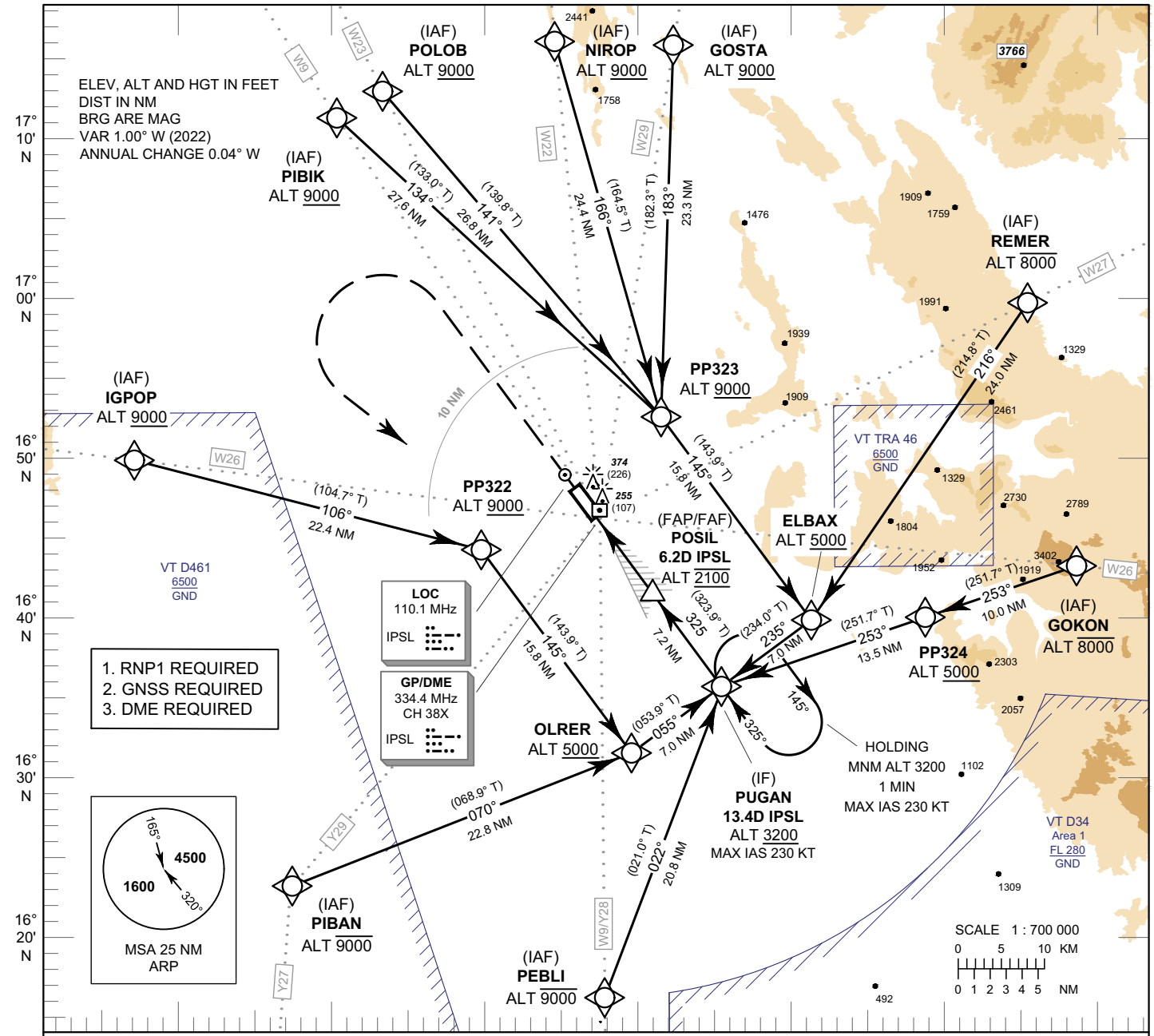
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FT

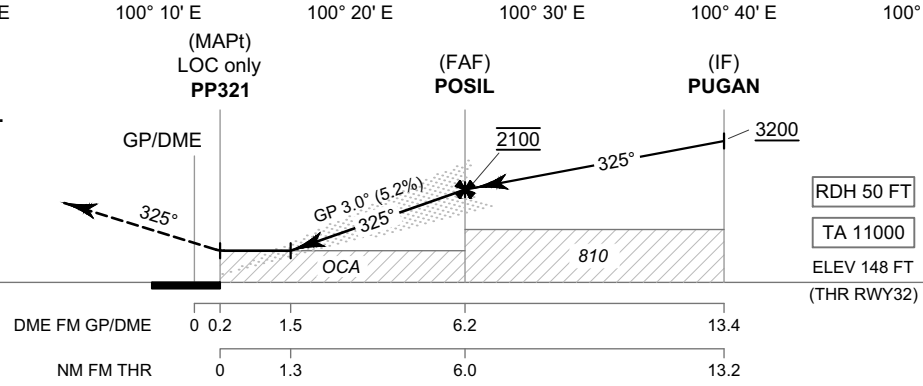
APP : 120.7, 284.0
TWR : 118.9 , 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP)

ILS or LOC z RWY32



MISSED APPROACH :
No turn before MAPt (for LOC only).
Climb straight ahead to 3000 FT,
then turn left direct to PUGAN
at minimum 3200 FT
and hold or as directed by ATC.



OCA/H		A	B	C	D
Straight-in Approach	CAT I	370 (222)			
LOC only		610 (462)			
Circling (OCH AAL)		1000 (852)			

GS OUT	Distance (IPSL)	1.5D	2D	3D	4D	5D	6D	FAF
	Altitude (Height)	610 (462)	765 (617)	1080 (932)	1400 (1252)	1715 (1567)	2030 (1882)	2100 (1952)
	Ground Speed	knot	70	90	100	120	140	160
	Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FT

PHITSANULOK / Phitsanulok (VTPP)

ILS or LOC z RWY32

TABULAR DESCRIPTION (1)

ILS or LOC z RWY32

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) GOKON	-	-	+1.1	-	-	-8000	-	-	RNP 1
020	TF	PP324	-	253° (251.7°)	+1.1	10.0	-	+5000	-	-	RNP 1
030	TF	(IF) PUGAN	-	253° (251.7°)	+1.1	13.5	-	+3200	-230	-	RNP 1
010	IF	(IAF) REMER	-	-	+1.1	-	-	-8000	-	-	RNP 1
020	TF	ELBAX	-	216° (214.8°)	+1.1	24.0	-	+5000	-	-	RNP 1
030	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) GOSTA	-	-	+1.1	-	-	+9000	-	-	RNP 1
020	TF	PP323	-	183° (182.3°)	+1.1	23.3	-	+9000	-	-	RNP 1
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP 1
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) NIROP	-	-	+1.1	-	-	+9000	-	-	RNP 1
020	TF	PP323	-	166° (164.5°)	+1.1	24.4	-	+9000	-	-	RNP 1
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP 1
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) POLOB	-	-	+1.1	-	-	+9000	-	-	RNP 1
020	TF	PP323	-	141° (139.8°)	+1.1	26.8	-	+9000	-	-	RNP 1
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP 1
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) PIBIK	-	-	+1.1	-	-	+9000	-	-	RNP 1
020	TF	PP323	-	134° (133.0°)	+1.1	27.6	-	+9000	-	-	RNP 1
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP 1
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) IGPOP	-	-	+1.1	-	-	+9000	-	-	RNP 1
020	TF	PP322	-	106° (104.7°)	+1.1	22.4	-	+9000	-	-	RNP 1
030	TF	OLRER	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP 1
040	TF	(IF) PUGAN	-	055° (053.9°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) PIBAN	-	-	+1.1	-	-	-9000	-	-	RNP 1
020	TF	OLRER	-	070° (068.9°)	+1.1	22.8	-	+5000	-	-	RNP 1
030	TF	(IF) PUGAN	-	055° (053.9°)	+1.1	7.0	-	+3200	-230	-	RNP 1
010	IF	(IAF) PEBLI	-	-	+1.1	-	-	-9000	-	-	RNP 1
020	TF	(IF) PUGAN	-	022° (021.0°)	+1.1	20.8	-	+3200	-230	-	RNP 1

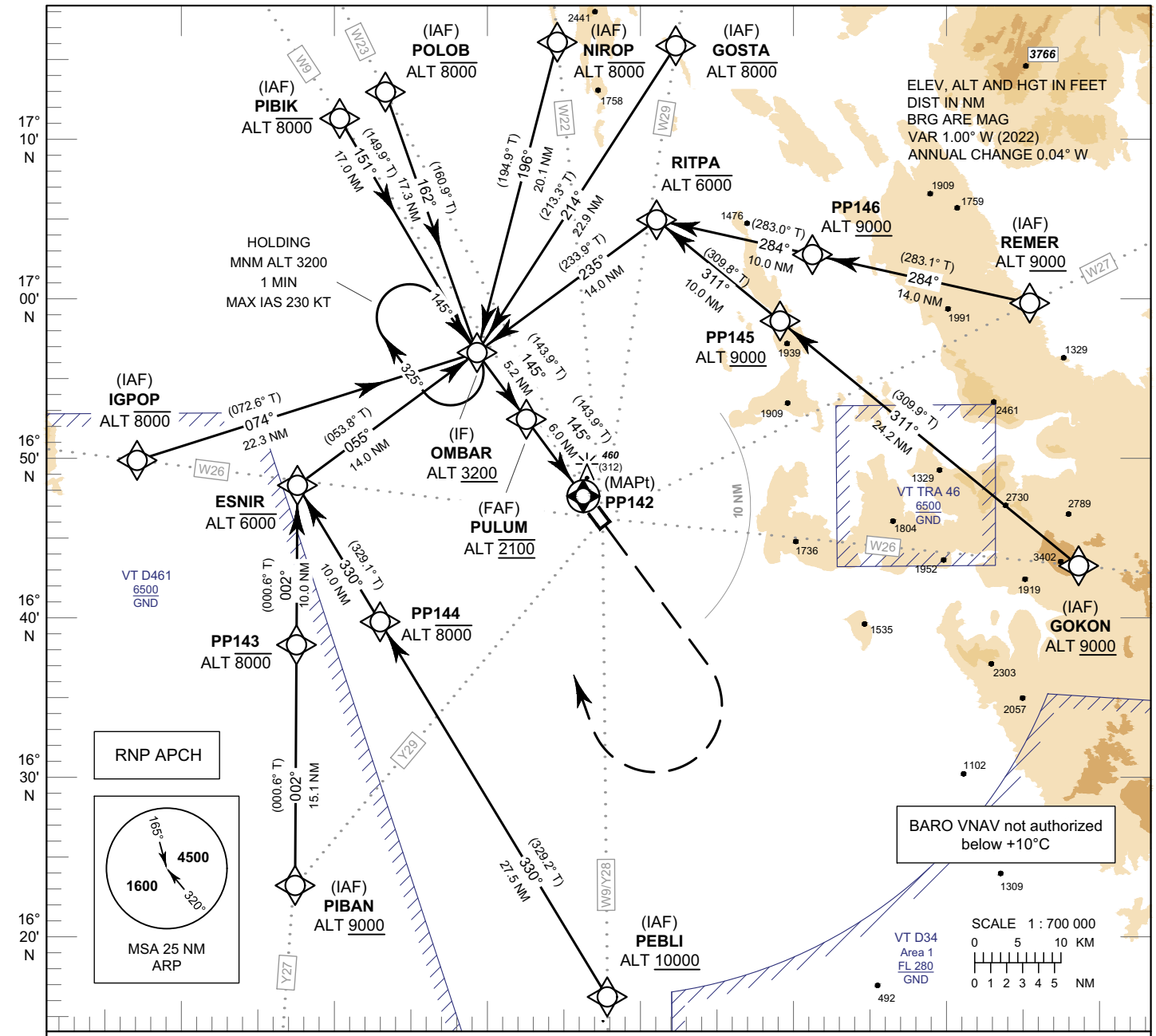
INSTRUMENT APPROACH CHART - ICAO

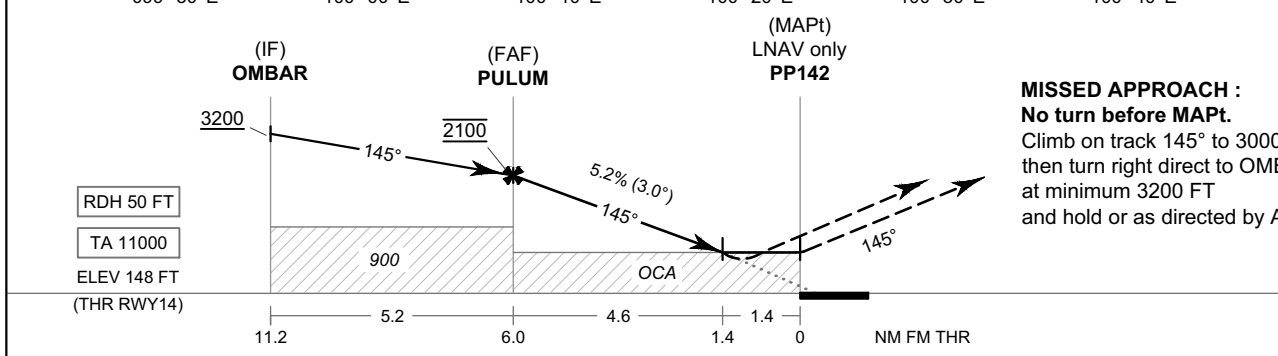
AERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY14 - ELEV 148 FT

APP	: 120.7, 284.0
TWR	: 118.9 , 236.6
GND	: 121.9
ATIS	: 127.4

PHITSANULOK / Phitsanulok (VTPP)

RNP RWY14





MISSED APPROACH :
No turn before MAPt.
Climb on track 145° to 3000 FT,
then turn right direct to OMBAR
at minimum 3200 FT
and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV/VNAV	640 (492)			
LNAV				
Circling (OCH AAL)	1000 (852)			

NM to NEXT WPT	FAF	5 NM	4 NM	3 NM	2 NM	1.4 NM
Altitude (Height)	2100 (1952)	1780 (1632)	1460 (1312)	1145 (997)	830 (682)	640 (492)

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

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY14 - ELEV 148 FT

PHITSANULOK / Phitsanulok (VTPP)

RNP RWY14

TABULAR DESCRIPTION

RNP RWY14

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) GOKON	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP145	-	311° (309.9°)	+1.1	24.2	-	+9000	-	-	RNP APCH
030	TF	RITPA	-	311° (309.8)	+1.1	10.0	-	-6000	-	-	RNP APCH
040	TF	(IF) OMBAR	-	235° (233.9°)	+1.1	14.0	-	+3200	-	-	RNP APCH
010	IF	(IAF) REMER	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP146	-	284° (283.1°)	+1.1	14.0	-	+9000	-	-	RNP APCH
030	TF	RITPA	-	284° (283.0°)	+1.1	10.0	-	-6000	-	-	RNP APCH
040	TF	(IF) OMBAR	-	235° (233.9°)	+1.1	14.0	-	+3200	-	-	RNP APCH
010	IF	(IAF) GOSTA	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	(IF) OMBAR	-	214° (213.3°)	+1.1	22.9	-	+3200	-	-	RNP APCH
010	IF	(IAF) NIROP	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	(IF) OMBAR	-	196° (194.9°)	+1.1	20.1	-	+3200	-	-	RNP APCH
010	IF	(IAF) POLOB	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	(IF) OMBAR	-	162° (160.9°)	+1.1	17.3	-	+3200	-	-	RNP APCH
010	IF	(IAF) PIBIK	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	(IF) OMBAR	-	151° (149.9°)	+1.1	17.0	-	+3200	-	-	RNP APCH
010	IF	(IAF) IGPOP	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	(IF) OMBAR	-	074° (072.6°)	+1.1	22.3	-	+3200	-	-	RNP APCH
010	IF	(IAF) PEBLI	-	-	+1.1	-	-	+10000	-	-	RNP APCH
020	TF	PP144	-	330° (329.2°)	+1.1	27.5	-	-8000	-	-	RNP APCH
030	TF	ESNIR	-	330° (329.1°)	+1.1	10.0	-	-6000	-	-	RNP APCH
040	TF	(IF) OMBAR	-	055° (053.8°)	+1.1	14.0	-	+3200	-	-	RNP APCH
010	IF	(IAF) PIBAN	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP143	-	002° (000.6°)	+1.1	15.1	-	-8000	-	-	RNP APCH
030	TF	ESNIR	-	002° (000.6°)	+1.1	10.0	-	-6000	-	-	RNP APCH
040	TF	(IF) OMBAR	-	055° (053.8°)	+1.1	14.0	-	+3200	-	-	RNP APCH
010	IF	(IF) OMBAR	-	-	+1.1	-	-	+3200	-	-	RNP APCH
020	TF	(FAF) PULUM	-	145° (143.9°)	+1.1	5.2	-	@2100	-	-	RNP APCH
030	TF	(MAPt@THR14) PP142	Y	145° (143.9°)	+1.1	6.0	-	@198	-	-3.0/50	RNP APCH
040	CA	-	-	145° (143.9°)	+1.1	-	-	+3000	-	-	RNP APCH
050	DF	(IF) OMBAR	-	-	+1.1	-	R	+3200	-	-	RNP APCH
060	HM	(IF) OMBAR	Y	145° (143.9°)	+1.1	1 minute	R	+3200	-230	-	RNP APCH

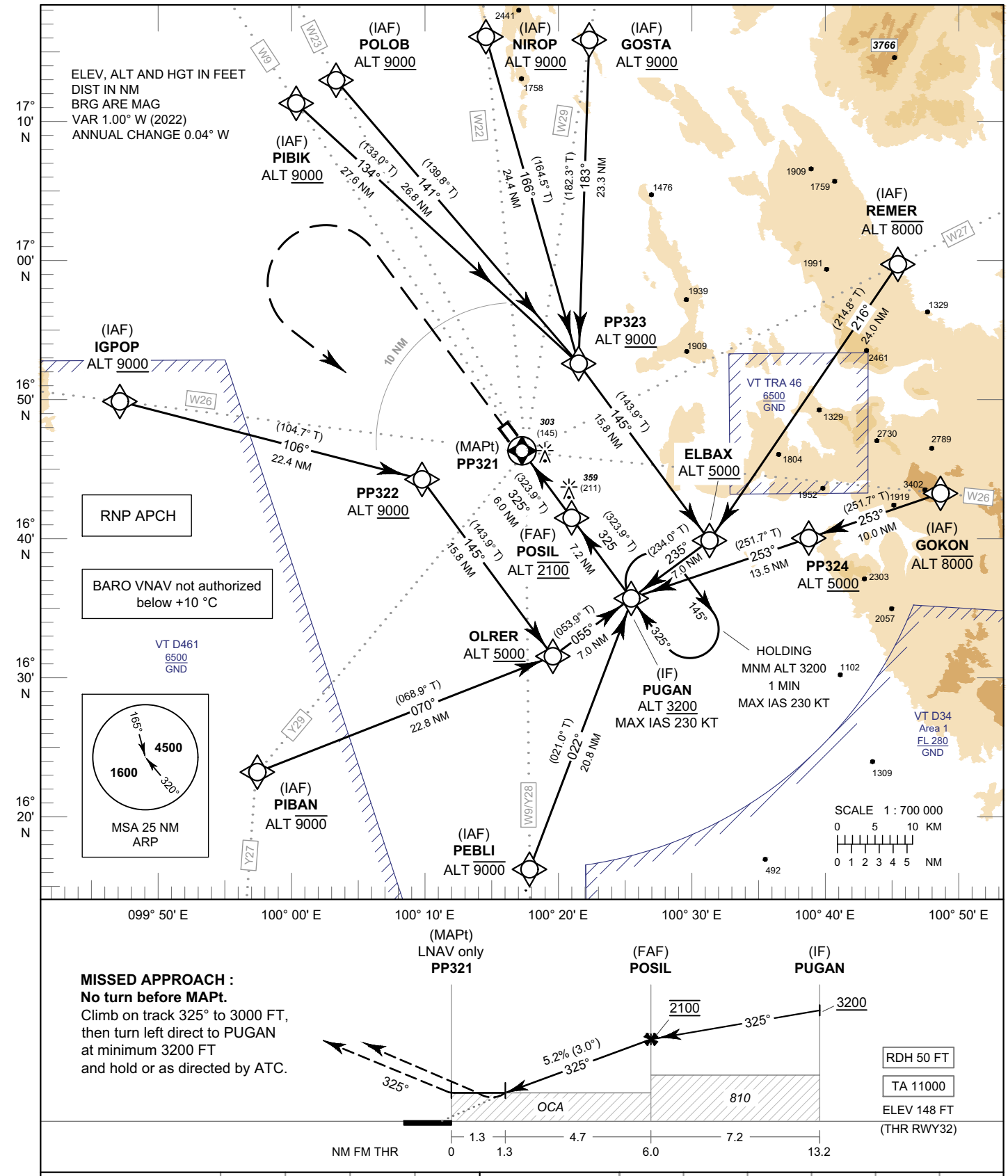
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FT

APP	: 120.7, 284.0
TWR	: 118.9 , 236.6
GND	: 121.9
ATIS	: 127.4

PHITSANULOK / Phitsanulok (VTPP)

RNP RWY32



MISSED APPROACH :
No turn before MAPt.
Climb on track 325° to 3000 FT,
then turn left direct to PUGAN
at minimum 3200 FT
and hold or as directed by ATC.

OCA/H	A	B	C	D	NM to NEXT WPT	1.3 NM	2 NM	3 NM	4 NM	5 NM	FAF
LNAV/VNAV	470 (322)				Altitude (Height)	610 (462)	830 (682)	1145 (997)	1460 (1312)	1780 (1632)	2100 (1952)
LNAV	610 (462)				Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1000 (852)				Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 148 FT
HEIGHT RELATED TO
THR RWY32 - ELEV 148 FT

PHITSANULOK / Phitsanulok (VTPP)

RNP RWY32

TABULAR DESCRIPTION (1)

RNP RWY32

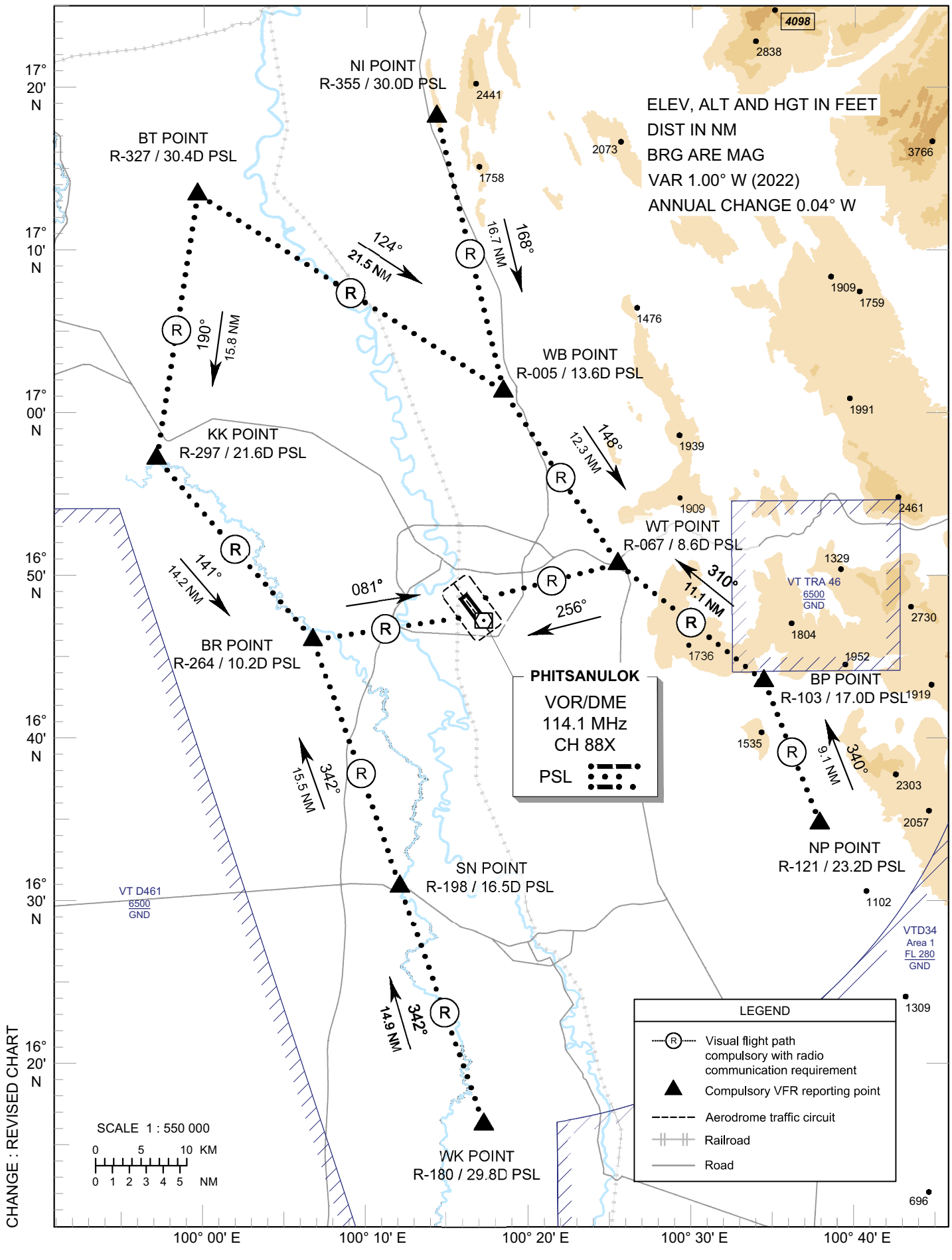
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) GOKON	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	PP324	-	253° (251.7°)	+1.1	10.0	-	+5000	-	-	RNP APCH
030	TF	(IF) PUGAN	-	253° (251.7°)	+1.1	13.5	-	+3200	-230	-	RNP APCH
010	IF	(IAF) REMER	-	-	+1.1	-	-	-8000	-	-	RNP APCH
020	TF	ELBAX	-	216° (214.8°)	+1.1	24.0	-	+5000	-	-	RNP APCH
030	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) GOSTA	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP323	-	183° (182.3°)	+1.1	23.3	-	+9000	-	-	RNP APCH
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP APCH
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) NIROP	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP323	-	166° (164.5°)	+1.1	24.4	-	+9000	-	-	RNP APCH
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP APCH
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) POLOB	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP323	-	141° (139.8°)	+1.1	26.8	-	+9000	-	-	RNP APCH
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP APCH
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) PIBIK	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP323	-	134° (133.0°)	+1.1	27.6	-	+9000	-	-	RNP APCH
030	TF	ELBAX	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP APCH
040	TF	(IF) PUGAN	-	235° (234.0°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) IGPOP	-	-	+1.1	-	-	+9000	-	-	RNP APCH
020	TF	PP322	-	106° (104.7°)	+1.1	22.4	-	+9000	-	-	RNP APCH
030	TF	OLRER	-	145° (143.9°)	+1.1	15.8	-	+5000	-	-	RNP APCH
040	TF	(IF) PUGAN	-	055° (053.9°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) PIBAN	-	-	+1.1	-	-	-9000	-	-	RNP APCH
020	TF	OLRER	-	070° (068.9°)	+1.1	22.8	-	+5000	-	-	RNP APCH
030	TF	(IF) PUGAN	-	055° (053.9°)	+1.1	7.0	-	+3200	-230	-	RNP APCH
010	IF	(IAF) PEBLI	-	-	+1.1	-	-	-9000	-	-	RNP APCH
020	TF	(IF) PUGAN	-	022° (021.0°)	+1.1	20.8	-	+3200	-230	-	RNP APCH

VFR ENTRY PROCEDURE CHART

AERODROME ELEV 148 FT
HEIGHT RELATED TO AERODROME ELEV

APP	: 120.7, 284.0
TWR	: 118.9, 236.6
GND	: 121.9
ATIS	: 127.4

PHITSANULOK / Phitsanulok (VTPP) RWY14/32



VFR ENTRY PROCEDURE CHART

AERODROME ELEV 148 FT
HEIGHT RELATED TO AERODROME ELEV

PHITSANULOK / Phitsanulok (VTPP) RWY 14/32

ARR-RWY14/32 (**From North**)

Enter via most direct route through the NI POINT, then heading 168° to WB POINT, heading 148° to WT POINT, then join aerodrome traffic circuit when direct by ATC.

ARR-RWY14/32 (**From North - West**)

Enter via most direct route through the BT POINT, then heading 124° to WB POINT, heading 148° to WT POINT, then join aerodrome traffic circuit when direct by ATC.

Enter via most direct route through the BT POINT, then heading 190° to KK POINT, heading 141° to BR POINT, then join aerodrome traffic circuit when direct by ATC.

ARR-RWY14/32 (**From East**)

Enter via most direct route through the NP POINT, then heading 340° to BP POINT, heading 310° to WT POINT, then join aerodrome traffic circuit when direct by ATC.

ARR-RWY14/32 (**From South**)

Enter via most direct route through the WK POINT, then heading 342° to SN POINT, heading 342° to BR POINT, then join aerodrome traffic circuit when direct by ATC.

Reporting points	Visual Reference	Radial / DME	Coordinates	
			Latitude	Longitude
"BP" or BRAVO - PAPA Point	Wat Nam Pat, Ban Nam Pat community	R-103 / 17.0D PSL	16° 42' 30.77" N	100° 34' 43.59" E
"BR" or BRAVO - ROMIO Point	Football pitch, Bo Wittaya Bang Rakam School	R-264 / 10.2D PSL	16° 45' 08.12" N	100° 06' 56.78" E
"BT" or BRAVO - TANGO Point	Bridge, Ban Thung Pa Krathin	R-327 / 30.4D PSL	17° 11' 39.79" N	099° 59' 57.75" E
"KK" or KILO - KILO Point	Wat Kong Krailat	R-297 / 21.6D PSL	16° 55' 58.33" N	099° 57' 20.73" E
"NI" or NOVEMBER - INDIA Point	Ridge near Na-In	R-355 / 30.0D PSL	17°16' 12.50" N	100° 14' 47.31" E
"NP" or NOVEMBER - PAPA Point	Noen Maprang Junction	R-121 / 23.2D PSL	16°34' 01.58" N	100° 38' 06.30" E
"SN" or SIERRA - NOVEMBER Point	Bridge Samngam district	R-198 / 16.5D PSL	16° 30' 26.88" N	100° 12' 14.18" E
"WB" or WHISKY - BRAVO Point	Wat Bot, Khwae Noi River bend	R-005 / 13.6D PSL	16° 59' 50.32" N	100° 18' 47.19" E
"WK" or WHISKY - KILO Point	Wat Yang Khao Sutthawat	R-180 / 29.8D PSL	16° 16' 15.31" N	100° 17' 17.11" E
"WT" or WHISKY - TANGO Point	Wang Thong Junction	R-067 / 8.6D PSL	16° 49' 32.39" N	100° 25' 47.00" E
PHITSANULOK VOR/DME (PSL)	PHITSANULOK VOR/DME Station	-	16° 46' 13.27" N	100° 17' 28.95" E

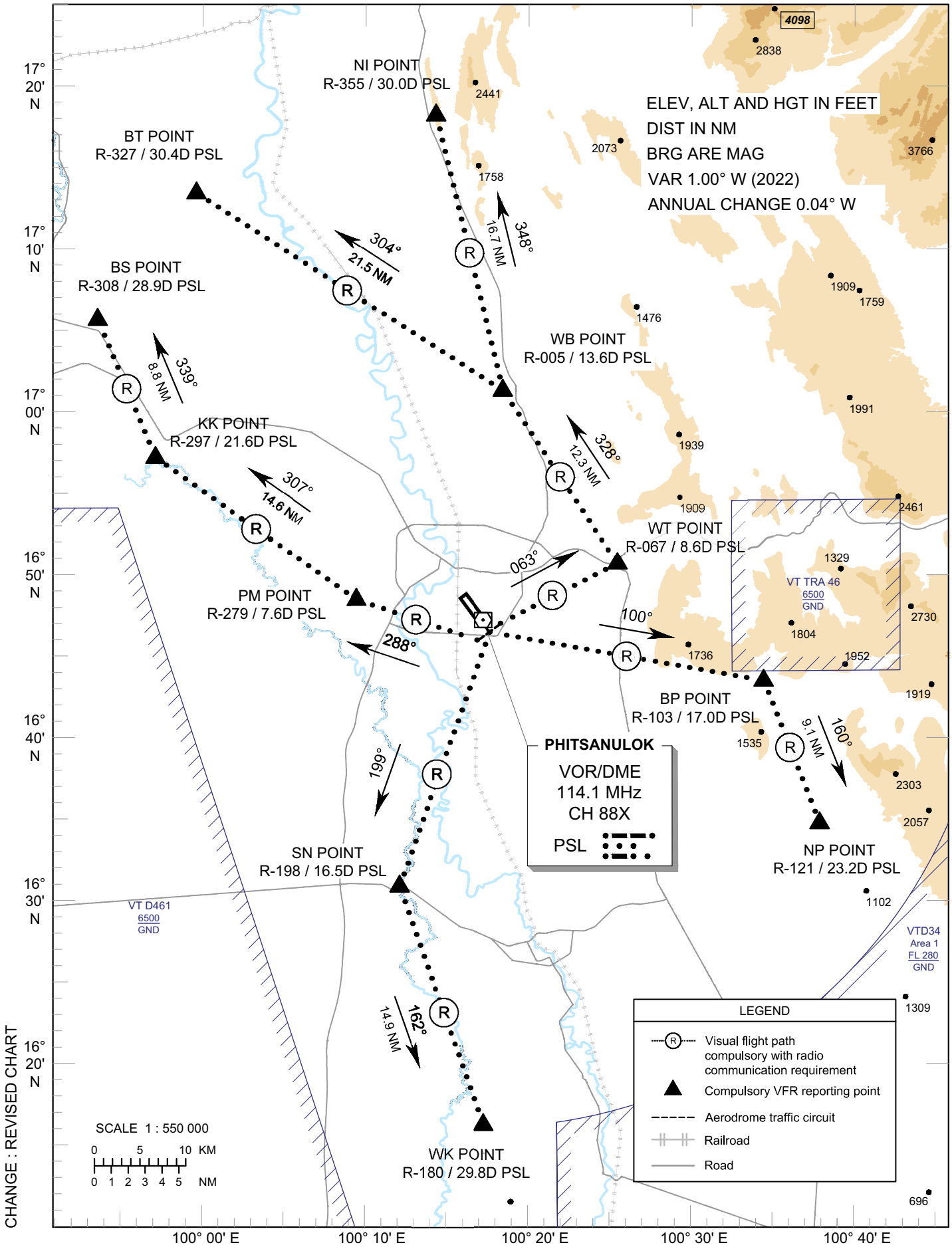
CHANGE : REVISED CHART

VFR EXIT PROCEDURE CHART

AERODROME ELEV 148 FT
HEIGHT RELATED TO AERODROME ELEV

APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP) RWY14



VFR EXIT PROCEDURE CHART

AERODROME ELEV 148 FT
HEIGHT RELATED TO
AERODROME ELEV

PHITSANULOK / Phitsanulok (VTPP) RWY 14

DEP-RWY14 (**To North**)
After departure left turn heading 063° to WT POINT, then heading 328° to WB POINT, then heading 348° to NI POINT, then proceed to destination.

DEP-RWY14 (**To North - West**)
After departure left turn heading 063° to WT POINT, then heading 328° to WB POINT, then heading 304° to BT POINT, then proceed to destination.

After departure right turn heading 288° to PM POINT, then heading 307° to KK POINT, then heading 339° to BS POINT, then proceed to destination.

DEP-RWY14 (**To East**)
After departure left turn heading 100° to BP POINT, then heading 160° to NP POINT, then proceed to destination.

DEP-RWY14 (**To South**)
After departure right turn heading 199° to SN POINT, then heading 162° to WK POINT, then proceed to destination.

Reporting points	Visual Reference	Radial / DME	Coordinates	
			Latitude	Longitude
"BP" or BRAVO - PAPA Point	Wat Nam Pat, Ban Nam Pat community	R-103 / 17.0D PSL	16° 42' 30.77" N	100° 34' 43.59" E
"BS" or BRAVO - SIERRA Point	Bueng Yai Ban Suan district	R-308 / 28.9D PSL	17° 04' 10.76" N	099° 53' 49.35" E
"BT" or BRAVO - TANGO Point	Bridge, Ban Thung Pa Krathin	R-327 / 30.4D PSL	17° 11' 39.79" N	099° 59' 57.75" E
"KK" or KILO - KILO Point	Wat Kong Krailat	R-297 / 21.6D PSL	16° 55' 58.33" N	099° 57' 20.73" E
"NI" or NOVEMBER - INDIA Point	Ridge near Na-In	R-355 / 30.0D PSL	17°16' 12.50" N	100° 14' 47.31" E
"NP" or NOVEMBER - PAPA Point	Noen Maprang Junction	R-121 / 23.2D PSL	16°34' 01.58" N	100° 38' 06.30" E
"PM" or PAPA - MIKE Point	Wat Pong Mo Khao	R-279 / 7.6D PSL	16°47' 27.25" N	100° 09' 40.51" E
"SN" or SIERRA - NOVEMBER Point	Bridge Samngam district	R-198 / 16.5D PSL	16° 30' 26.88" N	100° 12' 14.18" E
"WB" or WHISKY - BRAVO Point	Wat Bot, Khwae Noi River bend	R-005 / 13.6D PSL	16° 59' 50.32" N	100° 18' 47.19" E
"WK" or WHISKY - KILO Point	Wat Yang Khao Sutthawat	R-180 / 29.8D PSL	16° 16' 15.31" N	100° 17' 17.11" E
"WT" or WHISKY - TANGO Point	Wang Thong Junction	R-067 / 8.6D PSL	16° 49' 32.39" N	100° 25' 47.00" E
PHITSANULOK VOR/DME (PSL)	PHITSANULOK VOR/DME Station	-	16° 46' 13.27" N	100° 17' 28.95" E

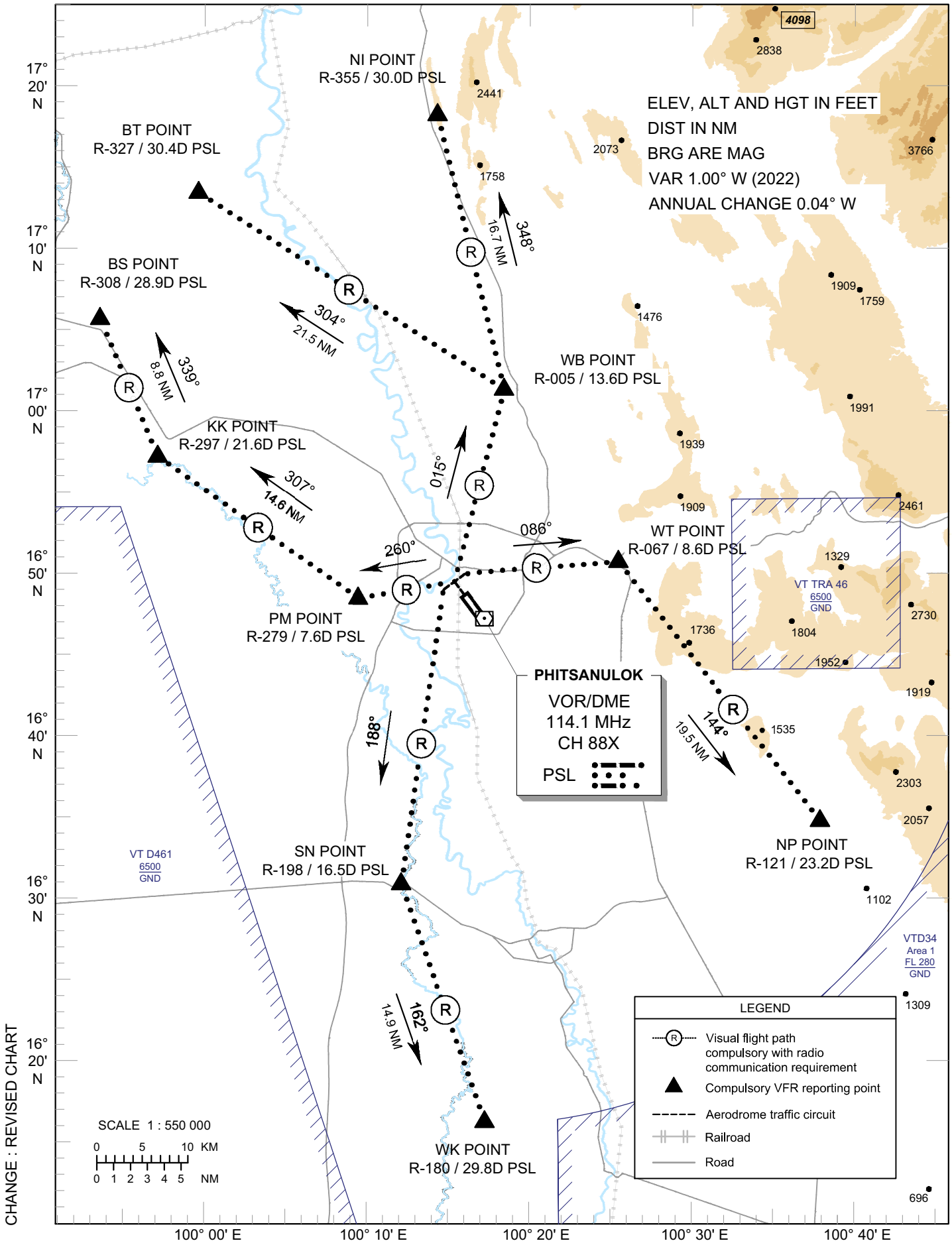
CHANGE : REVISED CHART

VFR EXIT PROCEDURE CHART

AERODROME ELEV 148 FT
HEIGHT RELATED TO AERODROME ELEV

APP : 120.7, 284.0
TWR : 118.9, 236.6
GND : 121.9
ATIS : 127.4

PHITSANULOK / Phitsanulok (VTPP) RWY32



VFR EXIT PROCEDURE CHART

AERODROME ELEV 148 FT
HEIGHT RELATED TO AERODROME ELEV

PHITSANULOK / Phitsanulok (VTPP) RWY 32

DEP-RWY32 (**To North**)
After departure right turn heading 015° to WB POINT, then heading 348° to NI POINT, then proceed to destination.

DEP-RWY32 (**To North - West**)
After departure right turn heading 015° to WB POINT, then heading 304° to BT POINT, then proceed to destination.

After departure left turn heading 260° to PM POINT, then heading 307° to KK POINT, then heading 338° to BS POINT, then proceed to destination.

DEP-RWY32 (**To East**)
After departure right turn heading 086° to WT POINT, then heading 144° to NP POINT, then proceed to destination.

DEP-RWY32 (**To South**)
After departure left turn heading 188° to SN POINT, then heading 162° to WK POINT, then proceed to destination.

Reporting points	Visual Reference	Radial / DME	Coordinates	
			Latitude	Longitude
"BS" or BRAVO - SIERRA Point	Bueng Yai Ban Suan district	R-308 / 28.9D PSL	17° 04' 10.76" N	099° 53' 49.35" E
"BT" or BRAVO - TANGO Point	Bridge, Ban Thung Pa Krathin	R-327 / 30.4D PSL	17° 11' 39.79" N	099° 59' 57.75" E
"KK" or KILO - KILO Point	Wat Kong Krailat	R-297 / 21.6D PSL	16° 55' 58.33" N	099° 57' 20.73" E
"NI" or NOVEMBER - INDIA Point	Ridge near Na-In	R-355 / 30.0D PSL	17°16' 12.50" N	100° 14' 47.31" E
"NP" or NOVEMBER - PAPA Point	Noen Maprang Junction	R-121 / 23.2D PSL	16°34' 01.58" N	100° 38' 06.30" E
"PM" or PAPA - MIKE Point	Wat Pong Mo Khao	R-279 / 7.6D PSL	16°47' 27.25" N	100° 09' 40.51" E
"SN" or SIERRA - NOVEMBER Point	Bridge Samngam district	R-198 / 16.5D PSL	16° 30' 26.88" N	100° 12' 14.18" E
"WB" or WHISKY - BRAVO Point	Wat Bot, Khwae Noi River bend	R-005 / 13.6D PSL	16° 59' 50.32" N	100° 18' 47.19" E
"WK" or WHISKY - KILO Point	Wat Yang Khao Sutthawat	R-180 / 29.8D PSL	16° 16' 15.31" N	100° 17' 17.11" E
"WT" or WHISKY - TANGO Point	Wang Thong Junction	R-067 / 8.6D PSL	16° 49' 32.39" N	100° 25' 47.00" E
PHITSANULOK VOR/DME (PSL)	PHITSANULOK VOR/DME Station	-	16° 46' 13.27" N	100° 17' 28.95" E

CHANGE : REVISED CHART

VTCP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Phrae, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	0000-1000 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: +665 453 1307 ext. 4508
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)
9	ATS units provided with information	Phrae TWR
10	Additional information (limitation of service, etc.)	NIL

VTCP 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
01	005.39°	1500x30	PCN 20/F/C/X/T Asphaltic concrete	180731.51N 1000950.38E	THR 540 FT
19	185.39°	1500x30	PCN 20/F/C/X/T Asphaltic concrete	180820.08N 1000955.31E	THR 537 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
	75x30	NIL	1770x150	NIL	NIL	NIL	NIL
	75x30	NIL	1770x150	NIL	NIL	NIL	NIL

VTCP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	1500	1500	1575	1500	NIL
19	1500	1500	1575	1500	NIL

VTCP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	NIL	Green NIL	PAPI Left 3° (44.98 FT)	NIL	NIL	1500 M 55.56 M FM 0 M - 1000 M White, FM 1000 M - 1500 M Yellow, LIH	Red NIL	75 M Red	RTIL
19	NIL	Green NIL	PAPI Left 3.2° (45.77 FT)	NIL	NIL	1500 M 55.56 M FM 0 M - 1000 M White, FM 1000 M - 1500 M Yellow, LIH	Red NIL	75 M Red	RTIL

VTCP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W G EV 2 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 267 M from THR 19 off set to the left side 90 M from RCL, illuminated. 2. Wind cone at 110 M from RCL off set to the left side 50 M from TWY CL, illuminated. 3. Wind cone at 252 M from THR 01 off set to the left side 90 M from RCL, illuminated.
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Airfield Lighting (AFL) building. Switch-over time: 15 SEC.
5	Remarks	NIL

VTCP AD 2.16 HELICOPTER LANDING AREA

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

VTCP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Phrae DVOR/DME (180803N 1000959E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phrae Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTCP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phrae Approach	120.1 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Phrae Tower	121.5 MHz [1)] 118.6 MHz 236.6 MHz	As AD OPR HR	
ATIS	Phrae Airport	340.0 KHz	As AD OPR HR	

VTCP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PR	340KHz	H24	180746.1N 1000940.9E		The coverage clockwise orbit data refer to commissioning check due to excessive ADF needle oscillation in various areas within 50 NM radius as follows: – Bearing 001°-040° altitude should not below 7 000 ft – Bearing 041°-180° altitude should not below 8 000 ft – Bearing 181°-200° altitude should not below 5 000 ft – Bearing 201°-260° altitude should not below 8 000 ft – Bearing 261°-360° altitude should not below 6 000 ft

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	PAE	111.8MHZ CH55X	H24	180802.9N 1000958.5E	180 m (600 ft)	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance on radial 146° distance between 7.0-8.0 DME altitude 7 000 ft 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 055º-080º altitude should not below 9 000 ft – Radial 081º-160º altitude should not below 11 000 ft – Radial 161º-180º altitude should not below 8 000 ft – Radial 181º-350º altitude should not below 6 000 ft – Radial 351º-054º altitude should not below 6 500 ft

VTCP AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, all aircraft are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad at the end of runway 01 and 19 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTCP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCP AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure

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

- the pilot shall be responsible for obstacle clearance until such specified altitude,

- the pilot prior to take-off shall agree to execute this procedure,

- the ATC clearance shall be readback,

3. OMNIDIRECTIONAL DEPARTURES

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

VTPH 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
16	159.96°	2100x35	PCN 42/F/B/Y/T Concrete and asphalt	123841.01N 0995652.75E	THR 62 FT TDZ 62 FT
34	339.96°	2100x35	PCN 42/F/B/Y/T Concrete and asphalt	123741.54N 0995715.28E	THR 17 FT TDZ 22 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	NIL	NIL	2236x120	NIL	NIL
NIL	60x35	NIL	2236x120	NIL	NIL

VTPH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2100	2100	2100	2100	NIL
34	2100	2100	2160	1950	NIL

VTPH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	NIL	NIL	PAPI Left 3° (16.32 M)	NIL	NIL	2085 M 60 M White, LIH	Red	NIL	NIL
34	NIL	NIL	NIL	NIL	NIL	2100 M 60 M White, LIH	Red	NIL	NIL

* RWY 16 PAPI restriction. Due mountain on right side of approach path, distance approximately 6 NM from RWY, 1300 FT height, aircraft approach to RWY 16 Should be careful,

VTPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W EV 7 SEC
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: All TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time 12 SEC.
5	Remarks	NIL

VTPH AD 2.16 HELICOPTER LANDING AREA

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

VTPH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on HHN DVOR/DME (123803.9N 0995704.2E). Excluding VTR3.
2	Vertical limits	2000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Hua Hin Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTPH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Hua Hin Approach	126.2 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Hua Hin Tower	122.7 MHz 236.6 MHz 121.5 MHz[1)] 243.0 MHz[1)]	As AD OPR HR	
GND	Hua Hin Ground	121.9 MHz	As AD OPR HR	
ATIS	Hua Hin Airport	126.8 MHz	As AD OPR HR	

VTPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	HN	213 KHz	H24	123842.0N 0995646.5E	NIL	The coverage orbit data refer to commissioning check as follows: 1. 50 nm orbit flown from bearing 001°-179° (CW) at altitude 1 500 ft 2. 30 nm orbit flown from bearing 180°-360° (CW) at altitude 4 000 ft (due to border limited) 3. Due to the fluctuation of needle is out of tolerance from bearing 180°-330°
DVOR/DME	HHN	113.3 MHz CH80X	H24	123803.9N 0995704.2E	30 m (100 ft)	DVOR/DME restriction, due to terrain surround DVOR/DME station coverage check does not provide adequate signal 40 nm at required altitude in various areas as follows: 1. 40 nm clockwise orbit – Radial 001°-170° altitude should not below 3 000 ft – Radial 171°-210° altitude should not below 7 000 ft – Radial 301°-340° altitude should not below 10 000 ft – Radial 340°-360° altitude should not below 3 000 ft 2. 30 nm clockwise orbit (Due to border limited) – Radial 211°- 300° altitude should not below 10 000 ft 3. Radial 341° distance 10.3 DME at altitude 4 000 ft found roughness out of tolerance

VTPH AD 2.20 LOCAL AERODROME REGULATIONS

1. Operating limitation

To operate at VTPH, Commercial flight with Code C aircraft shall require an authorization from the Airport Director in accordance with established procedures. Please contact AD administration Unit as specified in VTPH AD 2.2 AERODROME GEOGRAPHECAL AND ADMINISTRATIVE DATA for more detail of the authorization procedure.

2. Operation at the airport during aircraft code C operating at VTPH

When conducting operations with Code C aircraft on the runway (RWY) or taxiway, all other aircraft operations shall be held in abeyance behind runway holding position or intermediate holding position, or aircraft shall comply with instructions issued by ATC.

VTPH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPH AD 2.22 FLIGHT PROCEDURES

1. Types of ATC Services

Within Hua Hin TMA (Class D Airspace), Hua Hin approach control will provide VFR/IFR flights with ATS surveillance services based on only partial radar coverage from Suvarnabhumi and Don Mueang SSRs. Procedural control service will be provided in the remaining areas.

2. VFR PROCEDURES

Details of VFR entry and exit procedures, see charts.

3. SPEED CONTROL PROCEDURE IN HUA HIN TMA

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

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

VTPH AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

Bird concentration in the vicinity of an aerodrome.

VTSR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

VTSR AD 2.10 AERODROME OBSTACLES

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

VTSR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Ranong, Southern West-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2300-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern West-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 782 8458
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Ranong TWR
10	Additional information (limitation of service, etc.)	NIL

VTSR 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
02	023.83°	2000x45	PCN 41/F/C/X/T Concrete and asphalt	094609.63N 0983454.51E	THR 36 FT TDZ 43 FT
20	203.83°	2000x45	PCN 41/F/C/X/T Concrete and asphalt	094709.25N 0983520.97E	THR 57 FT TDZ 57 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	60x45	NIL	2240x300	NIL	NIL
NIL	60x45	NIL	2240x300	NIL	NIL

VTSR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	2000	2000	2060	2000	NIL
20	2000	2000	2060	2000	NIL

VTSR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
02	SALS 420 M	Green WBAR LIH	PAPI Left 3°	NIL	NIL	2000 M 60 M White,LIH	Red	NIL	NIL
20	NIL	Green WBAR LIH	NIL	NIL	NIL	2000 M 60 M White,LIH	Red	NIL	NIL

VTSR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W G EV 7 SEC.
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	Edge: ALL TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport. Switch over time: 15 SEC.
5	Remarks	NIL

VTSR 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	Six landing areas on both sides of apron.

VTSR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on RAN DVOR/DME (094641N 0983501E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Ranong Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Ranong Approach	125.1 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Ranong Tower	122.25 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Ranong Airport	126.475 MHz	As AD OPR HR	

VTSR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	RN	375 KHz	H24	094659.9N 0983527.6E		50 nm orbit flown from: – Bearing 020°-040° altitude should not below 5 000 ft. – Bearing 041°-140° altitude should not below 3 500 ft. – Bearing 141°-200° altitude should not below 5 500 ft. – Bearing 201°-019° unable to perform flight inspection due to border limited.
DVOR/DME	RAN	113.4 MHz CH 81X	H24	094640.7N 0983501.4E	30 m (100 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station coverage, check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 20 NM orbit – Radial 020°-040° altitude should not below 6 000 ft. – Radial 041°-060° altitude should not below 12 000 ft. – Radial 061°-120° altitude should not below 16 000 ft. – Radial 151°-170° altitude should not below 9 000 ft. 40 NM orbit – Radial 121°-150° altitude should not below 16 000 ft. – Radial 171°-187° altitude should not below 12 000 ft. – Radial 188°-230° altitude should not below 7 000 ft. – Radial 231°-019° unable to fly due to border limited.
ILS CAT I LOC 02	IRAN	110.5 MHz	H24	094718.3N 0983525.0E		ILS/DME RWY 02 unusable beyond 5° right of LOC course.
GP 02		329.6 MHz	H24	094620.4N 0983455.1E		
DME 02		CH 42X		094520.4N 0983455.1E	0 m (0 ft)	

VTSR AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTSR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSR AD 2.22 FLIGHT PROCEDURES

NIL

VTSR AD 2.23 ADDITIONAL INFORMATION

NIL

VTUV AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Roi Et DVOR/DME (160700.6N 1034619.5E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Roi Et Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTUV AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Roi Et Approach	125.4 MHz 121.5 MHz [1)]	As AD OPR HR	[1)]Emergency frequency
TWR	Roi Et Tower	119.75 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Roi Et Airport	128.275 MHz	As AD OPR HR	

VTUV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	RE	319 KHz	H24	160638.4N 1034641.6E		Coverage orbit data refer from commissioning checked as follows: 50 nm clockwise orbit result found satisfactory. – Bearing 341°-030° at altitude 3 000 ft – Bearing 031°-060° at altitude 3 000 ft – Bearing 061°-340° at altitude 2 000 ft
DVOR/DME	ROT	111.2 MHz CH 49X	H24	160700.5N 1034619.5E	150 m (500 ft)	Coverage orbit data refer from commissioning checked as follows: – 40 nm clockwise orbit flown from radial 001°-360° altitude should not below 2 000 ft – Airway W5 flown to 40 nm at 2 000 ft was checked and found satisfactory
LOC 36 ILS CAT I	IROT	109.5 MHz	H24	160744.2N 1034627.6E		LOC: Designated operation coverage 18 nm, ALT 6700 ft AMSL
GP 36		332.6 MHz	H24	160635.7N 1034620.5E		GP: 3 GEG, RDH 50 ft
DME 36	IROT	CH 32X (109.5 MHz)	H24	160744.3N 1034625.2E	120 m (400 ft)	DME: Paired with LOC FREQ.

VTUV AD 2.20 LOCAL AERODROME REGULATIONS

All aircraft code letter C and higher are not allowed to turn on runway. The turn shall be made on the runway turn pad only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand / The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTUV AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUV AD 2.22 FLIGHT PROCEDURES

1. VFR PROCEDURES

Details of VFR entry and exit procedures, see charts.

2. IFR DEPARTURES OTHER THAN VIA SID

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

3. VISUAL DEPARTURES

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

To execute a visual departure

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

4. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 18:

ROIET OMNI 18 Departure: Required climb gradient 201 ft per NM (3.3%) until 2,400 ft.

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

No turn before DER.
After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 ft – 2,000 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 36:

ROIET OMNI 36 Departure: Required climb gradient 201 ft per NM (3.3%) until 2,400 ft.

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

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

VTUI AD 2.18 ATS COMMUNICATION FACILITIES

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

VTUI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	SN	365 KHz	H24	171149.1N 1040653.4E	NIL	Data refer from commissioning checked as follows: 1. Bearing 181°-360° 50 nm. orbit altitude should not below 3 000 ft. 2. Bearing 001°-140° 50 nm. orbit unable to check due to border limited 3. Bearing 141°-180° unusable beyond 15 nm.
DVOR/DME	SKN	114.2 MHz CH 89X	H24	171250.8N 1040812.3E	180 m (600 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: 1. 30 nm. orbit (Due to border limited) – Radial 000º-130º altitude should not below 2 100 ft. 2. 40 nm. orbit – Radial 131º-280º altitude should not below 5 500 ft. – Radial 281º-359º altitude should not below 2 100 ft.
IILS CAT I LOC 23	ISKN	110.3 MHz CH40X	H24	171107.7N 1040630.9E	NIL	Designated operation coverage 18 nm. ALT 6800 ft/AMSL.
DME 23				171106.0N 1040632.6E	180 m (600 ft)	Paired with LOC FREQ
GP 23		335.0 MHz	H24	171208.1N 1040728.9E	NIL	3 DEG REF Datum height 50 ft.

VTUI AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

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

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

2. 180 DEGREES TURN ON THE RUNWAY

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

VTUI AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUI AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure

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

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

VTPO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

VTPO AD 2.13 DECLARED DISTANCES

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

VTPO AD 2.14 APPROACH AND RUNWAY LIGHTING

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

VTPO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTPO AD 2.16 HELICOPTER LANDING AREA

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

VTPO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on THS NDB (171407N 0994919E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Sukhothai Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTPO AD 2.18 ATS COMMUNICATION FACILITIES

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

VTPO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG/VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	THS	292 KHZ	H24	171406.7N 0994919.3E		1. Route coverage checked on bearing 021° from THS to PR altitude 9 000 ft flown to 57 NM found satisfactory 2. Coverage 50 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 041°-100° at altitude 4 000 ft – Bearing 101°-190° at altitude 2 000 ft – Bearing 191°-040° at altitude 5 000 ft

Type of aid, MAG/VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 36 ILS CAT I	ISKT	109.5 MHz	H24	171458.0N 0994906.8E		LOC: Designated Operation coverage 18 NM, ALT 6500 ft/AMSL.
GP 36		332.6 MHz	H24	171351.0N 0994902.1E		
DME 36	ISKT	CH32X (109.5 MHz)	H24	171457.8N 0994909.2E	60 m (200 ft)	DME: Paired with LOC Freq

VTPO AD 2.20 LOCAL AERODROME REGULATIONS

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

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

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

Inbound to Sukhothai Airport

– Bangkok to Sukhothai

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

– Chiang Mai to Sukhothai

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

Outbound from Sukhothai Airport

– Sukhothai to Bangkok

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

– Sukhothai to Chiang Mai

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

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

VTPO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPO AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN SUKHOTHAI TMA

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

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

VTPO AD 2.23 ADDITIONAL INFORMATION

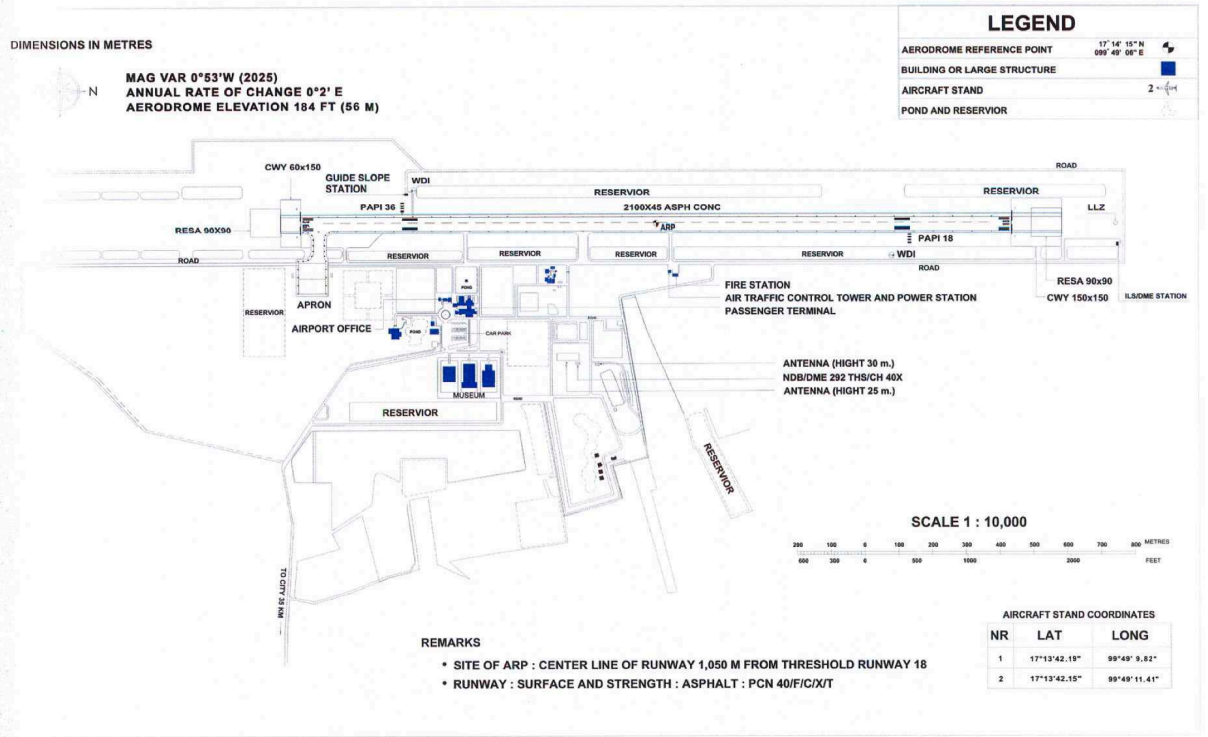
NIL

VTPO AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPO-2-1
Aerodrome Ground Movement Chart - ICAO	AD 2-VTPO-2-3
Aerodrome Obstacle Chart - ICAO Type A - RWY 18/36	AD 2-VTPO-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - PEBLI1C TOPAS1C	AD 2-VTPO-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - PEBLI1C TOPAS1C (Tabular description)	AD 2-VTPO-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - PEBLI1D TOPAS1D	AD 2-VTPO-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - PEBLI1D TOPAS1D (Tabular description)	AD 2-VTPO-6-4
Instrument Approach Chart - ICAO - NDB RWY 36	AD 2-VTPO-8-1
Instrument Approach Chart - ICAO - ILS or LOC RWY 36	AD 2-VTPO-8-3
Instrument Approach Chart - ICAO - ILS or LOC RWY 36 (Tabular description)	AD 2-VTPO-8-4
Instrument Approach Chart - ICAO - ILS or LOC RWY 36 (Fix and point list table)	AD 2-VTPO-8-5
Instrument Approach Chart - ICAO - RNP RWY 18	AD 2-VTPO-8-7
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description)	AD 2-VTPO-8-8
Instrument Approach Chart - ICAO - RNP RWY 36	AD 2-VTPO-8-9
Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)	AD 2-VTPO-8-10

Aerodrome Ground Movement Chart - ICAO

SUKHOTHAI / Sukhothai



REMARKS

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

AIRCRAFT STAND COORDINATES

NR	LAT	LONG
1	17°13'42.19"	99°49' 9.82"
2	17°13'42.15"	99°49' 11.41"

INTENTIONALLY BLANK

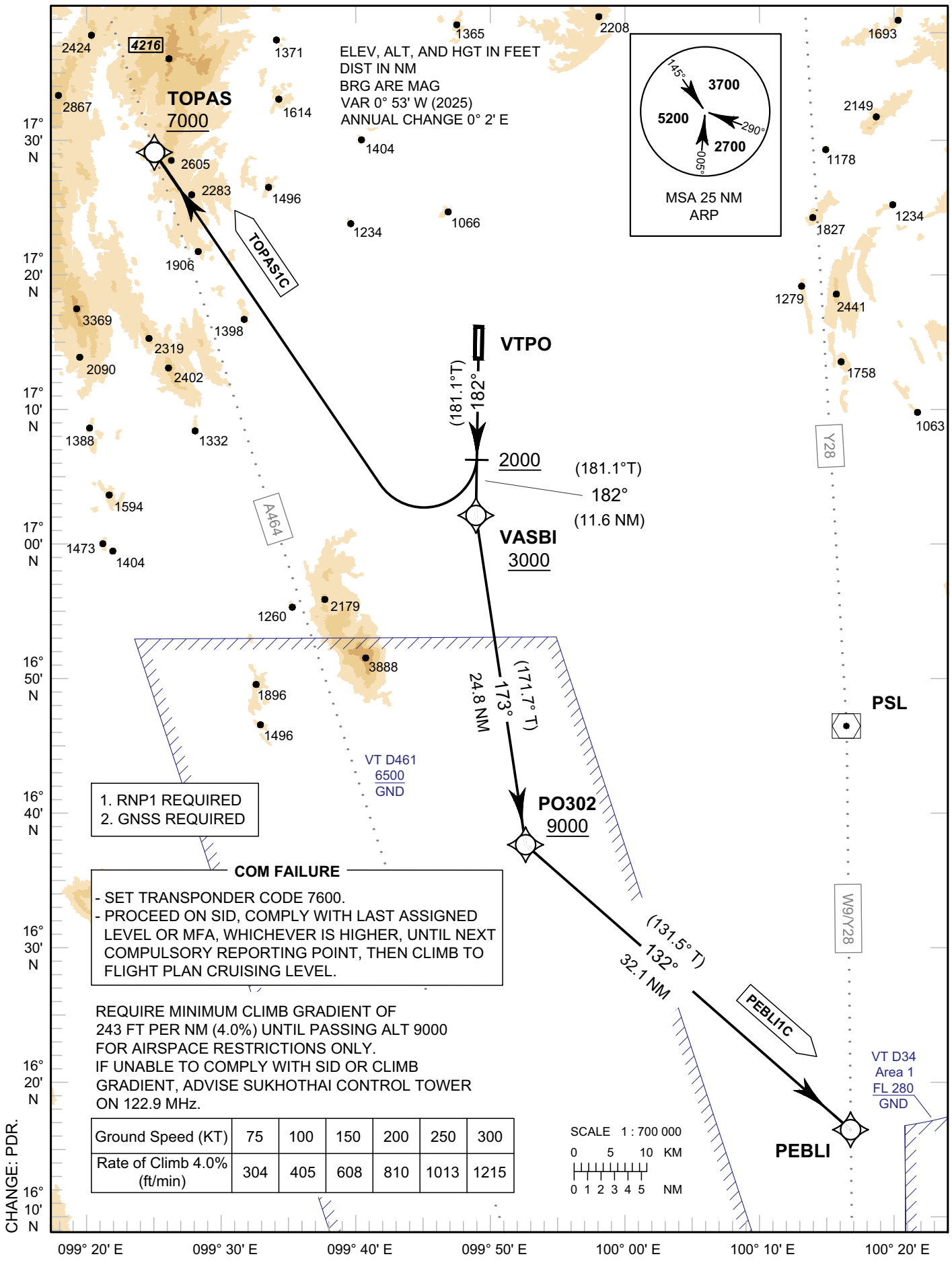
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITIONAL ALTITUDE
11000 FT

APP : 120.7
TWR : 122.9

SUKHOTHAI / Sukhothai (VTPO)
RNAV RWY18

PEBLI1C TOPAS1C



Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb 4.0% (ft/min)	304	405	608	810	1013	1215

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SUKHOTHAI / Sukhothai (VTPO)
RNAV RWY18

PEBLI1C TOPAS1C

TABULAR DESCRIPTION

RNAV RWY18											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PEBLI1C TO W9/Y28											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP 1
020	CF	VASBI	-	182°(181.1°)	+0.9	11.6	-	+3000	-	-	RNP 1
030	TF	PO302	-	173°(171.7°)	+0.9	24.8	-	+9000	-	-	RNP 1
040	TF	PEBLI	-	132°(131.5°)	+0.9	32.1	-	-	-	-	RNP 1
TOPAS1C TO A464											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP 1
020	CA	-	-	182°(181.1°)	+0.9	-	-	+2000	-	-	RNP 1
030	DF	TOPAS	-	-	+0.9	-	R	+7000	-	-	RNP 1

WAYPOINT LIST

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

CHANGE: DER RWY18 COORDINATES. MAG VAR.

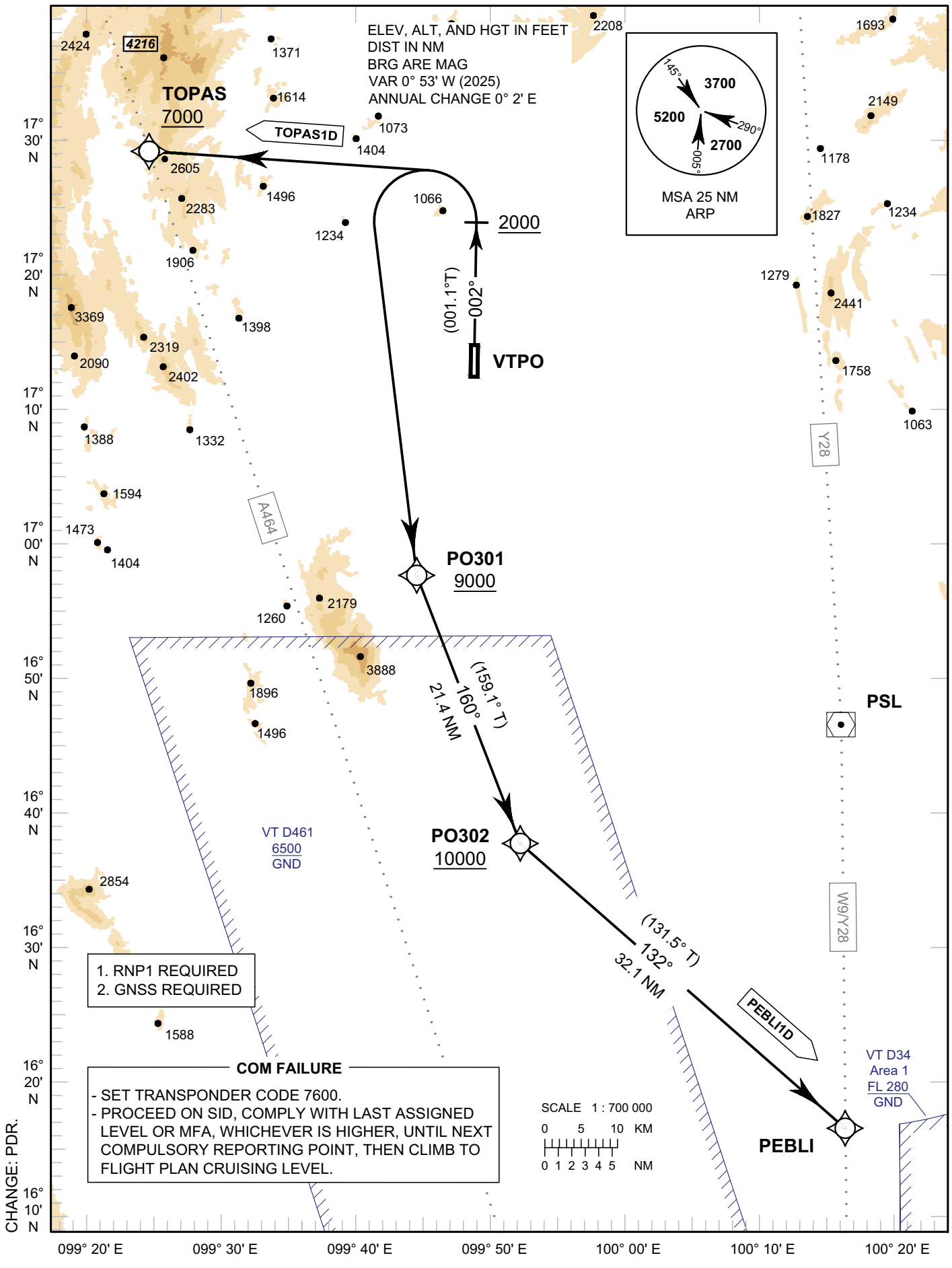
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITIONAL ALTITUDE 11000 FT

APP : 120.7
TWR : 122.9

SUKHOTHAI / Sukhothai (VTPO)
RNAV RWY36

PEBLI1D TOPAS1D



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SUKHOTHAI / Sukhothai (VTPO)
RNAV RWY36

PEBLI1D TOPAS1D

TABULAR DESCRIPTION

RNAV RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PEBLI1D TO W9/Y28											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNP 1
020	CA	-	-	002°(001.1°)	+0.9	-	-	+2000	-	-	RNP 1
030	DF	PO301	-	-	+0.9	-	L	+9000	-	-	RNP 1
040	TF	PO302	-	160°(159.1°)	+0.9	21.4	-	+10000	-	-	RNP 1
050	TF	PEBLI	-	132°(131.5°)	+0.9	32.1	-	-	-	-	RNP 1
TOPAS1D TO A464											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNP 1
020	CA	-	-	002°(001.1°)	+0.9	-	-	+2000	-	-	RNP 1
030	DF	TOPAS	-	-	+0.9	-	L	+7000			RNP 1

WAYPOINT LIST

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

CHANGE: DER RWY36 COORDINATES. MAG VAR.

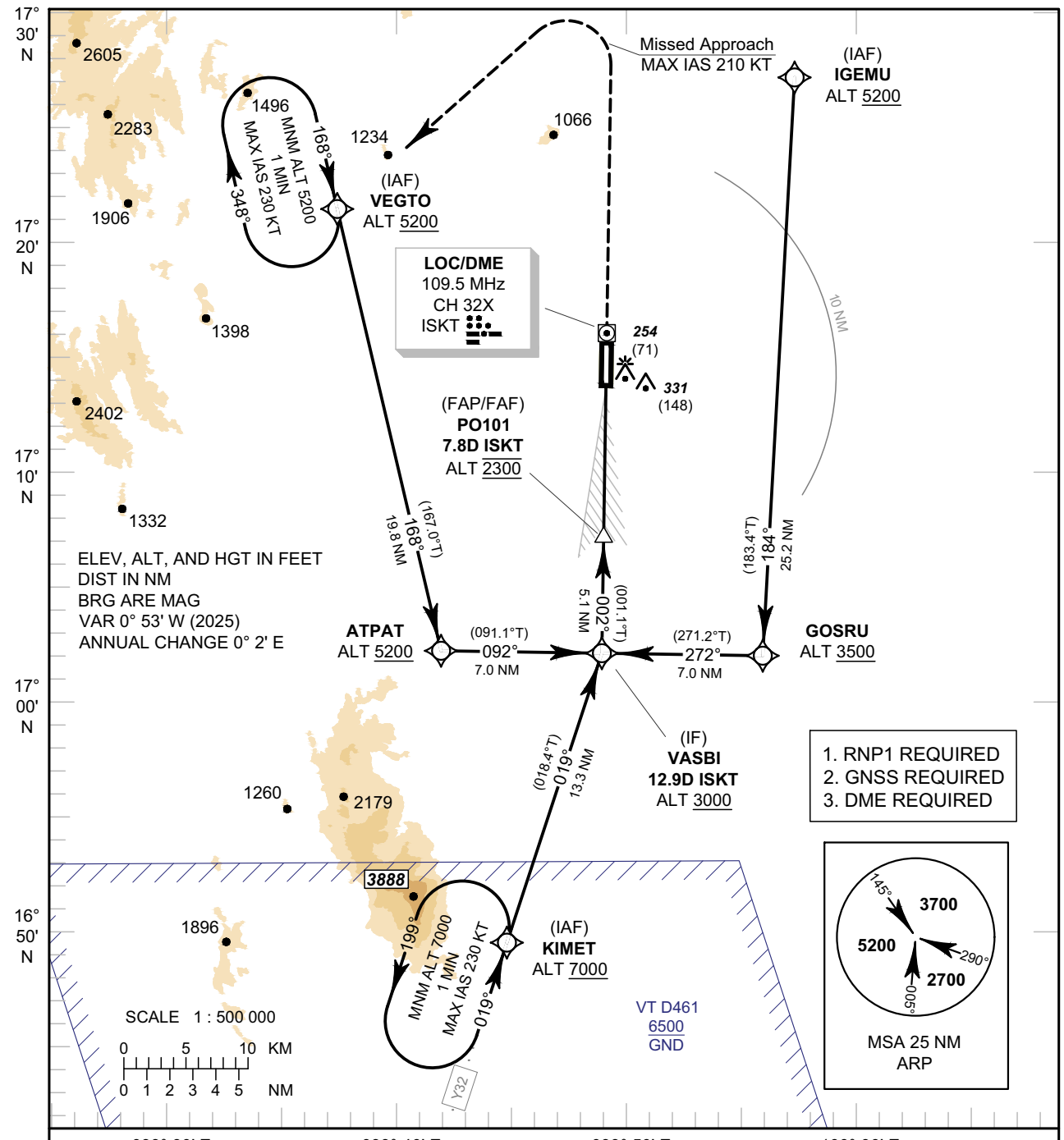
INSTRUMENT APPROACH CHART - ICAO

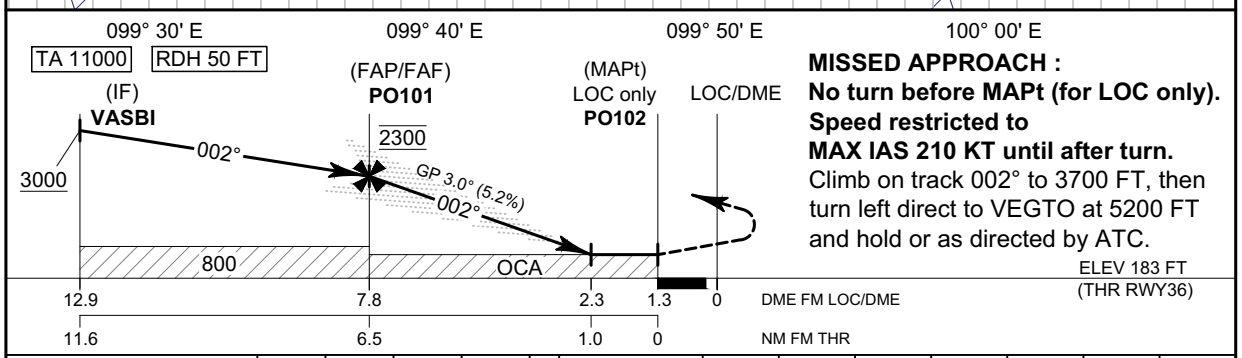
AERODROME ELEV 184 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 183 FT

APP : 120.7
TWR : 122.9

SUKHOTHAI / Sukhothai (VTPO)

ILS or LOC RWY36





CHANGE: PDR.

OCA/H		A	B	C	D
Straight-in Approach	CAT I	420 (237)			
LOC Only		560 (377)			
Circling (OCH AAL)		800 (616)		910 (726)	

GS OUT	Distance (ISKT)	FAF	7D	6D	5D	4D	3D	2.3D
	Altitude (Height)	2300 (2117)	2030 (1847)	1715 (1532)	1400 (1217)	1085 (902)	770 (587)	560 (377)
	Ground Speed	knot	70	90	100	120	140	160
	Rate of descent 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

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

SUKHOTHAI / Sukhothai (VTPO)
ILS or LOC RWY36

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

TABULAR DESCRIPTION

ILS or LOC RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) VEGTO	-	-	+0.9	-	-	+5200	-	-	RNP 1
020	TF	ATPAT	-	168°(167.0°)	+0.9	19.8	-	+5200	-	-	RNP 1
030	TF	(IF) VASBI	-	092°(091.1°)	+0.9	7.0	-	+3000	-	-	RNP 1
010	IF	(IAF) IGEMU	-	-	+0.9	-	-	+5200	-	-	RNP 1
020	TF	GOSRU	-	184°(183.4°)	+0.9	25.2	-	+3500	-	-	RNP 1
030	TF	(IF) VASBI	-	272°(271.2°)	+0.9	7.0	-	+3000	-	-	RNP 1
010	IF	(IAF) KIMET	-	-	+0.9	-	-	+7000	-	-	RNP 1
020	TF	(IF) VASBI	-	019°(018.4°)	+0.9	13.3	-	+3000	-	-	RNP 1
010	IF	(IF) VASBI	-	-	+0.9	-	-	+3000	-	-	RNP 1
TRANSITION TO ILS or LOC											
020	TF	(FAF) PO101	-	002°(001.1°)	+0.9	5.1	-	@2300	-	-	ILS
030	TF	(MAPt@THR36) PO102	Y	002°(001.1°)	+0.9	6.5	-	@233	-	-3.0 / 50	ILS
040	CA	-	-	002°(001.1°)	+0.9	-	-	+3700	-	-	RNP 1
050	DF	(IAF) VEGTO	-	-	+0.9	-	L	+5200	-210	-	RNP 1
060	HM	(IAF) VEGTO	Y	168°(167.0°)	+0.9	1 minute	R	+5200	-230	-	RNP 1

WAYPOINT LIST

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

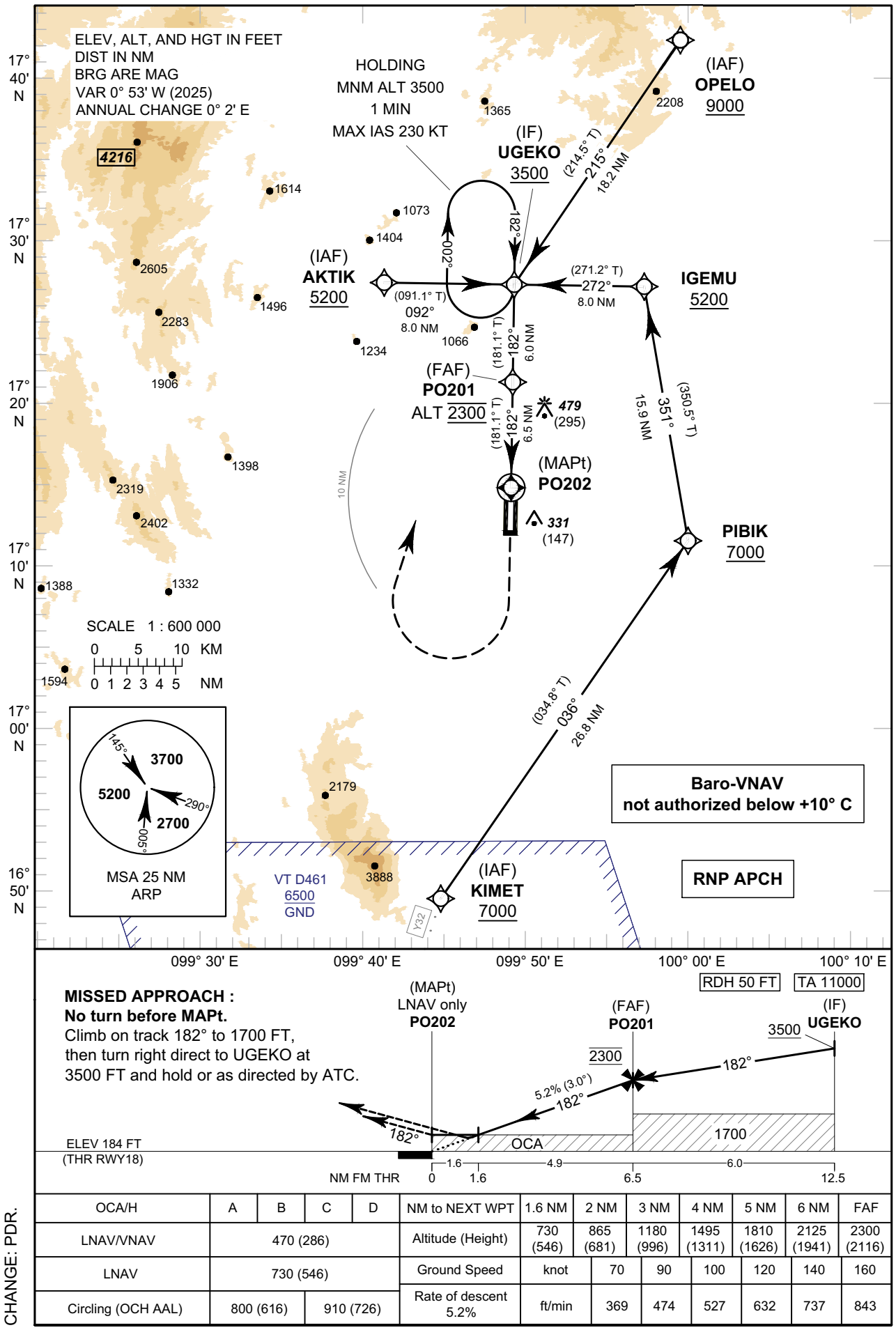
INSTRUMENT APPROACH CHART - ICAO

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

APP : 120.7
TWR : 122.9

SUKHOTHAI / Sukhothai (VTPO)

RNP RWY18



CHANGE: PDR.

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

INSTRUMENT APPROACH CHART - ICAO

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

SUKHOTHAI / Sukhothai (VTPO)
RNP RWY18

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

TABULAR DESCRIPTION

RNP RWY18

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) OPELO	-	-	+0.9	-	-	+9000	-	-	RNP APCH
020	TF	(IF) UGEKO	-	215°(214.5°)	+0.9	18.2	-	+3500	-	-	RNP APCH
010	IF	(IAF) KIMET	-	-	+0.9	-	-	+7000	-	-	RNP APCH
020	TF	PIBIK	-	036°(034.8°)	+0.9	26.8	-	+7000	-	-	RNP APCH
030	TF	IGEMU	-	351°(350.5°)	+0.9	15.9	-	+5200	-	-	RNP APCH
040	TF	(IF) UGEKO	-	272°(271.2°)	+0.9	8.0	-	+3500	-	-	RNP APCH
010	IF	(IAF) AKTIK	-	-	+0.9	-	-	+5200	-	-	RNP APCH
020	TF	(IF) UGEKO	-	092°(091.1°)	+0.9	8.0	-	+3500	-	-	RNP APCH
010	IF	(IF) UGEKO	-	-	+0.9	-	-	+3500	-	-	RNP APCH
020	TF	(FAF) PO201	-	182°(181.1°)	+0.9	6.0	-	@2300	-	-	RNP APCH
030	TF	(MAPt@THR18) PO202	Y	182°(181.1°)	+0.9	6.5	-	@234	-	-3.0 / 50	RNP APCH
040	CA	-	-	182°(181.1°)	+0.9	-	-	+1700	-	-	RNP APCH
050	DF	(IF) UGEKO	-	-	+0.9	-	R	+3500	-	-	RNP APCH
060	HM	(IF) UGEKO	Y	-	+0.9	1 minute	R	+3500	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY18

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

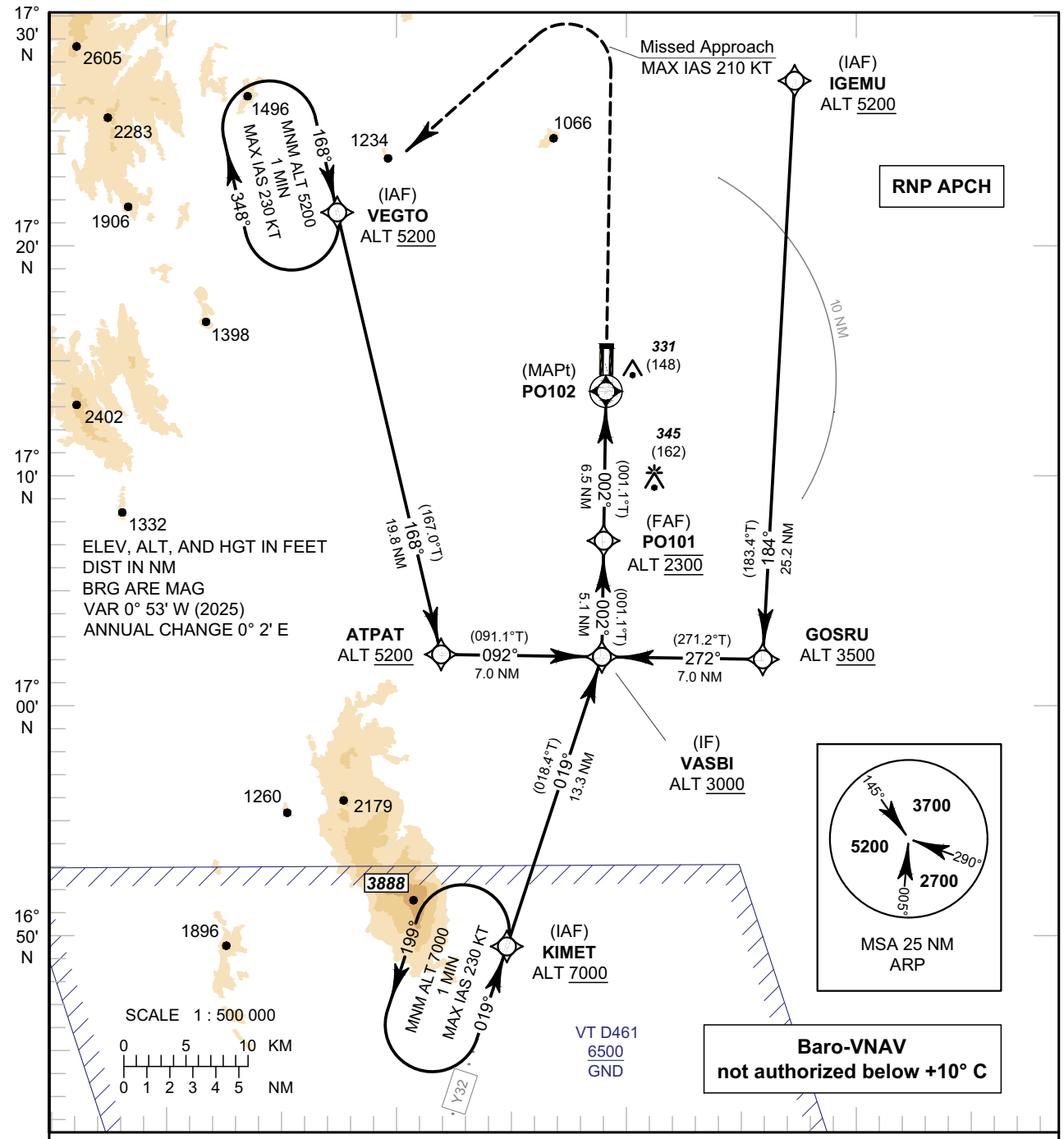
INSTRUMENT APPROACH CHART - ICAO

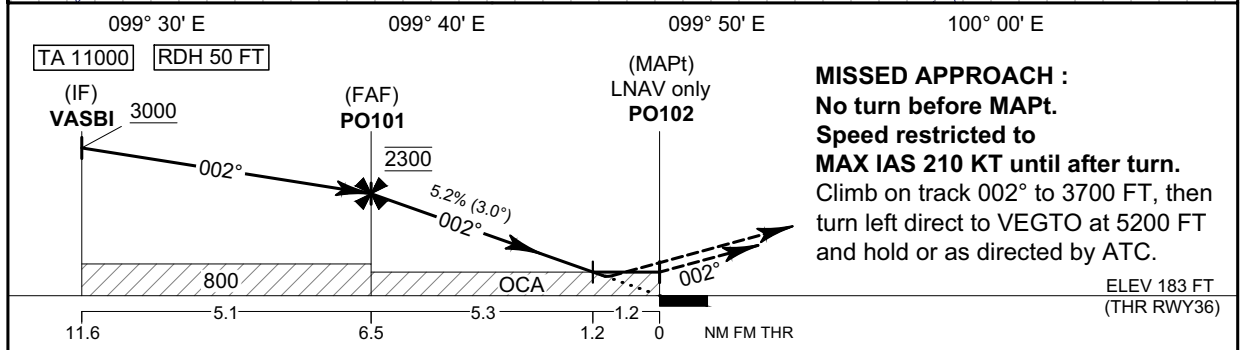
AERODROME ELEV 184 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 183 FT

APP : 120.7
TWR : 122.9

SUKHOTHAI / Sukhothai (VTPO)

RNP RWY36





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

CHANGE: PDR.

OCA/H	A	B	C	D
LNAV/VNAV	500 (317)			
LNAV	600 (417)			
Circling (OCH AAL)	800 (616)		910 (726)	

NM to NEXT WPT	FAF	6 NM	5 NM	4 NM	3 NM	2 NM	1.2 NM
Altitude (Height)	2300 (2117)	2125 (1942)	1810 (1627)	1495 (1312)	1180 (997)	865 (682)	600 (417)
Ground Speed knot		70	90	100	120	140	160
Rate of descent 5.2% ft/min		369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

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

SUKHOTHAI / Sukhothai (VTPO)
RNP RWY36

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

TABULAR DESCRIPTION

RNP RWY36

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) VEGTO	-	-	+0.9	-	-	+5200	-	-	RNP APCH
020	TF	ATPAT	-	168°(167.0°)	+0.9	19.8	-	+5200	-	-	RNP APCH
030	TF	(IF) VASBI	-	092°(091.1°)	+0.9	7.0	-	+3000	-	-	RNP APCH
010	IF	(IAF) IGEMU	-	-	+0.9	-	-	+5200	-	-	RNP APCH
020	TF	GOSRU	-	184°(183.4°)	+0.9	25.2	-	+3500	-	-	RNP APCH
030	TF	(IF) VASBI	-	272°(271.2°)	+0.9	7.0	-	+3000	-	-	RNP APCH
010	IF	(IAF) KIMET	-	-	+0.9	-	-	+7000	-	-	RNP APCH
020	TF	(IF) VASBI	-	019°(018.4°)	+0.9	13.3	-	+3000	-	-	RNP APCH
010	IF	(IF) VASBI	-	-	+0.9	-	-	+3000	-	-	RNP APCH
020	TF	(FAF) PO101	-	002°(001.1°)	+0.9	5.1	-	@2300	-	-	RNP APCH
030	TF	(MAPt@THR36) PO102	Y	002°(001.1°)	+0.9	6.5	-	@233	-	-3.0 / 50	RNP APCH
040	CA	-	-	002°(001.1°)	+0.9	-	-	+3700	-	-	RNP APCH
050	DF	(IAF) VEGTO	-	-	+0.9	-	L	+5200	-210	-	RNP APCH
060	HM	(IAF) VEGTO	Y	168°(167.0°)	+0.9	1 minute	R	+5200	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY36

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

VTSB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSB - SURAT THANI / SURAT THANI AIRPORT

VTSB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	090810N 0990821E
2	Direction and distance from (city)	25 km. W from city
3	Elevation/Reference temperature	20 ft/28°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0° 27'W(2025)/0° 2'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Surat Thani Airport Surat Thani Airport Tambon Huatoi, Amphoe Phunphin Surat Thani Province 84130 Thailand Tel: +667 744 1230 +667 744 1349 Fax: +667 744 1225 AFS: VTSBYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTSB AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1500
6	MET Briefing Office	H24
7	ATS	2300-1500
8	Fuelling	0100-1200 Another time on request
9	Handling	NIL
10	Security	H24
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Surat Thani Air Traffic Control Centre (1st floor of tower building) Tel: +667 744 1008 +669 1010 1837 Fax: +667 744 1009

VTSB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1, AVGAS
3	Fuelling facilities/capacity	1 JET A-1 Refueller @ 12,000 L 1 JET A-1 Refueller @ 22,000 L 1 AVGAS DC Motor Dispenser from drum 50 L
4	De-icing facilities	NIL

5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTSB AD 2.5 PASSENGER FACILITIES

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

VTSB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 8
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTSB AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCR 1200/R/C/X/T
2	Taxiway width, surface and strength	TWY A, B and m Width: 23 m Surface: Asphaltic concrete Strength: PCR 800/F/C/X/T TWY C (Parallel TWY), D, E, F, G, H, I and J Width: 23 m Surface: Concrete Strength: PCR 550/R/C/X/T
3	Altimeter checkpoint location and elevation	Location: At apron ELEV: 19 FT
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTSB 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

VTSB AD 2.16 HELICOPTER LANDING AREA

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

VTSB AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on STN DVOR/DME (090746.2N 0990805.1E)
2	Vertical limits	3000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Surat Thani Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Surat Thani Approach	123.35 / 240.0 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Surat Thani Tower	122.7 MHz 274.5 MHz 121.5 MHz [1)] 243.0 MHz [1)]	As AD OPR HR	
GND	Surat Thani Ground	121.9 MHz 275.8 MHz	As AD OPR HR	
ATIS	Surat Thani Airport	125.95 MHz	As AD OPR HR	

VTSB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	STN	110.6 MHz CH43X	H24	090746.1N 0990805.0E	0 m (0 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage orbit 40 NM as follow: RDL 001-070 DEG ALT should not below 1500 ft RDL 071-090 DEG ALT should not below 3500 ft RDL 091-150 DEG ALT should not below 5000 ft RDL 151-190 DEG ALT should not below 1500 ft RDL 191-360 DEG ALT should not below 4000 ft RDL 227 DEG distance approximate 10-13 DME out of tolerance roughness and scalloping.
ILS CAT I LOC 22	ISTN	109.5 MHz	H24	090715.0N 0990726.7E		Designated operational coverage 18 NM ±10º and 10 nm ±35º of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 305 m from THR of runway 04.
GP 22		332.6 MHz CH32X	H24	090821.7N 0990837.4E	0 m (0 ft)	- Glide Path 3°
DME 22		CH32X		090821.7N 0990837.4E		- DME co-located with Glide Slope power output 100 watts Uni-directional
TACAN	SRT	CH79	2300-1100	0907.9N 09908.1E		Military Facility

VTSB AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Reporting points for VFR flight In order to expedite and maintain an orderly flow of air traffic into Surat Thani Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft be set up as follow:

a) Aircraft entering to land from north of Surat Thani Airport, shall report over Chai Ya District, designated as CHARLIE point (0923.0N 9912.5E). When reaching CHARLIE the aircraft will be instructed to join aerodrome traffic pattern accordingly.
b) Aircraft entering to land from east of Surat Thani Airport, shall report over Surat Thani District, designated as SIERRA point (0908.0N 9920.0E). When reaching SIERRA the aircraft will be instructed to join aerodrome traffic pattern accordingly.
c) Aircraft entering to land from south of Surat Thani Airport, shall report over Ban Nasan District, designated as NOVEMBER point (0848.0N 9922.0E). When reaching NOVEMBER the aircraft will be instructed to join aerodrome traffic pattern accordingly.
d) Aircraft entering to land from west of Surat Thani Airport, shall report over Khirirat Nikhom District, designated as KILO point (0902.0N 09858.0E). When reaching KILO the aircraft will be instructed to join aerodrome traffic pattern accordingly.

1.2 Aerodrome traffic circuit

Using both sides of traffic circuit

1.3 Overhead approach pattern

a) Using runway 04 by left turn pattern
b) Using runway 22 by right turn pattern

VTSM AD 2.16 HELICOPTER LANDING AREA

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

VTSM AD 2.17 ATS AIRSPACE

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

VTSM AD 2.18 ATS COMMUNICATION FACILITIES

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

VTSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	SMU	117.6 MHz CH123X	H24	093249.4N 1000342.3E	30 m (100 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: – Radial 000º-015º beyond 25 NM altitude should not below 4 000 ft. – Radial 016º-040º beyond 25 NM altitude should not below 6 000 ft. – Radial 041º-060º beyond 20 NM altitude should not below 11 000 ft. – Radial 061º-070º beyond 25 NM altitude should not below 9 000 ft. – Radial 071º-120º beyond 40 NM altitude should not below 11 000 ft. – Radial 121º-180º beyond 40 NM altitude should not below 5 000 ft. – Radial 181º-210º beyond 25 NM altitude should not below 8 000 ft. – Radial 211º-260º beyond 20 NM altitude should not below 9 000 ft. – Radial 261º-280º beyond 25 NM altitude should not below 7 000 ft. – Radial 281º-360º beyond 40 NM altitude should not below 8 000 ft.

VTSM AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTSM AD 2.21 NOISE ABATEMENT PROCEDURES

1. ICAO Noise Abatement Departure Procedure RWY17/35

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

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

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

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

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

2. Noise Mitigating Measures

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

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

2.2 Preferential use of Runway

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

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

VTPT AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5NM radius centred on Tak ARP (165345.55N 0991513.42E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	G
4	ATS unit call sign Language(s)	Tak Tower English, Thai
5	Transition altitude	NIL
6	Remarks	NIL

VTPT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
NIL	NIL	NIL	NIL	NIL

VTPT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	TK	332 KHZ	H24	165358.2N 0991507.9E	NIL	1. Route coverage checked and result found satisfactory as follows: – Bearing 098° from TK to PSL altitude 7 000 ft flown to 60 NM – Bearing 254° from TK to MST altitude 7 000 ft flown to 43 NM 2. Coverage 15 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 001°-360° at altitude 3 500 ft

VTPT AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTPT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPT AD 2.22 FLIGHT PROCEDURES

NIL

VTPT AD 2.23 ADDITIONAL INFORMATION

NIL

VTPT AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPT-2-1

4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTPM AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Starting from a point 164442N 0982900E and then clockwise along 5NM arc radius centred on MST DVOR/DME (164152N 0983230E) to a point 163700N 0983500E and then along Bangkok FIR to the starting point.
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Mae Sot Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTPM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Mae Sot Approach	120.65 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Mae Sot Tower	121.5 MHz [1)] 118.35 MHz 236.6 MHz	As AD OPR HR	
ATIS	Mae Sot Airport	316 KHz	As AD OPR HR	

VTPM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	MS	316KHz	H24	164206.9N 0983223.2E	NIL	Data refer from commissioning as follows: – 50 NM orbit flown from bearing 340°-170° clockwise orbit at altitude 7 500 ft result found satisfactory – Bearing 171°-339° clockwise orbit unable to perform due to border limited

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	MST	116.7MHz CH114X	H24	164152.1N 0983229.6E	210 m (700 ft)	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance – Radial 104° distance between 6.0-13.0 DME altitude 5 500 ft – Radial 012° distance between 22.0-24.0 DME altitude 5 000 ft – Radial 124° distance between 32.0-34.0 DME altitude 6 600 ft 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at the required altitude in various areas as follows: – Radial 000°-030° altitude should not below 7 000 ft – Radial 031°-060° altitude should not below 9 000 ft – Radial 061°-070° altitude should not below 10 000 ft – Radial 071°-120° altitude should not below 9 000 ft – Radial 121°-360° unable to perform due to border limited

VTPM AD 2.20 LOCAL AERODROME REGULATIONS

- All aircraft flying to Mae Sot Airport are requested to use RWY 27 for landing due to RWY 09 unsuitable, because it may cross over Yangon FIR while approaching to land.

- To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C (Wing span above 24 M.) or higher are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad located on both end of runway. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTPM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPM AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure:

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

VTST AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTST - TRANG / TRANG AIRPORT

VTST AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	073031N 0993657E
2	Direction and distance from (city)	7 KM S, from city
3	Elevation/Reference temperature	67 FT / 31°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°20' W(2025)/0°2' E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Trang Airport Trang Airport Trang-palinan Road Amphone Muang Trang Province 92000 Thailand Tel: +667 557 2151 +667 557 2152 +667 557 2153 Fax: +667 557 2154 AFS: VTSTYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTST AD 2.3 OPERATIONAL HOURS

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

VTST AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTST AD 2.5 PASSENGER FACILITIES

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

VTST AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTST AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

VTST AD 2.14 APPROACH AND RUNWAY LIGHTING

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

VTST AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTST AD 2.16 HELICOPTER LANDING AREA

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

VTST AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on TRN DVOR/DME (073032N 0993734E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Trang Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTST AD 2.18 ATS COMMUNICATION FACILITIES

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

VTST AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	TRN	116.6 MHz CH 113X	H24	073032.1N 0993733.6E	30 m (100 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at the required altitude in various areas as follows: 1. 20 NM orbit – Radial 081°-130° altitude should not below 6 000 ft. 2. 40 NM orbit – Radial 131°-350° altitude should not below 4 000 ft. – Radial 351°-030° altitude should not below 6 000 ft. – Radial 031°-080° altitude should not below 7 000 ft.
ILS CAT I LOC 08	ITRN	110.3 MHz CH 40X	H24	073038.3N 0993743.2E		LOC: Designated Operation Coverage 18 NM, ALT 6 300 ft/AMSL
GP 08		335 MHz	H24	073030.7N 0993634.7E		GP: 3.50 DEG, RDH 58 ft
DME 08	I-TRN	110.3 MHz	H24	073040.7N 0993742.8E	30 m (100 ft)	

VTST AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

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

VTST AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTST AD 2.22 FLIGHT PROCEDURES

NIL

VTST AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTST AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTST-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTST-2-3
Instrument Approach Chart - ICAO - VOR RWY 08	AD 2-VTST-8-1
Instrument Approach Chart - ICAO - VOR RWY 08 (Fix and point list table)	AD 2-VTST-8-2
Instrument Approach Chart - ICAO - ILS or LOC RWY 08	AD 2-VTST-8-3
Instrument Approach Chart - ICAO - ILS or LOC RWY 08 (Fix and point list table)	AD 2-VTST-8-4
Instrument Approach Chart - ICAO - RNP RWY 08	AD 2-VTST-8-5
Instrument Approach Chart - ICAO - RNP RWY 08 (Tabular description)	AD 2-VTST-8-6

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AERODROME CHART - ICAO

07° 30' 31" N
099° 36' 57" E

ELEV 67 FT

TWR 118.4
236.6

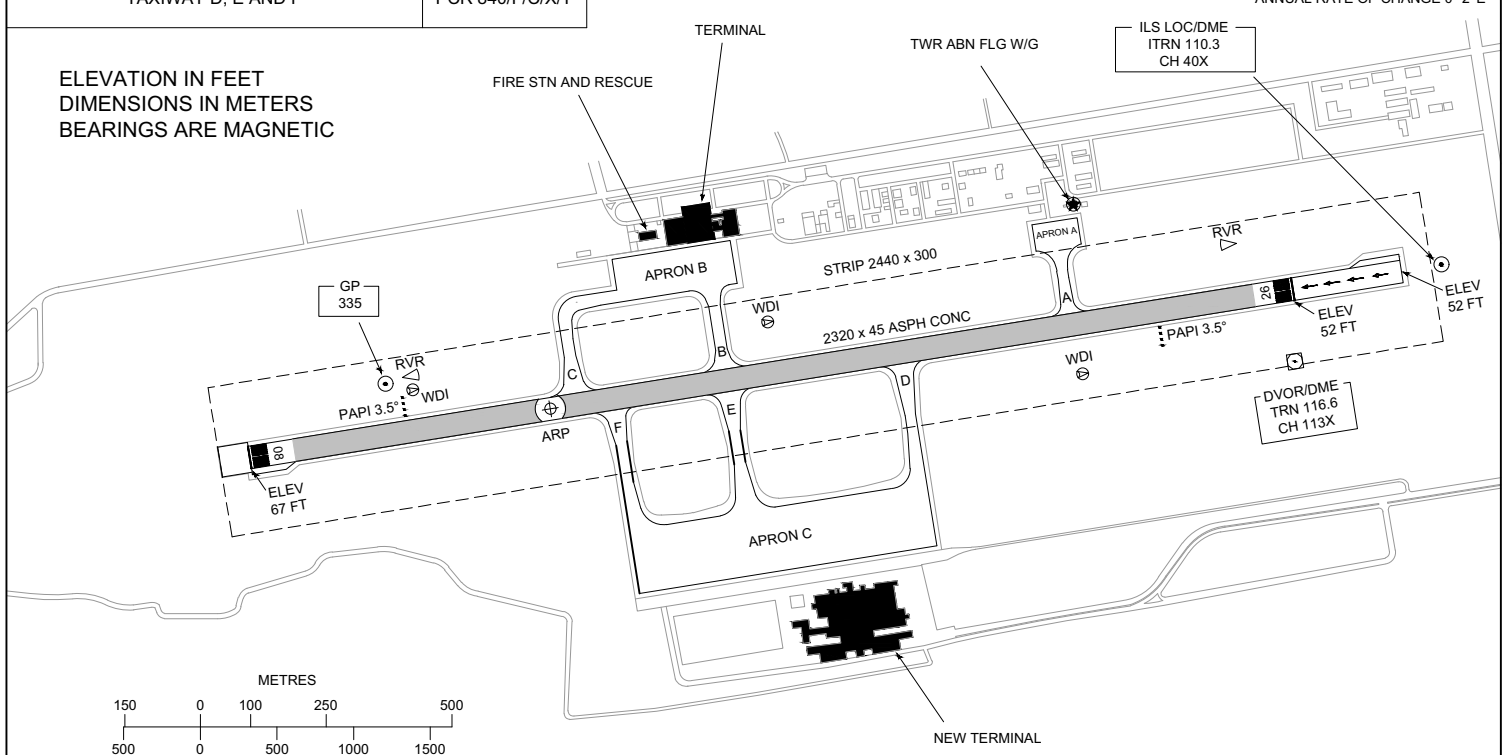
TRANG / Trang

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

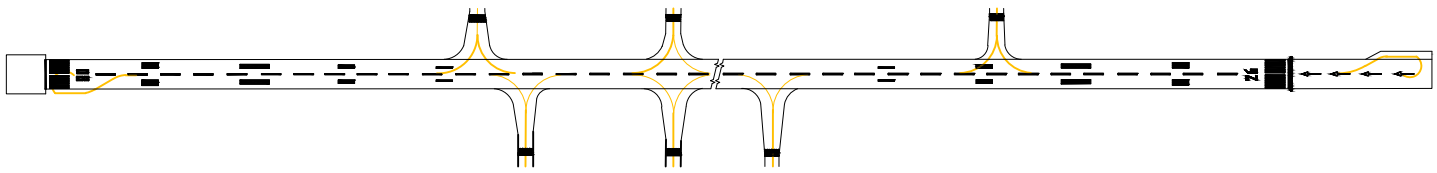
REMARKS:
- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- TAXIWAY A WIDTH 15 m.
- TAXIWAY B, C, D, E AND F WIDTH 23 m.

VAR 0° 20' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

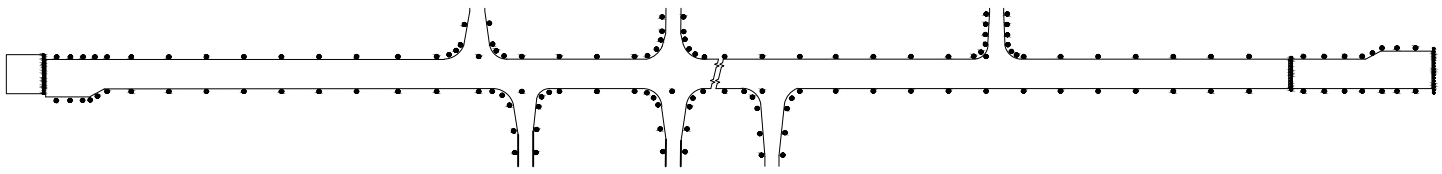
ELEVATION IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 08/26 AND EXIT TWY



LIGHTING AIDS RWY 08/26 AND EXIT TWY



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

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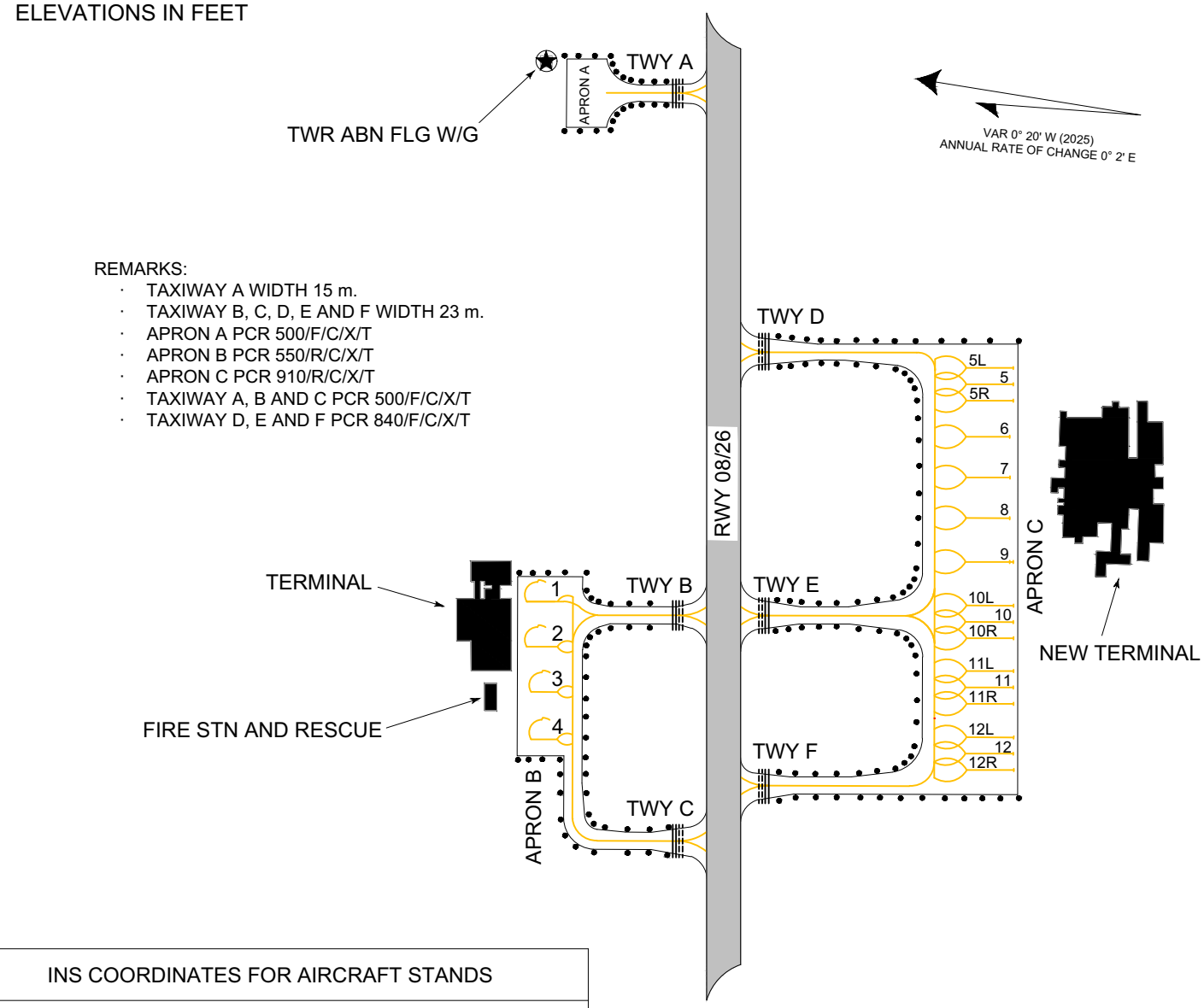
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV 56 FT

TWR 118.35
236.6

TRANG / Trang

ELEVATIONS IN FEET

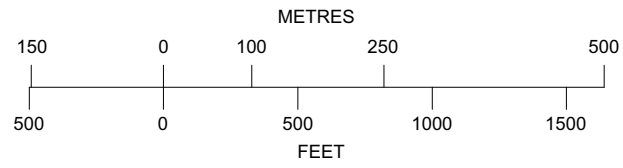


REMARKS:

- TAXIWAY A WIDTH 15 m.
- TAXIWAY B, C, D, E AND F WIDTH 23 m.
- APRON A PCR 500/F/C/X/T
- APRON B PCR 550/R/C/X/T
- APRON C PCR 910/R/C/X/T
- TAXIWAY A, B AND C PCR 500/F/C/X/T
- TAXIWAY D, E AND F PCR 840/F/C/X/T

INS COORDINATES FOR AIRCRAFT STANDS

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



LEGEND	
RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	

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

INTENTIONALLY BLANK

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

VTBO AD 2.16 HELICOPTER LANDING AREA

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

VTBO AD 2.17 ATS AIRSPACE

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

VTBO AD 2.18 ATS COMMUNICATION FACILITIES

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

VTBO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	TRT	384 KHz	H24	121628.1N 1021850.1E	-	NDB restriction, due to mountainous terrain surround NDB station, coverage check does not provide adequate signal clockwise 50 nm orbit at altitude in various areas as follows: - Bearing 001º-145º unable to performed due to border limited. - Bearing 146º-320º altitude should not below 5 000 ft - Bearing 321º-360º altitude should not below 8 000 ft
DME	TRT	Tx. 997 MHz Rx.1060 MHz CH36X (109.9 MHz)	H24	121635.2N 1021908.7E	60 m (200 ft)	DME restriction, due to mountainous terrain surround DME station, coverage check does not provide adequate signal clockwise orbit at required altitude and distance in various areas as follows: 1. 25 nm orbit - Radial 006º-020º altitude should not below 2 000 ft - Radial 121º-150º altitude should not below 14 000 ft - Radial 151º-190º altitude should not below 10 000 ft - Radial 191º-005º altitude should not below 7 000 ft 2. 20 nm orbit (Due to border limited) - Radial 021º-090º altitude should not below 2 000 ft - Radial 091º-120º altitude should not below 5 000 ft

VTBO AD 2.20 LOCAL AERODROME REGULATIONS

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

VTBO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTBO AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure

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

VTUU AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5NM radius centred on UBL DVOR/DME (151442.7N 1045157.2E)
2	Vertical limits	3000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Ubon Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Ubon Approach	123.5 MHz 257.8 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Ubon Tower	119.9 MHz 274.5 MHz 121.5 MHz [1)] 243.0 MHz [1)]	As AD OPR HR	
GND	Ubon Ground	121.9 MHz 275.8 MHz	As AD OPR HR	
ATIS	Ubon Airport	128.2 MHz	As AD OPR HR	
ASR	Departure Control	335.5 MHz 134.1 MHz	0100-0900 [2)] MON-FRI (Except Public Holiday)	[2)] Other this period 2 HR PN TO ATC Royal Thai Air Force ASR OPS AVBL for MIL - Coverage/HGT: PSR 70 nm/30 000ft SSR 200 nm/100 000 ft - EM: PSR 500 KW SSR 1.5 KW
	Arrival Control	282.2 MHz 125.75 MHz		
SRA	Final Control	382.4 MHz		

VTUU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	UBL	112.7 MHz CH74X	H24	151442.6N 1045157.2E	120 m (400 ft)	DVOR/DME restriction 1. Due to obstacles surround DVOR/ DME station, coverage check does not provide adequate signal clockwise orbit at required altitude in various areas as follows: a) 40 nm – Radial 111°-155° altitude should not below 3 000 ft. – Radial 156°-165° altitude should not below 7 000 ft. – Radial 166°-200° altitude should not below 5 000 ft. – Radial 201°-070° altitude should not below 3 000 ft. b) 30 nm (Due to border limit) – Radial 071°-110° altitude should not below 2 000 ft. 2. During 6 NM orbit found 30 Hz. AM modulation is fluctuated within 29%-50% between radial 170°-190°. UBON DVOR/DME unusable between radial 170°-190° (CW) beyond 10 nm altitude 2 000 ft.
ILS CAT I LOC 23	IUBL	110.1 MHz CH38X	H24	151424.0N 1045120.5E		– ILS coverage over sector of 35 either side of runway centre line, no back course and voice feature, the antenna array is located on extended runway centre line at distance 500 m from THR of RWY 05, height of antenna array is 4.1 m from ground – No marker
GP 23		334.4 MHz	H24	151526.0N 1045247.2E		– Glide Path angle 3.0° – DME co-located with glide path power output 100 watts omnidirectional
DME 23	IUBL	334.4 MHz	H24	151526.0N 1045247.2E	120 m (400 ft)	
TACAN	UBL	114.6 MHz CH93	2300-1100 MON-FRI (Except Public Holiday)	151544.79N 1045300.00E		Other this period 2 HR PN TO ATC

VTUU AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

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

VTUU AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	SALS 420 M LIH	Green NIL	PAPI LEFT 3° (50.60 FT)	NIL	NIL	3 048 M 60 M White LIH YCZ: 600 M	Red NIL	300 M Red	NIL
30	SALS 420 M LIH	Green Green	PAPI LEFT 3° (53.84 FT)	NIL	NIL	3 048 M 60 M White LIH YCZ: 600 M	Red NIL	300 M Red	NIL

VTUD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG WG EV 4 SEC.. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: - Wind cone at 350 M from THR 12 off set to the right side 80 M from RCL, illuminated. - Wind cone at 350 M from THR 30 off set to the left side 80 M from RCL, illuminated. Anemometer: NIL
3	TWY edge and centre line lighting	Edge: All TWY Centre Line: NIL
4	Secondary power supply/switch-over time	Secondary power supply at air field lighting (AFL). Switch-over time: 15 SEC
5	Remarks	NIL

VTUD AD 2.16 HELICOPTER LANDING AREA

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

VTUD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on UDN DVOR/DME (172305.2N 1024629.8E)
2	Vertical limits	3000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Udon Tower English, Thai

5	Transition altitude	11000 ft
6	Remarks	NIL

VTUD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Udon Approach	126.2 MHz 265.9 MHz 119.45 MHz[2)] 121.5 MHz[1)]	As AD OPR HR	[1)]Emergency frequency [2)]Backup frequency
TWR	Udon Tower	121.5 MHz[1)] 122.5 MHz 243.0 MHz[1)] 355.4 MHz 119.45 MHz[2)]	As AD OPR HR	
GND	Udon Ground	121.9 MHz 275.8 MHz	As AD OPR HR	
ATIS	Udon Airport	127.6 MHz	As AD OPR HR	

VTUD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	UDN	114.3 MHz CH90X	H24	172305.1N 1024629.7E	180 m (600 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal at required altitudes in various areas as follows: 1. 15 nm orbit - RDL 277º-280º ALT should not below 5000 ft 2. 20 nm orbit (due to border limited) - RDL 331º- 030º ALT should not below 2500 ft 3. 40 nm orbit - RDL 031º- 090º ALT should not below 3000 ft - RDL 091º-190º ALT should not below 4000 ft - RDL 191º- 268º ALT should not below 5000 ft - RDL 269º- 276º ALT should not below 8000ft - RDL 281º- 330º ALT should not below 5000 ft 4.The En-route radial 275 (W15) beyond 20 nm ALT 6500 ft the DVOR/DME signal out of tolerance.
ILS CAT I LOC 30	IUDN	110.1 MHz	H24	172341.2N 1024616.3E		
GP 30		334.4 MHz	H24	172256.7N 1024756.0E		

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME 30	IUDN	CH38X	H24	172256.7N 1024756.0E	180 m (600 ft)	

VTUD AD 2.20 LOCAL AERODROME REGULATIONSS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Reporting points for VFR flight In order to expedite and maintain an order flow of air traffic into Udon Thani Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft be set up as follow:

a) Aircraft entering to land from north and northeast of Udon Thani Airport, will report over Bantin Distric, designated as TANGO (1739.6N 10247.6E) which is 17 NM on R-360 of UD VOR. When reaching TANGO the aircraft will be instructed to join aerodrome traffic pattern accordingly
b) Aircraft entering to land from east and southeast of Udon Thani Airport, will report over Nonghan District, designated as NOVEMBER (1721.5N 10306.1E) which is 17 NM on R-095 of UD VOR. When reaching NOVEMBER the aircraft will be instructed to join aerodrome traffic pattern accordingly
c) Aircraft entering to land from south and southwest of Udon Thani Airport will report over Ban Dongrueng, designated as ROMEO (1709.5N 10258.0E) which is 16 NM on R-145 of UD VOR. When reaching ROMEO the aircraft will be instructed to join aerodrome traffic pattern accordingly
d) Aircraft entering to land from west of Udon Thani Airport, will report over Ban Hua Khua (Hui Luang Reservoir) designated as HOTEL (1725.0N 10236.5E) which is 12 NM on R-280 of UD VOR. When reaching HOTEL the aircraft will be instructed to join aerodrome traffic pattern accordingly

1.2 Aerodrome traffic circuit.

Using both sides of traffic circuit

1.3 Overhead approach pattern.

a) Using runway 12 by right turn pattern.
b) Using runway 30 by left turn pattern.

2. AERODROME OPERATING MINIMA USE OF RUNWAYS

Runway landing restriction for aircraft requiring the use of aerodrome:
Runway 12/30: Except where AOC holder has landing operations when RVR or visibility by MET is 1,000 meter or above. Less are not permitted.

VTUD AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUD AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure

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

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 12:

UDON OMNI 12 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,500 ft.

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

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

- Runway 30:

UDON OMNI 30 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,500 ft.

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

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

VTUD AD 2.23 ADDITIONAL INFORMATION

1. MILITARY RADAR AND FACILITIES

- Royal Thai Air Force ASR/SSR facilities installed and operations details as follows:

Radio call sign : UDON Departure Control/ UDON Arrival Control

DEP freq : 134.1 and 261.4 MHz

ARR freq : 119.6, 298.0 and 382.4 MHz

Conver range/height : ASR 70 NM/40 000 ft

: SSR 200 NM/100 000 ft

Hours of operations : Monday-Friday 0100-0900

Emission : ASR 500 KW, SSR 1.5 KW

Remarks : Available for Military.

- BAK 14 RAG installed at 427 m from threshold runway 12 and 30 cable height 3 inches.

- Net Barrier installed on both side of runway 12/30 at 15 m from threshold.

2. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSY - YALA/BETONG AIRPORT

VTSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	054720N 1010850E
2	Direction and distance from (city)	10 km NE from city
3	Elevation/Reference temperature	225 m (738 ft)
4	Geoid Undulation at AD ELEV PSN	-9 m (-30 ft)
5	MAG VAR/Annual change	0º11'W (2025) / 0º2'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Betong Airport Betong Airport 125 Moo.8, Yarom Betong Yala 95110 Thailand
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTSY AD 2.3 OPERATIONAL HOURS

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

VTSY AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTSY AD 2.5 PASSENGER FACILITIES

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

VTSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTSY AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTSY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 23/R/D/X/T
2	Taxiway width, surface and strength	TWY A and B Width: 18 M Surface: Asphalt Strength: PCN 23/F/D/X/T
3	Altimeter checkpoint location and elevation	Location: 054714.33N 1010851.00E 054713.84N 1010849.62E 054713.34N 1010848.25E Elevation: MSL 225 M (739 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTSY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

VTSY AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area 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**	
APCH RWY 07/ TKOF RWY 25	Tree 253.63 M (HGT 28.38 M)	054711.8N 1010817.0E	NIL	NIL	NIL
	Tree 275.27 M (HGT 50.02 M)	054657.6N 1010803.3E			
	Radio Mast 387.41 M (HGT 162.16 M) Marked and LGT	054615.5N 1010356.8E			
	Radio Mast 423.26 M (HGT 198 M) Marked and LGT	054544.8N 1010404.5E			
APCH RWY 25/ TKOF RWY 07	Mountain 415 M (HGT 195.82 M)	See Aerodrome Obstacle Chart - ICAO Type A			
	Mountain 644 M (HGT 424.82 M)				
	Mountain 954 M (HGT 734.82 M)				

VTSY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Betong, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	0000-1000 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +668 9283 1877
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)
9	ATS units provided with information	Betong TWR
10	Additional information (limitation of service, etc.)	NIL

VTSY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07 (Non-instrument runway)	070.09°	1800x30	PCN 23/F/D/X/T Asphalt	054714.13N 1010834.47E	225 M (738 FT)
25 (Non-instrument runway)	250.09°	1800x30	PCN 23/F/D/X/T Asphalt	054733.96N 1010929.53E	219 M (719 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
0.00% -0.63% (690M 1100M)	NIL	NIL	1920x150	240x60	NIL	NIL	NIL
0.63% 0.00% (1100M 690M)	NIL	NIL	1920x150	240x60	NIL	NIL	NIL

VTSY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	1800	1800	1800	1800	NIL
25	1800	1800	1800	1800	NIL

VTSY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	SALS 420 M LIH	Green NIL	PAPI Left 3.9° (59.42 FT)	NIL	NIL	1800 M 30 M White, LIH YCZ 600 M	Red NIL	NIL	NIL
25	NIL	Green NIL	PAPI Left 4.7° (42.78 FT)	NIL	NIL	1800 M 30 M White, LIH YCZ 600 M	Red NIL	NIL	1. RTIL 2. Due to mountainous terrains, PAPI RWY 25 is unusable beyond 3 NM and approved only for operation under VFR conditions.

VTSY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of control tower, FLG W G EV 2 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: Wind cone at 280 m from THR 07 off set left side 67 m from RCL and wind cone at 155 m from THR 25 off set left side 67 m from RCL
3	TWY edge and centre line lighting	Edge: TWY A and B Centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AFL Building Switch-over time: 15 SEC
5	Remarks	NIL

VTSY AD 2.16 HELICOPTER LANDING AREA

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

VTSY AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	BETONG AERODROME TRAFFIC ZONE (ATZ), a circle radius 5 nm centred on BET DVOR/DME (054708N 1010839E)
2	Vertical limits	4000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	BETONG TOWER English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Narathiwat Approach	125.55 MHz 121.5 MHz [1)]	23:00-11:00	[1)] Emergency frequency
TWR	Betong Tower	124.15MHz 236.6MHz 121.5 MHz [1)] 243.0 MHz [1)]	01:30-09:30	
GND	Betong Ground	122.15 MHz 121.5 MHz [1)] 243.0 MHz [1)]	01:30-09:30	
ATIS	Betong Airport	128.5 MHz	01:30-09:30	

VTSY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	BET	113.1 MHz	H24	054707.6N 1010838.6E		DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 nm at required altitude and distance in various areas as follows: – Radial 350°-020° altitude should not below 8 000 ft. – Radial 021°-040° altitude should not below 6 500 ft. – Radial 041°-060° altitude should not below 9 000 ft. – Radial 061°-075° altitude should not below 15 000 ft. – Radial 076°-349° unable to check due to border limit
DME		78X	H24	054707.8N 1010838.2E	240 m (800 ft)	DME co-located with DVOR

VTSY AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

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

VTSY AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSY AD 2.22 FLIGHT PROCEDURES

NIL

VTSY AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSY AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSY-2-1
Aerodrome Obstacle Chart - ICAO Type A - RWY 07/25	AD 2-VTSY-3-1
Aerodrome Obstacle Chart - ICAO Type B	AD 2-VTSY-3-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 07 - ERVES1A PETAC1A	AD 2-VTSY-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 07 - ERVES1A PETAC1A (Tabular description)	AD 2-VTSY-6-2

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 25 - ERVES1B PETAC1B	AD 2-VTSY-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 25 - ERVES1B PETAC1B (Tabular description)	AD 2-VTSY-6-4
Instrument Approach Chart - ICAO - VOR a	AD 2-VTSY-8-1
Instrument Approach Chart - ICAO - VOR a (Fix and point list table)	AD 2-VTSY-8-2
Instrument Approach Chart - ICAO - RNP a	AD 2-VTSY-8-3
Instrument Approach Chart - ICAO - RNP a (Tabular description)	AD 2-VTSY-8-4

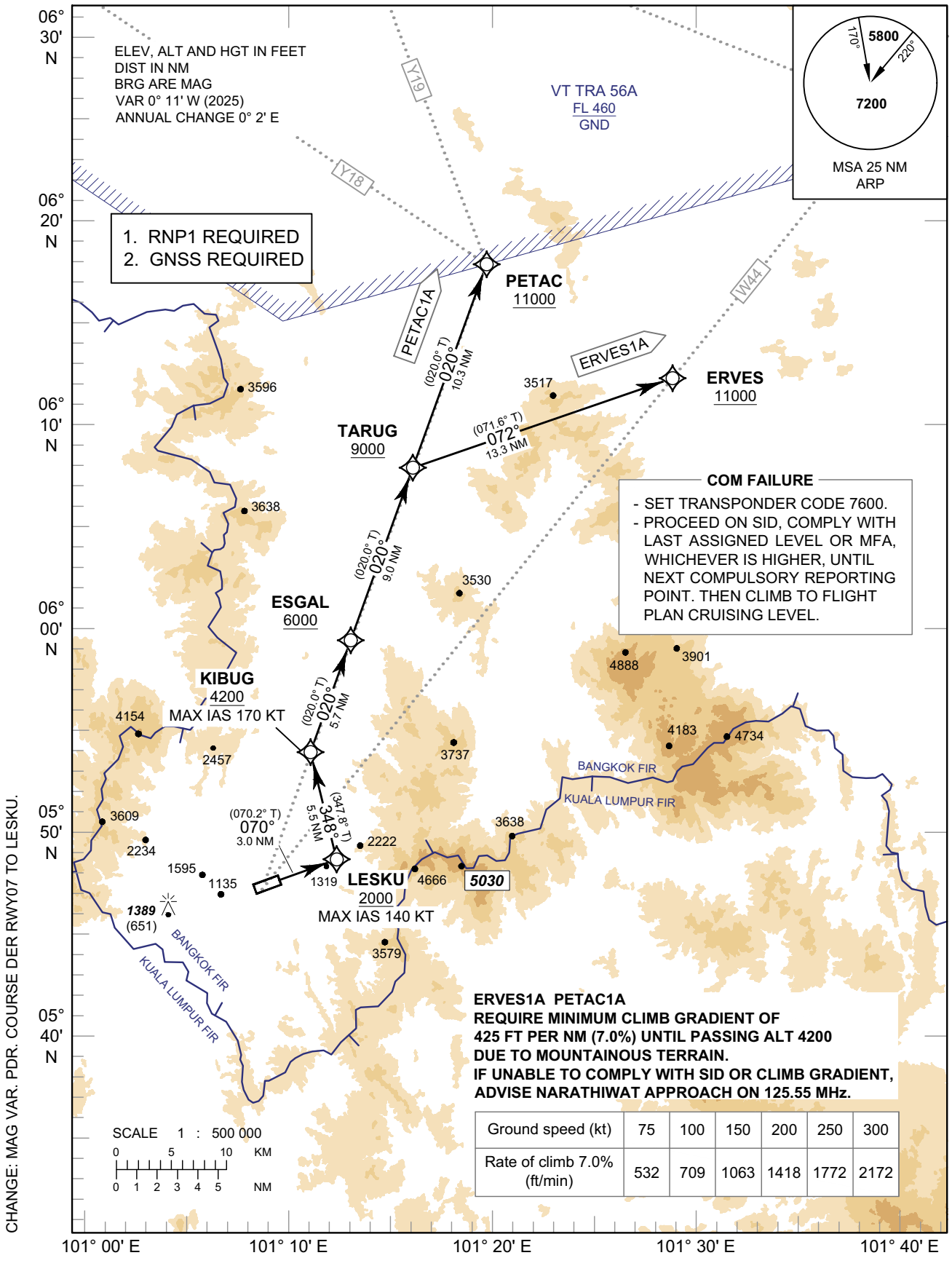
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000

APP : 125.55
TWR : 124.15, 236.6
GND : 122.15
ATIS : 128.50

YALA / Betong (VTSY)
RNAV RWY07

ERVES1A PETAC1A



Ground speed (kt)	75	100	150	200	250	300
Rate of climb 7.0% (ft/min)	532	709	1063	1418	1772	2172

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

YALA / Betong (VTSY)
RNAV RWY07

ERVES1A PETAC1A

TABULAR DESCRIPTION

RNAV RWY07											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ERVES1A TO W44											
010	-	DER RWY07	-	-	+0.18	-	-	-	-	-	RNP 1
020	CF	LESKU	-	070°(070.2°)	+0.18	3.0	-	+2000	-140	-	RNP 1
030	TF	KIBUG	-	348°(347.8°)	+0.18	5.5	-	+4200	-170	-	RNP 1
040	TF	ESGAL	-	020°(020.0°)	+0.18	5.7	-	+6000	-	-	RNP 1
050	TF		-	020°(020.0°)	+0.18	9.0	-	+9000	-	-	RNP 1
060	TF	ERVES	-	072°(071.6°)	+0.18	13.3	-	+11000	-	-	RNP 1
PETAC1A TO Y18,Y19											
010	-	DER RWY07	-	-	+0.18	-	-	-	-	-	RNP 1
020	CF	LESKU	-	070°(070.2°)	+0.18	3.0	-	+2000	-140	-	RNP 1
030	TF	KIBUG	-	348°(347.8°)	+0.18	5.5	-	+4200	-170	-	RNP 1
040	TF	ESGAL	-	020°(020.0°)	+0.18	5.7	-	+6000	-	-	RNP 1
050	TF	TARUG	-	020°(020.0°)	+0.18	9.0	-	+9000	-	-	RNP 1
060	TF	PETAC	-	020°(020.0°)	+0.18	10.3	-	+11000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY07	
Waypoint Identifier	Coordinates
DER RWY07	05° 47' 33.96" N 101° 09' 29.53" E
ERVES	06° 12' 07.88" N 101° 28' 53.20" E
ESGAL	05° 59' 24.18" N 101° 13' 06.39" E
KIBUG	05° 54' 01.26" N 101° 11' 08.97" E
LESKU	05° 48' 35.15" N 101° 12' 19.48" E
PETAC	06° 17' 39.82" N 101° 19' 45.08" E
TARUG	06° 07' 54.03" N 101° 16' 11.86" E

CHANGE: MAG VAR. COURSE DER RWY07 TO LESKU.

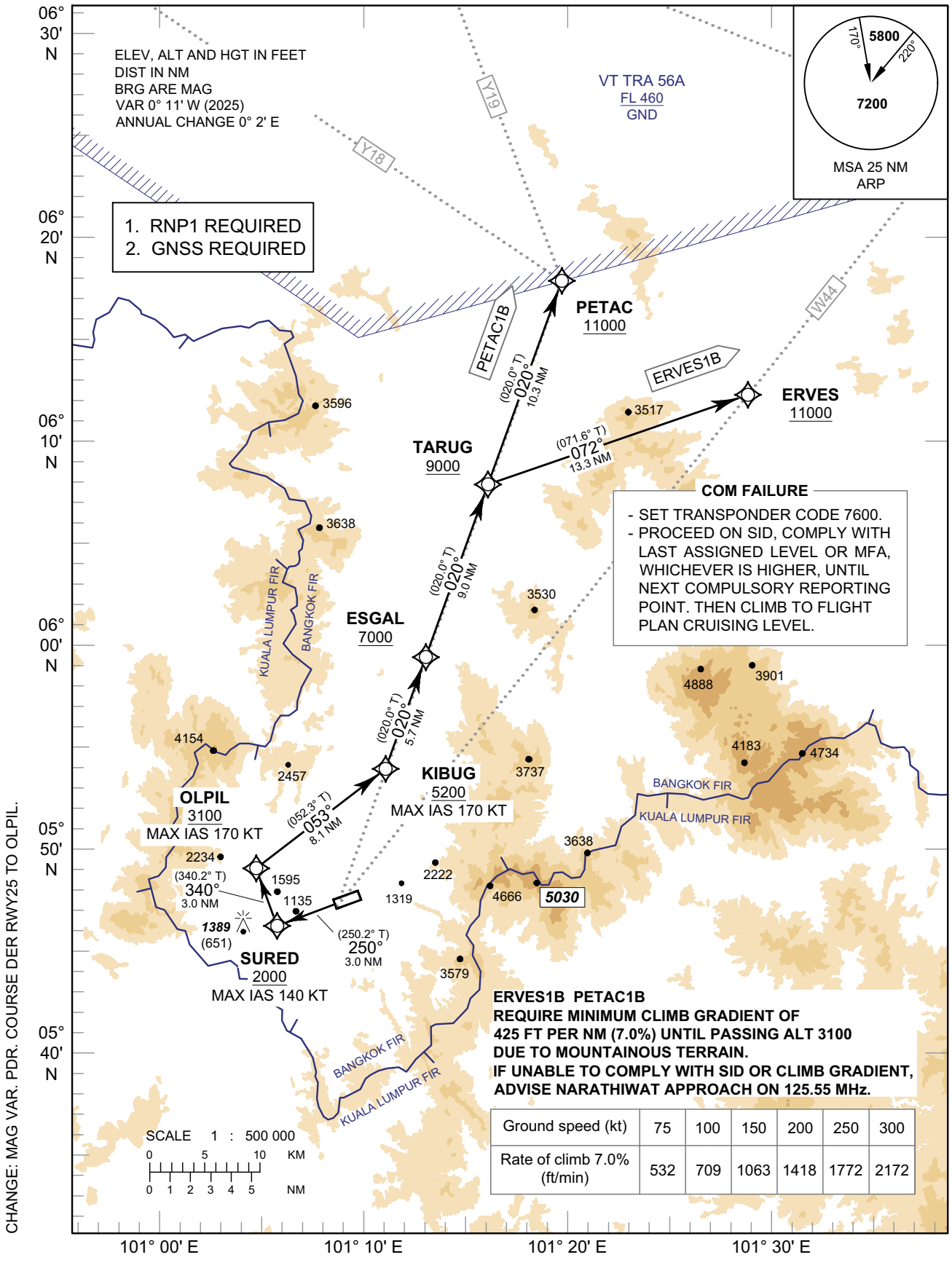
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000

APP : 125.55
TWR : 124.15, 236.6
GND : 122.15
ATIS : 128.50

YALA / Betong (VTSY)
RNAV RWY25

ERVES1B PETAC1B



STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

YALA / Betong (VTSY)
RNAV RWY25

ERVES1B PETAC1B

TABULAR DESCRIPTION

RNAV RWY25											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ERVES1B TO W44											
010	-	DER RWY25	-	-	+0.18	-	-	-	-	-	RNP 1
020	CF	SURED	-	250°(250.2°)	+0.18	3.0	-	+2000	-140	-	RNP 1
030	TF	OLPIL	-	340°(340.2°)	+0.18	3.0	-	+3100	-170	-	RNP 1
040	TF	KIBUG	-	053°(052.3°)	+0.18	8.1	-	+5200	-170	-	RNP 1
050	TF	ESGAL	-	020°(020.0°)	+0.18	5.7	-	+7000	-	-	RNP 1
060	TF	TARUG	-	020°(020.0°)	+0.18	9.0	-	+9000	-	-	RNP 1
070	TF	ERVES	-	072°(071.6°)	+0.18	13.3	-	+11000	-	-	RNP 1
PETAC1B TO Y18,Y19											
010	-	DER RWY25	-	-	+0.18	-	-	-	-	-	RNP 1
020	CF	SURED	-	250°(250.2°)	+0.18	3.0	-	+2000	-140	-	RNP 1
030	TF	OLPIL	-	340°(340.2°)	+0.18	3.0	-	+3100	-170	-	RNP 1
040	TF	KIBUG	-	053°(052.3°)	+0.18	8.1	-	+5200	-170	-	RNP 1
050	TF	ESGAL	-	020°(020.0°)	+0.18	5.7	-	+7000	-	-	RNP 1
060	TF	TARUG	-	020°(020.0°)	+0.18	9.0	-	+9000	-	-	RNP 1
070	TF	PETAC	-	020°(020.0°)	+0.18	10.3	-	+11000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY25	
Waypoint Identifier	Coordinates
DER RWY25	05° 47' 14.13" N 101° 08' 34.47" E
ERVES	06° 12' 07.88" N 101° 28' 53.20" E
ESGAL	05° 59' 24.18" N 101° 13' 06.39" E
KIBUG	05° 54' 01.26" N 101° 11' 08.97" E
OLPIL	05° 49' 03.10" N 101° 04' 43.36" E
PETAC	06° 17' 39.82" N 101° 19' 45.08" E
SURED	05° 46' 12.92" N 101° 05' 44.54" E
TARUG	06° 07' 54.03" N 101° 16' 11.86" E

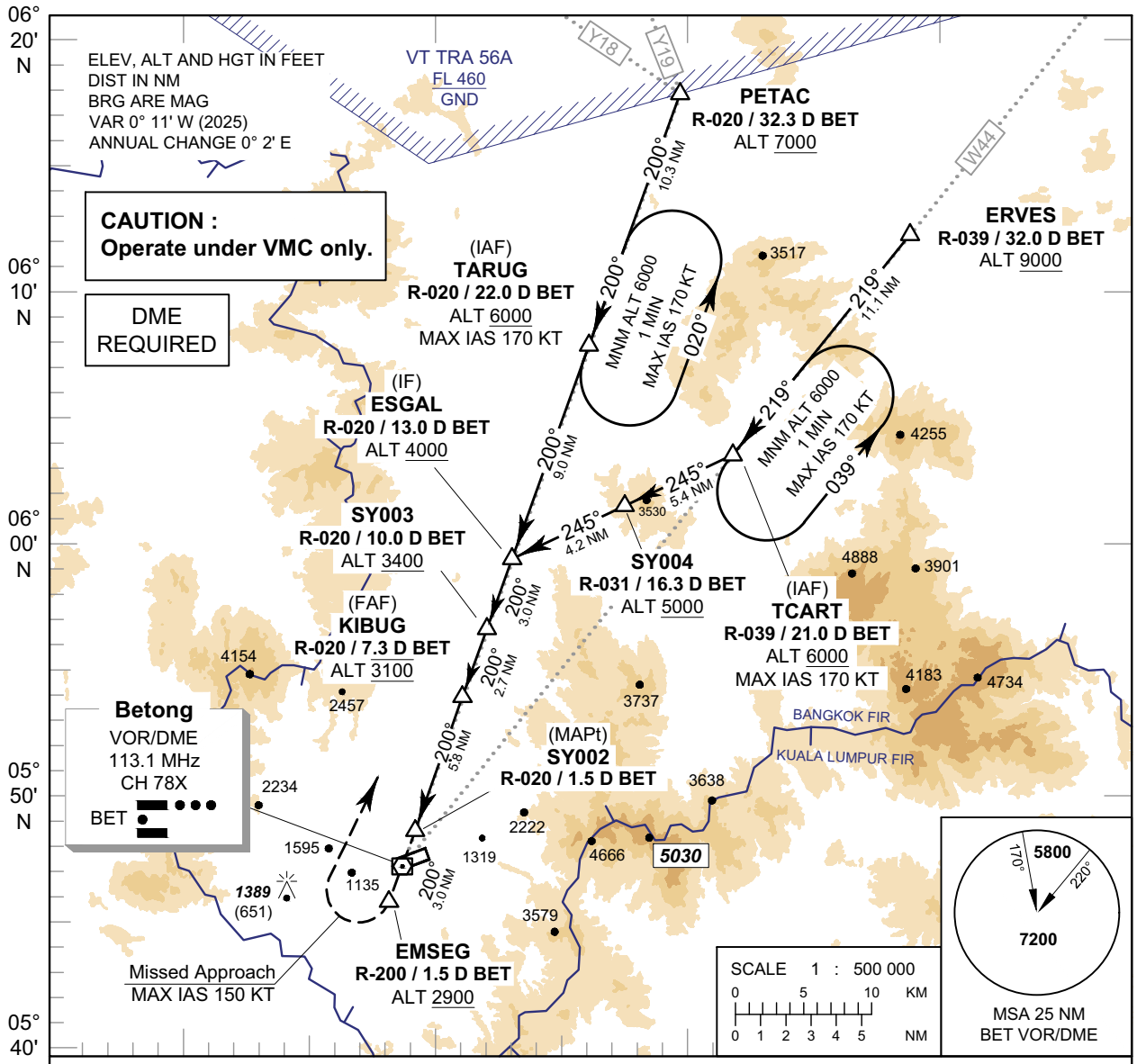
CHANGE: MAG VAR. COURSE DER RWY25 TO OLPIL.

INSTRUMENT APPROACH CHART - ICAO

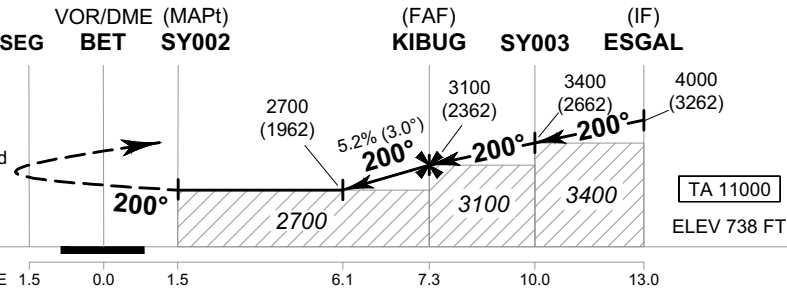
AERODROME ELEV 738 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 125.55
TWR : 124.15, 236.6
GND : 122.15
ATIS : 128.50

YALA / Betong (VTSY)
VOR a



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 150 KT until after turn.
Climb straight ahead to EMSEG at minimum 2900 FT, then turn right to intercept outbound R-020 BET VOR, then proceed to TARUG at minimum 6000 FT and hold or as directed by ATC.



OCA/H	A	B	C
Straight - in approach	Not authorized		
Circling (OCH AAL)	2700 (1962)		

Distance (BET)	6.1 D		7.0 D		FAF	
Altitude (Height)	2700 (1962)		3000 (2262)		3100 (2362)	
Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

REMARK : 1. FOR CIRCLING RESTRICTION, SEE VERSO.
2. TAKE CAUTION TO REMAIN WITHIN BANGKOK FIR WHILE CIRCLING AND MISSED APPROACH DUE TO PROXIMITY OF KUALA LUMPUR FIR.
3. LANDING DISTANCE AVAILABLE (LDA) IS 1,800 m.

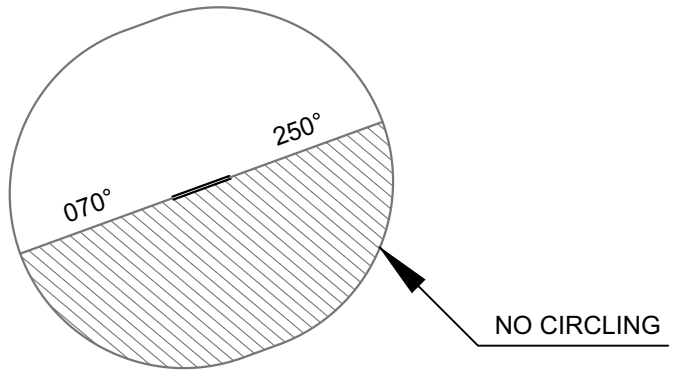
CHANGE: MAG VAR. PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 738 FT
HEIGHTS RELATED TO AERODROME ELEV

YALA / Betong (VTSY)
VOR a

FIX / POINT		COORDINATES	
ERVES	R-039 / 32.0 D BET	06° 12' 07.88" N	101° 28' 53.20" E
PETAC	R-020 / 32.3 D BET	06° 17' 39.82" N	101° 19' 45.08" E
(IAF) TARUG	R-020 / 22.0 D BET	06° 07' 54.03" N	101° 16' 11.86" E
(IAF) TCART	R-039 / 21.0 D BET	06° 03' 30.16" N	101° 21' 53.78" E
SY004	R-031 / 16.3 D BET	06° 01' 11.86" N	101° 16' 57.21" E
(IF) ESGAL	R-020 / 13.0 D BET	05° 59' 24.18" N	101° 13' 06.39" E
SY003	R-020 / 10.0 D BET	05° 56' 34.22" N	101° 12' 04.58" E
(FAF) KIBUG	R-020 / 7.3 D BET	05° 54' 01.26" N	101° 11' 08.97" E
(MAPt) SY002	R-020 / 1.5 D BET	05° 48' 32.67" N	101° 09' 09.54" E
VOR	BET	05° 47' 07.67" N	101° 08' 38.65" E
EMSEG	R-200 / 1.5 D BET	05° 45' 42.70" N	101° 08' 07.77" E



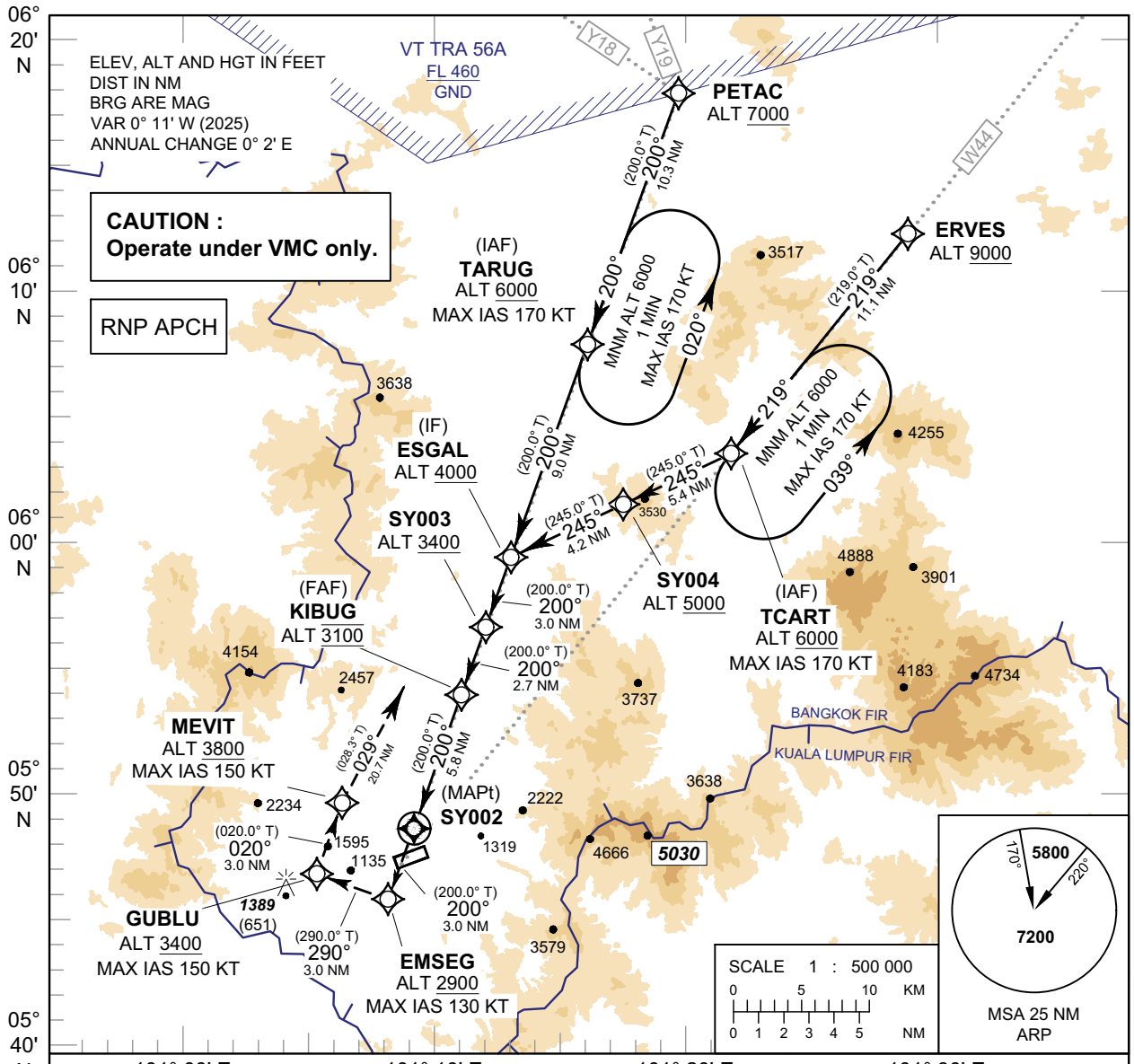
CHANGE: CIRCLING.

INSTRUMENT APPROACH CHART - ICAO

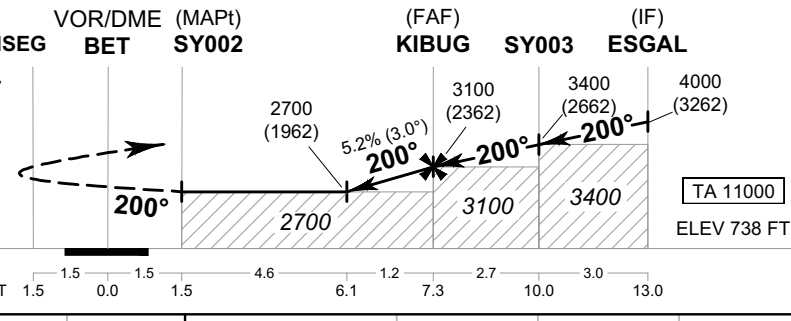
AERODROME ELEV 738 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 125.55
TWR : 124.15, 236.6
GND : 122.15
ATIS : 128.50

YALA / Betong (VTSY)
RNP a



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 130 KT until after turn.
Climb on track 200° to EMSEG at minimum 2900 FT, then turn right to GUBLU, then turn right to MEVIT. Finally, proceed to TARUG at minimum 6000 FT and hold or as directed by ATC.



OCA/H	A	B	C
LNAV	Not authorized		
Circling (OCH AAL)	2700 (1962)		

NM to NEXT WPT	6.1 NM	7.0 NM	FAF
Altitude (Height)	2700 (1962)	3000 (2262)	3100 (2362)

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

REMARK : 1. FOR CIRCLING RESTRICTION, SEE VERSO.
2. TAKE CAUTION TO REMAIN WITHIN BANGKOK FIR WHILE CIRCLING AND MISSED APPROACH DUE TO PROXIMITY OF KUALA LUMPUR FIR.
3. LANDING DISTANCE AVAILABLE (LDA) IS 1,800 m.

CHANGE: MAG VAR. PDR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 738 FT
HEIGHTS RELATED TO
AERODROME ELEV

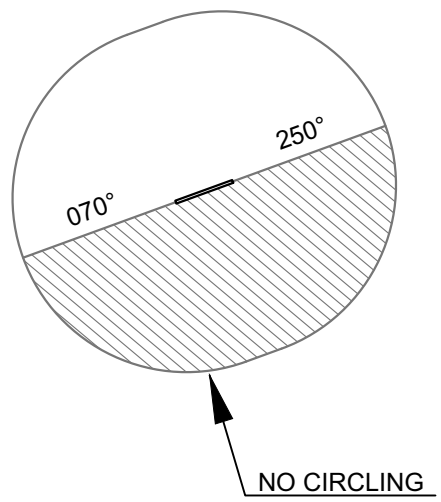
YALA / Betong (VTSY)
RNP a

TABULAR DESCRIPTION

RNP a											
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	ERVES	-	-	+0.18	-	-	+9000	-	-	RNP APCH
020	TF	TCART (IAF)	-	219°(219.0°)	+0.18	11.1	-	+6000	-170	-	RNP APCH
030	TF	SY004	-	245°(245.0°)	+0.18	5.4	-	+5000	-	-	RNP APCH
040	TF	ESGAL (IF)	-	245°(245.0°)	+0.18	4.2	-	+4000	-	-	RNP APCH
010	IF	PETAC	-	-	+0.18	-	-	+7000	-	-	RNP APCH
020	TF	TARUG (IAF)	-	200°(200.0°)	+0.18	10.3	-	+6000	-170	-	RNP APCH
030	TF	ESGAL (IF)	-	200°(200.0°)	+0.18	9.0	-	+4000	-	-	RNP APCH
010	IF	ESGAL (IF)	-	-	+0.18	-	-	+4000	-	-	RNP APCH
020	TF	SY003	-	200°(200.0°)	+0.18	3.0	-	+3400	-	-	RNP APCH
030	TF	KIBUG (FAF)	-	200°(200.0°)	+0.18	2.7	-	@3100	-	-	RNP APCH
040	TF	SY002 (MAPt)	Y	200°(200.0°)	+0.18	5.8	-	@2700	-	-	RNP APCH
050	CF	EMSEG	-	200°(200.0°)	+0.18	3.0	-	+2900	-130	-	RNP APCH
060	TF	GUBLU	-	290°(290.0°)	+0.18	3.0	-	+3400	-150	-	RNP APCH
070	TF	MEVIT	-	020°(020.0°)	+0.18	3.0	-	+3800	-150	-	RNP APCH
080	TF	TARUG (IAF)	-	029°(028.3°)	+0.18	20.7	-	+6000	-170	-	RNP APCH
090	HM	TARUG (IAF)	Y	200°(200.0°)	+0.18	1 minute	L	+6000	-170	-	RNP APCH

WAYPOINT LIST

RNP a	
Waypoint Identifier	Coordinates
EMSEG	05° 45' 42.70" N 101° 08' 07.77" E
ERVES	06° 12' 07.88" N 101° 28' 53.20" E
ESGAL	05° 59' 24.18" N 101° 13' 06.39" E
GUBLU	05° 46' 44.55" N 101° 05' 18.06" E
KIBUG	05° 54' 01.26" N 101° 11' 08.97" E
MEVIT	05° 49' 34.52" N 101° 06' 19.81" E
PETAC	06° 17' 39.82" N 101° 19' 45.08" E
SY002	05° 48' 32.67" N 101° 09' 09.54" E
SY003	05° 56' 34.22" N 101° 12' 04.58" E
SY004	06° 01' 11.86" N 101° 16' 57.21" E
TARUG	06° 07' 54.03" N 101° 16' 11.86" E
TCART	06° 03' 30.16" N 101° 21' 53.78" E



CHANGE: MAG VAR. CIRCLING.