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THE CIVIL AVIATION AUTHORITY OF THAILAND
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AIRAC AIP - THAILAND
Amendment 06/26
30 APR 26

This AIRAC AIP AMDT 06/26 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
GEN 2.1	MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS
GEN 3.2	AERONAUTICAL CHARTS
GEN 4.1	AERODROME/HELIPORT CHARGES
ENR 2.1	FIR, UIR, AND CTA
ENR 3.1	LOWER AND UPPER ATS ROUTES
ENR 4.4	NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS
ENR 6	EN-ROUTE CHARTS
AD 2-VTBS-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.6 RESCUE AND FIRE FIGHTING SERVICES
	AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS
	AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY
AD 2-VTUK-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUK-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY03
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY03 (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY21
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY21 (Tabular description)
AD 2-VTUK-8	Instrument Approach Chart - ICAO - NDB z RWY03
	Instrument Approach Chart - ICAO - NDB RWY21
	Instrument Approach Chart - ICAO - VOR RWY03
	Instrument Approach Chart - ICAO - VOR RWY03 (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR RWY21
	Instrument Approach Chart - ICAO - VOR RWY21 (Fix and point list table)
	Instrument Approach Chart - ICAO - RNP RWY03
	Instrument Approach Chart - ICAO - RNP RWY03 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY03 (Waypoint list table)
	Instrument Approach Chart - ICAO - RNP RWY21
	Instrument Approach Chart - ICAO - RNP RWY21 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY21 (Waypoint list table)
AD 2-VTUK-9	VFR ENTRY PROCEDURE CHART - RWY03/21 (NORTH)
	VFR ENTRY PROCEDURE CHART - RWY03/21 (NORTH) (Tabular description)
	VFR ENTRY PROCEDURE CHART - RWY03/21 (SOUTH)
	VFR ENTRY PROCEDURE CHART - RWY03/21 (SOUTH) (Tabular description)
	VFR EXIT PROCEDURE CHART - RWY03 (NORTH)

	VFR EXIT PROCEDURE CHART - RWY03 (NORTH) (Tabular description)
	VFR EXIT PROCEDURE CHART - RWY03 (SOUTH)
	VFR EXIT PROCEDURE CHART - RWY03 (SOUTH) (Tabular description)
	VFR EXIT PROCEDURE CHART - RWY21 (NORTH)
	VFR EXIT PROCEDURE CHART - RWY21 (NORTH) (Tabular description)
	VFR EXIT PROCEDURE CHART – RWY21 (SOUTH)
	VFR EXIT PROCEDURE CHART - RWY21 (SOUTH) (Tabular description)
AD 2-VTCL-1	VTCL AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTCL-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D
	Standard Departure Chart – Instrument (SID) - ICAO - RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D (Tabular description)
	Standard Departure Chart – Instrument (SID) - ICAO - RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C
	Standard Departure Chart – Instrument (SID) - ICAO - RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C (Tabular description)
AD 2-VTCL-7	Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B
	Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B (Tabular description)
	Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A
	Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A (Tabular description)
AD 2-VTCL-8	Instrument Approach Chart - ICAO - VOR RWY 18
	Instrument Approach Chart – ICAO - VOR RWY 36
	Instrument Approach Chart – ICAO - LOC y RWY 36
	Instrument Approach Chart – ICAO - LOC z RWY 36
	Instrument Approach Chart – ICAO - LOC z RWY 36 (Tabular description)
	Instrument Approach Chart – ICAO - RNP RWY 18
	Instrument Approach Chart – ICAO - RNP RWY 18 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 36
AD 2-VTUL-1	AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA
	AD 2.10 AERODROME OBSTACLES
AD 2-VTCH-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-VTUQ-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUQ-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 06 - SAMBY1A SITTA1A VOBOT1A
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 06 - SAMBY1A SITTA1A VOBOT1A (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B (Tabular description)
AD 2-VTUQ-8	Instrument Approach Chart - ICAO - VOR/DME RWY 06
	Instrument Approach Chart - ICAO - VOR/DME RWY 24
	Instrument Approach Chart - ICAO - ILS/DME RWY 06

	Instrument Approach Chart - ICAO - LLZ/DME RWY 06
	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-VTUQ-9	VFR ENTRY PROCEDURE CHART - RWY 06/24
	VFR ENTRY PROCEDURE CHART - RWY 06/24 (Tabular description)
	VFR EXIT PROCEDURE CHART - RWY 06/24
	VFR EXIT PROCEDURE CHART - RWY 06/24 (Tabular description)
AD 2-VTCN-1	AD 2.18 ATS COMMUNICATION FACILITIES
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTCN-8	Instrument Approach Chart - ICAO - NDB RWY02 CAT C, D
	Instrument Approach Chart - ICAO - VOR RWY02
	Instrument Approach Chart - ICAO - VOR RWY20
	Instrument Approach Chart - ICAO - RNP RWY02
	Instrument Approach Chart - ICAO - RNP RWY20
AD 2-VTCP-1	AD 2.18 ATS COMMUNICATION FACILITIES
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTCP-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY01
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY19
AD 2-VTCP-8	Instrument Approach Chart - ICAO - VOR RWY01
	Instrument Approach Chart - ICAO - VOR RWY19
	Instrument Approach Chart - ICAO - RNP RWY01
	Instrument Approach Chart - ICAO - RNP RWY19
AD 2-VTPH-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-VTSR-1	AD 2.2 AERODROME GEOGRAPGICAL AND ADMINISTRATIVE DATA
	AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA
	AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS
	AD 2.10 AERODROME OBSTACLES
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
	AD 2.22 FLIGHT PROCEDURES
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTSR-2	Aerodrome Chart - ICAO
AD 2-VTSR-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAVRWY 20
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 (Tabular description)
AD 2-VTSR-8	Instrument Approach Chart - ICAO - VOR RWY 02
	Instrument Approach Chart - ICAO - VOR RWY 02 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 02

	Instrument Approach Chart - ICAO - ILS or LOC y RWY 02 (Fix and point list table)
	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 - ILS or LOC z RWY 02 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 02 (Waypoint list)
	Instrument Approach Chart - ICAO - RNP RWY 02
	Instrument Approach Chart - ICAO - RNP RWY 02 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 02 (Waypoint list)
AD 2-VTUI-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-VTPO-1	AD 2.4 HANDLING SERVICES AND FACILITIES
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
	AD 2.14 APPROACH AND RUNWAY LIGHTING
	AD 2.15 OTHER LIGHT, SECONDARY POWER SUPPLY
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTPO-2	Aerodrome Chart - ICAO
	Aerodrome Ground Movement Chart - ICAO
AD 2-VTSM-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTSM-8	Instrument Approach Chart – ICAO – RNP RWY 17 – CAT A, B (Tabular description)
	Instrument Approach Chart – ICAO – RNP RWY 17 – CAT C (Tabular description)
AD 2-VTPM-1	AD 2.10 AERODROME OBSTACLES
	AD 2.18 ATS COMMUNICATION FACILITIES
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTPM-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY09
AD 2-VTPM-7	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY27
AD 2-VTPM-8	Instrument Approach Chart - ICAO - VOR RWY27
	Instrument Approach Chart - ICAO – RNP RWY27
AD 2-VTBO-1	AD 2.3 OPERATIONAL HOURS
AD 2-VTUD-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.10 AERODROME OBSTACLES

1.

DESTROY			INSERT		
GEN	0.2-3	14 MAY 2026	GEN	0.2-3	11 JUN 2026
	0.4-1	14 MAY 2026		0.4-1	11 JUN 2026
	0.4-2	14 MAY 2026		0.4-2	11 JUN 2026
	0.4-3	14 MAY 2026		0.4-3	11 JUN 2026
	0.4-4	14 MAY 2026		0.4-4	11 JUN 2026
	0.4-5	14 MAY 2026		0.4-5	11 JUN 2026
	0.4-6	14 MAY 2026		0.4-6	11 JUN 2026
	0.4-7	14 MAY 2026		0.4-7	11 JUN 2026

DESTROY			INSERT		
	0.4-8	14 MAY 2026		0.4-8	11 JUN 2026
	0.4-9	14 MAY 2026		0.4-9	11 JUN 2026
	0.4-10	14 MAY 2026		0.4-10	11 JUN 2026
	0.4-11	14 MAY 2026		0.4-11	11 JUN 2026
	2.1-3	19 FEB 2026		2.1-3	11 JUN 2026
	3.2-3	14 MAY 2026		3.2-3	11 JUN 2026
	3.2-5	14 MAY 2026		3.2-5	11 JUN 2026
	3.2-11	14 MAY 2026		3.2-11	11 JUN 2026
	3.2-12	14 MAY 2026		3.2-12	11 JUN 2026
	3.2-15	16 APR 2026		3.2-15	11 JUN 2026
	3.2-18	14 MAY 2026		3.2-18	11 JUN 2026
	3.2-19	14 MAY 2026		3.2-19	11 JUN 2026
	3.2-20	14 MAY 2026		3.2-20	11 JUN 2026
	3.2-21	14 MAY 2026		3.2-21	11 JUN 2026
	3.2-22	14 MAY 2026		3.2-22	11 JUN 2026
	3.2-23	14 MAY 2026		3.2-23	11 JUN 2026
	3.2-24	14 MAY 2026		3.2-24	11 JUN 2026
	4.1-1	4 SEP 2025		4.1-1	11 JUN 2026
ENR	2.1-1	14 MAY 2026	ENR	2.1-1	11 JUN 2026
	3.1-61	7 AUG 2025		3.1-61	11 JUN 2026
	4.4-1	14 MAY 2026		4.4-1	11 JUN 2026
	4.4-2	14 MAY 2026		4.4-2	11 JUN 2026
	4.4-3	14 MAY 2026		4.4-3	11 JUN 2026
	4.4-4	14 MAY 2026		4.4-4	11 JUN 2026
	6-1	14 MAY 2026		6-1	11 JUN 2026
	6-3	14 MAY 2026		6-3	11 JUN 2026
AD	2-VTBS-1-1	7 AUG 2025	AD	2-VTBS-1-1	11 JUN 2026
	2-VTBS-1-4	28 NOV 2024		2-VTBS-1-4	11 JUN 2026
	2-VTBS-1-6	28 NOV 2024		2-VTBS-1-6	11 JUN 2026
	2-VTBS-1-19	14 MAY 2026		2-VTBS-1-19	11 JUN 2026
	2-VTUK-1-9	30 OCT 2025		2-VTUK-1-9	11 JUN 2026
	2-VTUK-6-1	21 APR 2022		2-VTUK-6-1	11 JUN 2026
	2-VTUK-6-2	4 NOV 2021		2-VTUK-6-2	11 JUN 2026
	2-VTUK-6-5	21 APR 2022		2-VTUK-6-5	11 JUN 2026
	2-VTUK-6-6	21 APR 2022		2-VTUK-6-6	11 JUN 2026
	2-VTUK-8-1	4 NOV 2021		2-VTUK-8-1	11 JUN 2026
	2-VTUK-8-3	4 NOV 2021		2-VTUK-8-3	11 JUN 2026
	2-VTUK-8-5	21 APR 2022		2-VTUK-8-5	11 JUN 2026
	2-VTUK-8-6	15 MAY 2025		2-VTUK-8-6	11 JUN 2026
	2-VTUK-8-7	21 APR 2022		2-VTUK-8-7	11 JUN 2026
	2-VTUK-8-8	15 MAY 2025		2-VTUK-8-8	11 JUN 2026

DESTROY		INSERT	
2-VTUK-8-9	21 APR 2022	2-VTUK-8-9	11 JUN 2026
2-VTUK-8-10	21 APR 2022	2-VTUK-8-10	11 JUN 2026
2-VTUK-8-11	4 NOV 2021	2-VTUK-8-11	11 JUN 2026
2-VTUK-8-13	21 APR 2022	2-VTUK-8-13	11 JUN 2026
2-VTUK-8-14	4 NOV 2021	2-VTUK-8-14	11 JUN 2026
2-VTUK-8-15	4 NOV 2021	2-VTUK-8-15	11 JUN 2026
2-VTUK-9-1	13 AUG 2020	2-VTUK-9-1	11 JUN 2026
2-VTUK-9-2	15 MAY 2025	2-VTUK-9-2	11 JUN 2026
2-VTUK-9-3	13 AUG 2020	2-VTUK-9-3	11 JUN 2026
2-VTUK-9-4	15 MAY 2025	2-VTUK-9-4	11 JUN 2026
2-VTUK-9-5	13 AUG 2020	2-VTUK-9-5	11 JUN 2026
2-VTUK-9-6	15 MAY 2025	2-VTUK-9-6	11 JUN 2026
2-VTUK-9-7	13 AUG 2020	2-VTUK-9-7	11 JUN 2026
2-VTUK-9-8	15 MAY 2025	2-VTUK-9-8	11 JUN 2026
2-VTUK-9-9	13 AUG 2020	2-VTUK-9-9	11 JUN 2026
2-VTUK-9-10	15 MAY 2025	2-VTUK-9-10	11 JUN 2026
2-VTUK-9-11	13 AUG 2020	2-VTUK-9-11	11 JUN 2026
2-VTUK-9-12	15 MAY 2025	2-VTUK-9-12	11 JUN 2026
2-VTCL-1-11	16 APR 2026	2-VTCL-1-11	11 JUN 2026
2-VTCL-6-1	20 FEB 2025	2-VTCL-6-1	11 JUN 2026
2-VTCL-6-2	20 FEB 2025	2-VTCL-6-2	11 JUN 2026
2-VTCL-6-5	20 FEB 2025	2-VTCL-6-5	11 JUN 2026
2-VTCL-6-6	20 FEB 2025	2-VTCL-6-6	11 JUN 2026
2-VTCL-7-1	20 FEB 2025	2-VTCL-7-1	11 JUN 2026
2-VTCL-7-2	26 DEC 2024	2-VTCL-7-2	11 JUN 2026
2-VTCL-7-5	20 FEB 2025	2-VTCL-7-5	11 JUN 2026
2-VTCL-7-6	20 FEB 2025	2-VTCL-7-6	11 JUN 2026
2-VTCL-8-1	20 FEB 2025	2-VTCL-8-1	11 JUN 2026
2-VTCL-8-3	20 FEB 2025	2-VTCL-8-3	11 JUN 2026
2-VTCL-8-5	20 FEB 2025	2-VTCL-8-5	11 JUN 2026
2-VTCL-8-7	20 FEB 2025	2-VTCL-8-7	11 JUN 2026
2-VTCL-8-8	20 FEB 2025	2-VTCL-8-8	11 JUN 2026
2-VTCL-8-11	20 FEB 2025	2-VTCL-8-11	11 JUN 2026
2-VTCL-8-12	20 FEB 2025	2-VTCL-8-12	11 JUN 2026
2-VTCL-8-15	20 FEB 2025	2-VTCL-8-15	11 JUN 2026
2-VTCL-8-16	20 FEB 2025	2-VTCL-8-16	11 JUN 2026
2-VTUL-1-2	2 NOV 2023	2-VTUL-1-2	11 JUN 2026
2-VTUL-1-3	2 NOV 2023	2-VTUL-1-3	11 JUN 2026
2-VTUL-1-4	2 NOV 2023	2-VTUL-1-4	11 JUN 2026
2-VTUL-1-5	17 APR 2025	2-VTUL-1-5	11 JUN 2026
2-VTCH-1-1	10 JUL 2025	2-VTCH-1-1	11 JUN 2026

DESTROY		INSERT	
2-VTCH-1-3	28 NOV 2024	2-VTCH-1-3	11 JUN 2026
2-VTCH-1-4	13 JUN 2024	2-VTCH-1-4	11 JUN 2026
2-VTCH-1-5	7 AUG 2025	2-VTCH-1-5	11 JUN 2026
2-VTUQ-1-8	27 NOV 2025	2-VTUQ-1-8	11 JUN 2026
2-VTUQ-6-1	21 APR 2022	2-VTUQ-6-1	11 JUN 2026
2-VTUQ-6-2	17 JUN 2021	2-VTUQ-6-2	11 JUN 2026
2-VTUQ-6-3	21 APR 2022	2-VTUQ-6-3	11 JUN 2026
2-VTUQ-6-4	17 JUN 2021	2-VTUQ-6-4	11 JUN 2026
2-VTUQ-8-1	15 MAY 2025	2-VTUQ-8-1	11 JUN 2026
2-VTUQ-8-3	27 NOV 2025	2-VTUQ-8-3	11 JUN 2026
2-VTUQ-8-5	15 MAY 2025	2-VTUQ-8-5	11 JUN 2026
2-VTUQ-8-7	15 MAY 2025	2-VTUQ-8-7	11 JUN 2026
2-VTUQ-8-9	21 APR 2022	2-VTUQ-8-9	11 JUN 2026
2-VTUQ-8-10	20 MAY 2021	2-VTUQ-8-10	11 JUN 2026
2-VTUQ-8-11	21 APR 2022	2-VTUQ-8-11	11 JUN 2026
2-VTUQ-8-12	20 MAY 2021	2-VTUQ-8-12	11 JUN 2026
2-VTUQ-9-1	17 JUN 2021	2-VTUQ-9-1	11 JUN 2026
2-VTUQ-9-2	17 JUN 2021	2-VTUQ-9-2	11 JUN 2026
2-VTUQ-9-3	17 JUN 2021	2-VTUQ-9-3	11 JUN 2026
2-VTUQ-9-4	17 JUN 2021	2-VTUQ-9-4	11 JUN 2026
2-VTCN-1-5	14 MAY 2026	2-VTCN-1-5	11 JUN 2026
2-VTCN-1-7	15 MAY 2025	2-VTCN-1-7	11 JUN 2026
2-VTCN-8-1	26 DEC 2024	2-VTCN-8-1	11 JUN 2026
2-VTCN-8-3	26 DEC 2024	2-VTCN-8-3	11 JUN 2026
2-VTCN-8-5	26 DEC 2024	2-VTCN-8-5	11 JUN 2026
2-VTCN-8-7	26 DEC 2024	2-VTCN-8-7	11 JUN 2026
2-VTCN-8-9	26 DEC 2024	2-VTCN-8-9	11 JUN 2026
2-VTCP-1-7	14 MAY 2026	2-VTCP-1-7	11 JUN 2026
2-VTCP-1-10	10 JUL 2025	2-VTCP-1-10	11 JUN 2026
2-VTCP-6-1	10 JUL 2025	2-VTCP-6-1	11 JUN 2026
2-VTCP-6-3	26 DEC 2024	2-VTCP-6-3	11 JUN 2026
2-VTCP-8-1	26 DEC 2024	2-VTCP-8-1	11 JUN 2026
2-VTCP-8-3	26 DEC 2024	2-VTCP-8-3	11 JUN 2026
2-VTCP-8-5	26 DEC 2024	2-VTCP-8-5	11 JUN 2026
2-VTCP-8-7	26 DEC 2024	2-VTCP-8-7	11 JUN 2026
2-VTPH-1-1	7 OCT 2021	2-VTPH-1-1	11 JUN 2026
2-VTPH-1-2	22 FEB 2024	2-VTPH-1-2	11 JUN 2026
2-VTPH-1-3	13 JUN 2024	2-VTPH-1-3	11 JUN 2026
2-VTPH-1-4	13 JUN 2024	2-VTPH-1-4	11 JUN 2026
2-VTPH-1-5	13 JUN 2024	2-VTPH-1-5	11 JUN 2026
2-VTSR-1-1	19 FEB 2026	2-VTSR-1-1	11 JUN 2026

DESTROY		INSERT	
2-VTSR-1-2	7 OCT 2021	2-VTSR-1-2	11 JUN 2026
2-VTSR-1-3	14 MAY 2026	2-VTSR-1-3	11 JUN 2026
2-VTSR-1-4	7 OCT 2021	2-VTSR-1-4	11 JUN 2026
2-VTSR-1-5	14 MAY 2026	2-VTSR-1-5	11 JUN 2026
2-VTSR-1-6	14 MAY 2026	2-VTSR-1-6	11 JUN 2026
2-VTSR-1-7	10 JUL 2025	2-VTSR-1-7	11 JUN 2026
-	-	2-VTSR-1-8	11 JUN 2026
-	-	2-VTSR-1-9	11 JUN 2026
-	-	2-VTSR-1-10	11 JUN 2026
2-VTSR-2-1	18 JUL 2019	2-VTSR-2-1	11 JUN 2026
2-VTSR-6-1	20 MAY 2021	2-VTSR-6-1	11 JUN 2026
2-VTSR-6-2	20 MAY 2021	2-VTSR-6-2	11 JUN 2026
2-VTSR-6-3	20 MAY 2021	2-VTSR-6-3	11 JUN 2026
2-VTSR-6-4	20 MAY 2021	2-VTSR-6-4	11 JUN 2026
2-VTSR-6-5	20 MAY 2021	-	-
2-VTSR-6-6	20 MAY 2021	-	-
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2. Hand amendments

NIL

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

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

AIP SUP	NIL
AIC	04/26
NOTAM	A1452/26 (C2332/26)

- 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	
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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
2-VTBD-1-12	14 MAY 26
2-VTBD-1-13	22 JAN 26
2-VTBD-1-14	22 JAN 26
2-VTBD-1-15	22 JAN 26
2-VTBD-1-16	22 JAN 26
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
2-VTBD-1-21	22 JAN 26
2-VTBD-1-22	22 JAN 26
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
2-VTBD-1-28	22 JAN 26
2-VTBD-1-29	22 JAN 26
2-VTBD-1-30	22 JAN 26
2-VTBD-1-31	22 JAN 26
2-VTBD-1-32	22 JAN 26
2-VTBD-1-33	22 JAN 26
2-VTBD-1-34	22 JAN 26
2-VTBD-1-35	22 JAN 26
2-VTBD-1-36	22 JAN 26
2-VTBD-1-37	22 JAN 26
2-VTBD-1-38	22 JAN 26
2-VTBD-1-39	22 JAN 26
2-VTBD-1-40	22 JAN 26
2-VTBD-1-41	22 JAN 26
2-VTBD-1-42	22 JAN 26
2-VTBD-1-43	22 JAN 26
2-VTBD-1-44	14 MAY 26
2-VTBD-1-45	14 MAY 26
2-VTBD-1-46	14 MAY 26
2-VTBD-1-47	14 MAY 26
2-VTBD-2-1	25 DEC 25
2-VTBD-2-3	25 DEC 25
2-VTBD-2-4	28 JAN 21
2-VTBD-2-5	25 DEC 25
2-VTBD-3-1	18 JUL 19
2-VTBD-3-3	25 DEC 25
2-VTBD-3-5	25 DEC 25
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
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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

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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
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2-VTBD-6-41	10 JUL 25
2-VTBD-6-43	14 MAY 26
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
2-VTBD-6-49	14 MAY 26
2-VTBD-6-50	10 JUL 25
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-7-4	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
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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
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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
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2-VTBD-8-28	25 DEC 25
2-VTBD-8-29	14 MAY 26
2-VTBD-8-30	25 DEC 25
2-VTBD-8-31	14 MAY 26
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-1-21	19 FEB 26
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2-VTCC-1-23	19 FEB 26
2-VTCC-1-24	19 FEB 26
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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
2-VTCC-5-1	2 NOV 23
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2-VTCC-6-2	7 AUG 25
2-VTCC-6-3	7 AUG 25
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
2-VTCC-6-14	19 MAR 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
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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
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2-VTCC-6-29	14 MAY 26
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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-7-16	26 DEC 24
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2-VTCC-8-8	19 MAR 26
2-VTCC-8-9	26 DEC 24
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
2-VTCT-1-7	14 MAY 26
2-VTCT-1-8	14 MAY 26
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2-VTCT-1-10	7 AUG 25
2-VTCT-1-11	7 AUG 25
2-VTCT-1-12	17 APR 25
2-VTCT-1-13	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
2-VTCT-6-4	19 MAR 26
2-VTCT-8-1	14 MAY 26
2-VTCT-8-2	19 MAR 26
2-VTCT-8-3	14 MAY 26
2-VTCT-8-4	19 MAR 26
2-VTCT-8-5	14 MAY 26
2-VTCT-8-6	19 MAR 26
2-VTCT-8-7	14 MAY 26

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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
2-VTSP-1-5	16 APR 26
2-VTSP-1-6	16 APR 26
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2-VTSP-1-8	14 MAY 26
2-VTSP-1-9	14 MAY 26
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2-VTSP-1-13	25 DEC 25
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2-VTSP-1-15	7 AUG 25
2-VTSP-1-16	17 JUN 21
2-VTSP-1-17	7 AUG 25
2-VTSP-1-18	25 DEC 25
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2-VTSP-1-21	19 FEB 26
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2-VTSP-1-23	19 FEB 26
2-VTSP-1-24	19 FEB 26
2-VTSP-1-25	19 FEB 26
2-VTSP-1-26	19 FEB 26
2-VTSP-1-27	16 APR 26
2-VTSP-1-28	16 APR 26
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2-VTSP-2-4	25 DEC 25
2-VTSP-2-5	25 DEC 25
2-VTSP-3-1	25 DEC 25
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2-VTSP-7-8	16 APR 26
2-VTSP-7-9	16 APR 26
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2-VTSP-7-11	18 JUL 19
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2-VTSP-8-14	16 APR 26
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	**11 JUN 26**
2-VTBS-1-2	12 JUN 25
2-VTBS-1-3	12 JUN 25
2-VTBS-1-4	**11 JUN 26**
2-VTBS-1-5	7 AUG 25
2-VTBS-1-6	**11 JUN 26**
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
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2-VTBS-1-16	7 AUG 25
2-VTBS-1-17	7 AUG 25
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2-VTBS-1-19	**11 JUN 26**
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2-VTBS-1-21	14 MAY 26
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2-VTBS-1-76	2 OCT 25
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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
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2-VTBS-3-11	31 OCT 24
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2-VTBS-6-40	2 OCT 25
2-VTBS-6-41	14 MAY 26

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2-VTBS-6-42	14 MAY 26
2-VTBS-6-43	10 JUL 25
2-VTBS-6-44	2 OCT 25
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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
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2-VTBS-6-68	14 MAY 26
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2-VTBS-6-79	14 MAY 26
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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	**11 JUN 26**
2-VTUK-2-1	30 OCT 25
2-VTUK-2-3	30 OCT 25
2-VTUK-6-1	**11 JUN 26**
2-VTUK-6-2	**11 JUN 26**
2-VTUK-6-3	4 NOV 21
2-VTUK-6-5	**11 JUN 26**
2-VTUK-6-6	**11 JUN 26**
2-VTUK-6-7	4 NOV 21
2-VTUK-8-1	**11 JUN 26**
2-VTUK-8-3	**11 JUN 26**
2-VTUK-8-5	**11 JUN 26**
2-VTUK-8-6	**11 JUN 26**
2-VTUK-8-7	**11 JUN 26**
2-VTUK-8-8	**11 JUN 26**
2-VTUK-8-9	**11 JUN 26**
2-VTUK-8-10	**11 JUN 26**
2-VTUK-8-11	**11 JUN 26**
2-VTUK-8-13	**11 JUN 26**
2-VTUK-8-14	**11 JUN 26**
2-VTUK-8-15	**11 JUN 26**
2-VTUK-9-1	**11 JUN 26**
2-VTUK-9-2	**11 JUN 26**
2-VTUK-9-3	**11 JUN 26**
2-VTUK-9-4	**11 JUN 26**
2-VTUK-9-5	**11 JUN 26**
2-VTUK-9-6	**11 JUN 26**
2-VTUK-9-7	**11 JUN 26**
2-VTUK-9-8	**11 JUN 26**
2-VTUK-9-9	**11 JUN 26**
2-VTUK-9-10	**11 JUN 26**
2-VTUK-9-11	**11 JUN 26**
2-VTUK-9-12	**11 JUN 26**

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	**11 JUN 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	**11 JUN 26**
2-VTCL-6-2	**11 JUN 26**
2-VTCL-6-3	26 DEC 24
2-VTCL-6-5	**11 JUN 26**
2-VTCL-6-6	**11 JUN 26**
2-VTCL-6-7	26 DEC 24
2-VTCL-7-1	**11 JUN 26**
2-VTCL-7-2	**11 JUN 26**
2-VTCL-7-3	26 DEC 24
2-VTCL-7-5	**11 JUN 26**
2-VTCL-7-6	**11 JUN 26**
2-VTCL-7-7	26 DEC 24
2-VTCL-8-1	**11 JUN 26**
2-VTCL-8-2	20 FEB 25
2-VTCL-8-3	**11 JUN 26**
2-VTCL-8-4	26 DEC 24
2-VTCL-8-5	**11 JUN 26**
2-VTCL-8-6	20 FEB 25
2-VTCL-8-7	**11 JUN 26**
2-VTCL-8-8	**11 JUN 26**
2-VTCL-8-9	20 FEB 25
2-VTCL-8-11	**11 JUN 26**
2-VTCL-8-12	**11 JUN 26**
2-VTCL-8-13	26 DEC 24
2-VTCL-8-15	**11 JUN 26**
2-VTCL-8-16	**11 JUN 26**
2-VTCL-8-17	26 DEC 24

LOEI / LOEI AIRPORT

2-VTUL-1-1	14 MAY 26
2-VTUL-1-2	**11 JUN 26**
2-VTUL-1-3	**11 JUN 26**
2-VTUL-1-4	**11 JUN 26**
2-VTUL-1-5	**11 JUN 26**
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	**11 JUN 26**
2-VTCH-1-2	13 JUN 24
2-VTCH-1-3	**11 JUN 26**
2-VTCH-1-4	**11 JUN 26**
2-VTCH-1-5	**11 JUN 26**
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	**11 JUN 26**
2-VTUQ-2-1	27 NOV 25
2-VTUQ-6-1	**11 JUN 26**
2-VTUQ-6-2	**11 JUN 26**
2-VTUQ-6-3	**11 JUN 26**
2-VTUQ-6-4	**11 JUN 26**
2-VTUQ-6-5	17 JUN 21
2-VTUQ-8-1	**11 JUN 26**
2-VTUQ-8-3	**11 JUN 26**
2-VTUQ-8-5	**11 JUN 26**
2-VTUQ-8-7	**11 JUN 26**
2-VTUQ-8-9	**11 JUN 26**
2-VTUQ-8-10	**11 JUN 26**
2-VTUQ-8-11	**11 JUN 26**
2-VTUQ-8-12	**11 JUN 26**
2-VTUQ-9-1	**11 JUN 26**
2-VTUQ-9-2	**11 JUN 26**
2-VTUQ-9-3	**11 JUN 26**
2-VTUQ-9-4	**11 JUN 26**

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

Page	Date
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	**11 JUN 26**
2-VTCN-1-6	14 MAY 26
2-VTCN-1-7	**11 JUN 26**
2-VTCN-2-1	15 JUL 21

Page	Date
2-VTCN-8-1	**11 JUN 26**
2-VTCN-8-2	23 MAR 23
2-VTCN-8-3	**11 JUN 26**
2-VTCN-8-4	26 DEC 24
2-VTCN-8-5	**11 JUN 26**
2-VTCN-8-6	26 DEC 24
2-VTCN-8-7	**11 JUN 26**
2-VTCN-8-8	23 MAR 23
2-VTCN-8-9	**11 JUN 26**
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	**11 JUN 26**
2-VTCP-1-8	14 MAY 26
2-VTCP-1-9	8 AUG 24
2-VTCP-1-10	**11 JUN 26**
2-VTCP-2-1	26 DEC 24
2-VTCP-6-1	**11 JUN 26**
2-VTCP-6-2	10 JUL 25
2-VTCP-6-3	**11 JUN 26**
2-VTCP-6-4	26 DEC 24
2-VTCP-8-1	**11 JUN 26**
2-VTCP-8-2	26 DEC 24
2-VTCP-8-3	**11 JUN 26**
2-VTCP-8-4	26 DEC 24
2-VTCP-8-5	**11 JUN 26**
2-VTCP-8-6	26 DEC 24
2-VTCP-8-7	**11 JUN 26**
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	**11 JUN 26**
2-VTPH-1-2	**11 JUN 26**
2-VTPH-1-3	**11 JUN 26**
2-VTPH-1-4	**11 JUN 26**
2-VTPH-1-5	**11 JUN 26**
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	**11 JUN 26**
2-VTSR-1-2	**11 JUN 26**
2-VTSR-1-3	**11 JUN 26**
2-VTSR-1-4	**11 JUN 26**
2-VTSR-1-5	**11 JUN 26**
2-VTSR-1-6	**11 JUN 26**
2-VTSR-1-7	**11 JUN 26**
2-VTSR-1-8	**11 JUN 26**
2-VTSR-1-9	**11 JUN 26**
2-VTSR-1-10	**11 JUN 26**
2-VTSR-2-1	**11 JUN 26**
2-VTSR-6-1	**11 JUN 26**
2-VTSR-6-2	**11 JUN 26**
2-VTSR-6-3	**11 JUN 26**
2-VTSR-6-4	**11 JUN 26**
2-VTSR-8-1	**11 JUN 26**
2-VTSR-8-2	**11 JUN 26**
2-VTSR-8-3	**11 JUN 26**
2-VTSR-8-4	**11 JUN 26**
2-VTSR-8-5	**11 JUN 26**
2-VTSR-8-6	**11 JUN 26**
2-VTSR-8-7	**11 JUN 26**

Page	Date
2-VTSR-8-8	**11 JUN 26**
2-VTSR-8-9	**11 JUN 26**
2-VTSR-8-10	**11 JUN 26**
2-VTSR-8-11	**11 JUN 26**

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	**11 JUN 26**
2-VTUI-1-2	7 OCT 21
2-VTUI-1-3	**11 JUN 26**
2-VTUI-1-4	**11 JUN 26**
2-VTUI-1-5	**11 JUN 26**
2-VTUI-1-6	**11 JUN 26**
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	**11 JUN 26**
2-VTPO-1-3	19 FEB 26
2-VTPO-1-4	19 FEB 26
2-VTPO-1-5	**11 JUN 26**
2-VTPO-1-6	**11 JUN 26**
2-VTPO-1-7	**11 JUN 26**
2-VTPO-1-8	**11 JUN 26**
2-VTPO-2-1	**11 JUN 26**
2-VTPO-2-3	**11 JUN 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	**11 JUN 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	**11 JUN 26**
2-VTSM-8-11	15 JUL 21
2-VTSM-8-13	19 MAR 26
2-VTSM-8-14	**11 JUN 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	**11 JUN 26**
2-VTPM-1-4	**11 JUN 26**
2-VTPM-1-5	**11 JUN 26**
2-VTPM-1-6	26 JAN 23
2-VTPM-1-7	**11 JUN 26**

Page	Date
2-VTPM-1-8	14 MAY 26
2-VTPM-1-9	26 DEC 24
2-VTPM-1-10	**11 JUN 26**
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	**11 JUN 26**
2-VTPM-6-2	26 DEC 24
2-VTPM-7-1	**11 JUN 26**
2-VTPM-7-2	26 DEC 24
2-VTPM-8-1	**11 JUN 26**
2-VTPM-8-2	26 DEC 24
2-VTPM-8-3	**11 JUN 26**
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	**11 JUN 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	**11 JUN 26**
2-VTUD-1-2	25 JAN 24
2-VTUD-1-3	**11 JUN 26**
2-VTUD-1-4	**11 JUN 26**
2-VTUD-1-5	**11 JUN 26**
2-VTUD-1-6	**11 JUN 26**
2-VTUD-1-7	**11 JUN 26**
2-VTUD-1-8	**11 JUN 26**
2-VTUD-1-9	**11 JUN 26**
2-VTUD-1-10	**11 JUN 26**
2-VTUD-1-11	**11 JUN 26**
2-VTUD-1-12	**11 JUN 26**
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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6. Public holidays

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

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5. List of Aeronautical Charts Available

5.1 Aerodrome Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-1	In AIP	7 AUG 2025
		Chiang Mai Intl	AD 2-VTCC-2-1	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-1	In AIP	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	11 JUN 2026
		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	11 JUN 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	11 JUN 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

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	11 JUN 2026
	1 : 600,000	RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SED-NO1D	AD 2-VTUK-6-5	In AIP	11 JUN 2026
		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	11 JUN 2026
	1 : 500,000	RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C	AD 2-VTCL-6-5	In AIP	11 JUN 2026
		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	11 JUN 2026
	1 : 600,000	RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B	AD 2-VTUQ-6-3	In AIP	11 JUN 2026
		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	11 JUN 2026
	1 : 600,000	RNAV RWY 19 - AIZAK1A IDKOR1A OTBAD1A SUNGO1A	AD 2-VTCP-6-3	In AIP	11 JUN 2026
		Ranong			
	1 : 500,000	RNAV RWY 02 - ELPUT1A SAKUB1A TOGIM1A	AD 2-VTSR-6-1	In AIP	11 JUN 2026
	1 : 500,000	RNAV RWY 20 - ELPUT1B SAKUB1B TOGIM1B	AD 2-VTSR-6-3	In AIP	11 JUN 2026
		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	11 JUN 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	11 JUN 2026
	1 : 500,000	RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A	AD 2-VTCL-7-5	In AIP	11 JUN 2026
		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	11 JUN 2026

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	11 JUN 2026
	1 : 500,000	NDB RWY 21	AD 2-VTUK-8-3	In AIP	11 JUN 2026
	1 : 600,000	VOR RWY 03	AD 2-VTUK-8-5	In AIP	11 JUN 2026
	1 : 600,000	VOR RWY 21	AD 2-VTUK-8-7	In AIP	11 JUN 2026
	1 : 600,000	RNP RWY 03	AD 2-VTUK-8-9	In AIP	11 JUN 2026
	1 : 600,000	RNP RWY 21	AD 2-VTUK-8-13	In AIP	11 JUN 2026
		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	11 JUN 2026
	1 : 500,000	VOR RWY 36	AD 2-VTCL-8-3	In AIP	11 JUN 2026
	1 : 500,000	LOC y RWY 36	AD 2-VTCL-8-5	In AIP	11 JUN 2026
	1 : 500,000	LOC z RWY 36	AD 2-VTCL-8-7	In AIP	11 JUN 2026
	1 : 500,000	RNP RWY 18	AD 2-VTCL-8-11	In AIP	11 JUN 2026
	1 : 500,000	RNP RWY 36	AD 2-VTCL-8-15	In AIP	11 JUN 2026
		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	11 JUN 2026
	1 : 500,000	VOR/DME RWY 24	AD 2-VTUQ-8-3	In AIP	11 JUN 2026
	1 : 500,000	ILS/DME RWY 06	AD 2-VTUQ-8-5	In AIP	11 JUN 2026
	1 : 500,000	LLZ/DME RWY 06	AD 2-VTUQ-8-7	In AIP	11 JUN 2026
	1 : 400,000	RNP RWY 06	AD 2-VTUQ-8-9	In AIP	11 JUN 2026
	1 : 400,000	RNP RWY 24	AD 2-VTUQ-8-11	In AIP	11 JUN 2026
		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	11 JUN 2026
	1 : 500,000	VOR RWY 02	AD 2-VTCN-8-3	In AIP	11 JUN 2026
	1 : 500,000	VOR RWY 20	AD 2-VTCN-8-5	In AIP	11 JUN 2026
	1 : 500,000	RNP RWY 02	AD 2-VTCN-8-7	In AIP	11 JUN 2026
	1 : 500,000	RNP RWY 20	AD 2-VTCN-8-9	In AIP	11 JUN 2026
		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	11 JUN 2026
	1 : 600,000	VOR RWY 19	AD 2-VTCP-8-3	In AIP	11 JUN 2026
	1 : 600,000	RNP RWY 01	AD 2-VTCP-8-5	In AIP	11 JUN 2026
	1 : 600,000	RNP RWY 19	AD 2-VTCP-8-7	In AIP	11 JUN 2026
		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	11 JUN 2026
	1 : 500,000	ILS or LOC y RWY 02	AD 2-VTSR-8-3	In AIP	11 JUN 2026
	1 : 500,000	ILS or LOC z RWY 02	AD 2-VTSR-8-5	In AIP	11 JUN 2026
	1 : 500,000	RNP RWY 02	AD 2-VTSR-8-9	In AIP	11 JUN 2026
		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
Instrument Approach Chart - ICAO		**Sakon Nakhon**			
	1 : 500,000	VOR RWY 05	AD 2-VTUI-8-1	In AIP	25 DEC 2025
	1 : 500,000	VOR RWY 23	AD 2-VTUI-8-3	In AIP	25 DEC 2025
	1 : 500,000	ILS RWY 23	AD 2-VTUI-8-5	In AIP	25 DEC 2025
	1 : 500,000	LOC RWY 23	AD 2-VTUI-8-7	In AIP	25 DEC 2025
	1 : 500,000	RNP RWY 05	AD 2-VTUI-8-9	In AIP	25 DEC 2025
	1 : 500,000	RNP RWY 23	AD 2-VTUI-8-11	In AIP	25 DEC 2025
		Sukhothai			
	1 : 500,000	NDB RWY 36	AD 2-VTPO-8-1	In AIP	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
		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	11 JUN 2026
	1 : 500,000	RNP RWY 27	AD 2-VTPM-8-3	In AIP	11 JUN 2026
		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	11 JUN 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	11 JUN 2026
	1 : 500,000	RWY 03/21 (SOUTH)	AD 2-VTUK-9-3	In AIP	11 JUN 2026
		Nakhon Ratchasima			
	1 : 650,000	RWY 06/24	AD 2-VTUQ-9-1	In AIP	11 JUN 2026
		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	11 JUN 2026
	1 : 500,000	RWY 03 (SOUTH)	AD 2-VTUK-9-7	In AIP	11 JUN 2026
	1 : 500,000	RWY 21 (NORTH)	AD 2-VTUK-9-9	In AIP	11 JUN 2026
	1 : 500,000	RWY 21 (SOUTH)	AD 2-VTUK-9-11	In AIP	11 JUN 2026
		Nakhon Ratchasima			
	1 : 650,000	RWY 06/24	AD 2-VTUQ-9-3	In AIP	11 JUN 2026
		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

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

GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1. General

The charges set out hereunder are collected in accordance with the Air Navigation Act.B.E. 2497 including the amendments concerned.

2. Landing charges

Landing rates is based daily on maximum permissible take-off weight of the aircraft as specified in its Flight Manual as follows:

2.1 Rates for airports of Department of Airports are as follows:

a) First 50 metric tons: not exceeding 85 Baht per metric ton;
b) Over 50 to 100 metric tons: the charge for (a) plus not exceeding 95 Baht for every metric ton in excess of 50 metric tons; and
c) Over 100 metric tons: the charge for (a) and (b) plus not exceeding 105 Baht for every metric ton in excess of 100 metric tons;

2.2 Rates for airport of Airports of Thailand are as follows:

a) First 10 metric tons: not exceeding 1,150 Baht;
b) Over 10 up to 50 metric tons: the charge for (a) plus not exceeding 135 Baht for every metric ton excess of 10 metric tons;
c) Over 50 up to 100 metric tons: the charge for (a) and (b) plus not exceeding 155 Baht for every metric ton in excess of 50 metric tons; and
d) Over 100 metric tons: the charge for (a) and (b) and (c) plus not exceeding 175 Baht for every metric ton in excess of 100 metric tons.

2.3 At Samui airport, Sukhothai airport and Trat airport, rate will be charged not exceeding 100 Baht per metric ton.

2.4 U-Tapao Rayong Pattaya airports, the charges are not exceeding the rates for aerodromes in 2.1.

2.5 Songkhla airports, the charges are not exceeding 50% of the rates for aerodromes in 2.1.

2.6 Other aerodromes not mentioned above and all temporary areas for take-off and landing of aircraft, the charges are not exceeding 25% of the rates for aerodromes in 2.1.

Any fraction of a metric ton (1 000 Kilograms) is counted as a full metric ton.

Reductions

a) Landing rates for domestic flights at aerodromes in 2.3, 2.4, 2.5, 2.6, the charges are not exceeding 50%;
b) Landing at U-Tapao Rayong Pattaya exporting of Thai fruits, the charges are not exceeding 50% of the rates for aerodromes in 2.4; and
c) If a landing is made in conjunction with the seasonal festival or for flight training at aerodromes in 2.1, 2.3, 2.4, 2.5, 2.6 the charges are not exceeding 50%.

Exemptions

a) Foreign military aircraft of countries that exempt Thai military aircraft from landing charges in a reciprocal manner
b) Foreign government-owned aircraft or aircraft wholly chartered by foreign government in use of carrying heads of their states, guests of their Majesties the King and the Queen of the Kingdom of Thailand or guests of Thai Government to and from the Kingdom of Thailand
c) Aircraft used in International Red Cross services;
d) Aircraft registered on behalf of State; and
e) Aircraft with the permission of the Minister of Transport.

3. Passenger service charges

3.1 Passengers departing from any airports for foreign destination will be charged as follows:

3.1.1 Suvarnabhumi, Don Mueang, Chiang Mai, Mae Fah Luang-Chiang Rai, Hat Yai, and Phuket airports: not exceeding 1,120 Baht. (with effect from 19 June 2026 at 1700 UTC onwards)

3.1.2 Samui airports: not exceeding 700 Baht

3.1.3 Krabi, Suratthani, Ubon Ratchathani, Khon Kaen, Nakonsri Thammarat and Phitsanulok Airports: not exceeding 425 Baht. (for any flight ticket purchased from 1 July 2025 onwards with departure from 1 October 2025 onwards)

3.1.4 Other airports: not exceeding 400 Baht.

3.2 Passengers departing from domestic destination airports will be charged as follows:

3.2.1 Samui and Sukhothai airports: not exceeding 400 Baht;

3.2.2 Trat airport: not exceeding 200 Baht;

3.2.3 Suvarnabhumi, Don Mueang, Chiang Mai, Mae Fah Luang-Chiang Rai, Hat Yai, and Phuket airports: not exceeding 130 Baht; and

3.2.4 Krabi, Suratthani, Ubon Ratchathani, Khon Kaen, Nakonsri Thammarat and Phitsanulok Airports: not exceeding 75 Baht. (for any flight ticket purchased from 1 July 2025 onwards with departure from 1 October 2025 onwards)

3.2.5 Other airports: not exceeding 50 Baht.

Payment

The owner or possessor of aircraft or his agent is authorized to collect the passenger service charge from passengers boarding his aircraft, if neither of them are in the Kingdom of Thailand, pilot-in-command or an officer appointed by the Minister of Transport is authorized to collect the charge. The collected charge must be handed over to Airport Manager, together with the boarding passenger list certified by an immigration officer, within 7 days of departure except the charge collected by pilot-in-command must be handed over to Airport Manager before departure. The one who fails to comply with the above mentioned regulations shall be punished by fine three times of the collected charge.

Exemptions

a) Their Majesties the King and the Queen, all the members of the Royal family and their entourage;
b) His Holiness the Patriarch and his entourage;
c) Heads of foreign States and their entourage;
d) The guests of their Majesties the King and the Queen and their entourage;
e) Government guests and their entourage;
f) Children two years of age and under;
g) Passengers in Thai or foreign government-owned aircraft or in the aircraft chartered wholly by Thai or foreign government with evidence showing that it is in government service;
h) For international flight, transit passengers who do not leave transit area or who have to leave transit area for relaxation because of the delay of flight schedule. For domestic flight, transit passengers who stay within 6 hours or have to stay longer than 6 hours because of the delay of flight schedule; and
i) Passengers with the permission of the Minister of Transport.

4. Storage charges

4.1 Parking Rates

Parking rates is based daily on maximum permissible take-off weight of the aircraft as specified in its Flight Manual as follows:

4.1.1 The rates of not exceeding 100 Baht per metric ton per day will be charged at Samui airport, Sukhothai airport, and Trat airport .

4.1.2 Rates for airport of Airports of Thailand are as follows

a) First 50 metric tons: not exceeding 880 Baht per day;
b) Over 50 up to 100 metric tons: the charge for (a) plus not exceeding 14 Baht for every metric ton in excess of 50 metric tons; and
c) Over 100 metric tons: the charge for (a) and (b) plus not exceeding 7 Baht for every metric ton in excess of 100 metric tons.

4.1.3 Rates for airports of Department of Airports, other aerodromes, and temporary areas for take-off and landing of aircraft are as follows:

a) First 50 metric tons: not exceeding 650 Baht per day;
b) Over 50 up to 100 metric tons: the charge for (a) plus not exceeding 10 Baht for every metric ton in excess of 50 metric tons; and
c) Over 100 metric tons: the charge for (a) and (b) plus not exceeding 5 Baht for every metric ton in excess of 100 metric tons.
d) From the date 15th onward of aircraft progressive rate for aerodrome in 4.1.1, 4.1.2, 4.1.3 will be as follow;

– From the date 15th – 29th, the charge will be 2 folds of charge rate per day.
– From the date 30th – 44th, the charge will be 3 folds of charge rate per day
– From the date 45th – 59th, the charge will be 4 folds of charge rate per day.
– From the date 60th – 74th, the charge will be 5 folds of charge rate per day.
– From the date 75th – 89th, the charge will be 6 folds of charge rate per day
– From the date 90th – 104th, the charges will be 7 folds of charge rate per day.
– From the date 105th – 119th, the charges will be 8 folds of charge rate per day
– From the date 120th – 134th, the charges will be 9 folds of charge rate per day.
– From the date 135th onward, the charges will be 10 folds of charge rate per day

Note 1: *Any fraction of a metric ton (1,000 Kilograms) is counted as a full metric ton.*

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 VTD 8A, VTD 8B 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	

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W34					
▲ MENEX 110831N 0994543E	223° 043°	FL 460 6 500ft	10	↓	
▲ CHUM PHON DVORDME (CPN) 104240N 0992156E	35.0 NM 220° 040°	Class A 7 000ft			
▲ SAKUB 100603N 0985112E	47.0 NM 220° 040°				
▲ RANONG DVORDME (RAN) 094641N 0983501E	25.0 NM 190° 010°				
▲ ELPUT 092157N 0983053E	25.0 NM 190° 010°				
▲ IGEVI 083640N 0982320E	46.0 NM 190° 010°			↑	
▲ PHUKET DVORDME (PUT) 080650N 0981825E	30.0 NM				

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST(COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
W35					
UPNEP					
▲ 094213N 1002936E	206° 026°	FL 460 7 500ft	10	↓	Conditional Route (CDR) availability: Portion between UPNEP-NKS
PINUN	15.0 NM	Class A			
▲ 092825N 1002306E	205° 025°	8 000ft			CDR1 1. Weekdays, Monday to Friday 1700 - 2300 UTC 2. From Friday 1700 UTC to Sunday 2300 UTC 3. Public Holidays
PAGLU	14.0 NM				
▲ 091549N 1001709E	206° 026°				
NAKHON SI THAMMARAT DVOR/DME (NKS)	48.0 NM				CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaicmac.aerothai.aero
▲ 083230N 0995649E	198° 018°			↑	
TRANG DVOR/DME (TRN)	65.0 NM				
▲ 073032N 0993734E					

For flight planning procedure, see ENR 1.10.

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
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
ELPUT	092157N	0983053E	W34
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

Name-code designator	Coordinates		ATS route or other route
1	2		3
GORSI	133055N	1012128E	N506, R468
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

Name-code designator	Coordinates		ATS route or other route
1	2		3
MEMAN	183452N	0991859E	W15
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

Name-code designator	Coordinates		ATS route or other route
1	2		3
PADET	100007N	0981719E	G331
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

Name-code designator	Coordinates		ATS route or other route
1	2		3
SABIS	125959N	1001125E	Y8
SAGAL	151757N	1044522E	G473
SAKDA	113654N	1030000E	R334, R575
SAKUB	100603N	0985112E	W34
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

Name-code designator	Coordinates		ATS route or other route
1	2		3
UDIKU	170735N	1011952E	B346, Y31
UGIPA	134524N	1005221E	M633, N506, R468
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 6. EN-ROUTE CHARTS

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PROHIBITED, RESTRICTED, DANGER AREAS		
Identification	Vertical limits Lower limit	Activation time
P4	GND FL100	MON - FRI 0000-1000
P7	GND FL100	H24
P36	GND ALT 1000 ft AMSL	HN
P37	GND ALT 1000 ft AMSL	HN
P38	GND ALT 1000 ft AMSL	HN
R1	GND ALT 1000 ft AMSL	H24
R2	GND ALT 1000 ft AMSL	H24
R3	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
R5	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
R6	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
R8	GND ALT 1000 ft AMSL	H24
R11	GND ALT 1000 ft AMSL	H24
R12	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
R13	GND ALT 1000 ft AMSL	H24
R15	GND ALT 1000 ft AMSL	H24
R51	GND ALT 1000 ft AMSL	HJ
R52	GND ALT 1000 ft AMSL	HJ
R62	GND ALT 1000 ft AMSL	HN
R66	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
R68	GND FL100	MON - FRI 0000-1000
R79	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
R80	GND ALT 1000 ft AMSL	H24
R81	GND ALT 1000 ft AMSL	H24
R82	GND ALT 1000 ft AMSL	H24
R83	GND ALT 1000 ft AMSL	H24
R84	GND ALT 1000 ft AMSL	H24
D2	GND ALT 1000 ft AMSL	MON - FRI 0000-1000
D3A	GND FL100	MON - FRI 0000-1000
D3B	GND FL100	MON - FRI 0000-1000
D5A	GND ALT 1000 ft AMSL	MON - FRI 0000-1000
D5B	GND ALT 1000 ft AMSL	MON - FRI 0000-1000
D6A	GND ALT 1000 ft AMSL	EVERYDAY 2300-1000
D6B	GND ALT 1000 ft AMSL	EVERYDAY 2300-1000
D8A	GND FL100	MON - FRI 0000-1100
D8B	GND ALT 1000 ft AMSL	MON - FRI 0000-1100
D8C	GND ALT 1000 ft AMSL	MON - FRI 0000-1100
D8D	GND ALT 1000 ft AMSL	MON - FRI 0000-1100
D8E	GND ALT 1000 ft AMSL	MON - FRI 0000-1100
D8F	GND ALT 1000 ft AMSL	MON - FRI 0000-1100
D8G	GND ALT 1000 ft AMSL	MON - FRI 0000-1100
D20	GND ALT 1000 ft AMSL	HJ
D21 AREA1	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
D21 AREA2	GND FL100	NOTIFIED BY NOTAM
D21 AREA3	GND FL100	NOTIFIED BY NOTAM
D22	GND FL100	NOTIFIED BY NOTAM
D23	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
D24	GND FL100	NOTIFIED BY NOTAM
D25	GND FL100	NOTIFIED BY NOTAM
D26	GND FL100	NOTIFIED BY NOTAM
D27	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
D28	GND FL100	NOTIFIED BY NOTAM
D29	GND FL100	NOTIFIED BY NOTAM
D30 AREA1	GND ALT 1000 ft AMSL	MON - FRI 2300-1000
D30 AREA2	GND ALT 1000 ft AMSL	MON - FRI 2300-1000
D32	GND ALT 1000 ft AMSL	MON - FRI 2300-1400
D33 AREA1	GND FL100	MON - FRI 2200-1700
D33 AREA2	GND FL100	MON - FRI 2200-1700
D34 AREA1	GND FL100	MON - FRI 2200-1700
D34 AREA2	GND FL100	MON - FRI 2200-1700
D41A	GND FL100	MON - FRI 0000-1000
D41B	GND FL100	MON - FRI 0000-1000
D43	GND FL100	MON - FRI 0100-0900
D44	GND FL100	MON - FRI 2300-1000
D45	GND ALT 1000 ft AMSL	MON - FRI 2200-1300
D46	GND FL100	MON - FRI 2300-1000
D461	GND ALT 1000 ft AMSL	MON - FRI 0000-1000
D47	GND FL100	EVERYDAY 0130-0930
D54	GND FL100	MON - FRI 2200-1700
D55	GND FL100	MON - FRI 2200-1700
D56	GND FL100	MON - FRI 0000-1000
D58	GND FL100	NOTIFIED BY NOTAM
D59 AREA1	GND ALT 1000 ft AMSL	MON - FRI 2300-1700
D59 AREA2	GND ALT 1000 ft AMSL	MON - FRI 2300-1700
D60 AREA1	GND FL100	MON - FRI 2300-1700
D60 AREA2	GND FL100	NOTIFIED BY NOTAM
D61	GND ALT 1000 ft AMSL	MON - FRI 2300-1700
D63 AREA1	GND FL100	MON - FRI 2200-1700
D63 AREA2	GND ALT 1000 ft AMSL	MON - FRI 2200-1700
D64 (North Area)	GND FL100	MON - FRI 2200-1700
D64 (South Area)	GND FL100	MON - FRI 2200-1700
D64 AREA1	GND ALT 1000 ft AMSL	MON - FRI 2300-1100
D64 AREA2	GND ALT 1000 ft AMSL	MON - FRI 2300-1100
D65	GND FL100	MON - FRI 0000-1000
D67	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
D70	GND FL100	MON - FRI 0130-0930
D71	GND FL100	NOTIFIED BY NOTAM
D74 AREA1	GND FL100	NOTIFIED BY NOTAM
D74 AREA2	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
D74 AREA3	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
D75	GND ALT 1000 ft AMSL	SAT - SUN 2300-1400
D76	GND ALT 1000 ft AMSL	SAT - SUN 2300-1400
D77	GND ALT 1000 ft AMSL	SAT - SUN 2300-1400
TRA 2	GND FL100	NOTIFIED BY NOTAM
TRA 3A	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
TRA 3B	GND FL100	NOTIFIED BY NOTAM
TRA 5	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
TRA 46	GND ALT 1000 ft AMSL	NOTIFIED BY NOTAM
TRA 56A	GND FL100	NOTIFIED BY NOTAM
TRA 56B	GND FL100	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; 274.5 MHz;
CDC 127.7 MHz
DAR 133.0 MHz; 274.5 MHz; 121.5 MHz; 243.0 MHz
TWR 118.1 MHz; 236.6 MHz
SMC 121.9 MHz; 122.5 MHz; 257.8 MHz
ATIS 126.4 MHz; 344.6 MHz; 118.55 MHz

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

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

CHIANG RAI
APP 120.05 MHz; 257.8 MHz
TWR 121.5 MHz; 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; 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
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
GIA/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 128.05 MHz

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 126.45 MHz

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

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

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

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

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

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

SUKHOTHAI
APP 120.7 MHz; 121.5 MHz
TWR 122.9 MHz; 121.5 MHz

SURAT THANI
APP 123.35 MHz; 240.0 MHz; 121.5 MHz
TWR 121.5 MHz; 122.7 MHz; 274.5 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 125.95 MHz

SAMUI
APP 129.6 MHz; 305.4 MHz; 121.5 MHz
TWR 118.9 MHz; 121.5 MHz
GND 121.9 MHz
ATIS 128.6 MHz

MAE SOT
APP 120.65 MHz; 121.5 MHz
TWR 121.5 MHz; 118.35 MHz; 236.6 MHz
ATIS 126.65 MHz

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
- VTBK — Identification; Prohibited, Restricted and Danger area
- Name of FIR; Upper limit; Lower limit; Unit providing service
- Compulsory reporting point
- On request reporting point
- GUROK — Name of Point; Coordinates
- Collocated VOR and DME radio navigation aids
- Non-directional radio beacon - NDB
- Compass rose
- CHUM PHAE DVOR/DME 112.9 MHz CMP 16° 38' 07" N 101° 59' 20" E N/A — Name; NAVAID frequency, identification or call sign; Coordinates; Elevation of DME site (to the nearest 30 m)
- SECTOR 6N BANGKOK CONTROL 133.1 MHz, 285.3 MHz — Name of Sector; Call Sign; Communication Frequency
- Sector Boundary
- A202 048° 228° FL 180 6000 FT — 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 06/26
EFFECTIVE DATE
11 JUN 26

CHANGE : Add waypoint ELPUT and SAKUB on W34, ATIS Frequency of VTCP VTCN and VTPM .

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

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VTBS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBS - BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT

VTBS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	134109N 1004456E Midpoint between taxiways G, H, H2 and H3
2	Direction and distance from (city)	25 km East of Bangkok
3	Elevation/Reference temperature	8 ft (2 m) / 32.3°C
4	Geoid undulation at AD ELEV PSN	-94 ft (-29 m)
5	MAG VAR/Annual change	0° 42' W (2025) / 0° 2' E
6	AD Administration, address, telephone, telefax, telex, AFS	999 Moo 1 Nong Prue, Bangphli, Samut Prakan 10540, Thailand Tel: +662 132 1888 Fax: +662 132 1889 Website: https://suvarnabhumi.airportthai.co.th AFS: VTBSYDYX
7	Types of traffic permitted (IFR/VFR)	IFR / Authorized VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

VTBS 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	AIS Briefing Office and ATS Reporting Office (ARO): Located at 2nd floor, the central block building, Don Mueang International Airport Tel: +66 2131 3901-3 Fax: +66 2131 3904 AFTN: VTBSZPZX E-mail: vtbszpzx@aerothai.co.th

VTBS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available from Thai Airways International Plc.and WFS-PG Cargo Co., Ltd. (BFS Cargo)
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	a) Bangkok Aviation Fuel Service Public Company Limited (BAFS) Website:www.bafsthai.com E-mail: poomravit@bafs.co.th wanijcha@bafs.co.th Tel: +662 834 8959 Fax: +662 929 5480 Fuel Dispenser Truck: 42 Fuel Refueller Truck: 4 - 2 Capacity: 65,000 L - 1 Capacity: 40,000 L - 1 Capacity: 35,000 L b) Aircraft Service International Group (THAILAND) CO.,LTD. (ASIG) Website:www.menziesaviation.com E-mail: n.boonpithaksap@johnmenzies.aero natthaphong.boonpithaksap@menziesaviation.com Tel: +662 327 3293-7 Fax: +662 327 3298 Fuel Dispenser Truck: 10 Fuel Refueller Truck: 2 Capacity: 35,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited, operated by Thai Airways International Plc. For Hangar space, please contact: Mrs. Apicha Runglapho Administrative Secretary,SBIA MRO Operations Department E-mail: apicha.r@thaiairways.com Tel: +662 137 5031
6	Repair facilities for visiting aircraft	Major and minor repair available from Thai Airways International Plc. and line maintenance from International Airlines Technical Pool. For Repair facilities, please contact: Mrs. Apicha Runglapho Administrative Secretary,SBIA MRO Operations Department E-mail: apicha.r@thaiairways.com Tel: +662 137 5031

7	Remarks	The Airport has provided ground handling agents as following: a) Worldwide Flight Services Bangkok Air Ground Handling Co., Ltd. (BFS Ground) Website:www.bangkokflightservices.com **Schedule Airlines and Seasonal Charter:** Ekpol Mekvishai, Contracts Manager E-mail: EkpolM@BFSASIA.com Tel: +668 5055 7671 **Ad Hoc Charter and Corporate Jet:** Ekpol Mekvishai, Contracts Manager E-mail: EkpolM@BFSASIA.com Tel: +668 5055 7671 Fax: +662 131 5099 **General Inquiry:** E-mail: marketing@bfsasia.com Tel: +662 131 5000 Fax: +662 131 5077 +662 131 5099 b) Thai Airways International Public Co.Ltd. (TG) Website:www.thaiairways.com **Ground Handling Services:** E-mail: thaigroundservices@thaiairways.com SITA: BKKKATG Tel: +662 137 1610 Fax: +662 137 1675 **Ad Hoc Charter Handling Services:** E-mail: tg.charter@thaiairways.com SITA: BKKZMTG Tel: +662 134 5067-8 **Catering Services:** Website: www.thaicatering.com E-mail: cat.info@thaiairways.com SITA: BKKDCTG Tel: +662 137 2101-5 +662 137 2410 Fax: +662 137 2450 c) LSG SKY CHEFS Website:www.lsgskychefs.com E-mail: DL.APAC.BKK.CustomerServices@lsgskychefs.com Tel: +662 131 1900 +662 131 1952 (24 hrs) +668 7970 3884 (24 hrs) d) Bangkok Air Catering Co, Ltd. (BAC) Website:www.bangkokaircatering.com E-mail: sales@bangkokaircatering.com Tel: +662 131 7500 Fax: +662 131 7599

VTBS AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD and in the city.
2	Restaurants	At AD and in the city.
3	Transportation	Airport Rail Link, buses, taxis and car hire from the AD.
4	Medical facilities	Medical clinic which provides first aid and emergency response at AD is open 24 hours. Emergency number is +662 132 7777.
5	Bank and Post Office	At AD.
6	Tourist Office	At AD.
7	Remarks	For further information visit Internet address : https://suvarnabhumi.airportthai.co.th

VTBS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 10
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	Capable of handling all aircraft up to B744 dimensions & weight, operated by Thai Airways International Plc. For removal of disabled aircraft, please contact: Airside Operations Department Tel: +662 132 6801 +668 9202 0341 (24 hrs) Fax: +662 132 6819 E-mail: airside06.vtbs@airportthai.co.th
4	Remarks	– The Discrete Emergency Frequency 121.60 MHz, call sign Suvarnabhumi Command, is available for pilots and fire vehicles to communicate during emergency situations while aircraft are on the ground. – This is Non-ATS frequency and shall be used upon request by pilots or fire vehicles and subject to ATC approval.

VTBS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Main Apron, East Apron and West Apron Strength: PCR 1360/R/D/W/T SAT-1 Apron Strength: PCR 1010/R/A/W/T

2	Taxiway width, surface and strength	Minimum Width: 25 m Taxiways: B2, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12 and B13 Taxiways: C, C1, C2, C8, C9 and C10 Taxiways: D1, D2, D3, D4, D5, D6, D7, D8 and D9 Taxiways: E, E1, E2, E3, E5, E6, E7, E8, E9, E10, E12, E13, E15, E17, E19 and E21 H, H1 and H2 Taxilanes: T1, T2, T3, T4, T5, T10, T11, T12, T13 and T14 Surface: Asphalt Strength: PCR 1730/F/D/X/T Taxiways: F3, F5, F6, F7, F9, F10 and F15 Surface: Asphalt Strength: PCR 870/F/C/X/T Taxiways: B1 Taxilanes: T6, T7, T8, T9, T15, T16 and T17 Surface: Concrete Strength: PCR 1660/R/D/W/T Taxiways: D10 and D11Surface: Concrete Strength: PCR 1220/R/C/W/T Taxiways: J, J1, J2, J3 and J4 Taxiways: K Taxilanes: T18 and T19 Surface: Concrete Strength: PCR 900/R/A/W/T Taxiways: B Taxiways: C3, C4, C5, C6 and C7 Taxiways: G Taxiways: H3 and H4 Taxilanes: T12 Surface: Asphalt Strength: PCR 1730/F/D/X/T Surface: Concrete Strength: PCR 1660/R/D/W/T Taxiways: D Surface: Asphalt Strength: PCR 1730/F/D/X/T Surface: Concrete Strength: PCR 1220/R/C/W/T Taxiways: H5 and H6 Surface: Asphalt Strength: PCR 1730/F/D/X/T Surface: Concrete Strength: PCR 900/R/A/W/T Taxiways: F, F1, F2, F4, F8, F11 and F12 Taxiways: W, Y and Z Surface: Asphalt Strength: PCR 870/F/C/X/T Surface: Concrete Strength: PCR 1220/R/C/W/T
3	Altimeter checkpoint location and elevation	Location : At Apron Elevation : 4 ft
4	VOR checkpoints	NIL
5	INS checkpoints	See Aircraft Parking/Docking Chart - ICAO (Versos) for coordinates of aircraft stand.
6	Remarks	NIL

VTBS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guidelines at apron. Nose-in guidance at aircraft stands. Description of the Visual Docking Guidance System (VDGS) is provided in AIP-Thailand VTBS AD 2.20 LOCAL AERODROME REGULATIONS Item 13 VISUAL DOCKING GUIDANCE SYSTEM
2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, Centre line, edge and runway end marked and lighted. TWY: Centre line and edge marked and lighted.
3	Stop bars	Stop bars are installed at following locations: RWY 01/19 - Taxiway B1, B2, B3, B11, B12, B13 RWY 02R/20L - Taxiway E1, E2, E3, E5, E10, E15, E17, E19, E21 - Taxiway W, Y, Z RWY 02L/20R -Taxiway F1, F2, F3, F10, F11, F12, F15
4	Remarks	Intermediate holding positions are provided at some TWY/TWY intersections.

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 371 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	-	

VTUK AD 2.24 CHARTS RELATED TO AN AERODROME

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

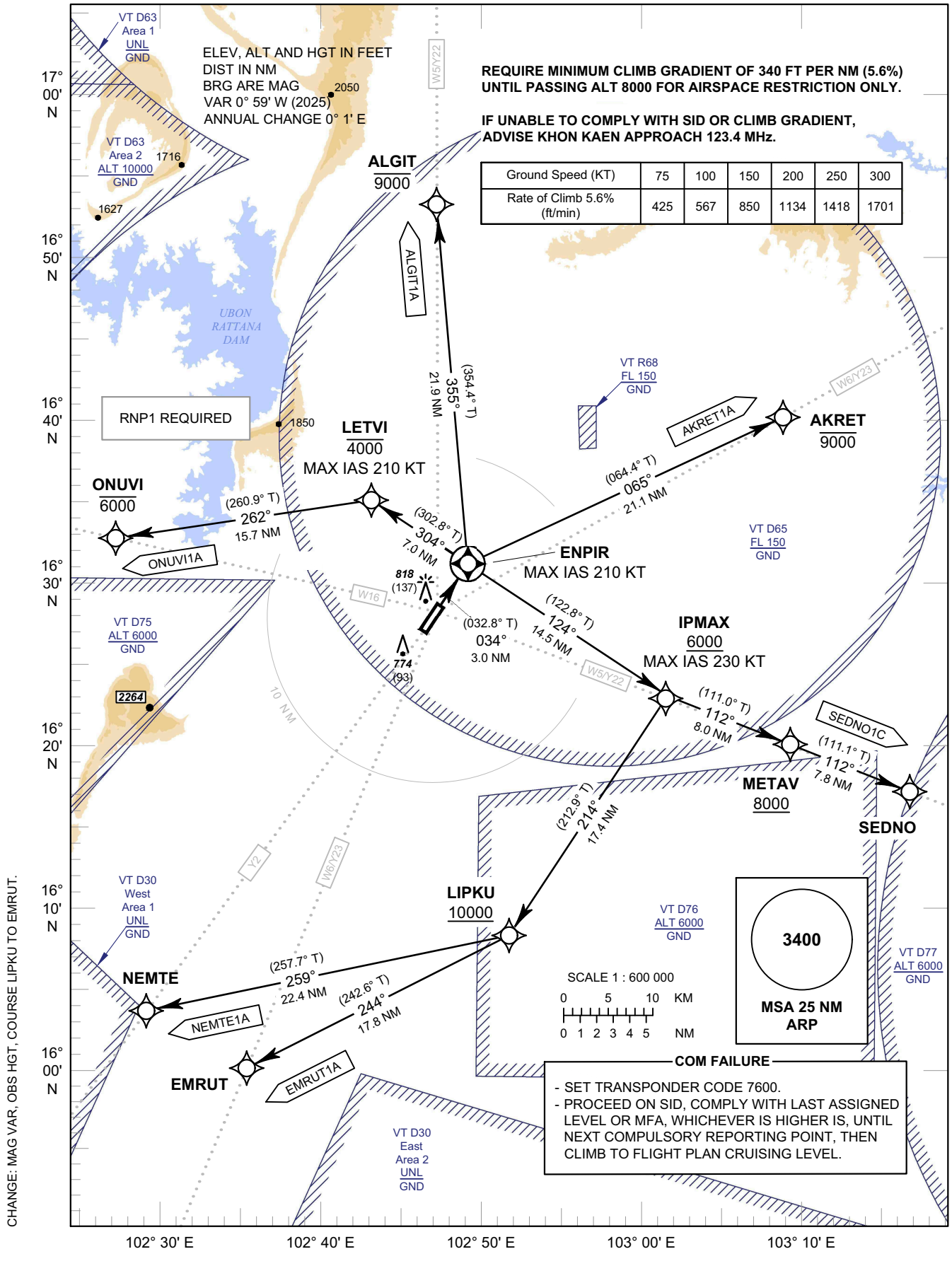
TRANSITION ALTITUDE
11000 FT

APP : 123.4 , 240.0
TWR : 122.25 , 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN /
Khon Kaen (VTUK)

RNAV RWY03

AKRET1A ALGIT1A EMRUT1A
NEMTE1A ONUVI1A SEDNO1C



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

KHON KAEN / Khon Kaen (VTUK)

RNAV RWY03

AKRET1A ALGIT1A EMRUT1A
NEMTE1A ONUVI1A SEDNO1C

CHANGE: MAG VAR, COURSE LIPKU TO EMRUT.

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
ALGIT1A											
010	-	DER RWY03	-	-	+1.0	-	-	-	-	-	RNP1
020	CF	ENPIR	Y	034°(032.8°)	+1.0	3.0	-	-	- 210	-	RNP1
030	TF	ALGIT	-	355°(354.4°)	+1.0	21.9	-	-9000	-	-	RNP1
AKRET1A											
010	-	DER RWY03	-	-	+1.0	-	-	-	-	-	RNP1
020	CF	ENPIR	Y	034°(032.8°)	+1.0	3.0	-	-	- 210	-	RNP1
030	TF	AKRET	-	065°(064.4°)	+1.0	21.1	-	-9000	-	-	RNP1
EMRUT1A											
010	-	DER RWY03	-	-	+1.0	-	-	-	-	-	RNP1
020	CF	ENPIR	Y	034°(032.8°)	+1.0	3.0	-	-	- 210	-	RNP1
030	TF	IPMAX	-	124°(122.8°)	+1.0	14.5	-	+6000	- 230	-	RNP1
040	TF	LIPKU	-	214°(212.9°)	+1.0	17.4	-	+10000	-		RNP1
050	TF	EMRUT	-	244°(242.6°)	+1.0	17.8	-	-	-	-	RNP1
NEMTE1A											
010	-	DER RWY03	-	-	+1.0	-	-	-	-	-	RNP1
020	CF	ENPIR	Y	034°(032.8°)	+1.0	3.0	-	-	- 210	-	RNP1
030	TF	IPMAX	-	124°(122.8°)	+1.0	14.5	-	+6000	- 230	-	RNP1
040	TF	LIPKU	-	214°(212.9°)	+1.0	17.4	-	+10000	-		RNP1
050	TF	NEMTE	-	259°(257.7°)	+1.0	22.4	-	-	-		RNP1
SEDNO1C											
010	-	DER RWY03	-	-	+1.0	-	-	-	-	-	RNP1
020	CF	ENPIR	Y	034°(032.8°)	+1.0	3.0	-	-	- 210	-	RNP1
030	TF	IPMAX	-	124°(122.8°)	+1.0	14.5	-	+6000	- 230	-	RNP1
040	TF	METAV	-	112°(111.0°)	+1.0	8.0	-	+8000	-		RNP1
050	TF	SEDNO	-	112°(111.1°)	+1.0	7.8	-	-	-		RNP1
ONUVI1A											
010	-	DER RWY03	-	-	+1.0	-	-	-	-	-	RNP1
020	CF	ENPIR	Y	034°(032.8°)	+1.0	3.0	-	-	- 210	-	RNP1
030	TF	LETVI	-	304°(302.8°)	+1.0	7.0	-	-4000	- 210	-	RNP1
040	TF	ONUVI	-	262°(260.9°)	+1.0	15.7	-	-6000	-		RNP1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

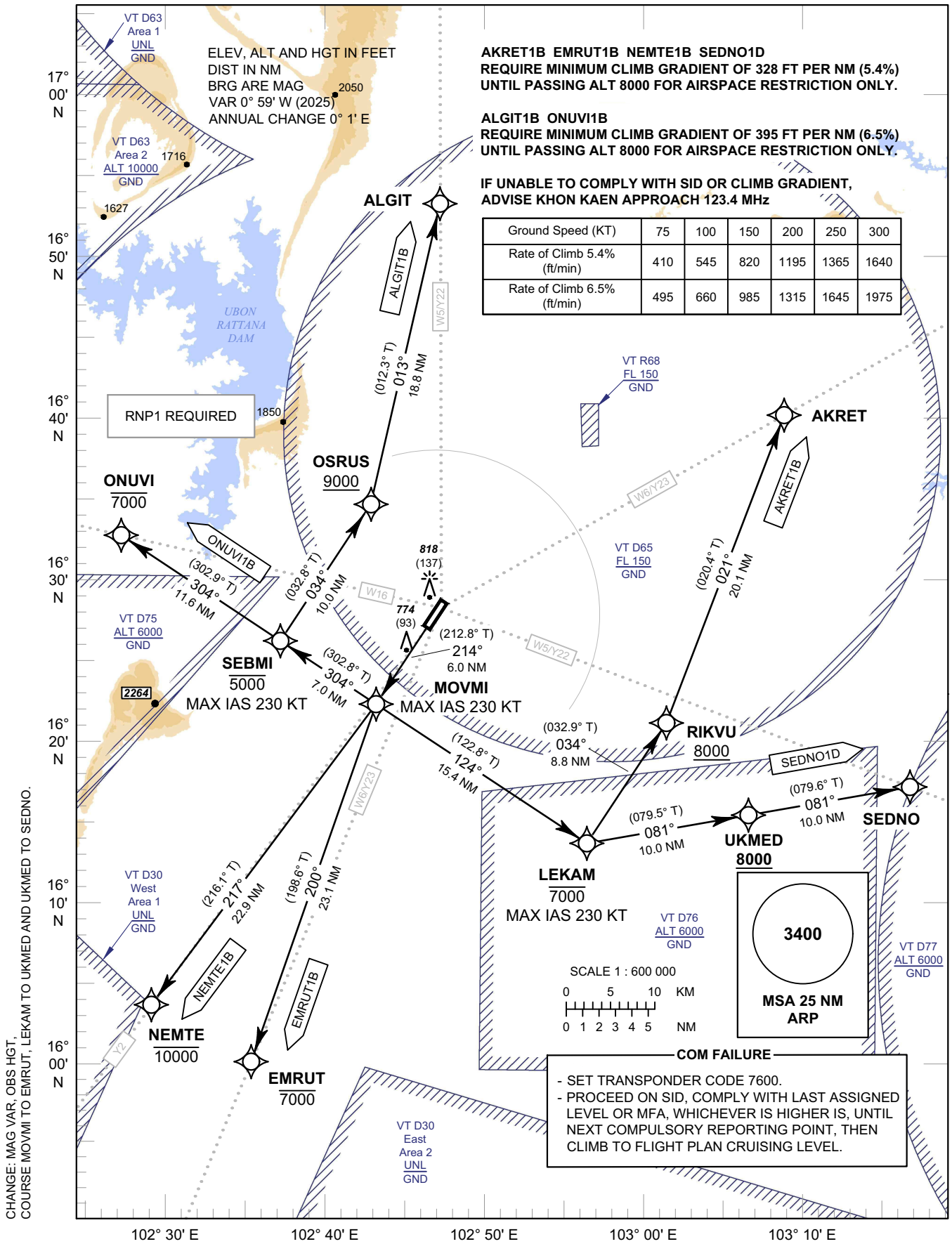
TRANSITION ALTITUDE
11000 FT

APP : 123.4 , 240.0
TWR : 122.25 , 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN /
Khon Kaen (VTUK)

RNAV RWY21

AKRET1B ALGIT1B EMRUT1B
NEMTE1B ONUVI1B SEDNO1D



Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb 5.4% (ft/min)	410	545	820	1195	1365	1640
Rate of Climb 6.5% (ft/min)	495	660	985	1315	1645	1975

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

KHON KAEN / Khon Kaen (VTUK)

RNAV RWY21

AKRET1B ALGIT1B EMRUT1B
NEMTE1B ONUVI1B SEDNO1D

CHANGE: MAG VAR, COURSE MOVMI TO EMRUT, LEKAM TO UKMED AND UKMED TO SEDNO.

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
AKRET1B											
010	-	DER RWY21	-	-	+1.0	-	-	-	-	-	RNP1
020	CF	MOVMI	-	214°(212.8°)	+1.0	6.0	-	-	- 230	-	RNP1
030	TF	LEKAM	-	124°(122.8°)	+1.0	15.4	-	-7000	- 230	-	RNP1
040	TF	RIKVU	-	034°(032.9°)	+1.0	8.8	-	+8000	-	-	RNP1
050	TF	AKRET	-	021°(020.4°)	+1.0	20.1	-	-	-	-	RNP1
ALGIT1B											
010	-	DER RWY21	-	-	+1.0	-	-	-	-	-	RNP1
020	CF	MOVMI	-	214°(212.8°)	+1.0	6.0	-	-	- 230	-	RNP1
030	TF	SEBMI	-	304°(302.8°)	+1.0	7.0	-	-5000	- 230	-	RNP1
040	TF	OSRUS	-	034°(032.8°)	+1.0	10.0	-	+9000	-	-	RNP1
040	TF	ALGIT	-	013°(012.3°)	+1.0	18.8	-	-	-		RNP1
EMRUT1B											
010	-	DER RWY21	-	-	+1.0	-	-	-	-	-	RNP1
020	CF	MOVMI	-	214°(212.8°)	+1.0	6.0	-	-	- 230	-	RNP1
030	TF	EMRUT	-	200°(198.6°)	+1.0	23.1	-	-7000	-	-	RNP1
NEMTE1B											
010	-	DER RWY21	-	-	+1.0	-	-	-	-	-	RNP1
020	CF	MOVMI	-	214°(212.8°)	+1.0	6.0	-	-	- 230	-	RNP1
030	TF	NEMTE	-	217°(216.1°)	+1.0	22.9	-	-10000	-	-	RNP1
ONUVI1B											
010	-	DER RWY21	-	-	+1.0	-	-	-	-	-	RNP1
020	CF	MOVMI	-	214°(212.8°)	+1.0	6.0	-	-	- 230	-	RNP1
030	TF	SEBMI	-	304°(302.8°)	+1.0	7.0	-	-5000	- 230		RNP1
040	TF	ONUVI	-	304°(302.9°)	+1.0	11.6	-	-7000	-	-	RNP1
SEDNO1D											
010	-	DER RWY21	-	-	+1.0	-	-	-	-	-	RNP1
020	CF	MOVMI	-	214°(212.8°)	+1.0	6.0	-	-	- 230	-	RNP1
030	TF	LEKAM	-	124°(122.8°)	+1.0	15.4	-	-7000	- 230	-	RNP1
040	TF	UKMED	-	081°(079.5°)	+1.0	10.0	-	+8000	-		RNP1
050	TF	SEDNO	-	081°(079.6°)	+1.0	10.0	-	-	-		RNP1

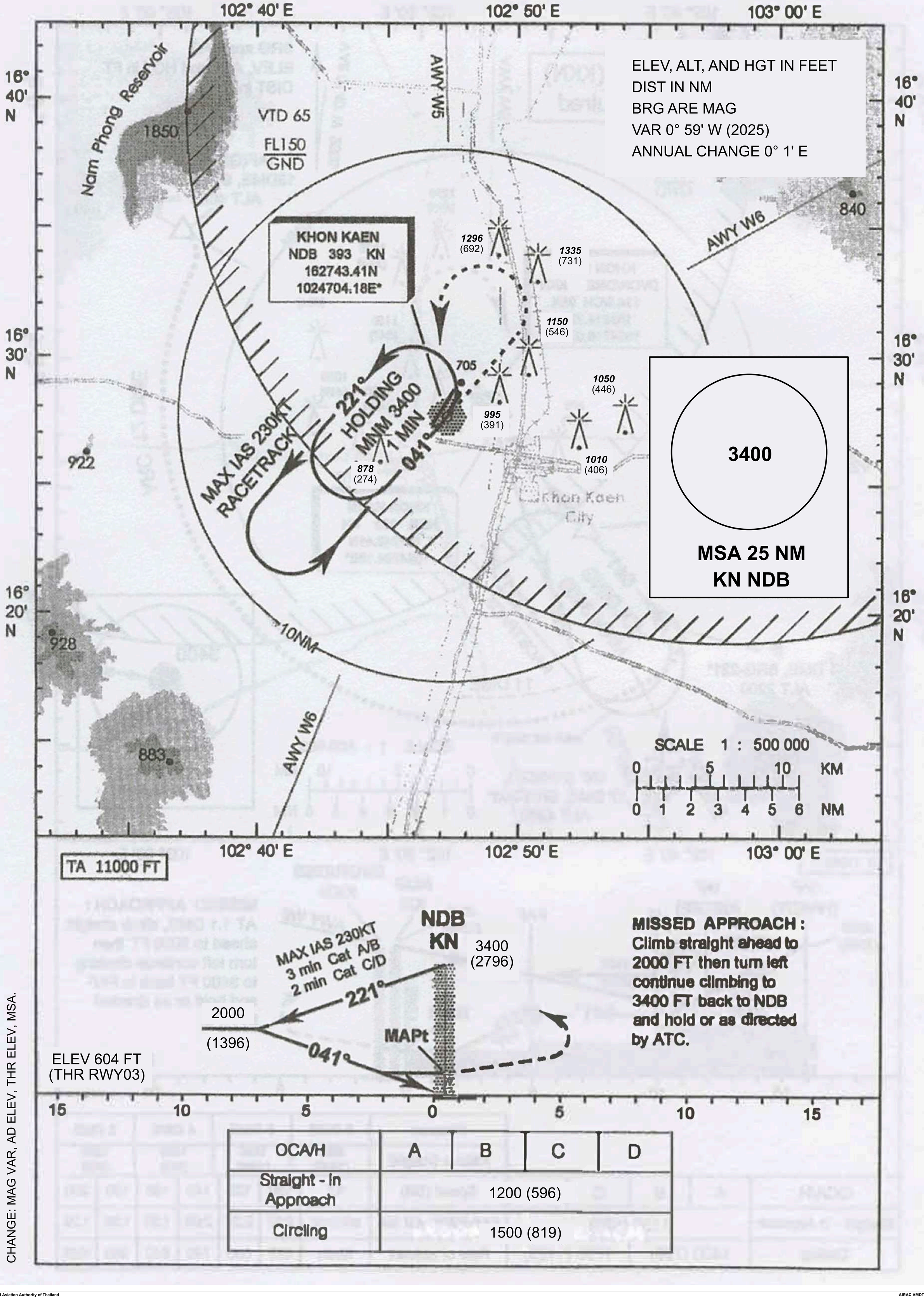
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 604 FT

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN / Khon Kaen

NDB z
RWY 03



OCA/H	A	B	C	D
Straight - in Approach	1200 (596)			
Circling	1500 (819)			

CHANGE: MAG VAR, AD ELEV, THR ELEV, MSA.

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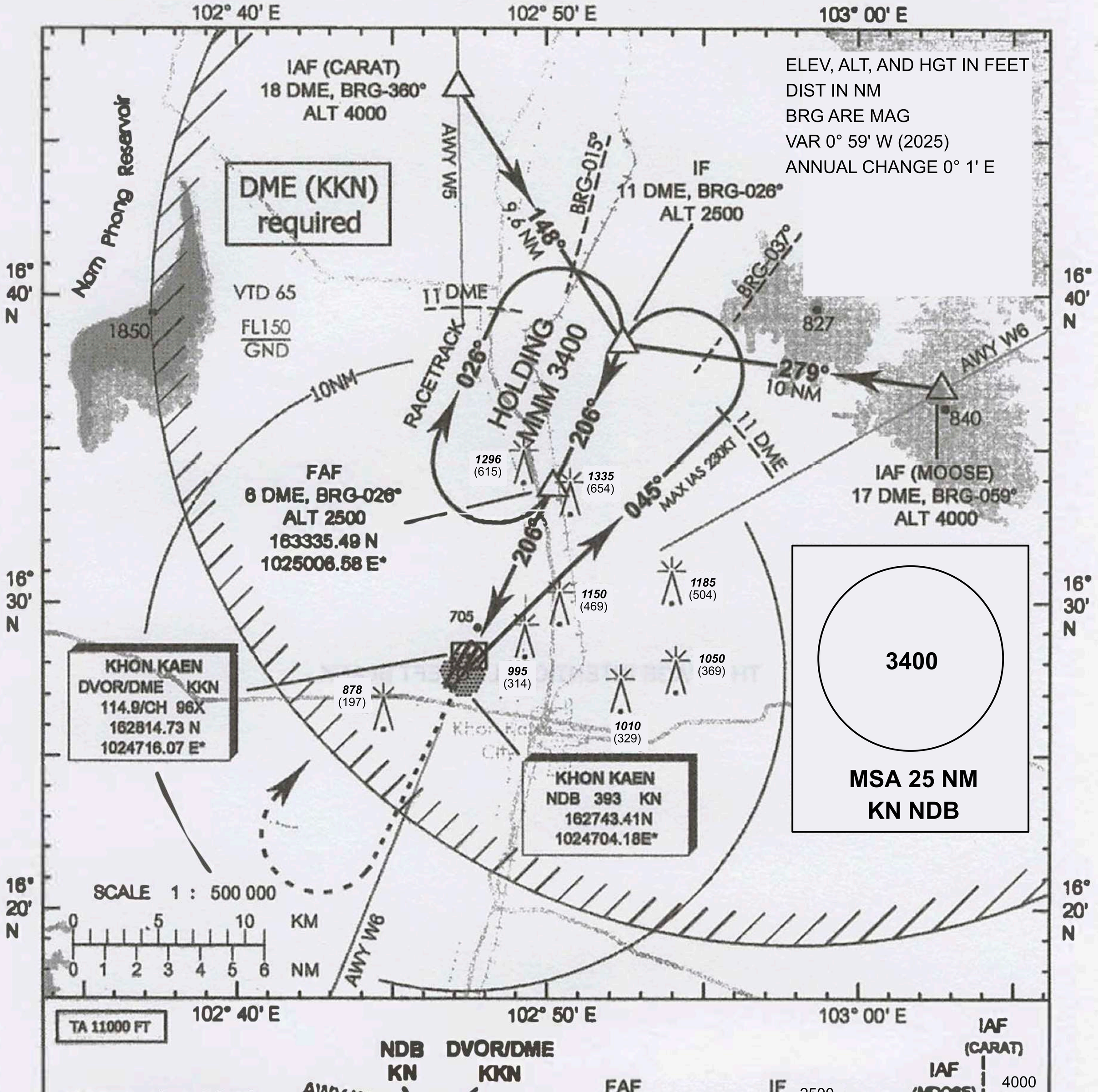
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV

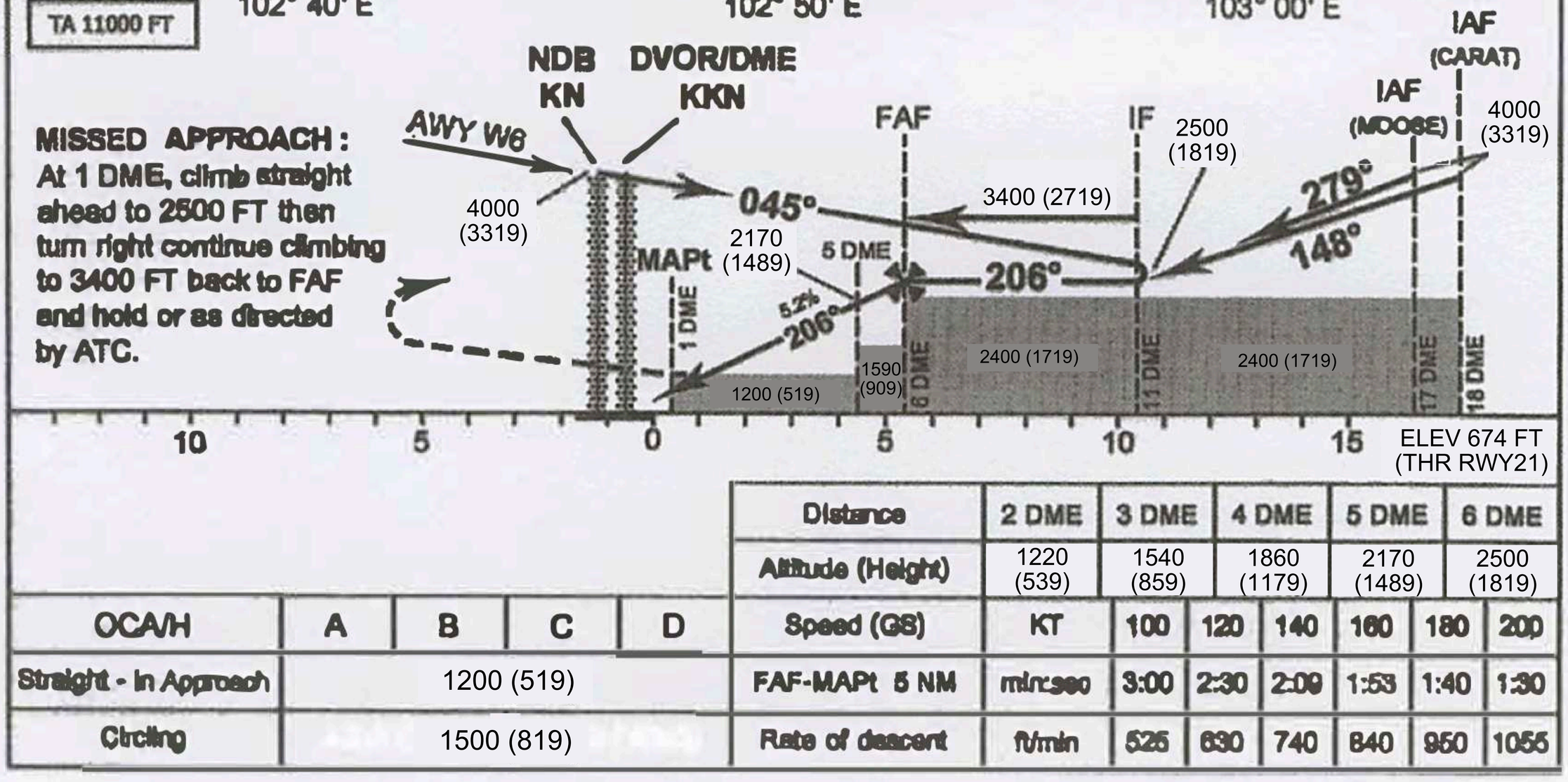
APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN / Khon Kaen
NDB
RWY 21

ELEV, ALT, AND HGT IN FEET
DIST IN NM
BRG ARE MAG
VAR 0° 59' W (2025)
ANNUAL CHANGE 0° 1' E



TA 11000 FT



Distance	2 DME	3 DME	4 DME	5 DME	6 DME
Altitude (Height)	1220 (539)	1540 (859)	1860 (1179)	2170 (1489)	2500 (1819)

OCA/H	A	B	C	D
Straight - In Approach	1200 (519)			
Circling	1500 (819)			

Speed (GS)	KT	100	120	140	160	180	200
FAF-MAPt 5 NM	min:sec	3:00	2:30	2:09	1:53	1:40	1:30
Rate of descent	ft/min	525	630	740	840	950	1055

CHANGE: MAG VAR, AD ELEV, THR ELEV, MSA.

INTENTIONALLY BLANK

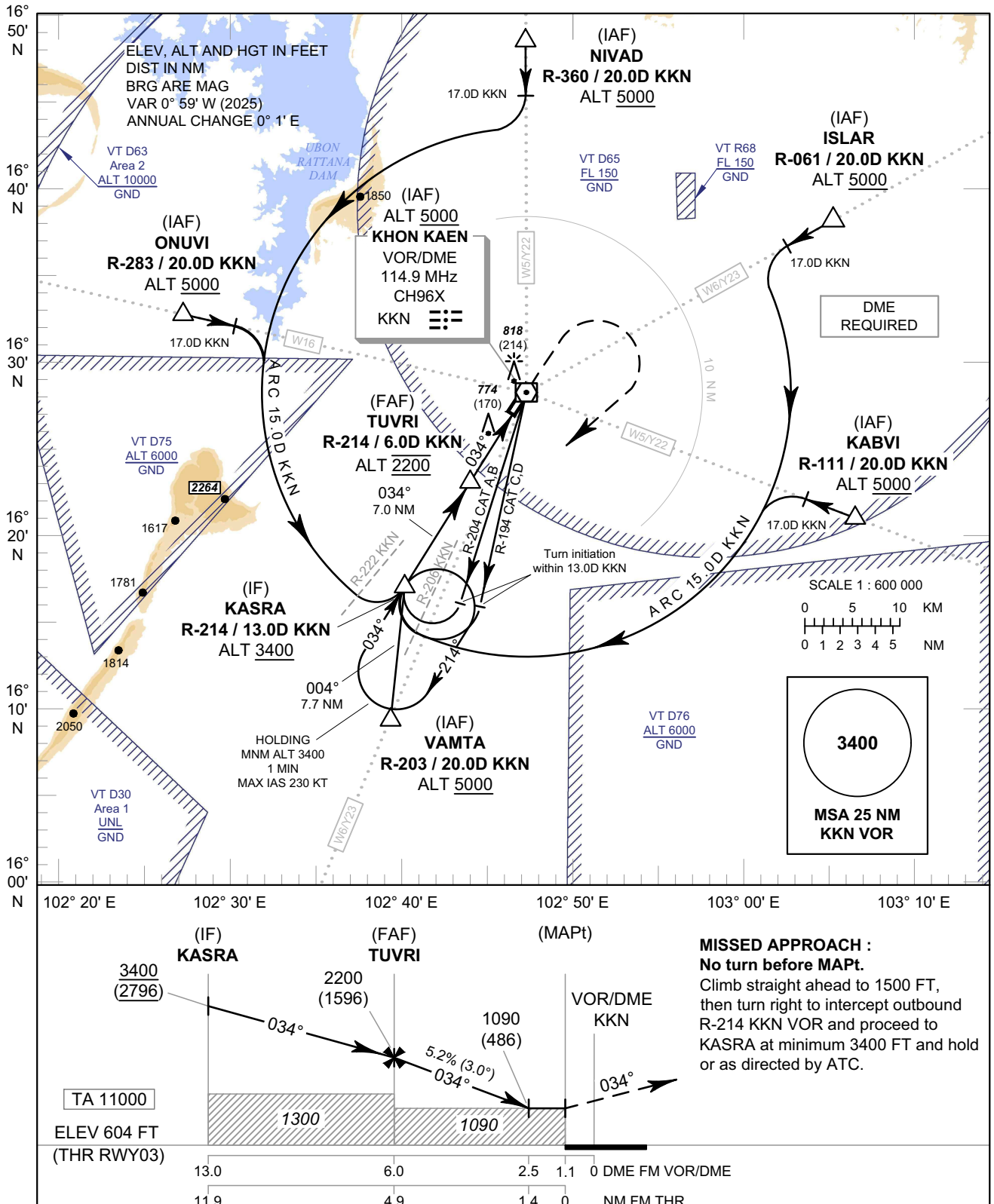
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 604 FT

APP : 123.4 , 240.0
TWR : 122.25 , 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN / Khon Kaen (VTUK)

VOR RWY03



OCA/H	A	B	C	D
Straight-in Approach	1090 (486)			
Circling (OCH AAL)	1500 (819)			

Distance (KKN)	FAF	5 D	4 D	3 D	2.5 D
Altitude (Height)	2200 (1596)	1885 (1281)	1565 (961)	1250 (646)	1090 (486)
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, AD ELEV, THR ELEV.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 604 FT

**KHON KAEN /
Khon Kaen (VTUK)**

VOR RWY03

Fix / Point		Coordinates	
(IAF) ISLAR	R-061 / 20.0D KKN	16° 38' 15.95" N	103° 05' 18.75" E
(IAF) KABVI	R-111 / 20.0D KKN	16° 21' 16.12" N	103° 06' 46.71" E
(IAF) NIVAD	R-360 / 20.0D KKN	16° 48' 19.55" N	102° 46' 59.27" E
(IAF) ONUVI	R-283 / 20.0D KKN	16° 32' 28.21" N	102° 26' 55.02" E
(IAF) VAMTA	R-203 / 20.0D KKN	16° 09' 38.08" N	102° 39' 27.17" E
(IF) KASRA	R-214 / 13.0D KKN	16° 17' 18.69" N	102° 39' 52.88" E
(FAF) TUVRI	R-214 / 6.0D KKN	16° 23' 11.98" N	102° 43' 51.41" E
(MAPt) UK903	R-214 / 1.1D KKN	16° 27' 20.26" N	102° 46' 39.23" E
(IAF) VOR	KKN	16° 28' 14.73" N	102° 47' 16.07" E

CHANGE: AD ELEV, THR ELEV.

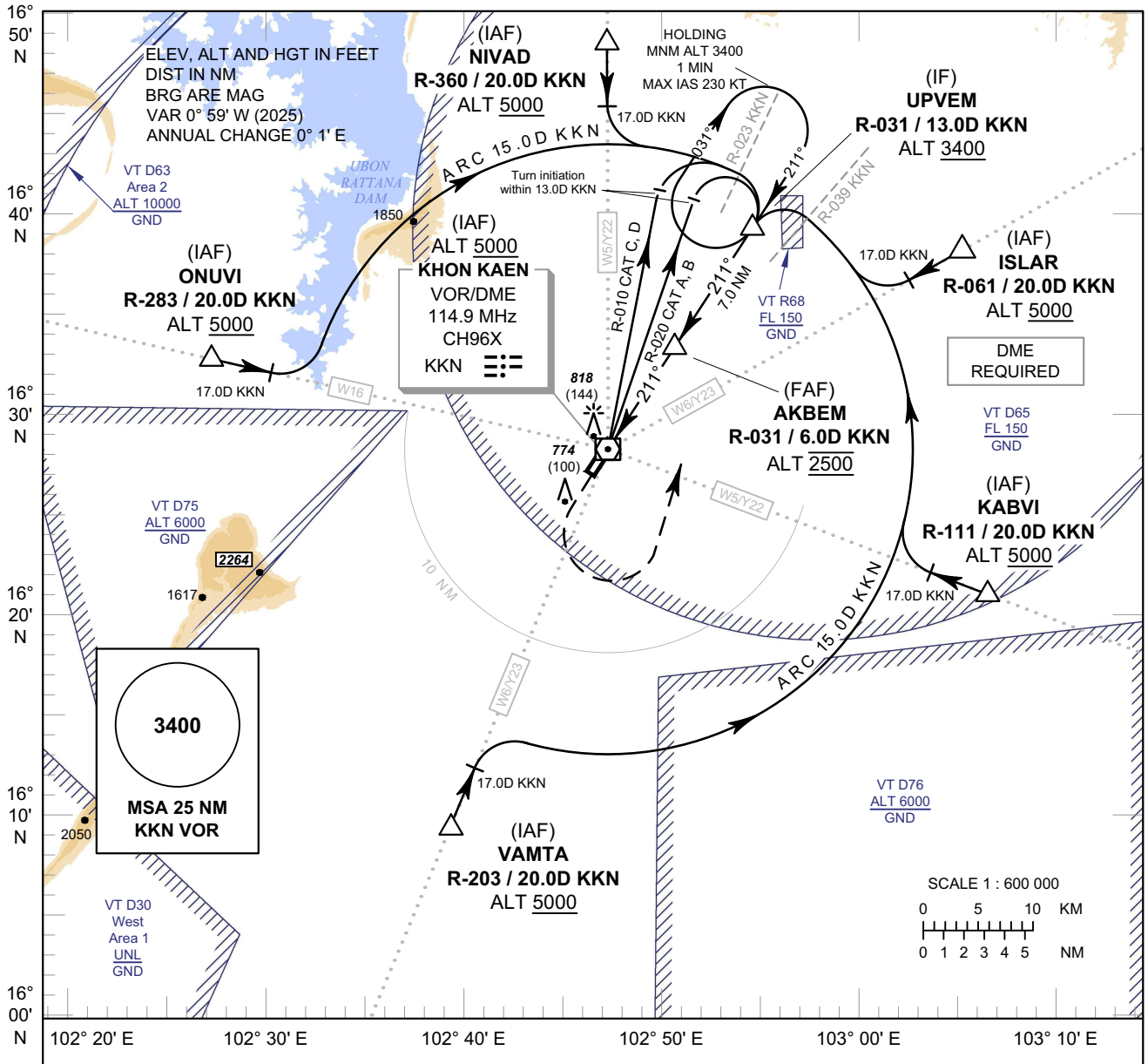
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 674 FT

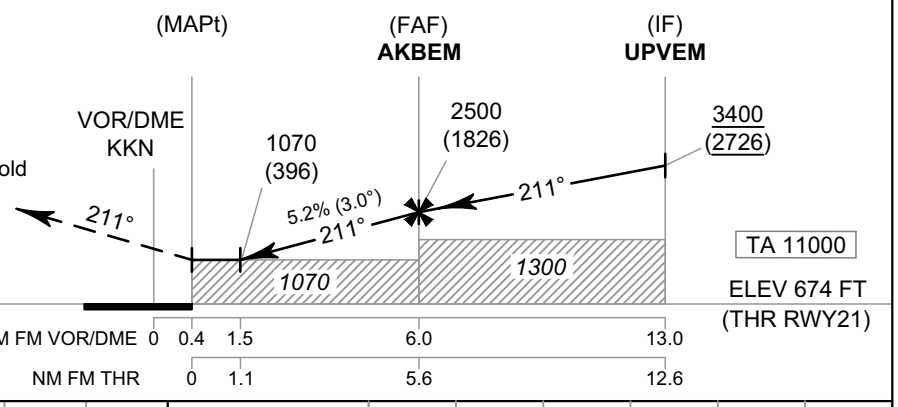
APP : 123.4 , 240.0
TWR : 122.25 , 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN / Khon Kaen (VTUK)

VOR RWY21



MISSED APPROACH :
No turn before MAPt.
Climb straight ahead to 1500 FT, then turn left to intercept outbound R-031 KKN VOR and proceed to UPVEM at minimum 3400 FT and hold or as directed by ATC.



OCA/H	A	B	C	D
Straight-in Approach	1070 (396)			
Circling (OCH AAL)	1500 (819)			

Distance (KKN)	1.5 D	2 D	3 D	4 D	5 D	FAF
Altitude (Height)	1070 (396)	1225 (551)	1540 (866)	1855 (1181)	2175 (1501)	2500 (1826)
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, AD ELEV, THR ELEV.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 674 FT

**KHON KAEN /
Khon Kaen (VTUK)**

VOR RWY21

Fix / Point		Coordinates	
(IAF) ISLAR	R-061 / 20.0D KKN	16° 38' 15.95" N	103° 05' 18.75" E
(IAF) KABVI	R-111 / 20.0D KKN	16° 21' 16.12" N	103° 06' 46.71" E
(IAF) VAMTA	R-203 / 20.0D KKN	16° 09' 38.08" N	102° 39' 27.17" E
(IAF) ONUVI	R-283 / 20.0D KKN	16° 32' 28.21" N	102° 26' 55.02" E
(IAF) NIVAD	R-360 / 20.0D KKN	16° 48' 19.55" N	102° 46' 59.27" E
(IF) UPVEM	R-031 / 13.0D KKN	16° 39' 33.86" N	102° 54' 00.59" E
(FAF) AKBEM	R-031 / 6.0D KKN	16° 33' 28.20" N	102° 50' 22.67" E
(MAPt) UK921	R-031 / 0.4D KKN	16° 28' 35.98" N	102° 47' 28.71" E
(IAF) VOR	KKN	16° 28' 14.73" N	102° 47' 16.07" E

CHANGE: AD ELEV, THR ELEV.

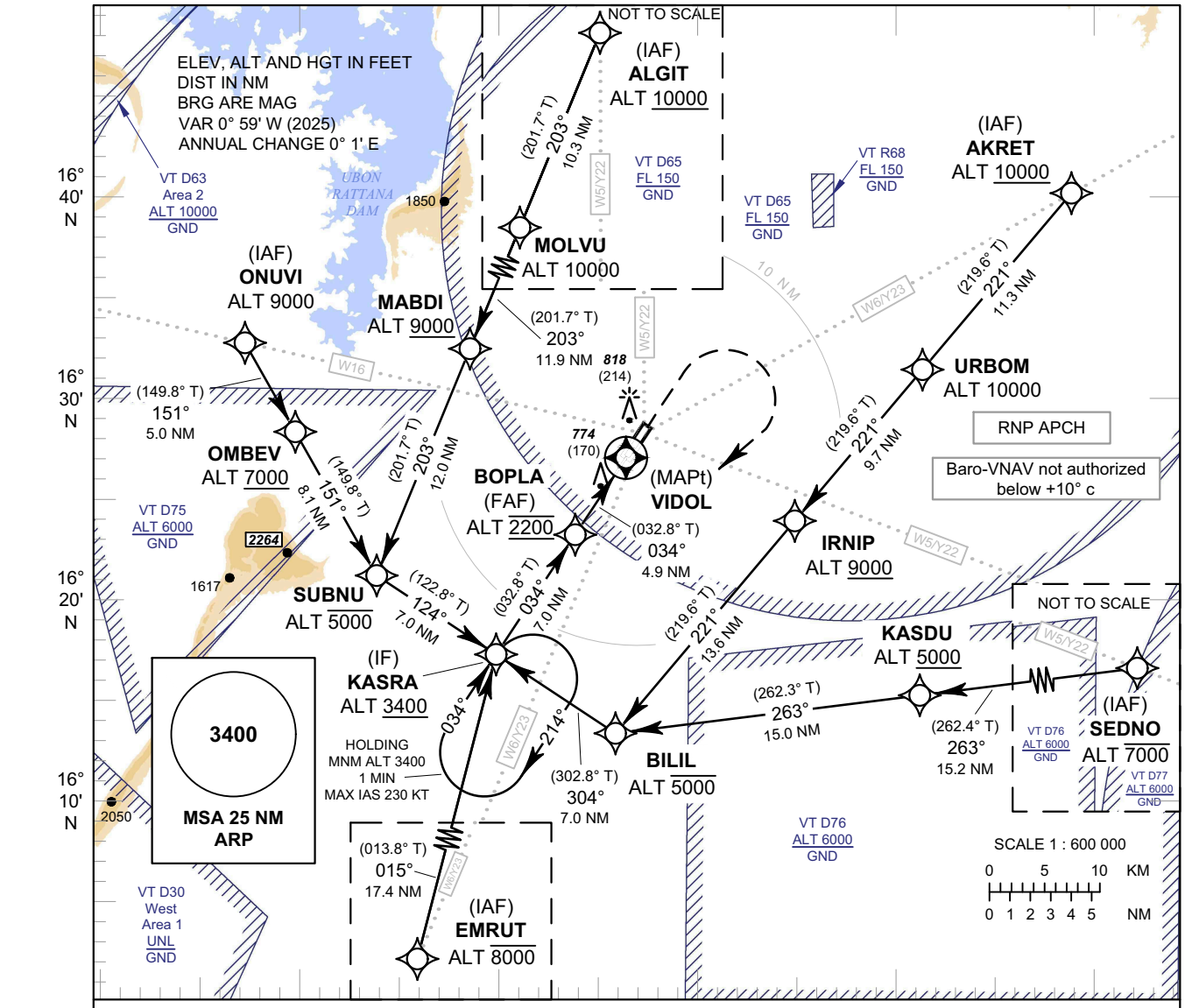
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 604 FT

APP	: 123.4 , 240.0
TWR	: 122.25 , 236.6
GND	: 121.9
ATIS	: 126.85

KHON KAEN / Khon Kaen (VTUK)

RNP RWY03



MISSED APPROACH :
No turn before MAPt.
Climb on track 034° to 1500 FT, then turn right direct to KASRA at minimum 3400 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV / VNAV	960 (356)			
LNAV	1090 (486)			
Circling (OCH AAL)	1500 (819)			

NM to NEXT WPT	FAF	4 NM	3 NM	2 NM	1.2NM
Altitude (Height)	2200 (1596)	1915 (1311)	1600 (996)	1280 (676)	1030 (426)

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, AD ELEV, THR ELEV, COURSE AKRET TO URBOM, URBOM TO IRNIP, IRNIP TO BILIL.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 604 FT

**KHON KAEN /
Khon Kaen (VTUK)**
RNP RWY03

TABULAR DESCRIPTION

RNP RWY03

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) AKRET	-	-	+1.0	-	-	+10000	-	-	RNP APCH
020	TF	URBOM	-	221°(219.6°)	+1.0	11.3	-	@10000	-	-	RNP APCH
030	TF	IRNIP	-	221°(219.6°)	+1.0	9.7	-	+9000	-	-	RNP APCH
040	TF	BILIL	-	221°(219.6°)	+1.0	13.6	-	-5000	-	-	RNP APCH
050	TF	(IF) KASRA	-	304°(302.8°)	+1.0	7.0	-	+3400	-	-	RNP APCH
010	IF	(IAF) SEDNO	-	-	+1.0	-	-	-7000	-	-	RNP APCH
020	TF	KASDU	-	263°(262.4°)	+1.0	15.2	-	+5000	-	-	RNP APCH
030	TF	BILIL	-	263°(262.3°)	+1.0	15.0	-	-5000	-	-	RNP APCH
040	TF	(IF) KASRA	-	304°(302.8°)	+1.0	7.0	-	+3400	-	-	RNP APCH
010	IF	(IAF) EMRUT	-	-	+1.0	-	-	-8000	-	-	RNP APCH
020	TF	(IF) KASRA	-	015°(013.8°)	+1.0	17.4	-	+3400	-	-	RNP APCH
010	IF	(IAF) ONUVI	-	-	+1.0	-	-	@9000	-	-	RNP APCH
020	TF	OMBEV	-	151°(149.8°)	+1.0	5	-	+ 7000	-	-	RNP APCH
030	TF	SUBNU	-	151°(149.8°)	+1.0	8.1	-	-5000	-	-	RNP APCH
040	TF	(IF) KASRA	-	124°(122.8°)	+1.0	7.0	-	+3400	-	-	RNP APCH
010	IF	(IAF) ALGIT	-	-	+1.0	-	-	+10000	-	-	RNP APCH
020	TF	MOLVU	-	203°(201.7°)	+1.0	10.3		@10000			
030	TF	MABDI	-	203°(201.7°)	+1.0	11.9	-	+ 9000	-	-	RNP APCH
040	TF	SUBNU	-	203°(201.7°)	+1.0	12.0	-	-5000	-	-	RNP APCH
050	TF	(IF) KASRA	-	124°(122.8°)	+1.0	7.0	-	+3400	-	-	RNP APCH
010	IF	(IF) KASRA	-	-	+1.0	-	-	+3400	-	-	RNP APCH
020	TF	(FAF) BOPLA	-	034°(032.8°)	+1.0	7.0	-	@2200	-	-	RNP APCH
030	TF	(MAPt @ THR03) VIDOL	Y	034°(032.8°)	+1.0	4.9	-	@651	-	-3.0/50	RNP APCH
040	CA	-	-	-	+1.0	-	-	+1500	-	-	RNP APCH
050	DF	(IF) KASRA	-	034°(032.8°)	+1.0	-	R	+3400	-	-	RNP APCH
060	HM	(IF) KASRA	Y	034°(032.8°)	+1.0	1 minute	R	+3400	-	-	RNP APCH

CHANGE: MAG VAR, AD ELEV, THR ELEV,
COURSE AKRET TO URBOM, URBOM TO IRNIP, IRNIP TO BILIL.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 604 FT

**KHON KAEN /
Khon Kaen (VTUK)**
RNP RWY03

WAYPOINT LIST

RNP RWY03	
Waypoint Identifier	Coordinates
AKRET	16° 40' 16.00" N 103° 08' 55.51" E
ALGIT	16° 52' 59.94" N 102° 46' 54.83" E
BILIL	16° 13' 30.10" N 102° 45' 59.70" E
BOPLA	16° 23' 14.18" N 102° 43' 50.23" E
EMRUT	16° 00' 19.64" N 102° 35' 33.26" E
IRNIP	16° 24' 01.90" N 102° 55' 00.02" E
KASDU	16° 15' 31.42" N 103° 01' 26.79" E
KASRA	16° 17' 18.69" N 102° 39' 52.88" E
MABDI	16° 32' 18.99" N 102° 38' 22.37" E
MOLVU	16° 43' 23.43" N 102° 42' 56.51" E
OMBEV	16° 28' 07.88" N 102° 29' 32.12" E
ONUVI	16° 32' 28.21" N 102° 26' 55.02" E
SEDNO	16° 17' 33.31" N 103° 17' 07.18" E
SUBNU	16° 21' 07.11" N 102° 33' 45.75" E
URBOM	16° 31' 31.58" N 103° 01' 25.31" E
VIDOL	16° 27' 22.26" N 102° 46' 36.04" E

CHANGE: AD ELEV, THR ELEV.

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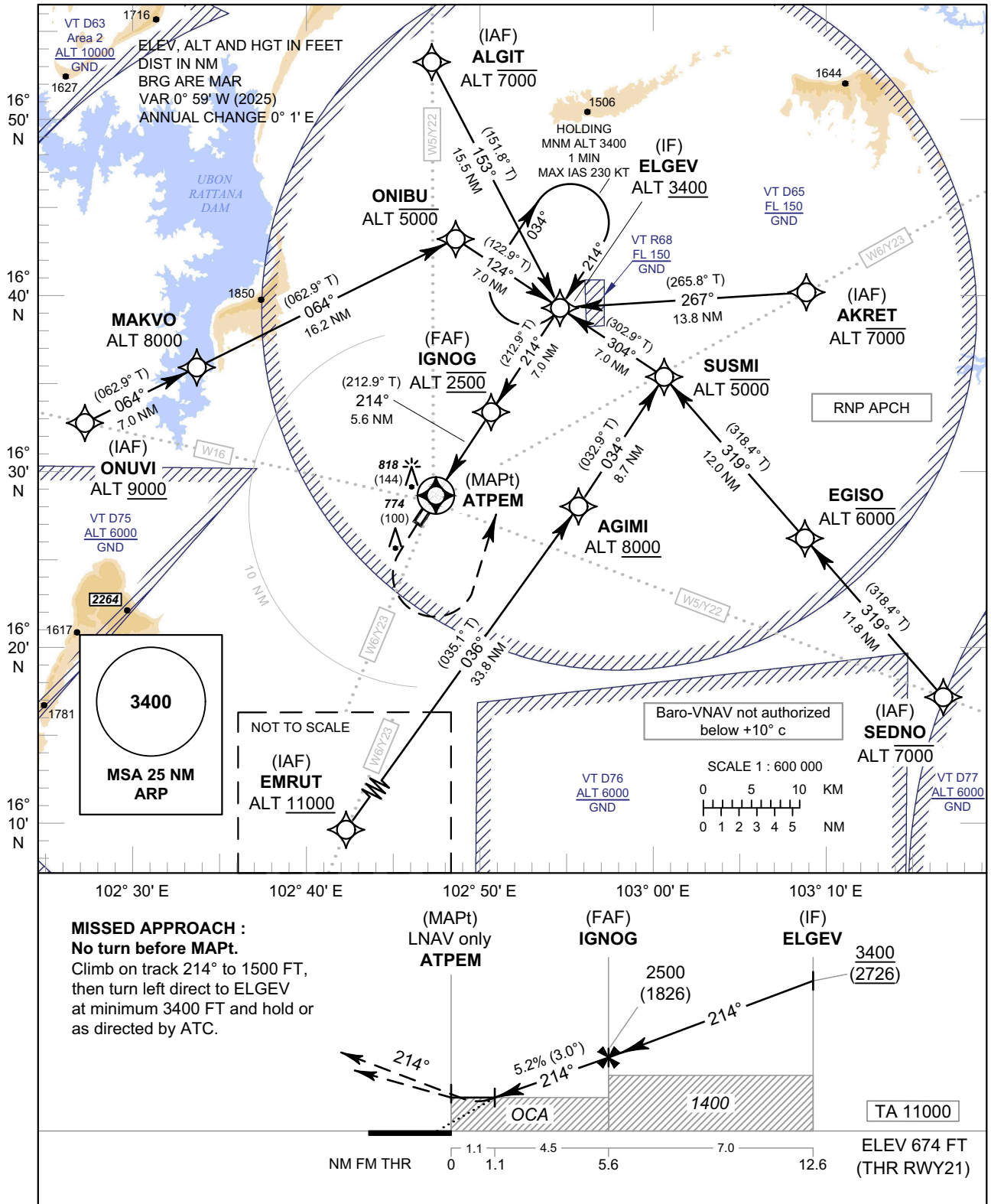
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 674 FT

APP	: 123.4 , 240.0
TWR	: 122.25 , 236.6
GND	: 121.9
ATIS	: 126.85

KHON KAEN / Khon Kaen (VTUK)

RNP RWY21



MISSED APPROACH :
No turn before MAPt.
Climb on track 214° to 1500 FT, then turn left direct to ELGEV at minimum 3400 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV / VNAV	1000 (326)			
LNAV	1070 (396)			
Circling (OCH AAL)	1500 (819)			

NM to NEXT WPT		1.1 NM	2 NM	3 NM	4 NM	5 NM	FAF
Altitude (Height)		1070 (396)	1350 (676)	1665 (991)	1985 (1311)	2300 (1626)	2500 (1826)
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, AD ELEV, THR ELEV.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 674 FT

**KHON KAEN /
Khon Kaen (VTUK)**
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) EMRUT	-	-	+1.0	-	-	+11000	-	-	RNP APCH
020	TF	AGIMI	-	036°(035.1°)	+1.0	33.8	-	+8000	-	-	RNP APCH
030	TF	SUSMI	-	034°(032.9°)	+1.0	8.7	-	-5000	-	-	RNP APCH
040	TF	(IF) ELGEV	-	304°(302.9°)	+1.0	7.0	-	+3400	-	-	RNP APCH
010	IF	(IAF) SEDNO	-	-	+1.0	-	-	-7000	-	-	RNP APCH
020	TF	EGISO	-	319°(318.4°)	+1.0	11.8	-	-6000	-	-	RNP APCH
030	TF	SUSMI	-	319°(318.4°)	+1.0	12.0	-	-5000	-	-	RNP APCH
040	TF	(IF) ELGEV	-	304°(302.9°)	+1.0	7.0	-	+3400	-	-	RNP APCH
010	IF	(IAF) AKRET	-	-	+1.0	-	-	-7000	-	-	RNP APCH
020	TF	(IF) ELGEV	-	267°(265.8°)	+1.0	13.8	-	+3400	-	-	RNP APCH
010	IF	(IAF) ALGIT	-	-	+1.0	-	-	-7000	-	-	RNP APCH
020	TF	(IF) ELGEV	-	153°(151.8°)	+1.0	15.5	-	+3400	-	-	RNP APCH
010	IF	(IAF) ONUVI	-	-	+1.0	-	-	+9000	-	-	RNP APCH
020	TF	MAKVO	-	064°(064.9°)	+1.0	7.0	-	@8000	-	-	RNP APCH
030	TF	ONIBU	-	064°(062.9°)	+1.0	16.2	-	-5000	-	-	RNP APCH
040	TF	(IF) ELGEV	-	124°(122.9°)	+1.0	7.0	-	+3400	-	-	RNP APCH
010	IF	(IF) ELGEV	-	-	+1.0	-	-	+3400	-	-	RNP APCH
020	TF	(FAF) IGNOG	-	214°(212.9°)	+1.0	7.0	-	@2500	-	-	RNP APCH
030	TF	(MAPt @ THR21) ATPEM	Y	214°(212.9°)	+1.0	5.6	-	@720	-	-3.0/50	RNP APCH
040	CA	-	-	-	+1.0	-	-	+1500	-	-	RNP APCH
050	DF	(IF) ELGEV	-	214°(212.9°)	+1.0	-	L	+3400	-	-	RNP APCH
060	HM	(IF) ELGEV	Y	214°(212.9°)	+1.0	1 minute	R	+3400	-	-	RNP APCH

CHANGE: MAG VAR, AD ELEV, THR ELEV.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 674 FT

**KHON KAEN /
Khon Kaen (VTUK)**
RNP RWY21

WAYPOINT LIST

RNP RWY21	
Waypoint Identifier	Coordinates
AGIMI	16° 28' 05.65" N 102° 55' 45.34" E
AKRET	16° 40' 16.00" N 103° 08' 55.51" E
ALGIT	16° 52' 59.94" N 102° 46' 54.83" E
ATPEM	16° 28' 37.46" N 102° 47' 26.33" E
EGISO	16° 26' 25.36" N 103° 08' 58.18" E
ELGEV	16° 39' 14.85" N 102° 54' 33.11" E
EMRUT	16° 00' 19.64" N 102° 35' 33.26" E
IGNOG	16° 33' 20.92" N 102° 50' 36.01" E
MAKVO	16° 35' 40.27" N 102° 33' 24.33" E
ONIBU	16° 43' 03.71" N 102° 48' 25.59" E
ONUVI	16° 32' 28.21" N 102° 26' 55.02" E
SEDNO	16° 17' 33.31" N 103° 17' 07.18" E
SUSMI	16° 35' 25.80" N 103° 00' 40.39" E

CHANGE: AD ELEV, THR ELEV.

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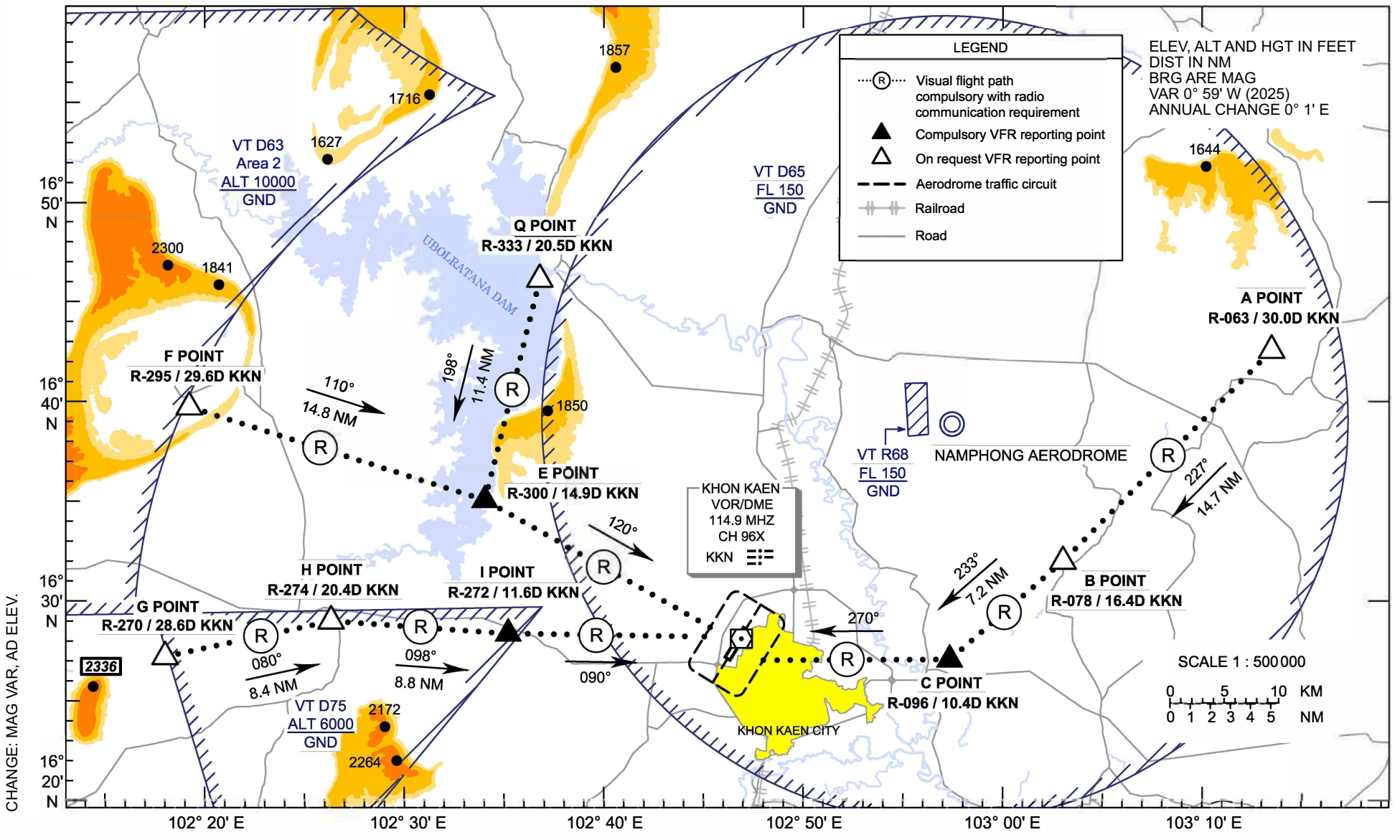
VFR ENTRY PROCEDURE CHART

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN / Khon Kaen (VTUK) RWY03/21 (NORTH)



VFR ENTRY PROCEDURE CHART

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV

KHON KAEN / Khon Kaen (VTUK) RWY03/21 (NORTH)

ARR-RWY03/21 (**From North**)
Inbound via Q POINT then heading 198° to E POINT and heading 120° to over aerodrome. Join aerodrome traffic circuit when directed by ATC.

ARR-RWY03/21 (**From North-West**)
Inbound via F POINT then heading 110° to E POINT and heading 120° to over aerodrome. Join aerodrome traffic circuit when directed by ATC.

ARR-RWY03/21 (**From West**)
Inbound via G POINT then heading 080° to H POINT, heading 098° to I POINT, and heading 090° to over aerodrome. Join aerodrome traffic circuit when directed by ATC.

ARR-RWY03/21 (**From North-East**)
Inbound via A POINT with recommended altitude at or above 2000 ft then heading 227° to B POINT, heading 233° to C POINT, and heading 270° to over aerodrome. Join aerodrome traffic circuit when directed by ATC.

Reporting points	Landmark	Radial / DME from KKN VOR	Coordinates	
			Latitude	Longitude
"A" or ALPHA Point	Ban Nong Chum Sang Temple	R-063 / 30.0D	16° 42' 06.00" N	103° 14' 58.00" E
"B" or BRAVO Point	Sam Sung Police Station	R-078 / 16.4D	16° 31' 47.02" N	103° 03' 58.55" E
"C" or CHARLIE Point	White Pagoda	R-096 / 10.4D	16° 27' 19.00" N	102° 58' 03.40" E
"E" or ECHO Point	Sa Wang Cherng Khao Temple	R-300 / 14.9D	16° 35' 27.07" N	102° 33' 41.30" E
"F" or FOXTROT Point	Phu Wiang Hill	R-295 / 29.6D	16° 40' 20.37" N	102° 19' 07.91" E
"G" or GOLF Point	Ei San Temple (Road Intersection)	R-270 / 28.6D	16° 27' 51.90" N	102° 17' 29.80" E
"H" or HOTEL Point	Nhong Reua (Road Intersection)	R-274 / 20.4D	16° 29' 29.60" N	102° 26' 06.20" E
"I" or INDIA Point	Khon Kaen 4 Power Plant	R-272 / 11.6D	16° 28' 26.70" N	102° 35' 12.40" E
"Q" or QUEBEC Point	Au Bon Rat Dam	R-333 / 20.5D	16° 46' 20.20" N	102° 37' 11.90" E
KHON KAEN VOR/DME (KKN)	KHON KAEN VOR/DME Station	-	16° 28' 15.29" N	102° 47' 16.79" E

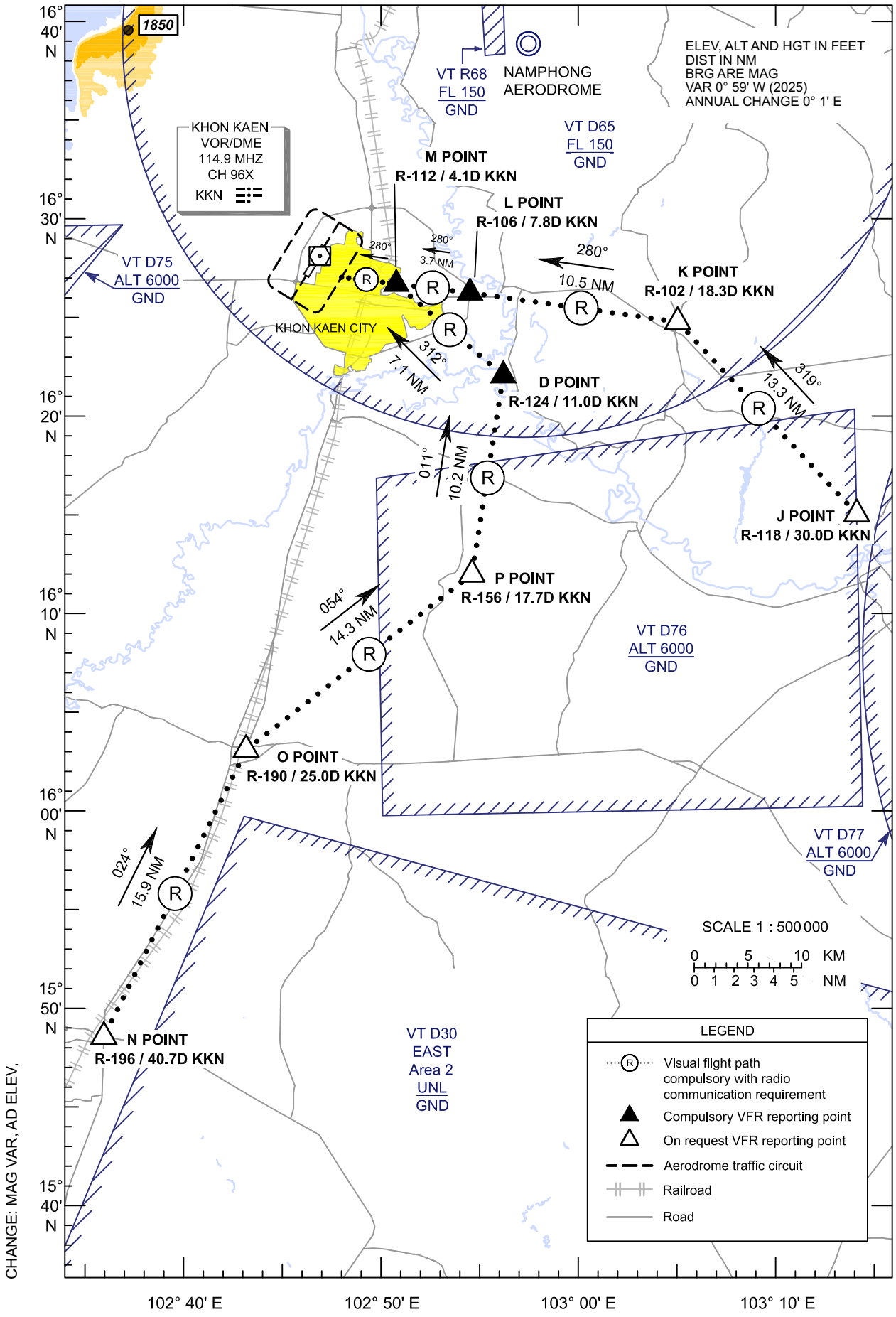
CHANGE: AD ELEV.

VFR ENTRY PROCEDURE CHART

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV.

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN / Khon Kaen (VTUK) RWY03/21 (SOUTH)



VFR ENTRY PROCEDURE CHART

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV

KHON KAEN / Khon Kaen (VTUK) RWY03/21 (SOUTH)

ARR-RWY03/21 (**From East**)
Inbound via J POINT then heading 319° to K POINT, heading 280° to L POINT, heading 280° to M POINT, and heading 280° to over aerodrome. Join aerodrome traffic circuit when directed by ATC.

ARR-RWY03/21 (**From South**)
Inbound via N POINT then heading 024° to O POINT, heading 054° to P POINT, heading 011° to D POINT, heading 312° to M POINT, and heading 280° to over aerodrome. Join aerodrome traffic circuit when directed by ATC.

Reporting points	Landmark	Radial / DME from KKN VOR	Coordinates	
			Latitude	Longitude
"D" or DELTA Point	Wang Yang Weir	R-124 / 11.0D	16° 22' 07.00" N	102° 56' 50.60" E
"J" or JULIETT Point	Ma Ha Sa Ra Kham University	R-118 / 30.0D	16° 14' 33.17" N	103° 15' 03.57" E
"K" or KILO Point	Chiang Yeun	R-102 / 18.3D	16° 24' 35.30" N	103° 05' 53.00" E
"L" or LIMA Point	Bridge	R-106 / 7.8D	16° 26' 13.03" N	102° 55' 04.32" E
"M" or MIKE Point	Beung Thung Sang Park	R-112 / 4.1D	16° 26' 47.42" N	102° 51' 15.09" E
"N" or NOVEMBER Point	Mueang Pol	R-196 / 40.7D	15° 48' 44.90" N	102° 36' 26.90" E
"O" or OSCAR Point	Ban Phai (Road Intersection)	R-190 / 25.0D	16° 03' 27.30" N	102° 42' 57.50" E
"P" or PAPA Point	Khon Sak Creek	R-156 / 17.7D	16° 12' 04.70" N	102° 54' 53.80" E
KHON KAEN VOR/DME (KKN)	KHON KAEN VOR/DME Station	-	16° 28' 15.29" N	102° 47' 16.79" E

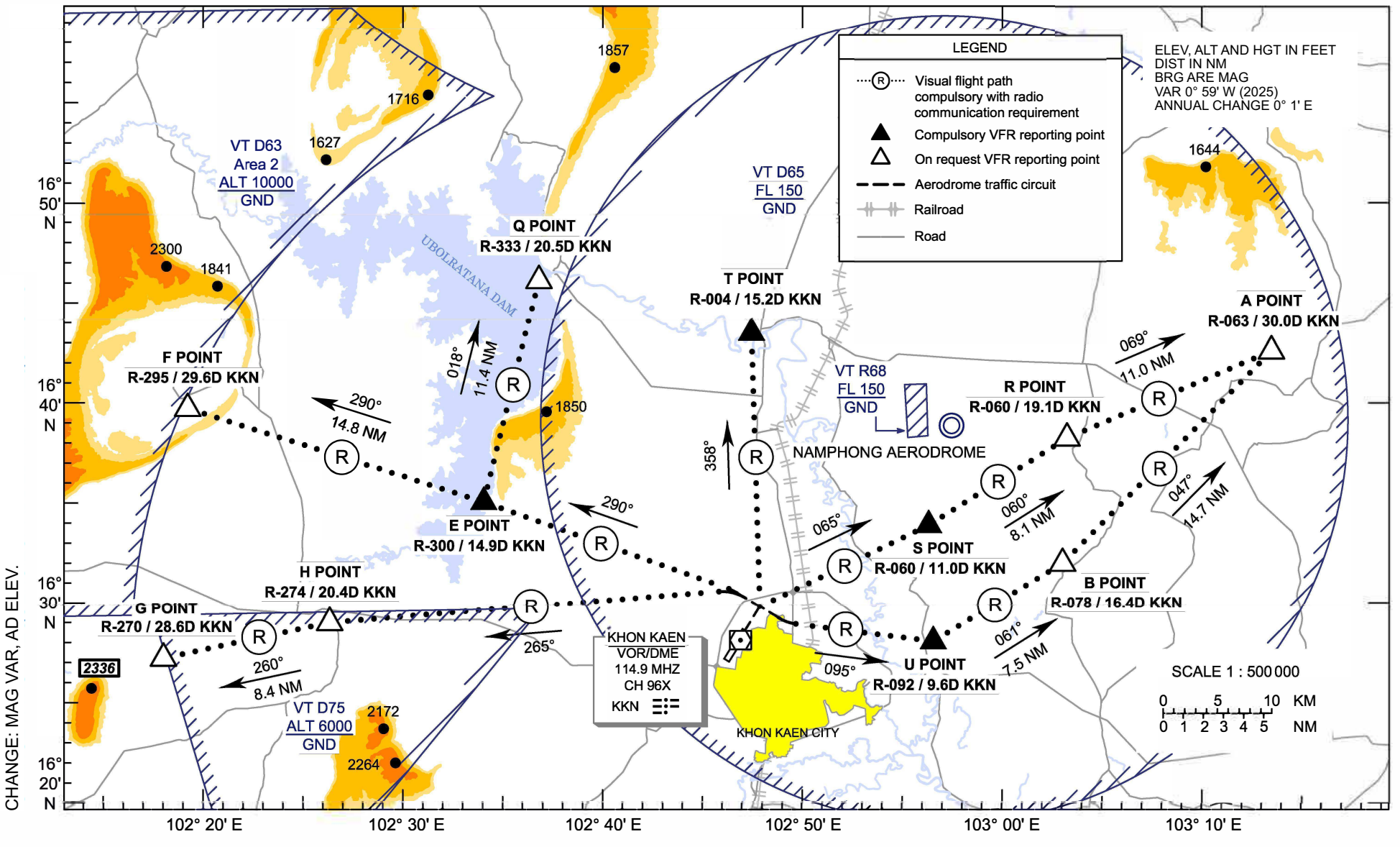
CHANGE: AD ELEV.

VFR EXIT PROCEDURE CHART

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN / Khon Kaen (VTUK) RWY03 (NORTH)



VFR EXIT PROCEDURE CHART

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV

KHON KAEN / Khon Kaen (VTUK) RWY03 (NORTH)

DEP-RWY03 (**North**)
After departure climb to altitude 500 ft then heading 358° to T POINT.

DEP-RWY03 (**North**)
After departure turn left proceed westbound (heading 300°) until 2.5 DME then heading 290° to E POINT, and heading 018° to Q POINT.

DEP-RWY03 (**North-East**)
After departure turn right proceed eastbound (heading 120°) until 2.5 DME then heading 095° to U POINT, heading 061° to B POINT, and heading 047° to A POINT with recommended altitude at or above 2000 ft.

DEP-RWY03 (**North-East**)
After departure climb to altitude 500 ft then heading 065° to S POINT, heading 060° to R POINT, and heading 069° to A POINT with recommended altitude at or above 2000 ft.

DEP-RWY03 (**North-West**)
After departure turn left proceed westbound (heading 300°) until 2.5 DME then heading 290° to E POINT, and heading 290° to F POINT.

DEP-RWY03 (**West**)
After departure turn left proceed westbound (heading 300°) until 2.5 DME then heading 265° to H POINT, and heading 260° to G POINT.

Reporting points	Landmark	Radial / DME from KKN VOR	Coordinates	
			Latitude	Longitude
"A" or ALPHA Point	Ban Nong Chum Sang Temple	R-063 / 30.0D	16° 42' 06.00" N	103° 14' 58.00" E
"B" or BRAVO Point	Sam Sung Police Station	R-078 / 16.4D	16° 31' 47.02" N	103° 03' 58.55" E
"E" or ECHO Point	Sa Wang Cherng Khao Temple	R-300 / 14.9D	16° 35' 27.07" N	102° 33' 41.30" E
"F" or FOXTROT Point	Phu Wiang Hill	R-295 / 29.6D	16° 40' 20.37" N	102° 19' 07.91" E
"G" or GOLF Point	Ei San Temple (Road Intersection)	R-270 / 28.6D	16° 27' 51.90" N	102° 17' 29.80" E
"H" or HOTEL Point	Nhong Reua (Road Intersection)	R-274 / 20.4D	16° 29' 29.60" N	102° 26' 06.20" E
"Q" or QUEBEC Point	Au Bon Rat Dam	R-333 / 20.5D	16° 46' 20.20" N	102° 37' 11.90" E
"U" or UNIFORM Point	Pho Tha Ram Temple	R-092 / 9.6D	16° 28' 01.00" N	102° 57' 13.00" E
"R" or ROMEO Point	Nhong Krung Yai Village	R-060 / 19.1D	16° 37' 59.60" N	103° 04' 19.60" E
"S" or SIERRA Point	Phra That Kham Kaen	R-060 / 11.0D	16° 33' 49.00" N	102° 57' 06.00" E
"T" or TANGO Point	Bridge	R-004 / 15.2D	16° 43' 31.00" N	102° 48' 09.00" E
KHON KAEN VOR/DME (KKN)	KHON KAEN VOR/DME Station	-	16° 28' 15.29" N	102° 47' 16.79" E

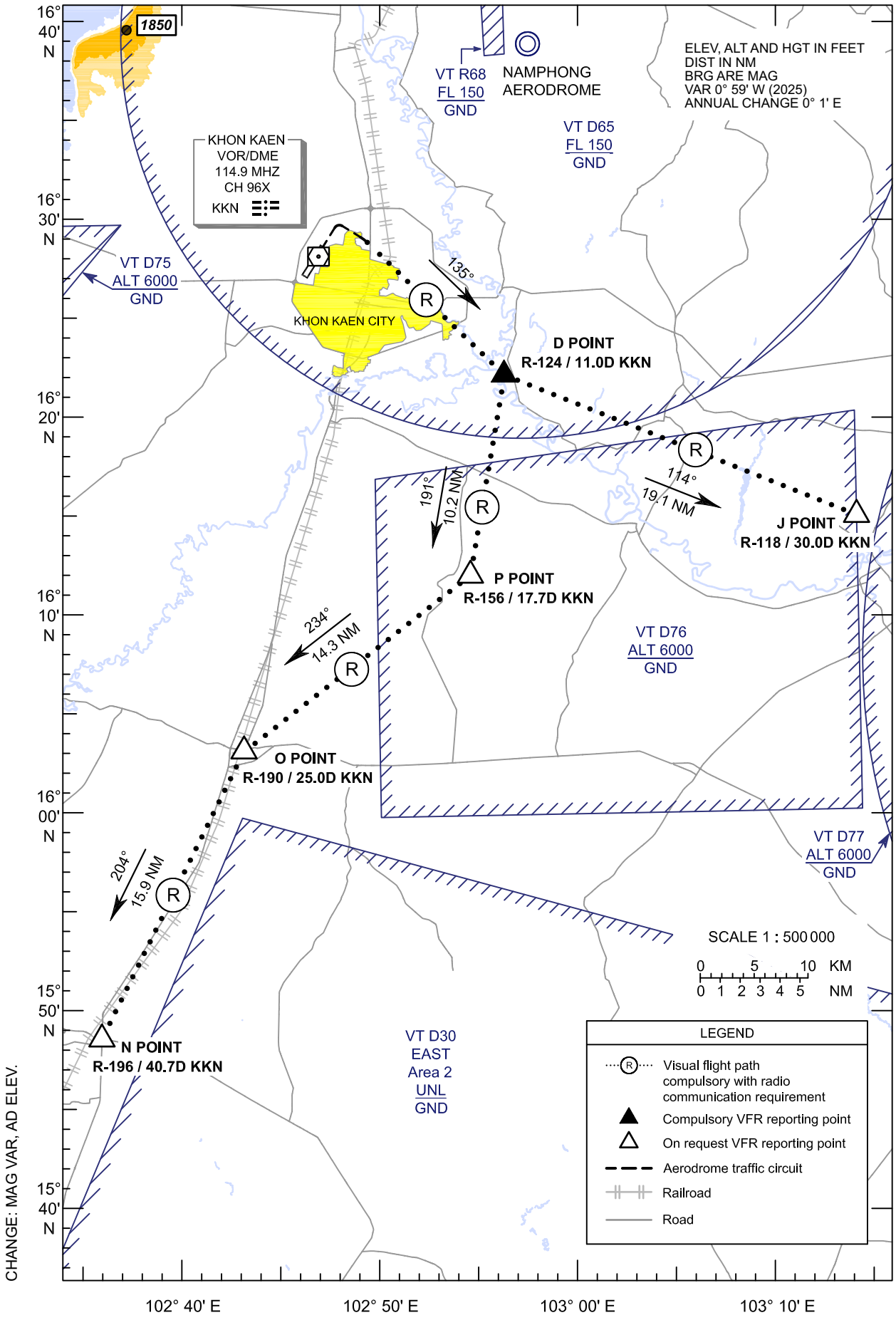
CHANGE: AD ELEV.

VFR EXIT PROCEDURE CHART

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN / Khon Kaen (VTUK) RWY03 (SOUTH)



VFR EXIT PROCEDURE CHART

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV

KHON KAEN / Khon Kaen (VTUK) RWY03 (SOUTH)

DEP-RWY03 (**South-East**)
After departure turn right proceed eastbound (heading 120°) until 2.5 DME then heading 135° to D POINT, and heading 114° to J POINT.

DEP-RWY03 (**South**)
After departure turn right proceed eastbound (heading 120°) until 2.5 DME then heading 135° to D POINT, heading 191° to P POINT, heading 234° to O POINT, and heading 204° to N POINT.

Reporting points	Landmark	Radial / DME from KKN VOR	Coordinates	
			Latitude	Longitude
"D" or DELTA Point	Wang Yang Weir	R-124 / 11.0D	16° 22' 07.00" N	102° 56' 50.60" E
"J" or JULIETT Point	Ma Ha Sa Ra Kham University	R-118 / 30.0D	16° 14' 33.17" N	103° 15' 03.57" E
"N" or NOVEMBER Point	Mueang Pol	R-196 / 40.7D	15° 48' 44.90" N	102° 36' 26.90" E
"O" or OSCAR Point	Ban Phai (Road Intersection)	R-190 / 25.0D	16° 03' 27.30" N	102° 42' 57.50" E
"P" or PAPA Point	Khon Sak Creek	R-156 / 17.7D	16° 12' 04.70" N	102° 54' 53.80" E
KHON KAEN VOR/DME (KKN)	KHON KAEN VOR/DME Station	-	16° 28' 15.29" N	102° 47' 16.79" E

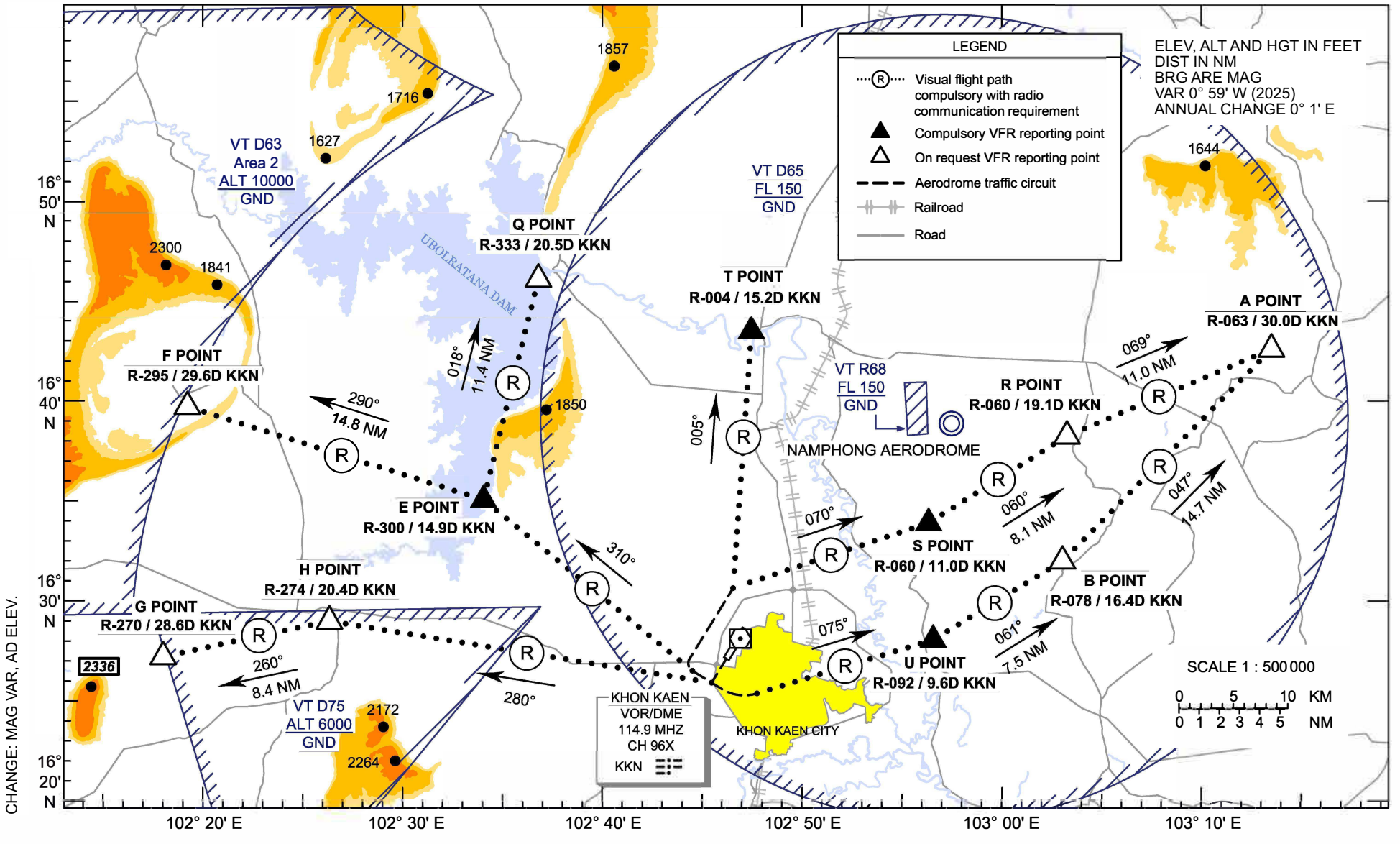
CHANGE: AD ELEV.

VFR EXIT PROCEDURE CHART

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN / Khon Kaen (VTUK) RWY21 (NORTH)



VFR EXIT PROCEDURE CHART

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV

KHON KAEN / Khon Kaen (VTUK) RWY21 (NORTH)

DEP-RWY21 (**North**)
After departure turn right proceed westbound (heading 300°) until 2.5 DME then turn right to join right downwind then heading 005° to T POINT.

DEP-RWY21 (**North**)
After departure turn right proceed westbound (heading 300°) until 2.5 DME then heading 310° to E POINT, and heading 018° to Q POINT.

DEP-RWY21 (**North-East**)
After departure turn left proceed eastbound (heading 120°) until 2.5 DME then heading 075° to U POINT, heading 061° to B POINT, and heading 047° to A POINT with recommended altitude at or above 2000 ft.

DEP-RWY21 (**North-East**)
After departure turn right proceed westbound (heading 300°) until 2.5 DME then turn right to join right downwind then heading 070° to S POINT, heading 060° to R POINT, and heading 069° to A POINT with recommended altitude at or above 2000 ft.

DEP-RWY21 (**North-West**)
After departure turn right proceed westbound (heading 300°) until 2.5 DME then heading 310° to E POINT, and heading 290° to F POINT.

DEP-RWY21 (**West**)
After departure climb to altitude 500 ft then heading 280° to H POINT, and heading 260° to G POINT.

Reporting points	Landmark	Radial / DME from KKN VOR	Coordinates	
			Latitude	Longitude
"A" or ALPHA Point	Ban Nong Chum Sang Temple	R-063 / 30.0D	16° 42' 06.00" N	103° 14' 58.00" E
"B" or BRAVO Point	Sam Sung Police Station	R-078 / 16.4D	16° 31' 47.02" N	103° 03' 58.55" E
"E" or ECHO Point	Sa Wang Cherng Khao Temple	R-300 / 14.9D	16° 35' 27.07" N	102° 33' 41.30" E
"F" or FOXTROT Point	Phu Wiang Hill	R-295 / 29.6D	16° 40' 20.37" N	102° 19' 07.91" E
"G" or GOLF Point	Ei San Temple (Road Intersection)	R-270 / 28.6D	16° 27' 51.90" N	102° 17' 29.80" E
"H" or HOTEL Point	Nhong Reua (Road Intersection)	R-274 / 20.4D	16° 29' 29.60" N	102° 26' 06.20" E
"Q" or QUEBEC Point	Au Bon Rat Dam	R-333 / 20.5D	16° 46' 20.20" N	102° 37' 11.90" E
"U" or UNIFORM Point	Pho Tha Ram Temple	R-092 / 9.6D	16° 28' 01.00" N	102° 57' 13.00" E
"R" or ROMEO Point	Nhong Krung Yai Village	R-060 / 19.1D	16° 37' 59.60" N	103° 04' 19.60" E
"S" or SIERRA Point	Phra That Kham Kaen	R-060 / 11.0D	16° 33' 49.00" N	102° 57' 06.00" E
"T" or TANGO Point	Bridge	R-004 / 15.2D	16° 43' 31.00" N	102° 48' 09.00" E
KHON KAEN VOR/DME (KKN)	KHON KAEN VOR/DME Station	-	16° 28' 15.29" N	102° 47' 16.79" E

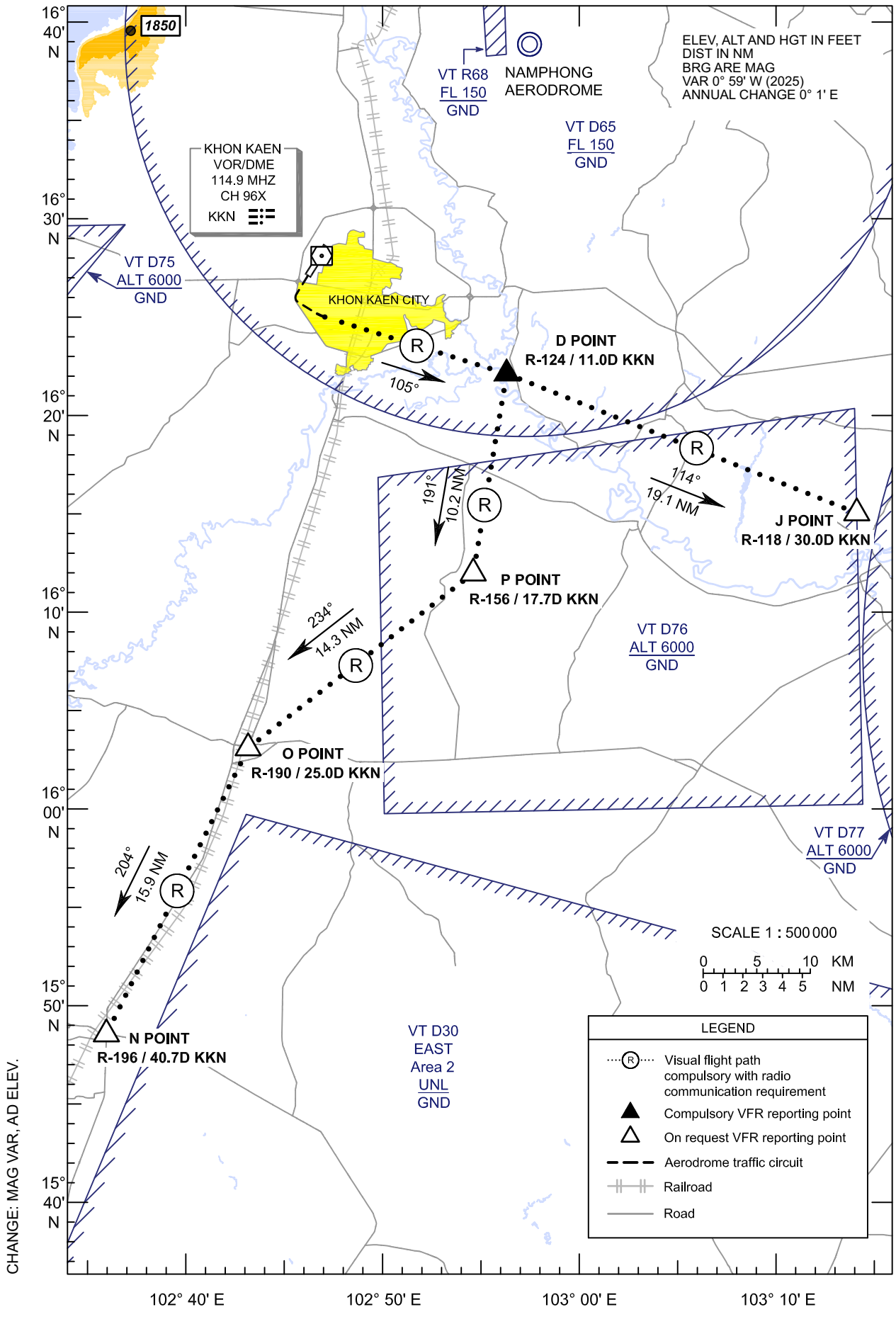
CHANGE: AD ELEV.

VFR EXIT PROCEDURE CHART

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.4, 240.0
TWR : 122.25, 236.6
GND : 121.9
ATIS : 126.85

KHON KAEN / Khon Kaen (VTUK) RWY21 (SOUTH)



VFR EXIT PROCEDURE CHART

AERODROME ELEV 681 FT
HEIGHTS RELATED TO AERODROME ELEV

KHON KAEN / Khon Kaen (VTUK) RWY21 (SOUTH)

DEP-RWY21 (**South-East**)
After departure turn left proceed eastbound (heading 120°) until 2.5 DME then heading 105° to D POINT, and heading 114° to J POINT.

DEP-RWY21 (**South**)
After departure turn left proceed eastbound (heading 120°) until 2.5 DME then heading 105° to D POINT, heading 191° to P POINT, heading 234° to O POINT, and heading 204° to N POINT.

Reporting points	Landmark	Radial / DME from KKN VOR	Coordinates	
			Latitude	Longitude
"D" or DELTA Point	Wang Yang Weir	R-124 / 11.0D	16° 22' 07.00" N	102° 56' 50.60" E
"J" or JULIETT Point	Ma Ha Sa Ra Kham University	R-118 / 30.0D	16° 14' 33.17" N	103° 15' 03.57" E
"N" or NOVEMBER Point	Mueang Pol	R-196 / 40.7D	15° 48' 44.90" N	102° 36' 26.90" E
"O" or OSCAR Point	Ban Phai (Road Intersection)	R-190 / 25.0D	16° 03' 27.30" N	102° 42' 57.50" E
"P" or PAPA Point	Khon Sak Creek	R-156 / 17.7D	16° 12' 04.70" N	102° 54' 53.80" E
KHON KAEN VOR/DME (KKN)	KHON KAEN VOR/DME Station	-	16° 28' 15.29" N	102° 47' 16.79" E

CHANGE: AD ELEV.

VTCL AD 2.24 CHARTS RELATED TO AN AERODROME

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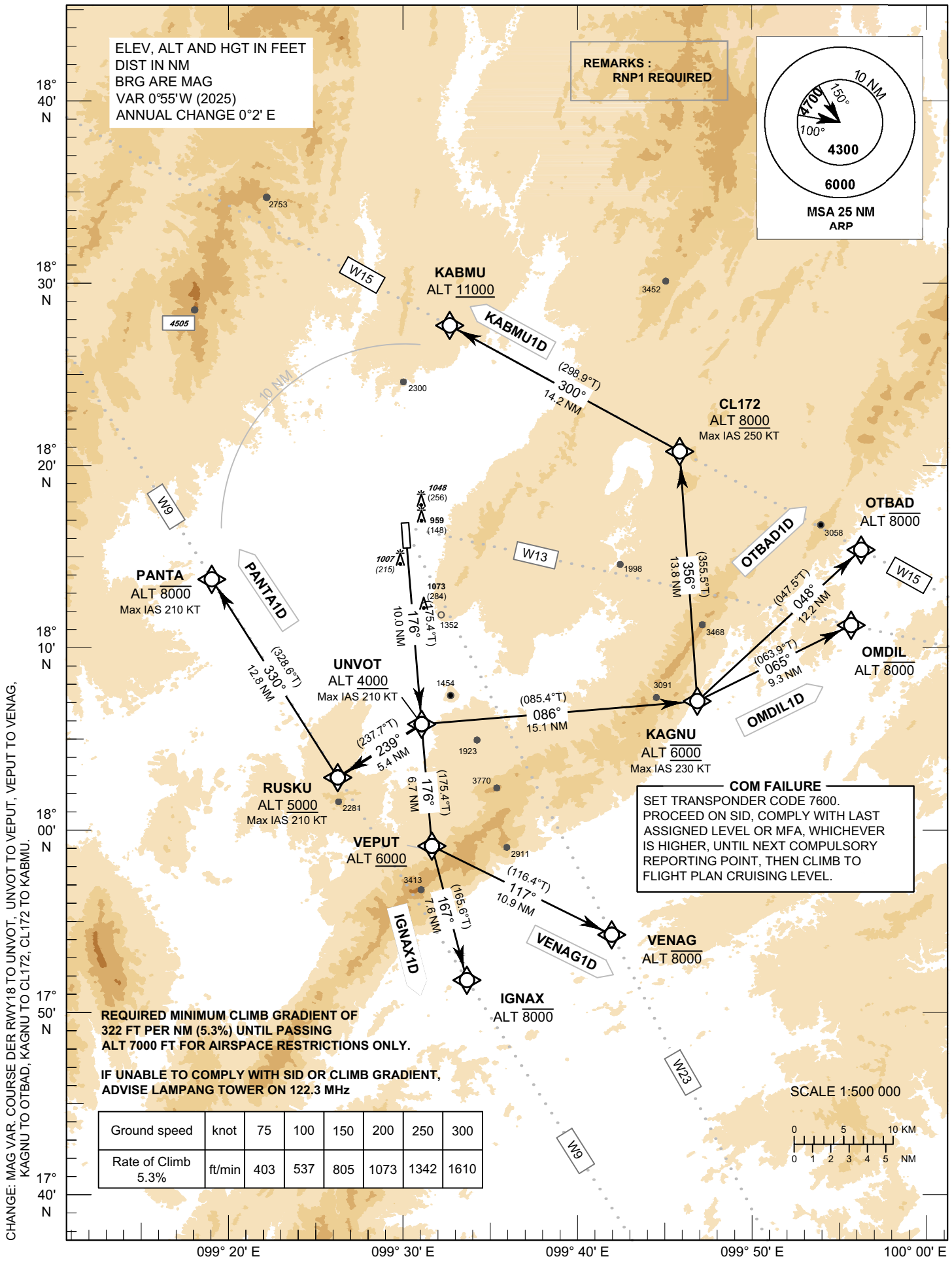
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)
RNAV RWY18

IGNAX1D KABMU1D
OMDIL1D OTBAD1D
PANTA1D VENAG1D



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

LAMPANG / Lampang (VTCL)
RNAV RWY18
IGNAX1D KABMU1D
OMDIL1D OTBAD1D
PANTA1D VENAG1D

CHANGE: MAG VAR. COURSE DER RWY18 TO UNVOT, UNVOT TO VEPUT, VEPUT TO VENAG, UNVOT TO KAGNU, KAGNU TO OTBAD, KAGNU TO CL172, CL172 TO KABMU.

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**
IGNAX1D TO W9											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP1
020	CF	UNVOT	-	176° (175.4°)	+0.9	10.0	-	+4000	-210	-	RNP1
030	TF	VEPUT	-	176° (175.4°)	+0.9	6.7	-	+6000	-	-	RNP1
040	TF	IGNAX	-	167° (165.6°)	+0.9	7.6	-	-8000	-	-	RNP1
KABMU1D TO W15											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP1
020	CF	UNVOT	-	176° (175.4°)	+0.9	10.0	-	+4000	-210	-	RNP1
030	TF	KAGNU	-	086° (085.4°)	+0.9	15.1	-	@6000	-230	-	RNP1
040	TF	CL172	-	356° (355.4°)	+0.9	13.8	-	+8000	-250	-	RNP1
050	TF	KABMU	-	300° (298.9°)	+0.9	14.2	-	+11000	-	-	RNP1
OMDIL1D TO W13											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP1
020	CF	UNVOT	-	176° (175.4°)	+0.9	10.0	-	+4000	-210	-	RNP1
030	TF	KAGNU	-	086° (085.4°)	+0.9	15.1	-	@6000	-230	-	RNP1
040	TF	OMDIL	-	065° (063.9°)	+0.9	9.3	-	-8000	-	-	RNP1
OTBAD1D TO W15											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP1
020	CF	UNVOT	-	176° (175.4°)	+0.9	10.0	-	+4000	-210	-	RNP1
030	TF	KAGNU	-	086° (085.4°)	+0.9	15.1	-	@6000	-230	-	RNP1
040	TF	OTBAD	-	048° (047.5°)	+0.9	12.2	-	-8000	-	-	RNP1
PANTA1D TO W9											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP1
020	CF	UNVOT	-	176° (175.4°)	+0.9	10.0	-	+4000	-210	-	RNP1
030	TF	RUSKU	-	239° (237.7°)	+0.9	5.4	-	+5000	-210	-	RNP1
040	TF	PANTA	-	330° (328.6°)	+0.9	12.8	-	-8000	-210	-	RNP1
VENAG1D TO W23											
010	-	DER RWY18	-	-	+0.9	-	-	-	-	-	RNP1
020	CF	UNVOT	-	176° (175.4°)	+0.9	10.0	-	+4000	-210	-	RNP1
030	TF	VEPUT	-	176° (175.4°)	+0.9	6.7	-	+6000	-	-	RNP1
040	TF	VENAG	-	117° (116.4°)	+0.9	10.9	-	-8000	-	-	RNP1

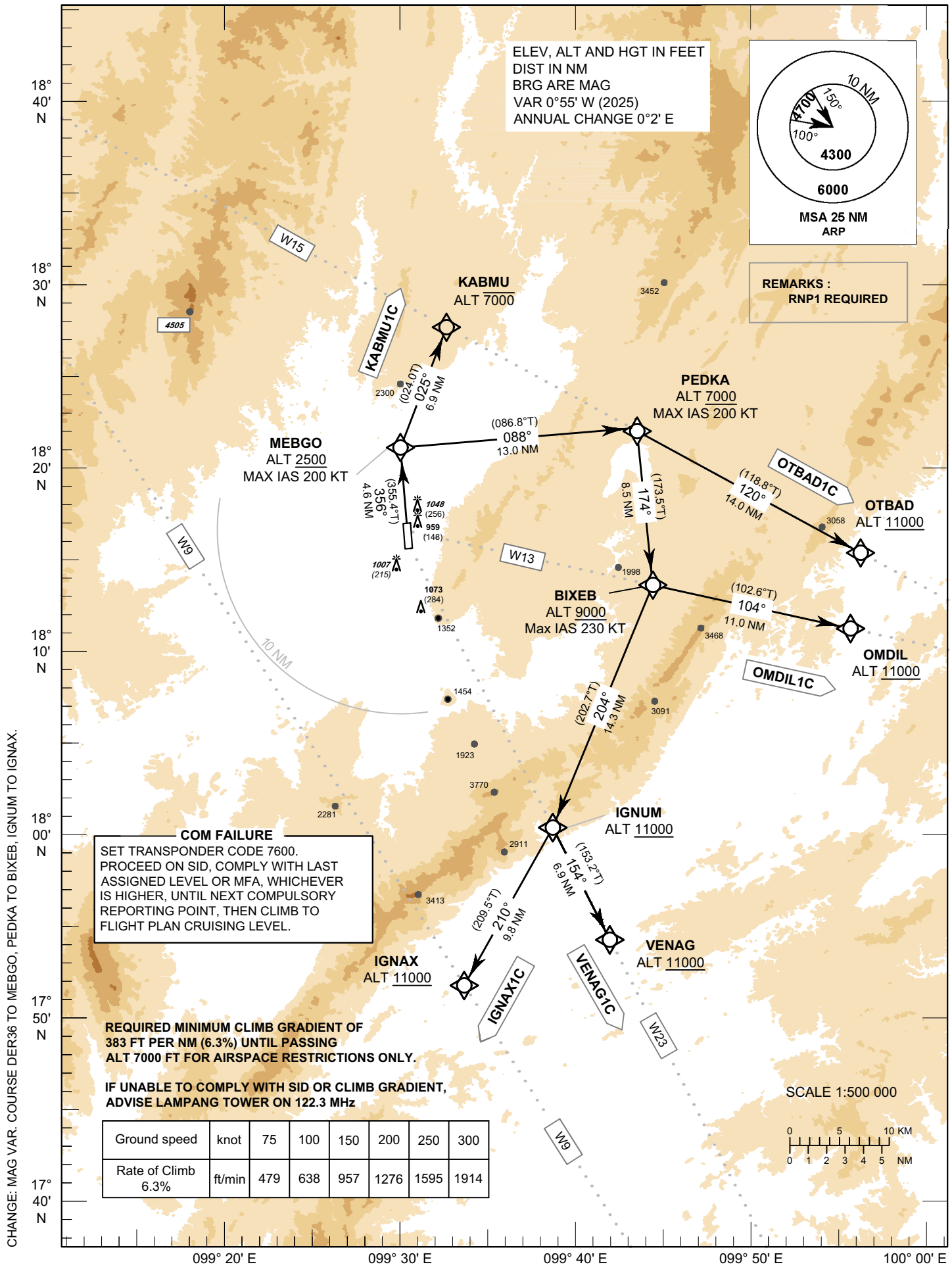
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)
RNAV RWY36

IGNAX1C KABMU1C
OMDIL1C OTBAD1C
VENAG1C



Ground speed	knot	75	100	150	200	250	300
Rate of Climb 6.3%	ft/min	479	638	957	1276	1595	1914

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LAMPANG / Lampang (VTCL)
RNAV RWY36

IGNAX1C KABMU1C
OMDIL1C OTBAD1C
VENAG1C

CHANGE: MAG VAR. COURSE DER36 TO MEBGO, PEDKA TO BIXEB, IGNUM TO IGNAX.

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
IGNAX1C TO W9											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNP1
020	TF	MEBGO	-	356° (355.5°)	+0.9	4.6	-	+2500	-200	-	RNP1
030	TF	PEDKA	-	088° (086.8°)	+0.9	13.0	-	+7000	-200	-	RNP1
040	TF	BIXEB	-	174° (173.5°)	+0.9	8.5	-	+9000	-230	-	RNP1
050	TF	IGNUM	-	204° (202.7°)	+0.9	14.3	-	+11000	-	-	RNP1
060	TF	IGNAX	-	210° (209.5°)	+0.9	9.8	-	+11000	-	-	RNP1
KABMU1C TO W15											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNP1
020	TF	MEBGO	-	356° (355.4°)	+0.9	4.6	-	+2500	-200	-	RNP1
030	TF	KABMU	-	025° (024.0°)	+0.9	6.9	-	-7000	-	-	RNP1
OMDIL1C TO W13											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNP1
020	TF	MEBGO	-	356° (355.4°)	+0.9	4.6	-	+2500	-200	-	RNP1
030	TF	PEDKA	-	088° (086.8°)	+0.9	13.0	-	+7000	-200	-	RNP1
040	TF	BIXEB	-	174° (173.5°)	+0.9	8.5	-	+9000	-230	-	RNP1
050	TF	OMDIL	-	104° (102.6°)	+0.9	11.0	-	+11000	-	-	RNP1
OTBAD1C TO W15											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNP1
020	TF	MEBGO	-	356° (355.4°)	+0.9	4.6	-	+2500	-200	-	RNP1
030	TF	PEDKA	-	088° (086.8°)	+0.9	13.0	-	+7000	-200	-	RNP1
040	TF	OTBAD	-	120° (118.8°)	+0.9	14.0	-	+11000	-	-	RNP1
VENAG1C TO W23											
010	-	DER RWY36	-	-	+0.9	-	-	-	-	-	RNP1
020	TF	MEBGO	-	356° (355.4°)	+0.9	4.6	-	+2500	-200	-	RNP1
030	TF	PEDKA	-	088° (086.8°)	+0.9	13.0	-	+7000	-200	-	RNP1
040	TF	BIXEB	-	174° (173.5°)	+0.9	8.5	-	+9000	-230	-	RNP1
050	TF	IGNUM	-	204° (202.7°)	+0.9	14.3	-	+11000	-	-	RNP1
060	TF	VENAG	-	154° (153.2°)	+0.9	6.8	-	+11000	-	-	RNP1

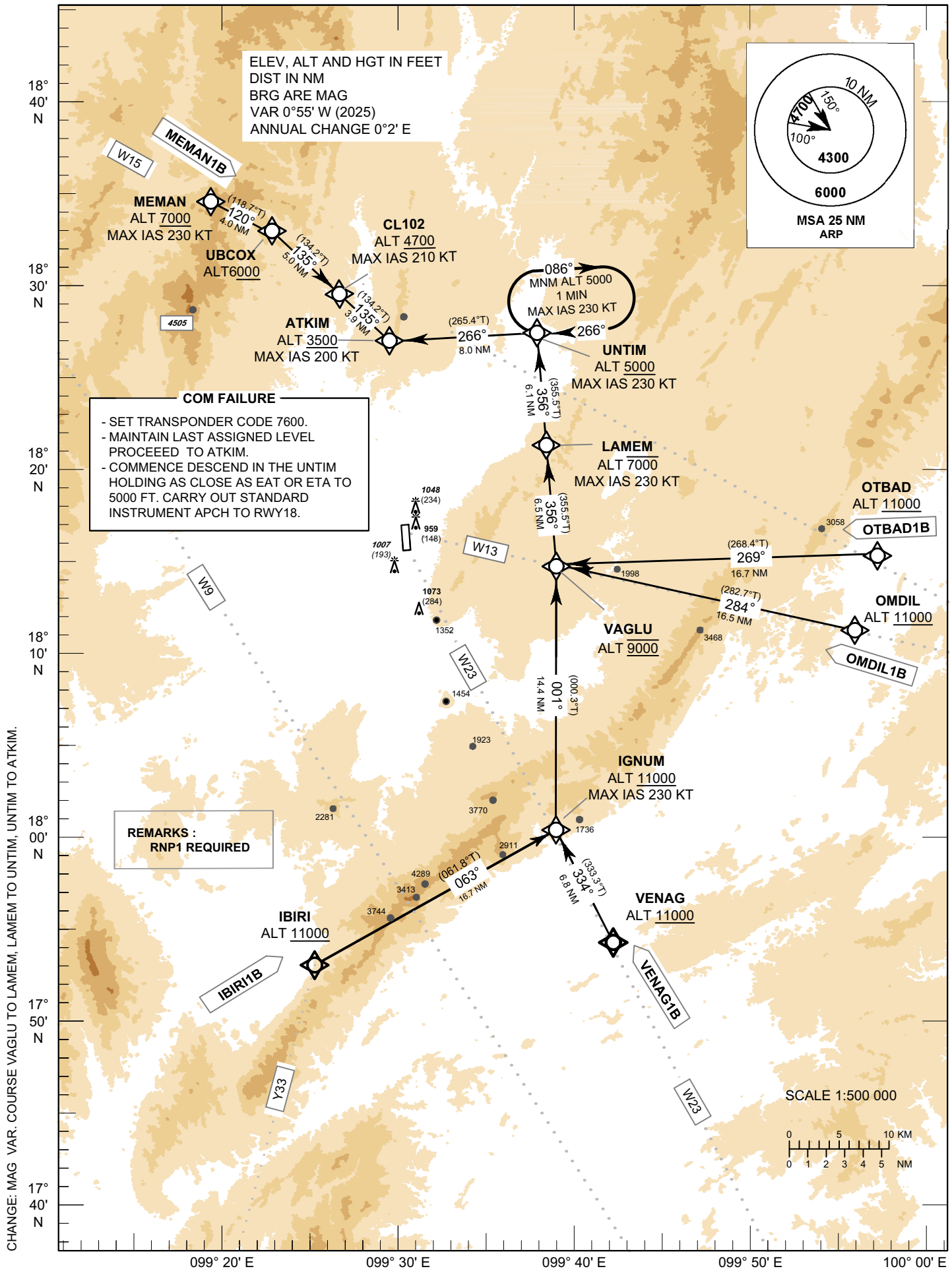
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 119.3
TWR : 122.3 , 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL) RNAV RWY18

IBIRI1B MEMAN1B
OMDIL1B OTBAD1B
VENAG1B



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

LAMPANG / Lampang (VTCL)
RNAV RWY18

IBIRI1B MEMAN1B
OMDIL1B OTBAD1B
VENAG1B

CHANGE: MAG VAR. COURSE VAGLU TO LAMEM, LAMEM TO UNTIM, UNTIM TO ATKIM.

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
IBIRI1B FROM Y33											
010	IF	IBIRI	-	-	+0.9	-	-	+11000	-	-	RNP APCH
020	TF	IGNUM	-	063° (061.8°)	+0.9	16.7	-	+11000	-230	-	RNP APCH
030	TF	VAGLU	-	001° (000.3°)	+0.9	14.4	-	@9000	-	-	RNP APCH
040	TF	LAMEM	-	356° (355.5°)	+0.9	6.5	-	-7000	-230	-	RNP APCH
050	TF	UNTIM	-	356° (355.5°)	+0.9	6.1	-	+5000	-230	-	RNP APCH
060	TF	ATKIM	-	266° (265.4°)	+0.9	8.0	-	+3500	-200	-	RNP APCH
MEMAN1B FROM W15											
010	IF	MEMAN	-	-	+0.9	-	-	+7000	-230	-	RNP APCH
020	TF	UBCOX	-	120° (118.7°)	+0.9	4.0	-	+6000	-	-	RNP APCH
030	TF	CL102	-	135° (134.2°)	+0.9	5.0	-	+4700	-210	-	RNP APCH
040	TF	ATKIM	-	135° (134.2°)	+0.9	3.9	-	+3500	-200	-	RNP APCH
OMDIL1B FROM W13											
010	IF	OMDIL	-	-	+0.9	-	-	+11000	-	-	RNP APCH
020	TF	VAGLU	-	284° (282.7°)	+0.9	16.5	-	@9000	-	-	RNP APCH
030	TF	LAMEM	-	356° (355.5°)	+0.9	6.5	-	-7000	-230	-	RNP APCH
040	TF	UNTIM	-	356° (355.5°)	+0.9	6.1	-	+5000	-230	-	RNP APCH
050	TF	ATKIM	-	266° (265.4°)	+0.9	8.0	-	+3500	-200	-	RNP APCH
OTBAD1B FROM W15											
010	IF	OTBAD	-	-	+0.9	-	-	+11000	-	-	RNP APCH
020	TF	VAGLU	-	269° (268.4°)	+0.9	16.7	-	@9000	-	-	RNP APCH
030	TF	LAMEM	-	356° (355.5°)	+0.9	6.5	-	-7000	-230	-	RNP APCH
040	TF	UNTIM	-	356° (355.5°)	+0.9	6.1	-	+5000	-230	-	RNP APCH
050	TF	ATKIM	-	266° (265.4°)	+0.9	8.0	-	+3500	-200	-	RNP APCH
VENAG1B FROM W23											
010	IF	VENAG	-	-	+0.9	-	-	+11000	-	-	RNP APCH
020	TF	IGNUM	-	334° (333.3°)	+0.9	6.8	-	+11000	-230	-	RNP APCH
030	TF	VAGLU	-	001° (000.3°)	+0.9	14.4	-	@9000	-	-	RNP APCH
040	TF	LAMEM	-	356° (355.5°)	+0.9	6.5	-	-7000	-230	-	RNP APCH
050	TF	UNTIM	-	356° (355.5°)	+0.9	6.1	-	+5000	-230	-	RNP APCH
060	TF	ATKIM	-	266° (265.4°)	+0.9	8.0	-	+3500	-200	-	RNP APCH

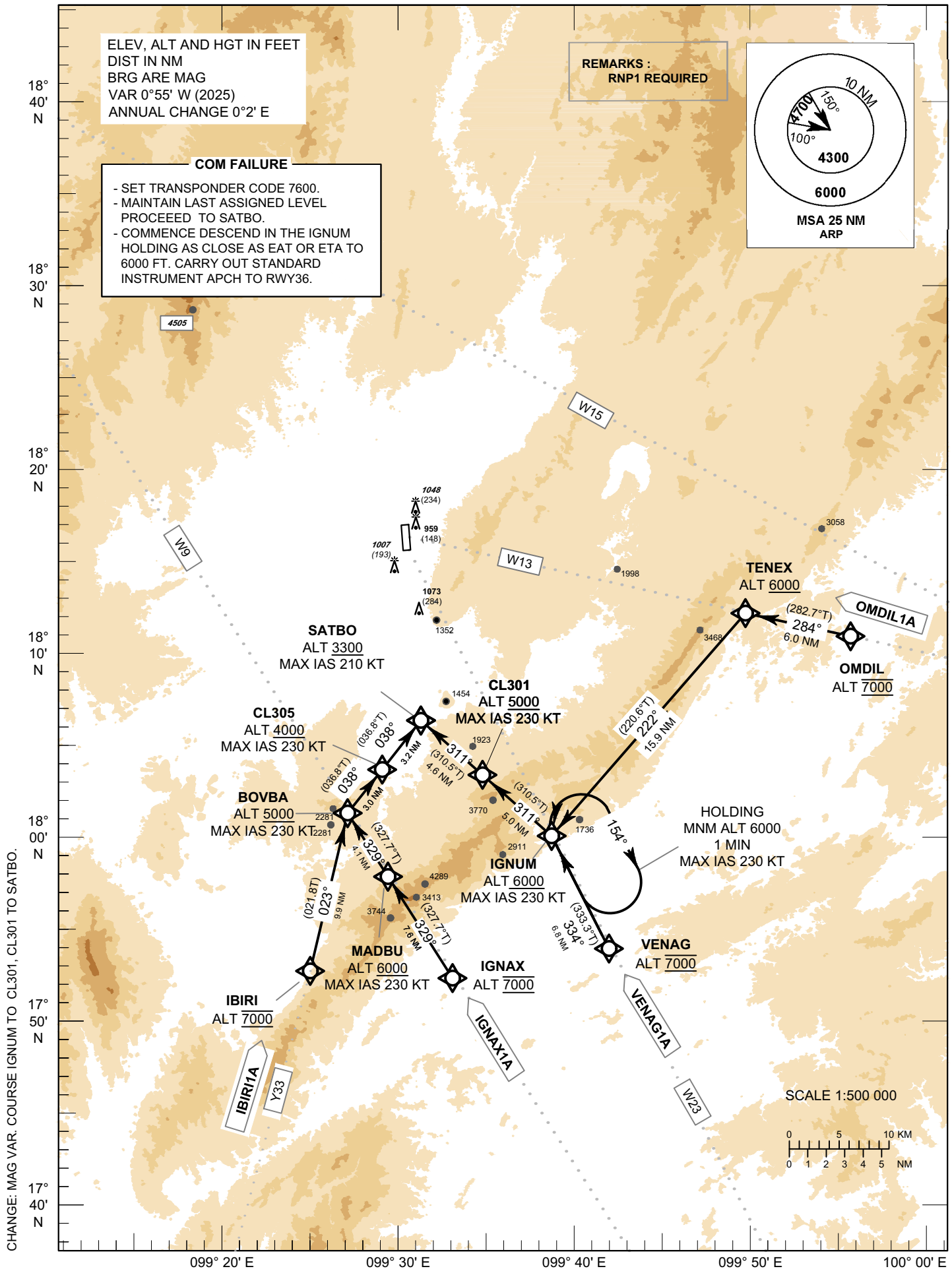
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 119.3
TWR : 122.3 , 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)
RNAV RWY36

IBIRI1A IGNAX1A
OMDIL1A VENAG1A



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

LAMPANG / Lampang (VTCL)
RNAV RWY36
IBIRI1A IGNAX1A
OMDIL1A VENAG1A

TABULAR DESCRIPTION

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
IBIRI1A FROM Y33											
010	IF	IBIRI	-	-	+0.9	-	-	@7000	-	-	RNP1
020	TF	BOVBA	-	023° (021.8)	+0.9	9.8	-	+5000	-230	-	RNP1
030	TF	CL305	-	038° (036.8°)	+0.9	3.0	-	+4000	-230	-	RNP1
040	TF	SATBO	-	038° (036.8°)	+0.9	3.2	-	+3300	-210	-	RNP1
IGNAX1A FROM W9											
010	IF	IGNAX	-	-	+0.9	-	-	@7000	-	-	RNP1
020	TF	MADBU	-	329° (327.7°)	+0.9	7.6	-	+6000	-230	-	RNP1
030	TF	BOVBA	-	329° (327.7°)	+0.9	4.1	-	+5000	-230	-	RNP1
040	TF	CL305	-	038° (036.8°)	+0.9	3.0	-	+4000	-230	-	RNP1
050	TF	SATBO	-	038° (036.8°)	+0.9	3.2	-	+3300	-210	-	RNP1
OMDIL1A FROM W13											
010	IF	OMDIL	-	-	+0.9	-	-	@7000	-	-	RNP1
020	TF	TENEX	-	284° (282.7°)	+0.9	6.0	-	+6000	-	-	RNP1
030	TF	IGNUM	-	222° (220.6°)	+0.9	15.9	-	+6000	-230	-	RNP1
040	TF	CL301	-	311° (310.5°)	+0.9	5.0	-	+5000	-230	-	RNP1
050	TF	SATBO	-	311° (310.5°)	+0.9	4.6	-	+3300	-210	-	RNP1
VENAG1A FROM W23											
010	IF	VENAG	-	-	+0.9	-	-	@7000	-	-	RNP1
020	TF	IGNUM	-	334° (333.3°)	+0.9	6.8	-	+6000	-230	-	RNP1
030	TF	CL301	-	311° (310.5°)	+0.9	5.0	-	+5000	-230	-	RNP1
040	TF	SATBO	-	311° (310.5°)	+0.9	4.6	-	+3300	-210	-	RNP1

CHANGE: MAG VAR. COURSE IGNUM TO CL301, CL301 TO SATBO.

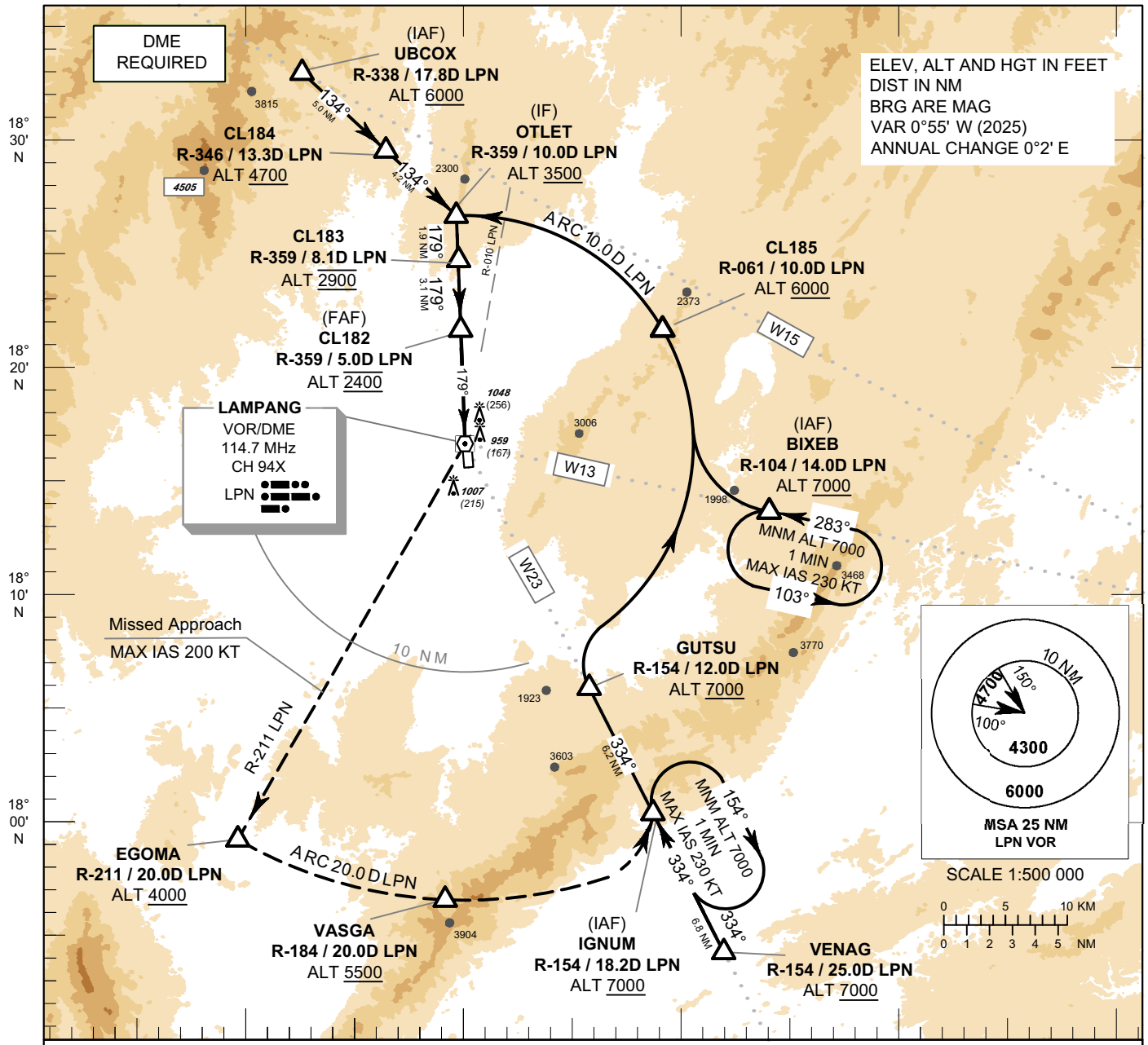
INSTRUMENT APPROACH CHART - ICAO

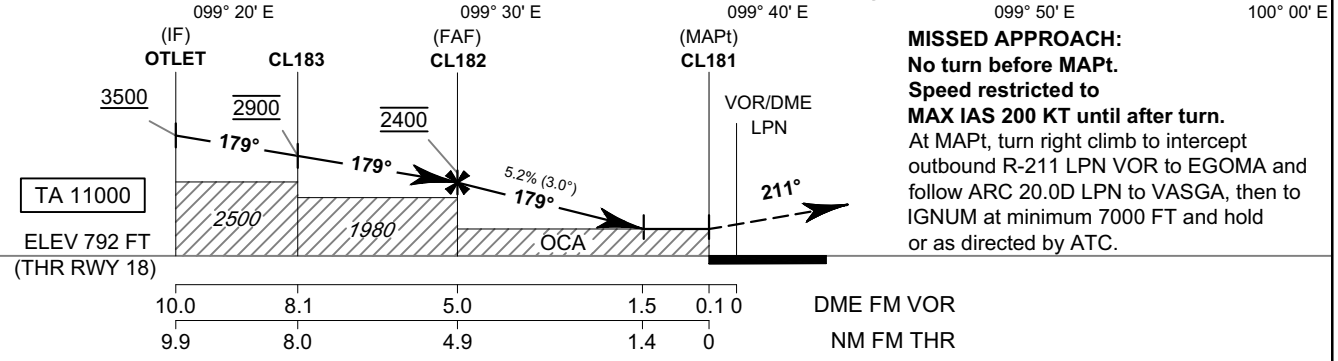
AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 18 ELEV 792 FT

APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)

VOR RWY18





OCA/H	A	B	C	D	Distance (LPN)	FAF	4D	3D	2D	1.5D
Straight - in Approach	1280 (488)				Altitude (Height)	2400 (1608)	2075 (1283)	1760 (968)	1440 (648)	1280 (488)
Circling* (OCH AAL)	1500 (685)				Ground speed	knot	70	90	100	120	140	160
* FOR CIRCLING RESTRICTIONS SEE VERSO.					Rate of descent 5.2 %	ft/min	369	474	527	632	737	843

CHANGE: MAG VAR.

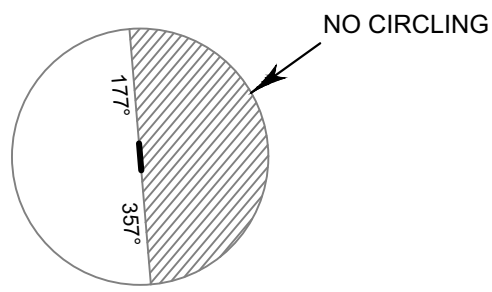
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 18 ELEV 792 FT

LAMPANG / Lampang (VTCL)

VOR RWY18

FIX / POINT		COORDINATES	
(IAF) UBCOX	R-338 / 17.8D LPN	18° 32' 56.23" N	099° 22' 40.56" E
(IAF) BIXEB	R-104 / 14.0D LPN	18° 13' 31.99" N	099° 44' 29.79" E
VENAG	R-154 / 25.0D LPN	17° 54' 11.39" N	099° 41' 57.78" E
(IAF) IGNUM	R-154 / 18.2D LPN	18° 00' 19.42" N	099° 38' 43.93" E
GUTSU	R-154 / 12.0D LPN	18° 05' 50.62" N	099° 35' 49.28" E
CL184	R-346 / 13.3D LPN	18° 29' 30.65" N	099° 26' 32.13" E
CL185	R-061 / 10.0D LPN	18° 21' 36.83" N	099° 39' 14.72" E
(IF) OTLET	R-359 / 10.0D LPN	18° 26' 37.86" N	099° 29' 46.37" E
CL183	R-359 / 8.1D LPN	18° 24' 43.49" N	099° 29' 50.56" E
(FAF) CL182	R-359 / 5.0D LPN	18° 21' 36.87" N	099° 29' 57.39" E
(MAPt) CL181	R-359 / 0.1D LPN	18° 16' 41.66" N	099° 30' 08.19" E
EGOMA	R-211 / 20.0D LPN	17° 59' 12.24" N	099° 19' 38.98" E
VASGA	R-184 / 20.0D LPN	17° 56' 32.39" N	099° 29' 10.39" E
VOR/DME	LPN	18° 16' 35.86" N	099° 30' 08.42" E



CHANGE: (IAF) IGNUM ADDED.

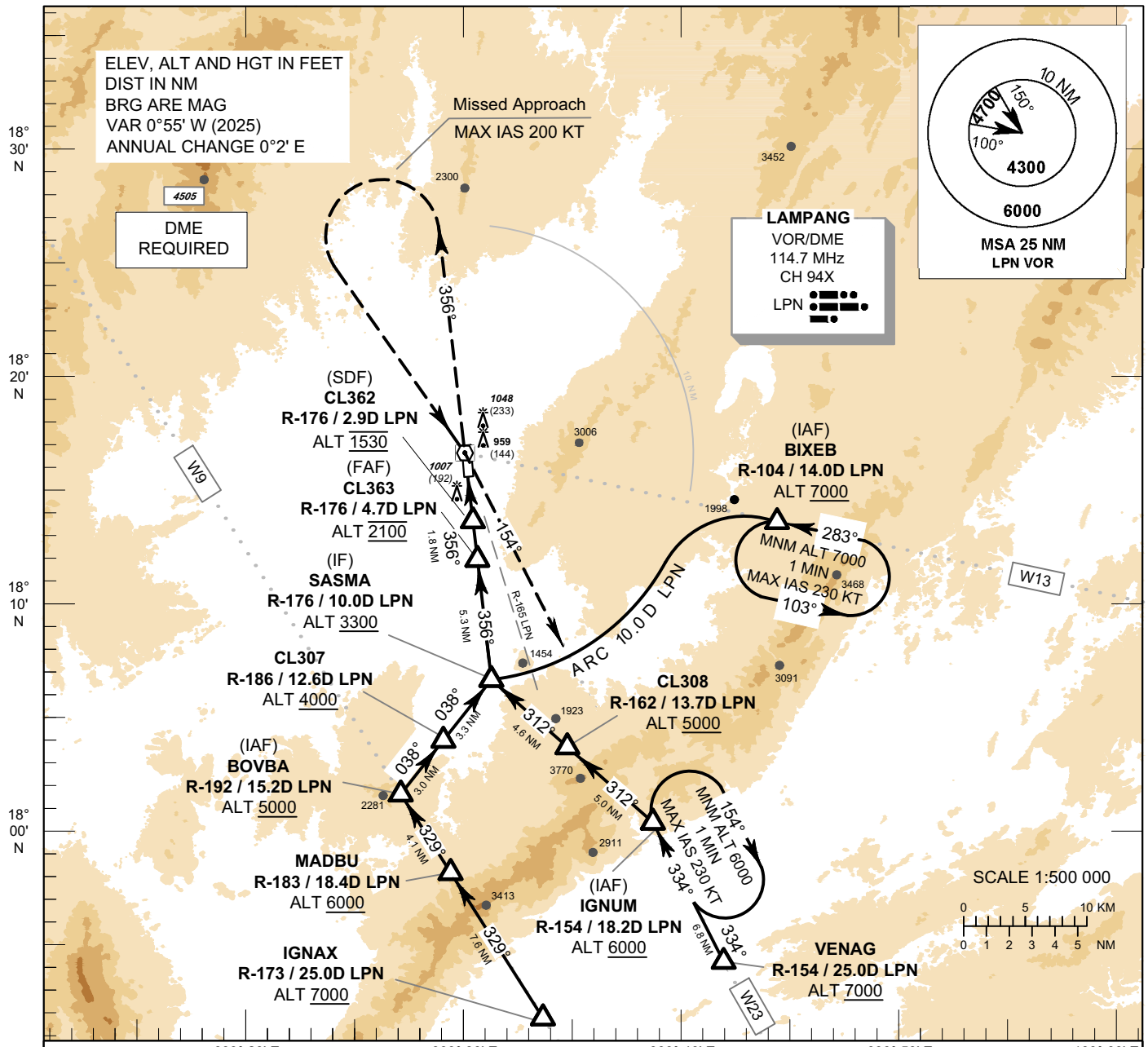
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO AERODROME ELEV

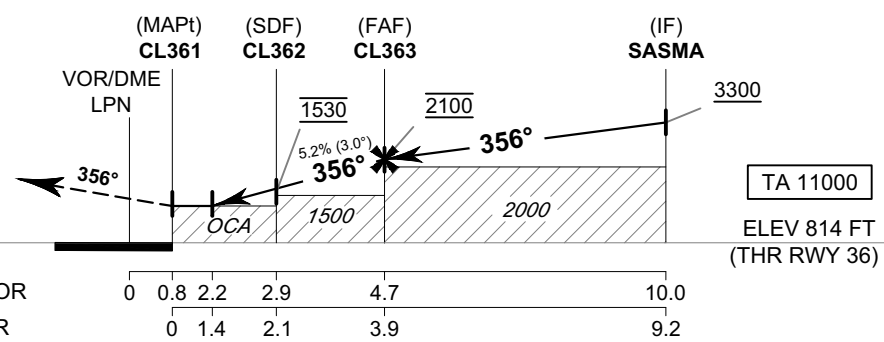
APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)

VOR RWY36



MISSED APPROACH:
No turn before MAPt.
Speed restricted to MAX IAS 200 KT until after turn. Climb straight ahead to 2500 FT
then turn left and continue climb to LPN VOR then turn right to intercept R-154 LPN VOR and continue climb to IGNUM at 6000 FT and hold or as directed by ATC.



OCA/H	A	B	C	D	Distance (LPN)	2D	3D	4D	FAF
Straight - in Approach	1310 (495)				Altitude (Height)	1310 (495)	1560 (745)	1875 (1060)	2100 (1285)
Circling* (OCH AAL)	1500 (685)				Ground speed	knot	70	90	100	120	140	160
* FOR CIRCLING RESTRICTIONS SEE VERSO.					Rate of descent 5.2 %	ft/min	369	474	527	632	737	843

CHANGE: MAG VAR.

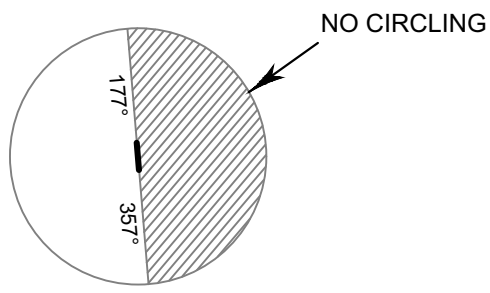
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO AERODROME ELEV

LAMPANG / Lampang (VTCL)

VOR RWY36

FIX / POINT		COORDINATES	
(IAF) BIXEB	R-104 / 14.0D LPN	18° 13' 31.99" N	099° 44' 29.79" E
VENAG	R-154 / 25.0D LPN	17° 54' 11.39" N	099° 41' 57.78" E
(IAF) IGNUM	R-154 / 18.2D LPN	18° 00' 19.42" N	099° 38' 43.93" E
CL308	R-162 / 13.7D LPN	18° 03' 36.47" N	099° 34' 45.94" E
IGNAX	R-173 / 25.0D LPN	17° 51' 43.51" N	099° 33' 39.45" E
MADBU	R-183 / 18.4D LPN	17° 58' 08.36" N	099° 29' 25.55" E
(IAF) BOVBA	R-192 / 15.2D LPN	18° 01' 35.74" N	099° 27' 08.57" E
CL307	R-186 / 12.6D LPN	18° 03' 59.86" N	099° 29' 03.64" E
(IF) SASMA	R-176 / 10.0D LPN	18° 06' 36.25" N	099° 31' 08.58" E
(FAF) CL363	R-176 / 4.7D LPN	18° 11' 53.35" N	099° 30' 36.77" E
(SDF) CL362	R-176 / 2.9D LPN	18° 13' 41.28" N	099° 30' 25.93" E
(MAPt) CL361	R-176 / 0.8D LPN	18° 15' 47.20" N	099° 30' 13.29" E
VOR/DME	LPN	18° 16' 35.86" N	099° 30' 08.42" E



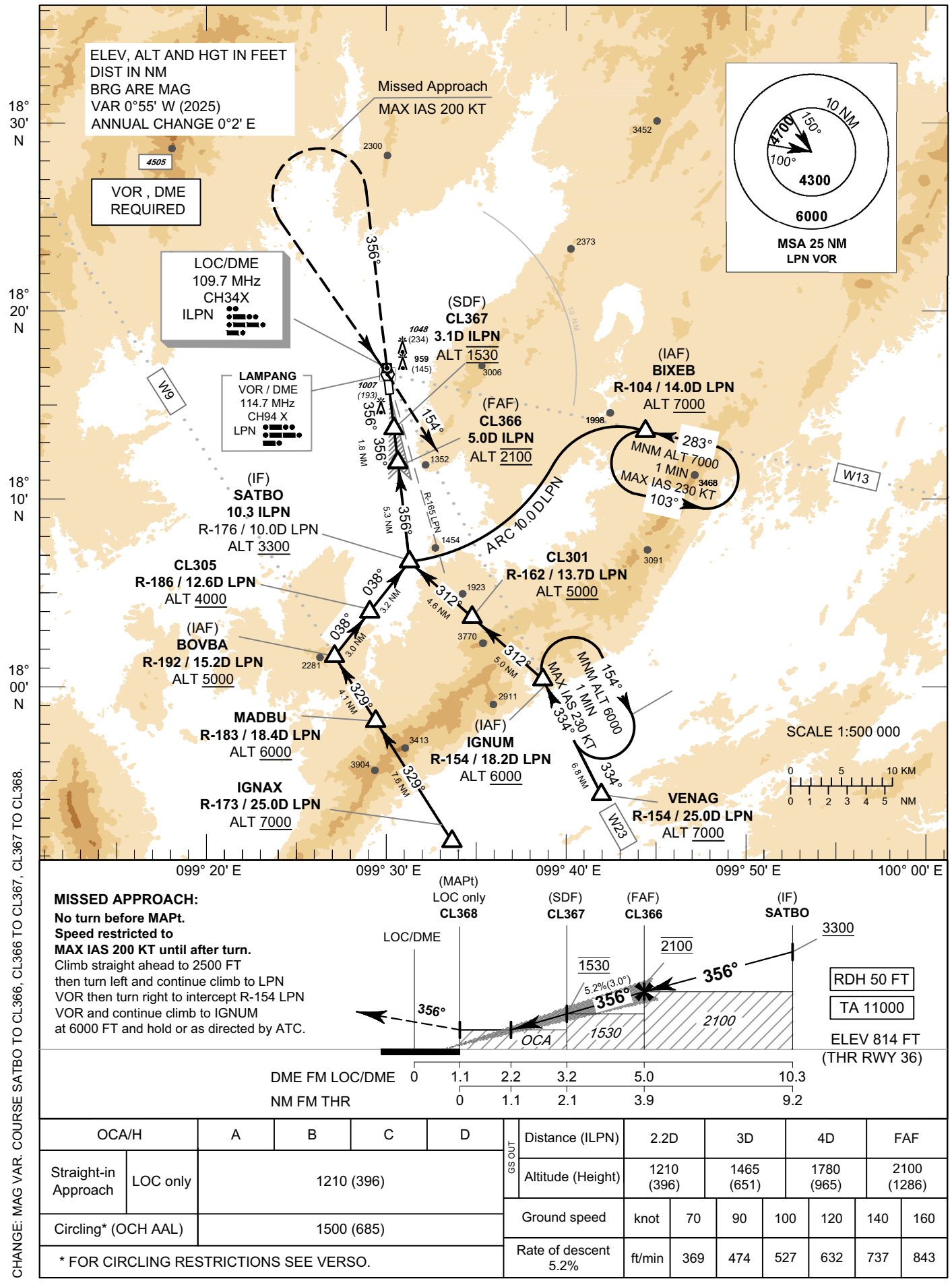
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 814 FT

APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)

LOC y RWY36



MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb straight ahead to 2500 FT
then turn left and continue climb to LPN
VOR then turn right to intercept R-154 LPN
VOR and continue climb to IGNUM
at 6000 FT and hold or as directed by ATC.

OCA/H		A	B	C	D
Straight-in Approach	LOC only	1210 (396)			
Circling* (OCH AAL)		1500 (685)			

* FOR CIRCLING RESTRICTIONS SEE VERSO.

GS OUT							
Distance (ILPN)	2.2D	3D	4D	FAF			
Altitude (Height)	1210 (396)	1465 (651)	1780 (965)	2100 (1286)			
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. COURSE SATBO TO CL366, CL366 TO CL367, CL367 TO CL368.

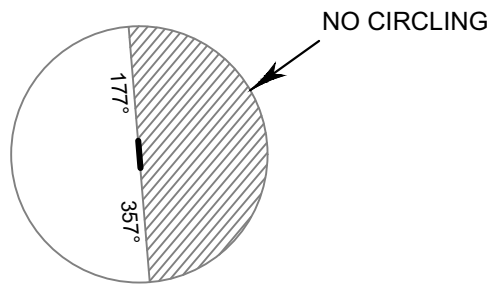
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 814 FT

LAMPANG / Lampang (VTCL)

LOC y RWY36

FIX / POINT		COORDINATES	
VENAG	R-154 / 25.0D LPN	17° 54' 11.39" N	099° 41' 57.78" E
MADBU	R-183 / 18.4D LPN	17° 58' 08.36" N	099° 29' 25.55" E
IGNAX	R-173 / 25.0D LPN	17° 51' 43.51" N	099° 33' 39.45" E
(IAF) BOVBA	R-192 / 15.2D LPN	18° 01' 35.74" N	099° 27' 08.57" E
(IAF) IGNUM	R-154 / 18.2D LPN	18° 00' 19.42" N	099° 38' 43.93" E
(IAF) BIXEB	R-104 / 14.0D LPN	18° 13' 31.99" N	099° 44' 29.79" E
CL305	R-186 / 12.6D LPN	18° 04' 01.12" N	099° 29' 02.17" E
CL301	R-162 / 13.7D LPN	18° 03' 35.02" N	099° 34' 44.52" E
(IF) SATBO	10.3D ILPN	18° 06' 35.78" N	099° 31' 03.10" E
(FAF) CL366	5.0D ILPN	18° 11' 53.92" N	099° 30' 36.71" E
(SDF) CL367	3.1D ILPN	18° 13' 42.92" N	099° 30' 27.74" E
(MAPt @ THR36) CL368	1.1D ILPN	18° 15' 47.65" N	099° 30' 17.35 E
LERSU	R-026 / 20.0D LPN	18° 34' 47.50" N	099° 39' 02.28" E
LOC/DME	ILPN	18° 16' 51.63" N	099° 30' 11.99" E
VOR	LPN	18° 16' 35.86" N	099° 30' 08.42" E



CHANGE: FAF.

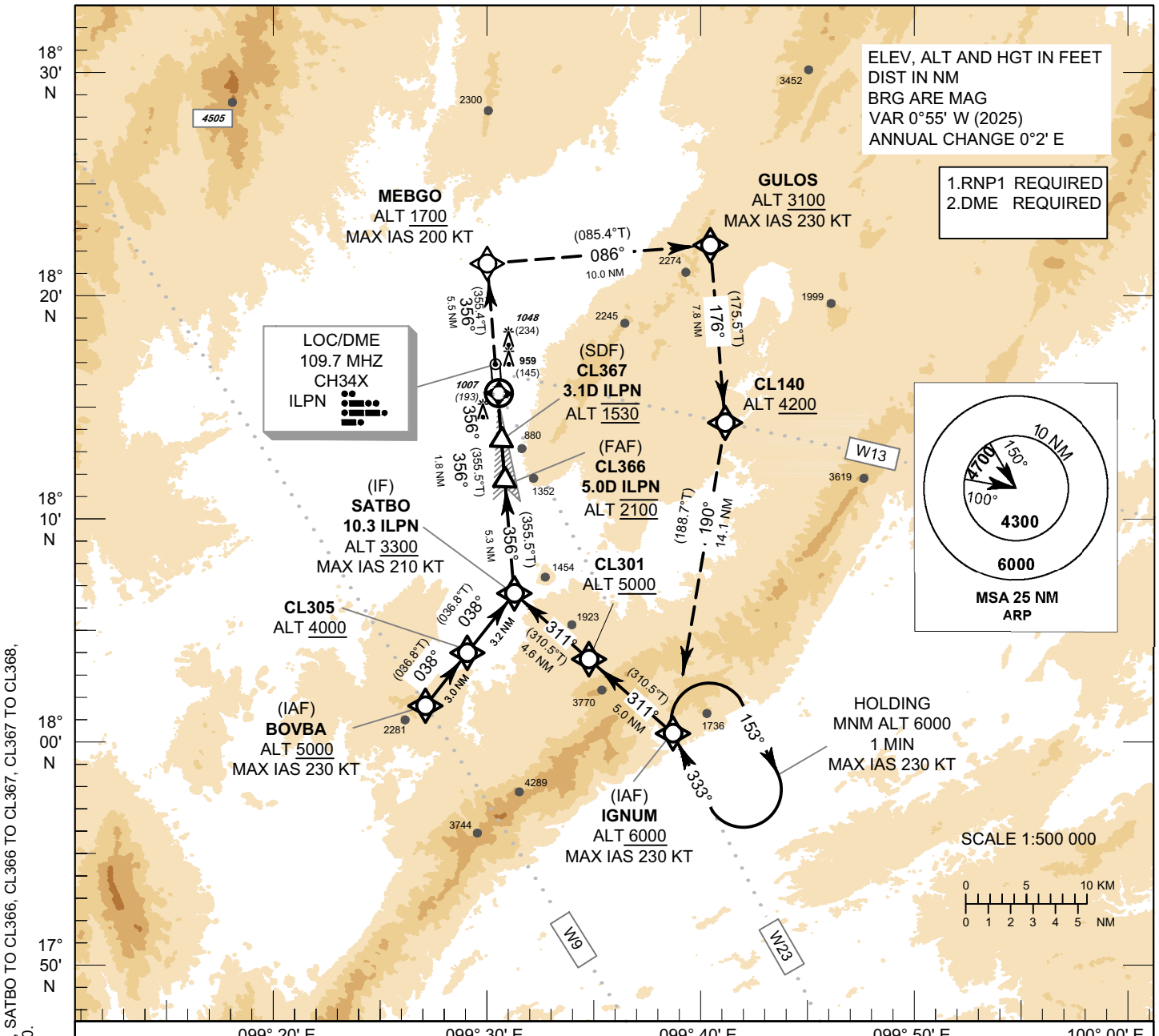
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 36 ELEV 814 FT

APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

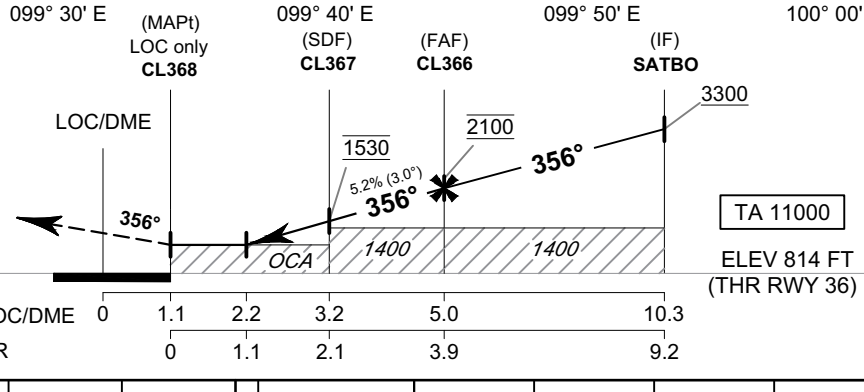
LAMPANG / Lampang (VTCL)

LOC z RWY36



MISSED APPROACH:

Speed restricted to MAX IAS 200 KT until after turn.
Climb on track 356° to MEBGO at minimum ALT 1700 ft,then turn right to GULOS at minimum ALT 3100 ft, then turn right to CL140 at minimum ALT 4200 ft, then proceed to IGNUM at minimum ALT 6000 ft and hold or as directed by ATC.



OCA/H		A	B	C	D
Straight-in Approach	LOC only	1210 (396)			
Circling* (OCH AAL)		1500 (685)			

* FOR CIRCLING RESTRICTIONS SEE VERSO.

GS OUT							
Distance (ILPN)	2.2D	3D	4D	FAF			
Altitude (Height)	1210 (396)	1465 (651)	1780 (965)	2100 (1286)			
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. COURSE IGNUM TO CL301, CL301 TO SATBO, SATBO TO CL366, CL366 TO CL367, CL367 TO CL368, CL368 TO MEBGO, MEBGO TO GULOS, GULOS TO CL140.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 36 ELEV 814 FT

LAMPANG / Lampang (VTCL)

LOC z RWY36

TABULAR DESCRIPTION

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**
030	TF	(IAF) BOVBA	-		+0.9	-	-	+5000	-230	-	RNP1
040	TF	CL305	-	038° (036.8°)	+0.9	3.0	-	+4000	-	-	RNP1
050	TF	(IF) SATBO	-	038° (036.8°)	+0.9	3.2	-	+3300	-210	-	RNP1
020	TF	(IAF) IGNUM	-		+0.9	-	-	+6000	-230	-	RNP1
030	TF	CL301	-	311° (310.5°)	+0.9	5.0	-	+5000	-	-	RNP1
040	TF	(iF) SATBO	-	311° (310.5°)	+0.9	4.6	-	+3300	-210	-	RNP1
TRANSITION TO LOC											
010	TF	(FAF) CL366	-	356° (355.5°)	+0.9	5.3	-	@2100	-	-	ILS
020	TF	(SDF) CL367	-	356° (355.5°)	+0.9	1.8	-	@1530	-	-	ILS
030	TF	(MAPt @ THR36) CL368	Y	356° (355.4°)	+0.9	2.1	-	@1210	-	-	ILS
040	TF	MEBGO	-	356° (355.4°)	+0.9	5.5	-	+1700	-200	-	RNP1
050	TF	GULOS	-	086° (085.4°)	+0.9	10.0	-	+3100	-230	-	RNP1
060	TF	CL140	-	176° (175.5°)	+0.9	7.8	-	+4200	-	-	RNP1
070	TF	(IAF) IGNUM	-	190° (188.7°)	+0.9	14.1	-	+6000	-230	-	RNP1
080	HM	(IAF) IGNUM	Y	333° (333.4°)	+0.9	1 minute	R	+6000	-230	-	RNP1

WAYPOINT LIST

LOC z RWY36	
Waypoint Identifier	**Coordinates**
CL140	18° 14' 17.48" N 099° 40' 57.20" E
CL301	18° 03' 35.02" N 099° 34' 44.52" E
CL305	18° 04' 01.12" N 099° 29' 02.17" E
CL366	18° 11' 53.92" N 099° 30' 36.71" E
CL367	18° 13' 42.92" N 099° 30' 27.74" E
CL368	18° 15' 47.65" N 099° 30' 17.35" E
GULOS	18° 22' 05.55" N 099° 40' 18.53" E
BOVBA	18° 01' 35.74" N 099° 27' 08.57" E
MEBGO	18° 21' 17.83" N 099° 29' 49.67" E
IGNUM	18° 00' 19.42" N 099° 38' 43.93" E
SATBO	18° 06' 35.78" N 099° 31' 03.10" E

CHANGE: MAG VAR. COURSE IGNUM TO CL301, CL301 TO SATBO, SATBO TO CL366, CL366 TO CL367, CL367 TO CL368, CL368 TO MEBGO, MEBGO TO GULOS, GULOS TO CL140.

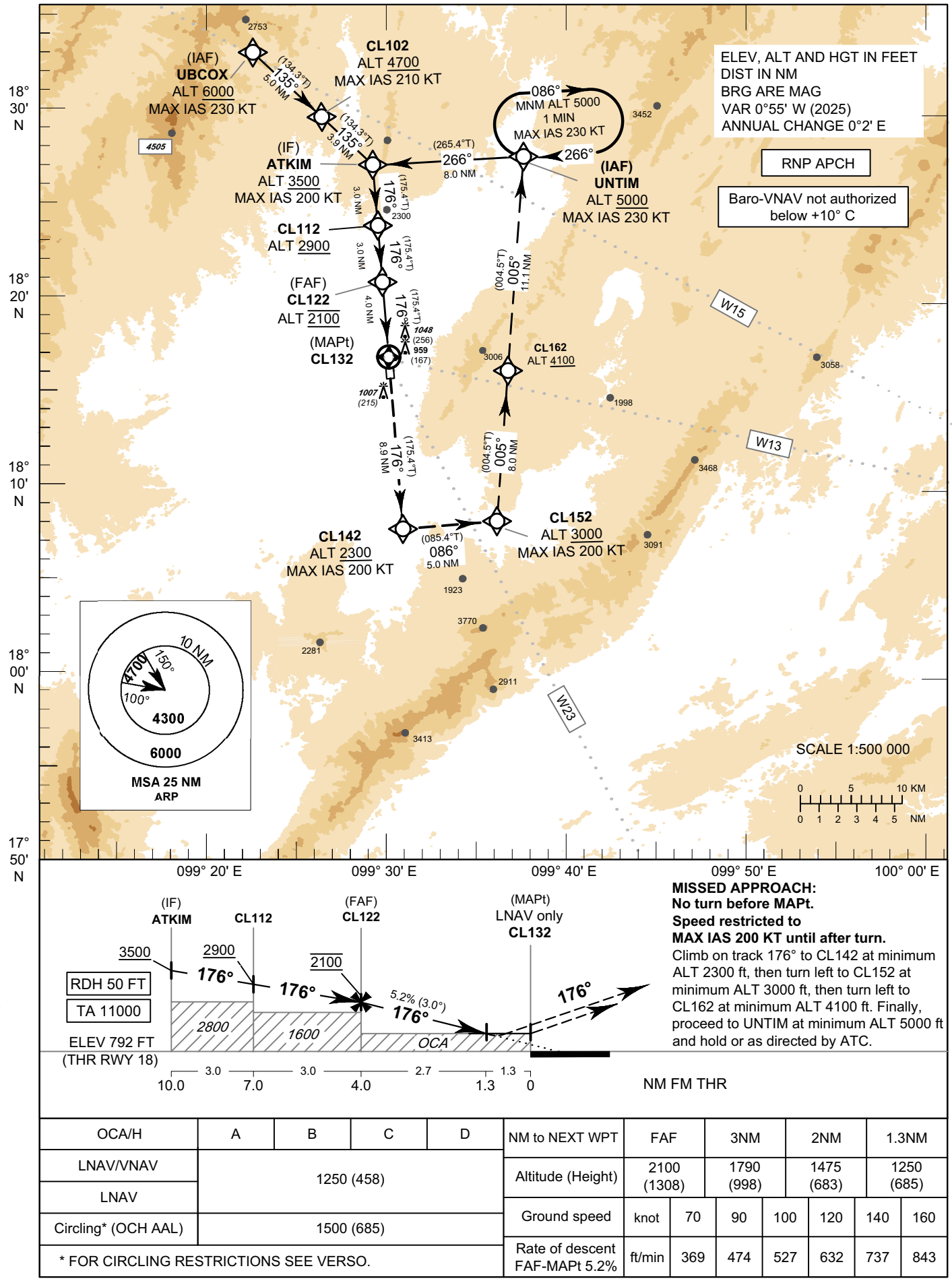
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 18 ELEV 792 FT

APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)

RNP RWY18



MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb on track 176° to CL142 at minimum ALT 2300 ft, then turn left to CL152 at minimum ALT 3000 ft, then turn left to CL162 at minimum ALT 4100 ft. Finally, proceed to UNTIM at minimum ALT 5000 ft and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV/VNAV	1250 (458)			
LNAV				
Circling* (OCH AAL)	1500 (685)			

* FOR CIRCLING RESTRICTIONS SEE VERSO.

NM to NEXT WPT	FAF	3NM	2NM	1.3NM
Altitude (Height)	2100 (1308)	1790 (998)	1475 (683)	1250 (685)

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. COURSE ATKIM TO CL112, CL112 TO CL122, CL122 TO CL132, CL132 TO CL142, CL142 TO CL152, CL152 TO CL162, CL162 TO UNTIM, UNTIM TO ATKIM.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 18 ELEV 792 FT

LAMPANG / Lampang (VTCL)

RNP RWY18

TABULAR DESCRIPTION

RNP RWY18											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) UBCOX	-	-	+0.9	-	-	+6000	-230	-	RNP APCH
020	TF	CL102	-	135° (134.3°)	+0.9	5.0	-	+4700	-210	-	RNP APCH
030	TF	(IF) ATKIM	-	135° (134.3°)	+0.9	3.9	-	+3500	-200	-	RNP APCH
010	TF	(IAF) UNTIM	-	-	+0.9	-	-	+5000	-230	-	RNP APCH
020	TF	(IF) ATKIM	-	266° (265.4°)	+0.9	8.0	-	+3500	-200	-	RNP APCH
010	IF	(IF) ATKIM	-	-	+0.9	-	-	+3500	-200	-	RNP APCH
020	TF	CL112	-	176° (175.4°)	+0.9	3.0	-	+2900	-	-	RNP APCH
020	TF	(FAF) CL122	-	176° (175.4°)	+0.9	3.0	-	@2100	-	-	RNP APCH
030	TF	(MAPt @ THR18) CL132	Y	176° (175.4°)	+0.9	4.0	-	@842	-	-3.0/50	RNP APCH
040	TF	CL142	-	176° (175.4°)	+0.9	8.9	-	+2300	-200	-	RNP APCH
050	TF	CL152	-	086° (085.4°)	+0.9	5.0	-	+3000	-200	-	RNP APCH
060	TF	CL162	-	005° (004.5°)	+0.9	8.0	-	+4100	-	-	RNP APCH
070	TF	UNTIM	-	005° (004.5°)	+0.9	11.1	-	+5000	-230	-	RNP APCH
080	HM	UNTIM	Y	266° (265.4°)	+0.9	1 minute	R	+5000	-230	-	RNP APCH

CHANGE: MAG VAR. COURSE ATKIM TO CL112, CL112 TO CL122, CL122 TO CL132, CL132 TO CL142, CL142 TO CL152, CL152 TO CL162, CL162 TO UNTIM, UNTIM TO ATKIM.

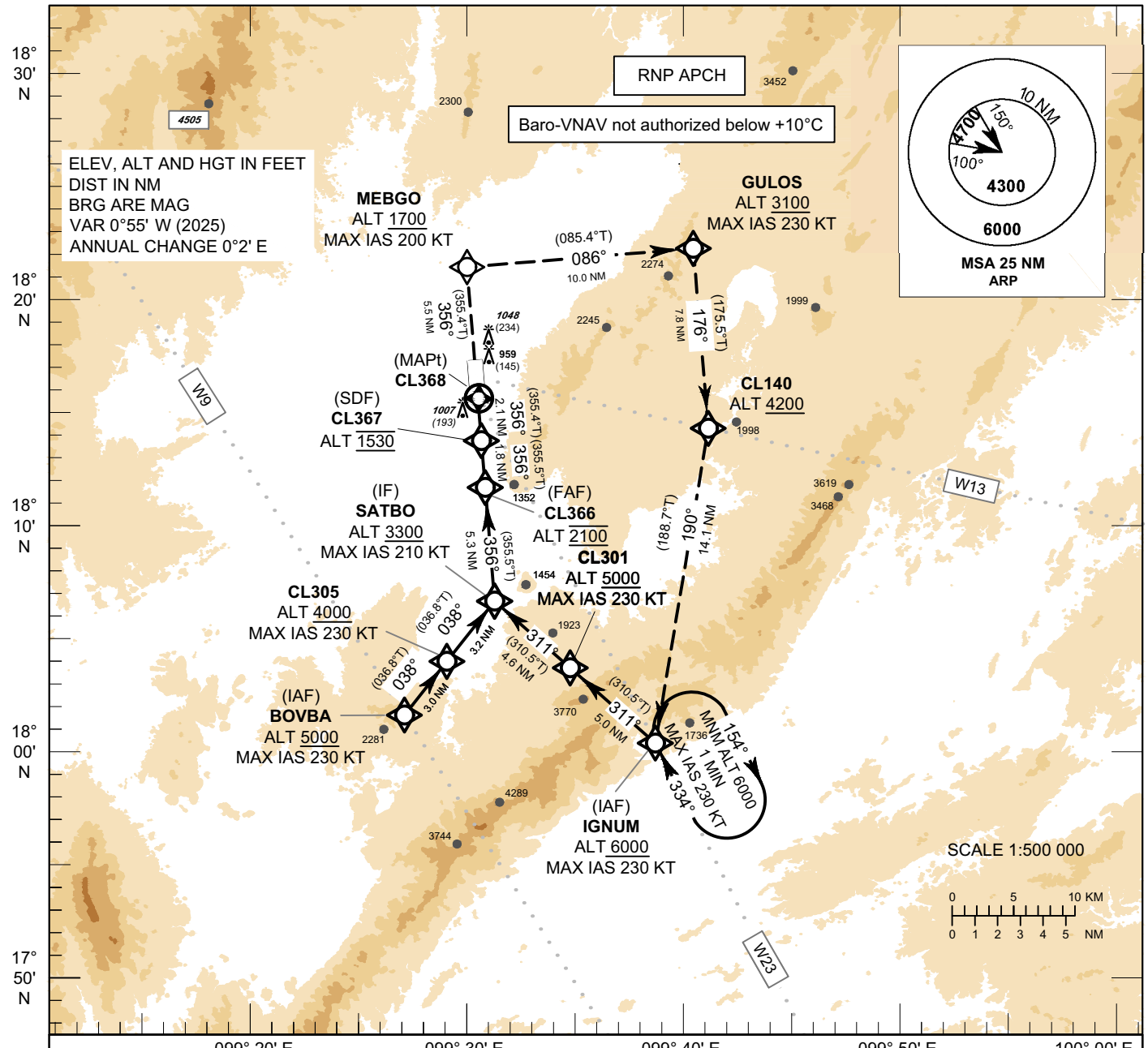
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 36 ELEV 814 FT

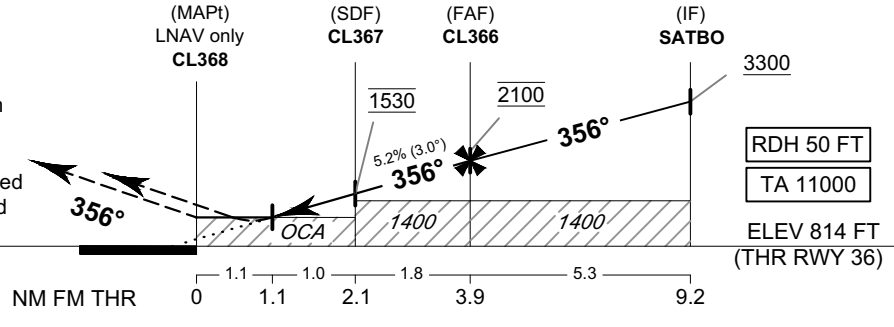
APP : 119.3
TWR : 122.3, 236.6
ATIS : 128.65

LAMPANG / Lampang (VTCL)

RNP RWY36



MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb on track 356° to MEBGO at minimum ALT 1700 ft, then turn right to GULOS at minimum ALT 3100 ft, then turn right to CL140 at minimum ALT 4200 ft, then proceed to IGNUM at minimum ALT 6000 ft and hold or as directed by ATC.



OCA/H	A	B	C	D
LNAV/VNAV	1210 (396)			
LNAV				
Circling* (OCH AAL)	1500 (685)			

* FOR CIRCLING RESTRICTIONS SEE VERSO.

NM to NEXT WPT	1.1 NM	2 NM	3 NM	FAF
Altitude (Height)	1210 (396)	1495 (681)	1810 (996)	2100 (1286)

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. COURSE IGNUM TO CL301, CL301 TO SATBO, SATBO TO CL366, CL366 TO CL367, CL367 TO CL368, CL368 TO MEBGO, MEBGO TO GULOS, GULOS TO CL140.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 815 FT
HEIGHTS RELATED TO
THR RWY 36 ELEV 814 FT

LAMPANG / Lampang (VTCL)

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	TF	(IAF) BOVBA	-		+0.9	-	-	+5000	-230	-	RNP APCH
020	TF	CL305	-	038° (036.8°)	+0.9	3.0	-	+4000	-	-	RNP APCH
030	TF	(IF) SATBO	-	038° (036.8°)	+0.9	3.2	-	+3300	-210	-	RNP APCH
010	TF	(IAF) IGNUM	-	-	+0.9	-	-	+6000	-230	-	RNP APCH
020	TF	CL301	-	311° (310.5°)	+0.9	5.0	-	+5000	-	-	RNP APCH
030	TF	(iF) SATBO	-	311° (310.5°)	+0.9	4.6	-	+3300	-210	-	RNP APCH
010	IF	(IF) SATBO	-	-	+0.9	-	-	+3300	-210	-	RNP APCH
020	TF	(FAF) CL366	-	356° (355.5°)	+0.9	5.3	-	@2100	-	-	RNP APCH
030	TF	(SDF) CL367	-	356° (355.5°)	+0.9	1.8	-	@1530	-	-	RNP APCH
040	TF	(MAPt @ THR36) CL368	Y	356° (355.4°)	+0.9	2.1	-	@864	-	-3.0/50	RNP APCH
050	TF	MEBGO	-	356° (355.4°)	+0.9	5.5	-	+1700	-200	-	RNP APCH
060	TF	GULOS	-	086° (085.4°)	+0.9	10.0	-	+3100	-230	-	RNP APCH
070	TF	CL140	-	176° (175.5°)	+0.9	7.8	-	+4200	-	-	RNP APCH
080	TF	(IAF) IGNUM	-	190° (188.7°)	+0.9	14.1	-	+6000	-230	-	RNP APCH
090	HM	(IAF) IGNUM	Y	333° (333.4°)	+0.9	1 minute	R	+6000	-230	-	RNP APCH

CHANGE: MAG VAR. COURSE IGNUM TO CL301, CL301 TO SATBO, SATBO TO CL366, CL366 TO CL367, CL367 TO CL368, CL368 TO MEBGO, MEBGO TO GULOS, GULOS TO CL140.

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 m)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUL 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, RCL, Aiming Point and Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: TWY CL, TWY Edge and RWY Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTUL 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**	
RWY 19 / APCH area RWY 01 / TKOF area	NDB 895 ft (273 m) Painted red/white LGTD	172656.0N 1014336.2E	AWOS 842 ft (257 m) Painted red/white LGTD	172558.5N 1014315.3E	NIL
	Billboard 887 ft (271 m) NIL / NIL	172722.1N 1014345.4E	AWOS 839 ft (256 m) Painted red/white LGTD	172558.7N 1014315.3E	
	Radio mast 953 ft (291 m) Painted red/white LGTD	172711.0N 1014345.9E	NDB 895 ft (273 m) Painted red/white LGTD	172654.1N 1014334.9E	
	Radio mast 950 ft (289 m) Painted red/white LGTD	172749.6N 1014342.7E	Water tank 908 ft (277 m) Painted red/white LGTD	172646.7N 1014338.3E	
	Telecommunication mast 951 ft (290 m) Painted red/white LGTD	172750.0N 1014340.2E	Radio mast 1,011 ft (308 m) Painted red/white LGTD	172605.4N 1014336.4E	
	Telecommunication mast 959 ft (292 m) Painted red/white LGTD	172749.2N 1014342.7E	Radio mast 978 ft (298 m) Painted red/white LGTD	172611.1N 1014339.0E	
			Radio mast 901 ft (275 m) NIL / NIL	172643.7N 1014336.8E	
			Radio mast 1,174 ft (358 m) Painted red/white LGTD	172831.8N 1014323.9E	

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Radio mast 1,229 ft (375 m) Painted red/white LGTD	172332.8N 1014417.6E	
			Telecommunication mast 1,002 ft (305 m) Painted red/white LGTD	172549.6N 1014339.6E	
			Telecommunication mast 976 ft (298 m) NIL / NIL	172551.4N 1014337.5E	
			Telecommunication mast 974ft (297 m) Painted red/white LGTD	172659.4N 1014352.2E	
			Telecommunication mast 1,076 ft (328 m) NIL / LGTD	172726.7N 1014221.4E	
			Telecommunication mast 1,026 ft (313 m) Painted red/white LGTD	172734.2N 1014216.5E	
			Telecommunication mast 1,046 ft (319 m) Painted red/white LGTD	172733.6N 1014233.9E	
			Telecommunication mast 1,077 ft (328 m) Painted red/white LGTD	172353.7N 1014412.4E	
			Lightning rod on top of building 918 ft (280 m) NIL / NIL	172612.3N 1014326.6E	
			Apron flood light pole 942 ft (287 m) NIL / LGTD	172641.8N 1014335.1E	
			Apron flood light pole 941 ft (287 m) NIL / LGTD	172643.8N 1014335.8E	
			Apron flood light pole 940 ft (286 m) NIL / LGTD	172646.5N 1014336.6E	

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 (288 m) Painted red/white LGTD	172643.5N 1014336.0E	

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

VTCH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCH - MAE HONG SON / MAE HONG SON AIRPORT

VTCH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	191806N 0975830E
2	Direction and distance from (city)	2 KM NE, from city
3	Elevation/Reference temperature	929 ft/30°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.75°W (2016)/0.01°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Mae Hong Son Airport Mae Hong Son Airports Niwet Pisan Road Amphoe Muang Mae Hong Son 58000 Thailand Tel: +665 361 2057 +665 361 1499 Fax: +665 361 1499 AFS: VTCHYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTCH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0130-1100
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	0130-1100
6	MET Briefing Office	NIL
7	ATS	0130-1100
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Chiang Mai Air Traffic Control Centre (1st floor of tower building) Tel: +669 1818 5798 Fax: +665 327 7897

VTCH 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

VTCH AD 2.5 PASSENGER FACILITIES

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

VTCH 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

VTCH AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Asphalt Strength: PCN 41/F/C/X/T (Apron 1) Surface: Concrete Strength: PCN 45/R/C/X/T (Apron 2)
2	Taxiway width, surface and strength	Taxiway A Width: 17.5 M Surface: Asphalt Strength: PCN 41/F/C/X/T Taxiway B Width: 20 M Surface: Asphalt Strength: PCN 41 F/C/X/T Taxiway C Width: 20 M Surface: Asphalt Strength: PCN 41 F/C/X/T

3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 271 m (888 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTCH 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	Taxiway centre-line are painted in yellow and illuminated guidance signs are provided at various intersections. TWY edge and TWY holding position are provided. Guide lines at apron.
2	RWY and TWY markings and LGT	RWY and TWY Marked and lighted
3	Stop bars	NIL
4	Remarks	NIL

VTCH 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**	
RWY11/ Approach area	DVOR/DME 1814 ft (553 m) Paint red/white LGTD	191911.1N 0975443.6E	AWOS 960 ft (293 m) Paint red/white LGTD	191756.5N 0975852.1E	NIL
RWY11/ Approach area	Radar 1694 ft (516 m) Paint red/white NIL	191917.7N 0975457.9E	AWOS 956 ft (291 m) Paint red/white LGTD	191756.4N 0975852.3E	NIL
RWY11/ Approach area	Monitor pole 1819 ft (555 m) Paint red/white NIL	191913.0N 0975440.6E	Tree 965 ft (294 m) NIL/NIL	191758.4N 0975843.1E	NIL
RWY29/ Approach area	Mountain 4423 ft (1348 m) NIL/NIL	191742.8N 0980225.3E	Tree 975 ft (297 m) NIL/NIL	191758.1N 0975841.5E	NIL
			Tree 1058 ft (322 m) NIL/NIL	191752.7N 0975908.6E	NIL
			Tree 955 ft (291 m) NIL/NIL	191814.0N 0975827.7E	NIL
			Tree 1036 ft (316 m) NIL/NIL	191812.8N 0975731.8E	NIL
			Tree 1001 ft (305 m) NIL/NIL	191814.0N 0975816.7E	NIL
			Water tank 1001 ft (305 m) NIL/NIL	191819.0N 0975817.7E	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	
			Mountain 4682 ft (1427 m) NIL/NIL	1915495.N 0980157.5E	NIL
			Radar (MET station) 981 ft (299 m) Painted red/white Red LGT on top	191800.5N 0975831.6E	NIL
			Radio mast 1546 ft (471 m) Paint red/white LGTD	191751.4N 0975728.5E	NIL
			Radio mast 1056 ft (322 m) Paint red/white LGTD	191815.4N 0975839.1E	NIL
			Radio mast 1126 ft (343 m) Paint red/white NIL	191818.4N 0975845.4E	NIL
			Radio mast 1045 ft (318 m) Painted red/white NIL	191724.6N 0975755.2E	NIL
			Electricity pole 1002 ft (306 m) NIL/NIL	191756.8N 0975909.2E	NIL
			Radio mast 1515 ft (462 m) Paint red/white LGTD	191756.1N 0975731.9E	NIL
			Radio mast 1553 ft (473 m) Paint red/white LGTD	191757.1N 0975732.2E	NIL
			Radio mast 1176 ft (358 m) Paint red/white LGTD	191721.6N 0975934.1E	NIL
			Apron flood light pole 971 ft (296 m) Paint red/white LGTD	191803.4N 0975824.1E	NIL
			Apron flood light pole 973 ft (297 m) Paint red/white LGTD	191802.4N 0975827.2E	NIL
			Apron flood light pole 976 ft (297 m) Paint red/white LGTD	191801.4N 0975830.4E	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	
			Apron flood light pole 978 ft (298 m) Paint red/white LGTD	191800.5N 0975833.4E	NIL
			Lightning rod of building 998 ft (304 m) Paint red/white LGTD	191759.9N 0975831.7E	NIL
			ATC tower (Old) 968 ft (295 m) Paint red/white NIL	191801.8N 0975827.1E	NIL
			ATC tower 1007 ft (307m) Paint red/white LGTD	191800.6N 0975829.3E	NIL
			Telecommunication tower 39 ft (12 m) NIL/NIL	191812.9N 0975832.1E	NIL

VTCH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Mae Hong Son, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	0000-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 361 2903 ext. 4210
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	Mae Hong Son TWR
10	Additional information (limitation of service, etc.)	NIL

VTCH 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
11	108.75°	2000x30	PCN 41/F/C/X/T Asphalt	191815.29N 0975800.56E	THR 865 FT TDZ 872 FT
29	288.75°	2000x30	PCN 41/F/C/X/T Asphalt	191755.28N 0975905.72E	THR 929 FT TDZ 929 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	2060x80	NIL	NIL
NIL	NIL	NIL	2060x80	NIL	NIL

VTCH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	NIL	NIL	NIL	1850	NIL
29	1910	1910	1910	NIL	NIL

VTCH 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
11	NIL	Green NIL	PAPI Both 3° (44.63 FT)	NIL	NIL	2000 M 50 M FM 0 M - 1400 M White, FM 1400 M - 2000 M Yellow, LIH	Red NIL	NIL	RTIL
29	NIL	NIL	NIL	NIL	NIL	2000 M 50 M FM 0 M - 1400 M White, Yellow, LIH	Red NIL	NIL	NIL

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

3. IFR DEPARTURES OTHER THAN VIA SID

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

4. VISUAL DEPARTURES

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

To execute a visual departure

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

5. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 06:

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

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

No turn before DER.
After departure climb straight ahead until 1,500 ft (or altitude assigned by ATC between 1,500 ft - 2,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 24:

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

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

No turn before DER.
After departure climb straight ahead until 1,500 ft (or altitude assigned by ATC between 1,500 ft - 2,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUQ AD 2.23 ADDITIONAL INFORMATION

NIL

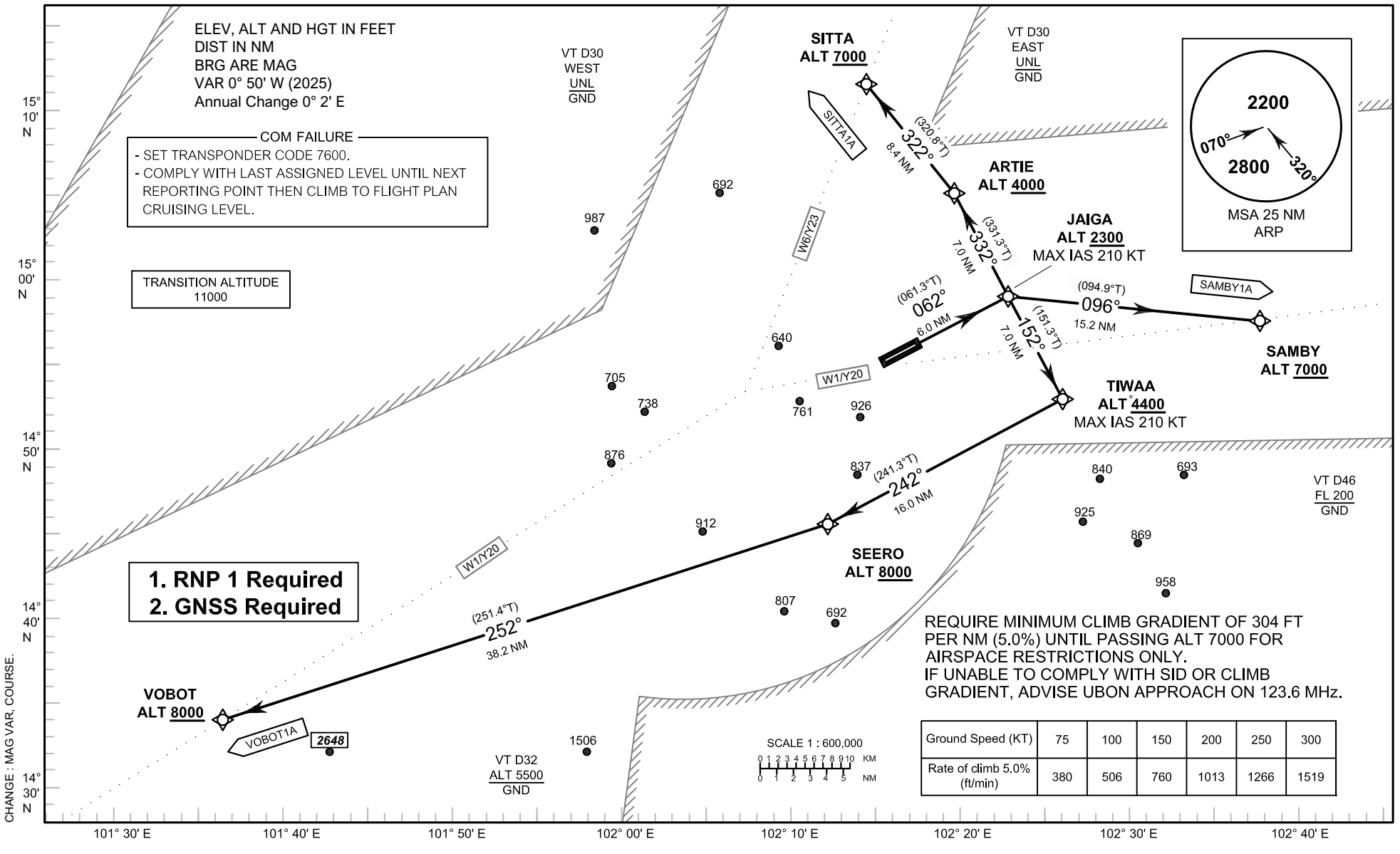
VTUQ AD 2.24 CHARTS RELATED TO AN AERODROME

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

APP : 123.6
TWR : 119.8, 236.6
ATIS : 126.6

NAKHON RATCHASIMA/ Nakhon Ratchasima (VTUQ) RNAV RWY06

SAMBY1A SITTA1A VOBOT1A



Ground Speed (KT)	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

NAKHON RATCHASIMA/ Nakhon Ratchasima (VTUQ)
RNAV RWY06
SAMBY1A
SITTA1A VOBOT1A

TABULAR DESCRIPTION

RNAV 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	-	DER RWY 06	-	-	+0.8	-	-	-	-	-	RNP 1
020	CF	JAIGA	-	062°(061.3°)	+0.8	6.0	R	+2300	- 210	-	RNP 1
030	TF	TIWAA	-	152°(151.3°)	+0.8	7.0	R	+4400	- 210	-	RNP 1
040	TF	SEERO	-	242°(241.3°)	+0.8	16.0	R	+8000	-	-	RNP 1
050	TF	VOBOT	-	252°(251.4°)	+0.8	38.2	-	+8000	-		RNP 1
010	-	DER RWY 06	-	-	+0.8	-	-	-	-	-	RNP 1
020	CF	JAIGA	-	062°(061.3°)	+0.8	6.0	R	+2300	- 210	-	RNP 1
030	TF	SAMBY	-	096°(094.9°)	+0.8	15.2	-	+7000	-	-	RNP 1
010	-	DER RWY 06	-	-	+0.8	-	-	-	-	-	RNP 1
020	CF	JAIGA	-	062°(061.3°)	+0.8	6.0	L	+2300	- 210	-	RNP 1
030	TF	ARTIE	-	332°(331.3°)	+0.8	7.0	L	+4000	-	-	RNP 1
040	TF	SITTA	-	322°(320.8°)	+0.8	8.4	-	+7000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY06

Waypoint Identifier	Coordinates	
DER RWY 06	14 57 14.58 N	102 19 16.70 E
JAIGA	15 00 07.96 N	102 24 43.06 E
TIWAA	14 53 57.84 N	102 28 11.13 E
SEERO	14 46 14.87 N	102 13 41.78 E
VOBOT	14 33 56.57 N	101 36 21.77 E
SAMBY	14 58 49.02 N	102 40 22.21 E
ARTIE	15 06 18.01 N	102 21 14.78 E
SITTA	15 12 50.38 N	102 15 45.08 E

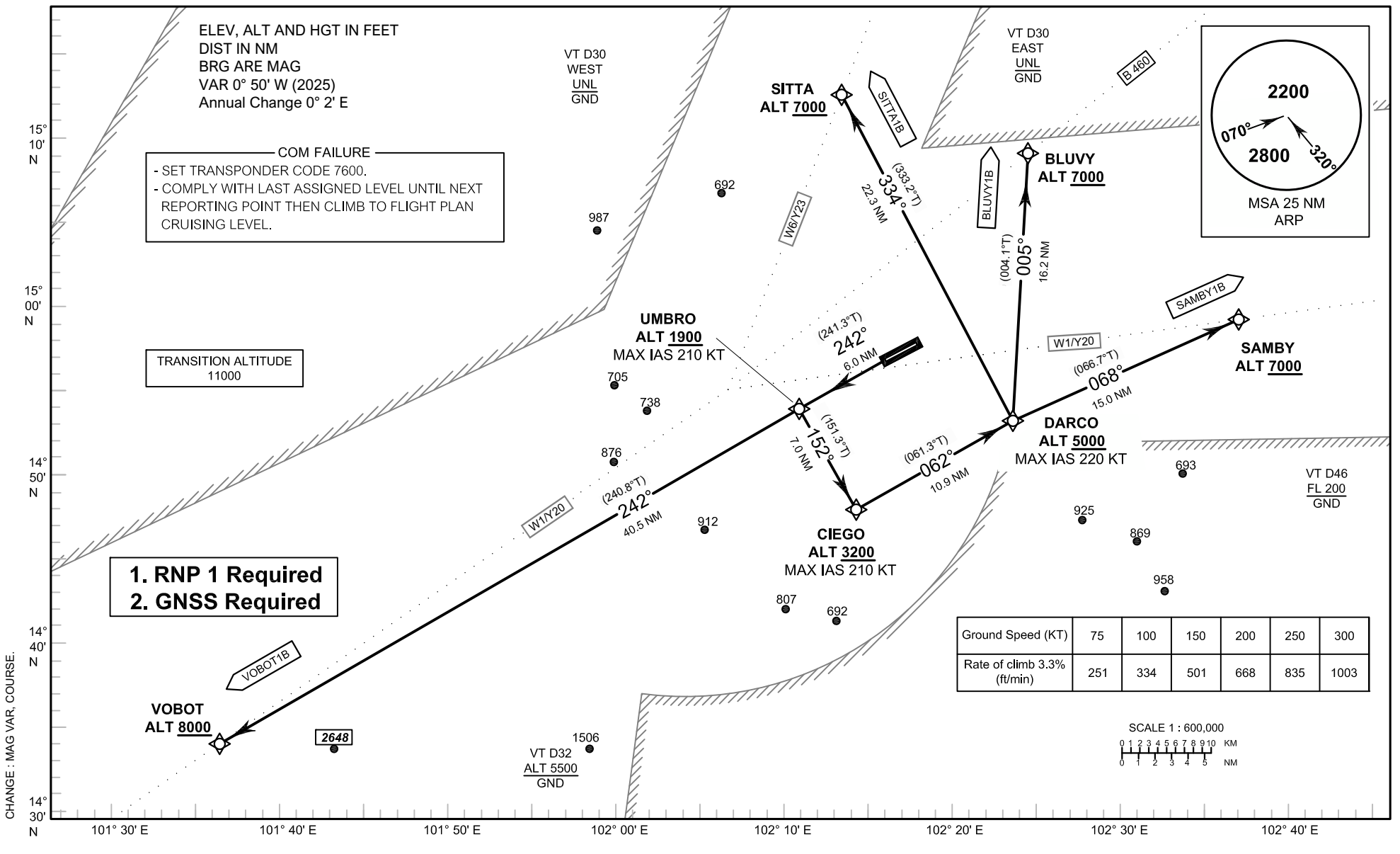
CHANGE : MAG VAR, COURSE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

APP : 123.6
TWR : 119.8, 236.6
ATIS : 126.6

NAKHON RATCHASIMA/ Nakhon Ratchasima (VTUQ) RNAV RWY24

BLUVY1B SAMBY1B SITTA1B VOBOT1B



STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

NAKHON RATCHASIMA/ Nakhon Ratchasima (VTUQ)
RNAV RWY24
BLUVY1B SAMBY1B
SITTA1B VOBOT1B

TABULAR DESCRIPTION

RNAV 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	-	DER RWY 24	-	-	+0.8	-	-	-	-	-	RNP 1
020	CF	UMBRO	-	242°(241.3°)	+0.8	6.0	L	+1900	- 210	-	RNP 1
030	TF	CIEGO	-	152°(151.3°)	+0.8	7.0	L	+3200	- 210	-	RNP 1
040	TF	DARCO	-	062°(061.3°)	+0.8	10.9	L	+5000	- 220	-	RNP 1
050	TF	SITTA	-	334°(333.2°)	+0.8	22.3	-	+7000	-	-	RNP 1
010	-	DER RWY 24	-	-	+0.8	-	-	-	-	-	RNP 1
020	CF	UMBRO	-	242°(241.3°)	+0.8	6.0	L	+1900	- 210	-	RNP 1
030	TF	CIEGO	-	152°(151.3°)	+0.8	7.0	L	+3200	- 210	-	RNP 1
040	TF	DARCO	-	062°(061.3°)	+0.8	10.9	R	+5000	- 220	-	RNP 1
050	TF	SAMBY	-	068°(066.7°)	+0.8	15.0	-	+7000	-	-	RNP 1
010	-	DER RWY 24	-	-	+0.8	-	-	-	-	-	RNP 1
020	CF	UMBRO	-	242°(241.3°)	+0.8	6.0	L	+1900	- 210	-	RNP 1
030	TF	CIEGO	-	152°(151.3°)	+0.8	7.0	L	+3200	- 210	-	RNP 1
040	TF	DARCO	-	062°(061.3°)	+0.8	10.9	L	+5000	- 220	-	RNP 1
050	TF	BLUVY	-	005°(004.1°)	+0.8	16.2	-	+7000	-	-	RNP 1
010	-	DER RWY 24	-	-	+0.8	-	-	-	-	-	RNP 1
020	CF	UMBRO	-	242°(241.3°)	+0.8	6.0	-	+1900	- 210	-	RNP 1
030	TF	VOBOT	-	242°(240.8°)	+0.8	40.5	-	+8000	-	-	RNP 1

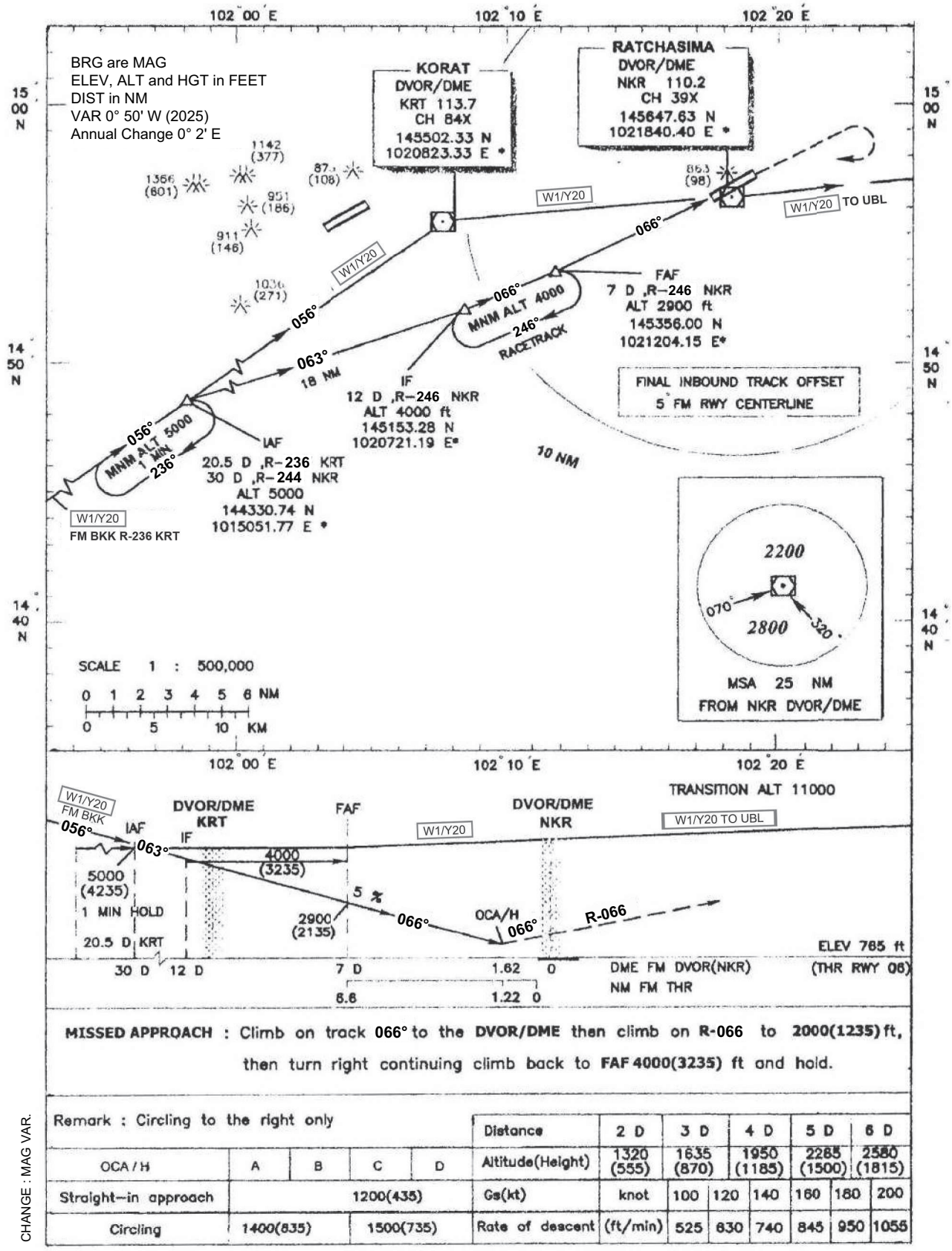
CHANGE : MAG VAR, COURSE.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 765 ft
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.6
TWR : 119.8, 236.6
ATIS : 126.6

NAKHON RATCHASIMA / Ratchasima
VOR/DME
RWY 06



MISSED APPROACH : Climb on track **066°** to the **DVOR/DME** then climb on **R-066** to **2000(1235)** ft, then turn right continuing climb back to **FAF 4000(3235)** ft and hold.

Remark : Circling to the right only

					Distance	2 D	3 D	4 D	5 D	6 D
OCA / H	A	B	C	D	Altitude(Height)	1320 (555)	1635 (870)	1950 (1185)	2285 (1500)	2580 (1815)
Straight–in approach	1200(435)				Gs(kt)	knot	100 120 140		160 180	200
Circling	1400(835)		1500(735)		Rate of descent	(ft/min)	525 630 740		845 950	1055

CHANGE : MAG VAR.

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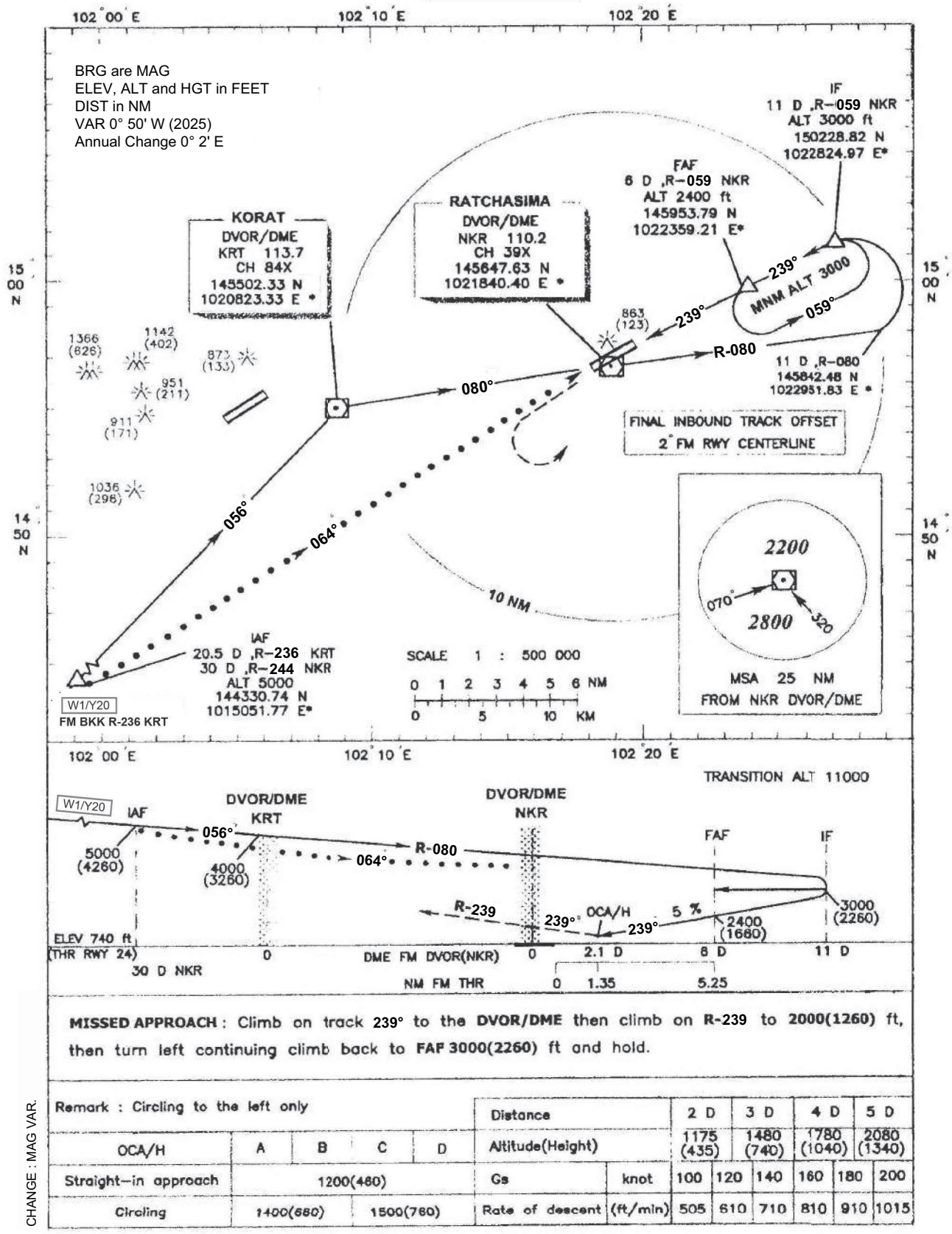
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 765 ft
HEIGHTS RELATED TO THR RWY 24 ELEV 740 ft

APP : 123.6
TWR : 119.8, 236.6
ATIS : 126.6

NAKHON RATCHASIMA / Ratchasima
VOR/DME
RWY 24



MISSED APPROACH : Climb on track **239°** to the **DVOR/DME** then climb on **R-239** to **2000(1260)** ft, then turn left continuing climb back to **FAF 3000(2260)** ft and hold.

Remark : Circling to the left only

OCA/H	A	B	C	D
Straight–in approach	1200(460)			
Circling	1400(660)		1500(760)	

Distance		2 D	3 D	4 D	5 D
Altitude(Height)		1175 (435)	1480 (740)	1780 (1040)	2080 (1340)
Gs	knot	100 120 140		160 180	200
Rate of descent	(ft/min)	505 610 710		810 910	1015

CHANGE : MAG VAR.

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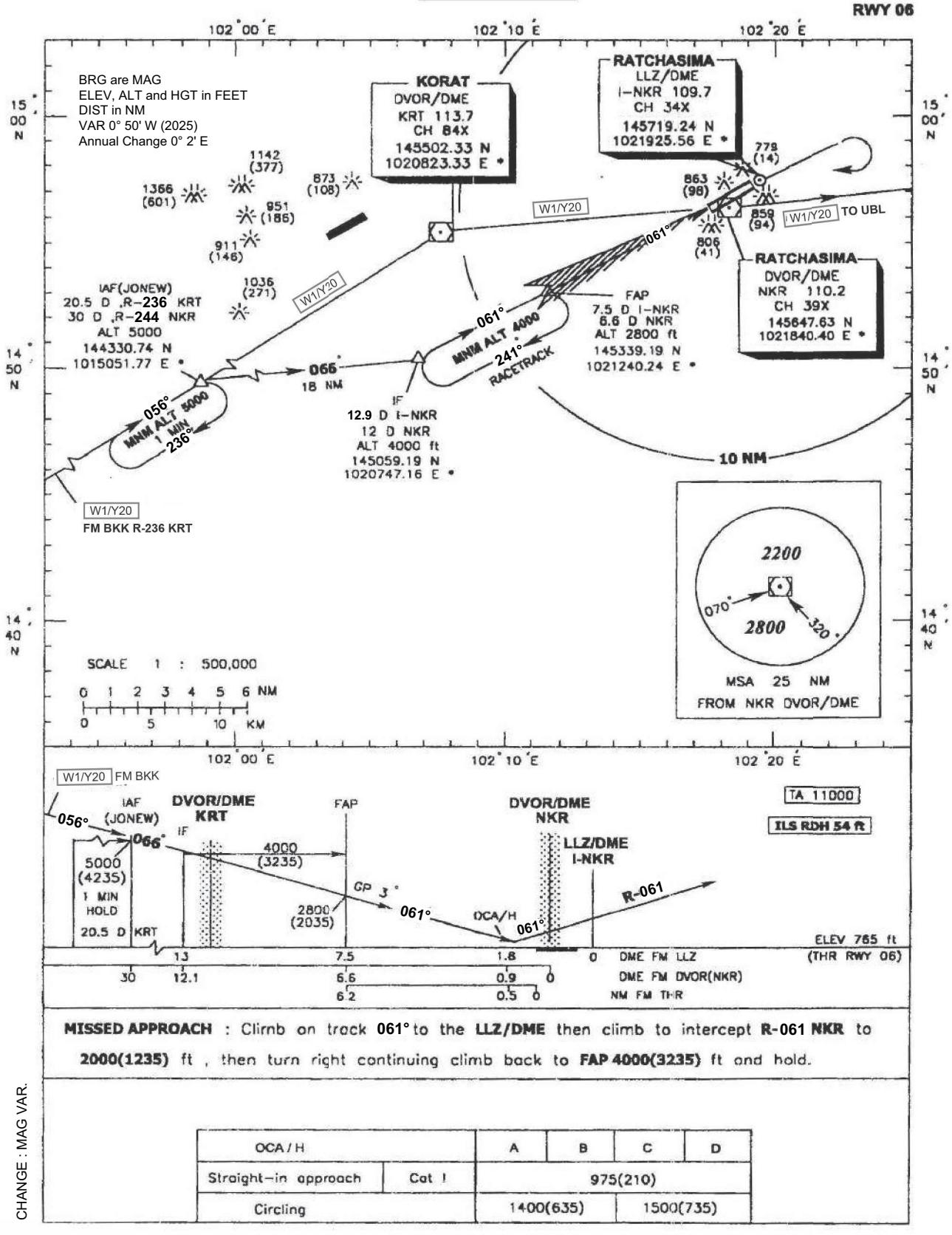
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 765 ft
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.6
TWR : 119.8, 236.6
ATIS : 126.6

NAKHON / Nakhon
RATCHASIMA / Ratchasima
ILS/DME
RWY 06



MISSED APPROACH : Climb on track **061°** to the **LLZ/DME** then climb to intercept **R-061 NKR** to **2000(1235)** ft , then turn right continuing climb back to **FAP 4000(3235)** ft and hold.

CHANGE : MAG VAR.

OCA / H		A	B	C	D
Straight–in approach	Cat I	975(210)			
Circling		1400(635)		1500(735)	

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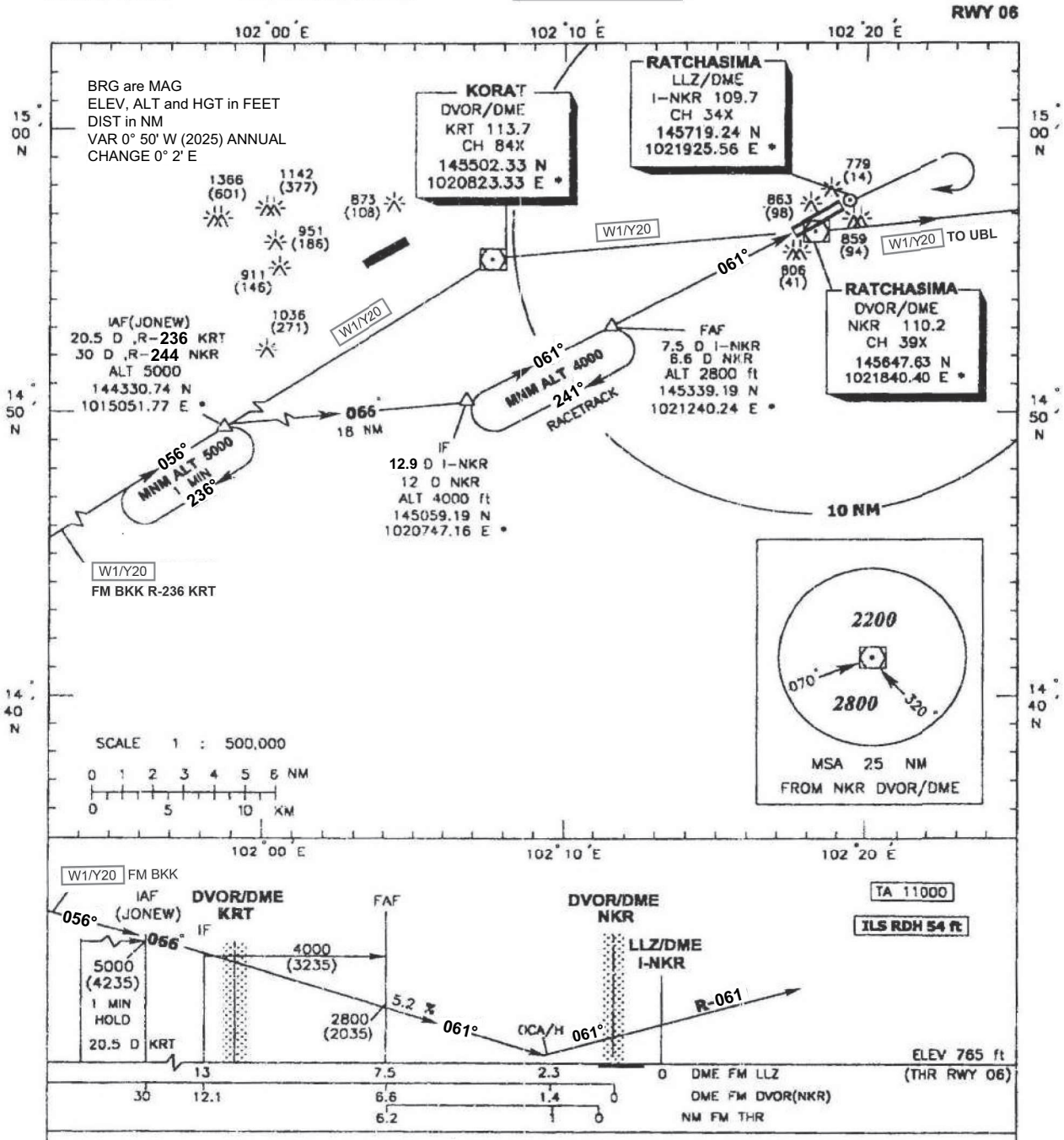
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 765 ft
HEIGHTS RELATED TO AERODROME ELEV

APP : 123.6
TWR : 119.8, 236.6
ATIS : 126.6

NAKHON / Nakhon RATCHASIMA / Ratchasima
LLZ/DME RWY 06



MISSED APPROACH : Climb on track **061°** to the **LLZ/DME** then climb to intercept **R-061 NKR** to **2000(1235)** ft , then turn right continuing climb back to **FAF 4000(3235)** ft and hold.

Remark : Circling to the right only

OCA / H	A	B	C	D
Straight-in approoch	1145(380)			
Circling	1400(635)		1500(735)	

Distance	2 D	3 D	4 D	5 D	6 D	7 D
Altitude(Height)	1040 (275)	1360 (595)	1680 (915)	2000 (1235)	2315 (1550)	2630 (1865)
Gs (kt)	knot	100	120	140	160	180	200
Rate of descent	(ft/min)	525	630	740	845	950	1055
FAF-MAPt 5.2 NM (I-NRK)		3:07	2:36	2:14	1:57	1:44	1:34

CHANGE : MAG VAR.

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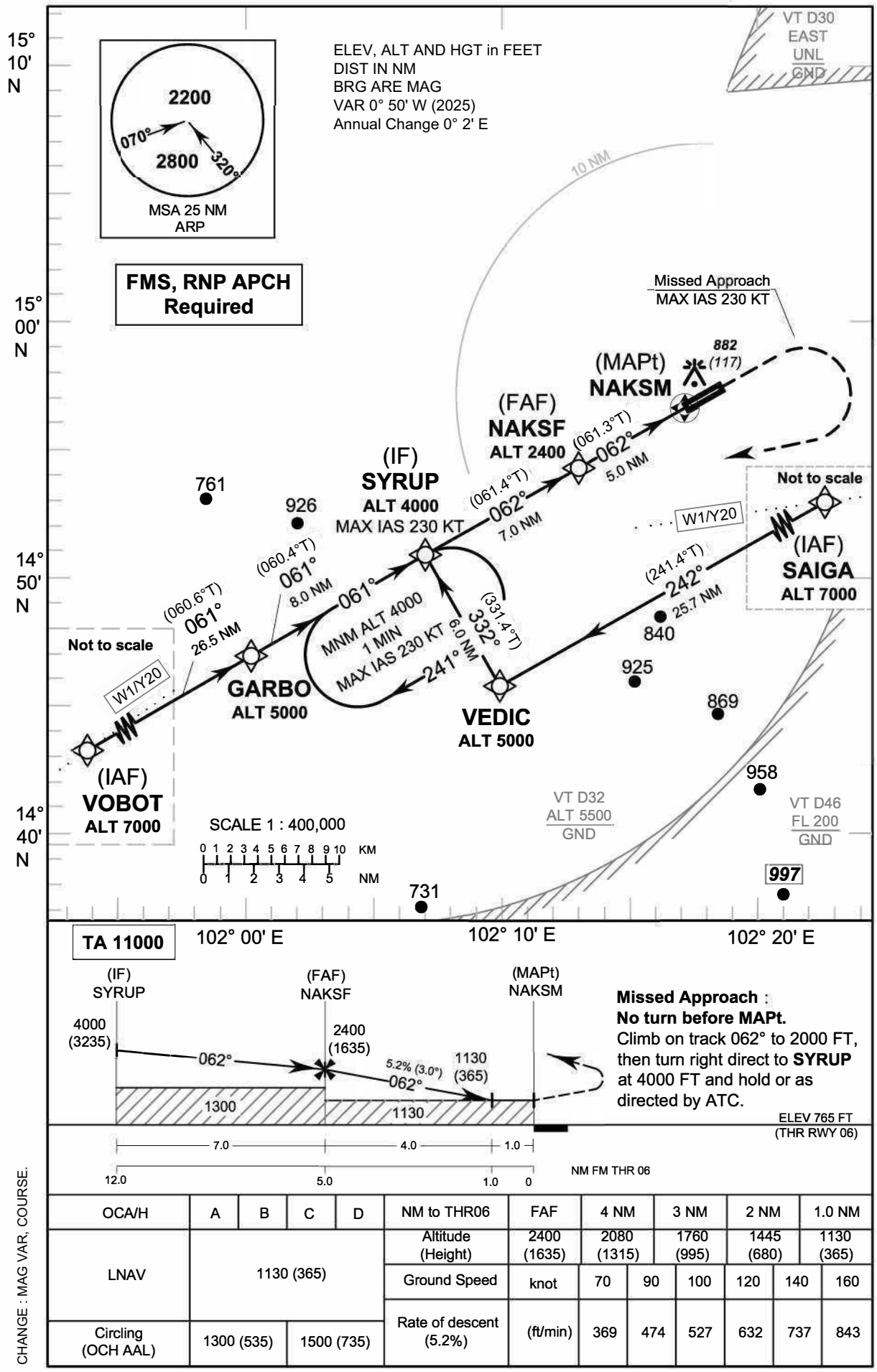
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 765 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP : 123.6
TWR : 119.8, 236.6
ATIS : 126.6

NAKHON RATCHASIMA/
Nakhon Ratchasima (VTUQ)
RNP RWY06



Missed Approach :
No turn before MAPt.
Climb on track 062° to 2000 FT, then turn right direct to **SYRUP** at 4000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV	1130 (365)			
Circling (OCH AAL)	1300 (535)		1500 (735)	

NM to THR06	FAF	4 NM	3 NM	2 NM	1.0 NM
Altitude (Height)	2400 (1635)	2080 (1315)	1760 (995)	1445 (680)	1130 (365)

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, COURSE.

INSTRUMENT APPROACH CHART - ICAO — **AERODROME ELEV 765 FT** — **HEIGHTS RELATED TO AERODROME ELEV**

NAKHON RATCHASIMA/ Nakhon Ratchasima (VTUQ)
RNP RWY06

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	VOBOT (IAF)	-	-	+0.8	-	-	@7000	-	-	RNP APCH
020	TF	GARBO	-	061°(060.6°)	+0.8	26.5	-	@5000	-	-	RNP APCH
030	TF	SYRUP (IF)	-	061°(060.4°)	+0.8	8.0	-	@4000	- 230	-	RNP APCH
010	IF	SAIGA (IAF)	-	-	+0.8	-	-	@7000	-	-	RNP APCH
020	TF	VEDIC	-	242°(241.4°)	+0.8	25.7	R	@5000	-	-	RNP APCH
030	TF	SYRUP (IF)	-	332°(331.4°)	+0.8	6.0	-	@4000	- 230	-	RNP APCH
010	IF	SYRUP (IF)	-	-	+0.8	-	-	@4000	- 230	-	RNP APCH
020	TF	NAKSF (FAF)	-	062°(061.4°)	+0.8	7.0	-	@2400	-	-	RNP APCH
030	TF	NAKSM (MAPt)	Y	062°(061.3°)	+0.8	5.0	-	@1130	-	-	RNP APCH
040	CA	-	-	062°(061.3°)	+0.8	-	-	+2000	-	-	RNP APCH
050	DF	SYRUP (IF)	-	-	+0.8	-	R	+4000	-	-	RNP APCH
060	HM	SYRUP (IF)	Y	061°(060.4°)	+0.8	1 minute	R	+4000	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY06

Waypoint Identifier	Coordinates	
VOBOT	14 33 56.57 N	101 36 21.77 E
GARBO	14 46 57.33 N	102 00 11.51 E
SAIGA	14 57 59.51 N	102 33 38.53 E
VEDIC	14 45 37.89 N	102 10 20.60 E
SYRUP	14 50 55.18 N	102 07 22.46 E
NAKSF	14 54 17.23 N	102 13 43.16 E
NAKSM (THR06)	14 56 41.79 N	102 18 15.01 E

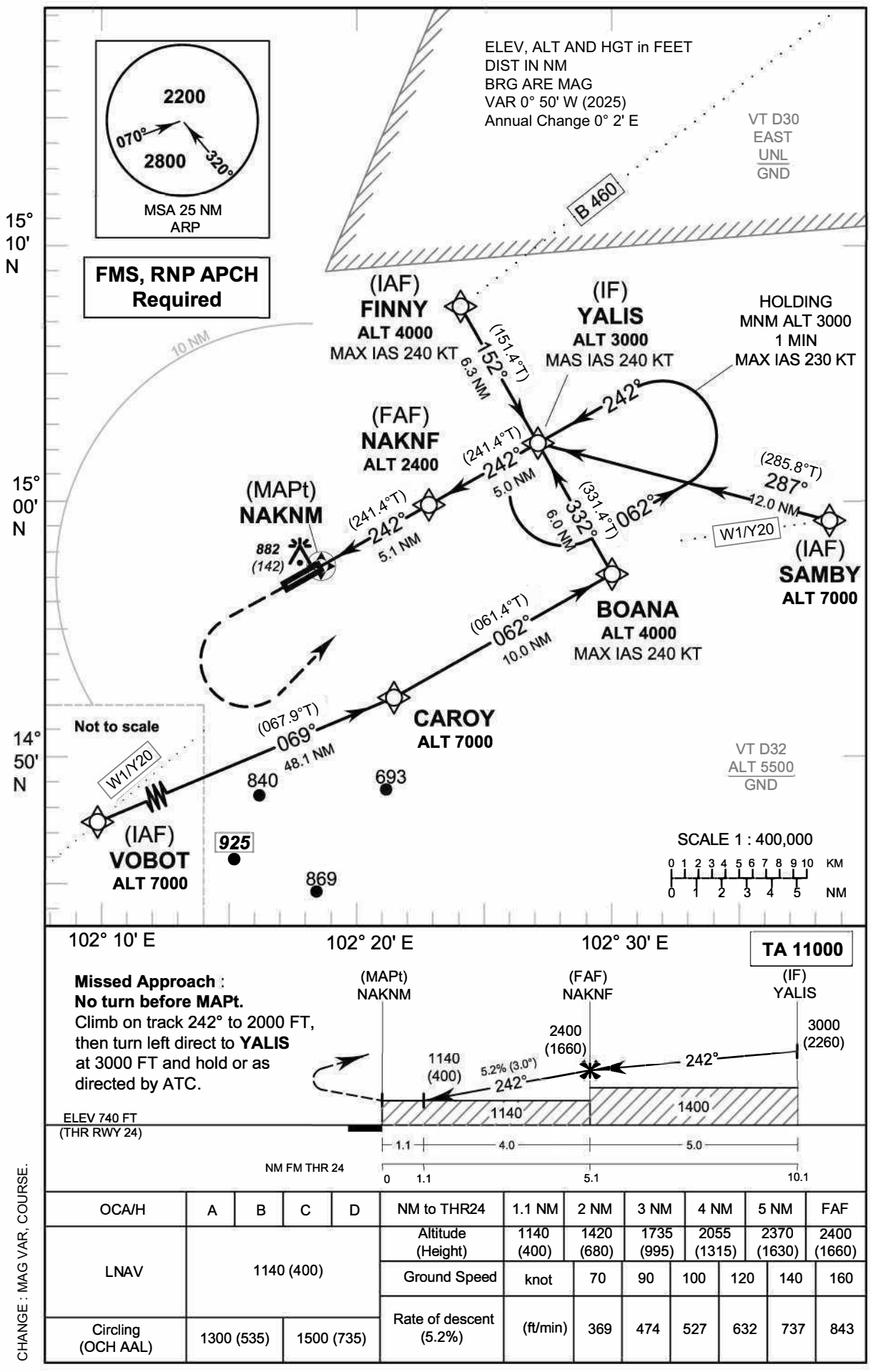
CHANGE : MAG VAR, COURSE.

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 765 FT
HEIGHTS RELATED TO
THR RWY24 - ELEV 740 FT

APP : 123.6
TWR : 119.8, 236.6
ATIS : 126.6

NAKHON RATCHASIMA/
Nakhon Ratchasima (VTUQ)
RNP RWY24



Missed Approach :
No turn before MAPt.
Climb on track 242° to 2000 FT, then turn left direct to **YALIS** at 3000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV	1140 (400)			
Circling (OCH AAL)	1300 (535)		1500 (735)	

NM to THR24	1.1 NM	2 NM	3 NM	4 NM	5 NM	FAF
Altitude (Height)	1140 (400)	1420 (680)	1735 (995)	2055 (1315)	2370 (1630)	2400 (1660)
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, COURSE.

INSTRUMENT APPROACH CHART - ICAO — **AERODROME ELEV 765 FT**
HEIGHTS RELATED TO
THR RWY24 - ELEV 740 FT

NAKHON RATCHASIMA/ Nakhon Ratchasima (VTUQ)
RNP RWY24

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	VOBOT (IAF)	-	-	+0.8	-	-	@7000	-	-	RNP APCH
020	TF	CAROY	-	069°(067.9°)	+0.8	48.1	L	@7000	-	-	RNP APCH
030	TF	BOANA	-	062°(061.4°)	+0.8	10.0	L	@4000	- 240	-	RNP APCH
040	TF	YALIS (IF)	-	332°(331.4°)	+0.8	6.0	-	@3000	- 240	-	RNP APCH
010	IF	FINNY (IAF)	-	-	+0.8	-	-	@4000	- 240	-	RNP APCH
020	TF	YALIS (IF)	-	152°(151.4°)	+0.8	6.3	-	@3000	- 240	-	RNP APCH
010	IF	SAMBY (IAF)	-	-	+0.8	-	-	@7000	-	-	RNP APCH
020	TF	YALIS (IF)	-	287°(285.8°)	+0.8	12.0	-	@3000	- 240	-	RNP APCH
010	IF	YALIS (IF)	-	-	+0.8	-	-	@3000	- 240	-	RNP APCH
020	TF	NAKNF (FAF)	-	242°(241.4°)	+0.8	5.0	-	@2400	-	-	RNP APCH
030	TF	NAKNM (MAPt)	Y	242°(241.4°)	+0.8	5.1	-	@1140	-	-	RNP APCH
040	CA	-	-	242°(241.4°)	+0.8	-	-	+2000	-	-	RNP APCH
050	DF	YALIS (IF)	-		+0.8	-	L	+3000	-	-	RNP APCH
060	HM	YALIS (IF)	Y	242°(241.4°)	+0.8	1 minute	L	+3000	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY24

Waypoint Identifier	Coordinates	
VOBOT	14 33 56.57 N	101 36 21.77 E
CAROY	14 52 00.64 N	102 22 20.23 E
BOANA	14 56 48.98 N	102 31 23.39 E
SAMBY	14 58 49.02 N	102 40 22.21 E
FINNY	15 07 36.79 N	102 25 19.66 E
YALIS	15 02 05.92 N	102 28 25.50 E
NAKNF	14 59 41.75 N	102 23 53.77 E
NAKNM (THR24)	14 57 14.58 N	102 19 16.70 E

CHANGE : MAG VAR, COURSE.

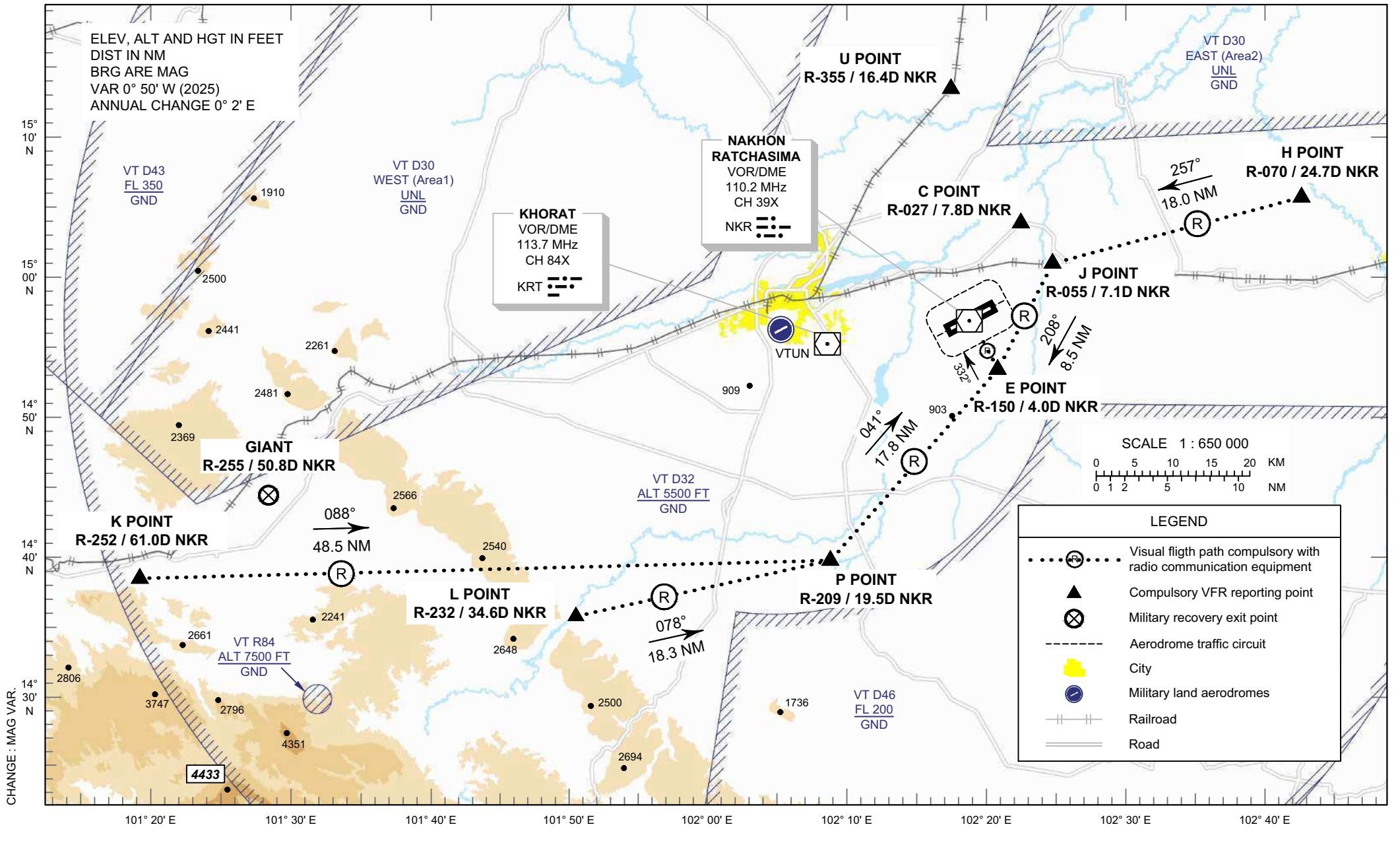
VFR ENTRY PROCEDURE CHART

AERODROME ELEV 765 FT
HEIGHTS RELATED TO AERODROME ELEV

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

KHORAT
APP : 129.75, 349.0
TWR : 122.2, 240.5
GND : 121.75, 257.8
ATIS : 390.6

NAKHON RATCHASIMA/
Nakhon Ratchasima (VTUQ)
RWY 06/24



VFR ENTRY PROCEDURE CHART

AERODROME ELEV 765 FT
HEIGHTS RELATED TO AERODROME ELEV

NAKHON RATCHASIMA/ Nakhon Ratchasima (VTUQ) RWY 06/24

ARR - RWY06/24 (From North)
ATC instruction only.

ARR - RWY06/24 (From East)
Inbound via H POINT then heading 257° to J POINT. Heading 208° to E POINT, then join aerodrome traffic circuit when directed by ATC.

ARR - RWY06/24 (From South)
Inbound via L POINT then heading 078° to P POINT. Heading 041° to E POINT, then join aerodrome traffic circuit when directed by ATC.

ARR - RWY06/24 (From West)
Inbound via K POINT then heading 088° to P POINT. Heading 041° to E POINT, then join aerodrome traffic circuit when directed by ATC.

Reporting points	Landmark	Radial / DME	Coordinates	
			Latitude	Longtitude
E POINT	Ponds	R-150 / 4.0D NKR	14° 53' 20.05" N	102° 20' 43.80" E
J POINT	Jakkarat district	R-055 / 7.1D NKR	15° 00' 55.13" N	102° 24' 39.86" E
C POINT	Curve road	R-027 / 7.8D NKR	15° 03' 44.31" N	102° 22' 19.49" E
U POINT	U-turn bridge on railway and road	R-355 / 16.4D NKR	15° 13' 09.41" N	102° 17' 08.09" E
H POINT	Huai Tha Laeng City	R-070 / 24.7D NKR	15° 05' 06.60" N	102° 42' 42.50" E
P POINT	Bueng Phra ponds	R-209 / 19.5D NKR	14° 39' 45.87" N	102° 08' 48.08" E

Reporting points	Landmark	Radial / DME from NKR VOR	Coordinates	
			Latitude	Longtitude
L POINT	Lam Phra Phloeng ridge	R-232 / 34.6D NKR	14° 35' 35.43" N	101° 50' 24.39" E
K POINT	Mine	R-252 / 61.0D NKR	14° 37' 47.39" N	101° 18' 45.82" E
GIANT	Military Recovery Exit point procedure	R-255 / 50.8D NKR (R-254 / 40.7D KRT)	14° 43' 48.00" N	101° 28' 00.00" E
NKR VOR/DME		-	14° 56' 47.63" N	102° 18' 40.40" E
KRT VOR/DME		R-260 / 10.1D NKR	14° 55' 02.33" N	102° 08' 23.33" E

CHANGE : MAG VAR.

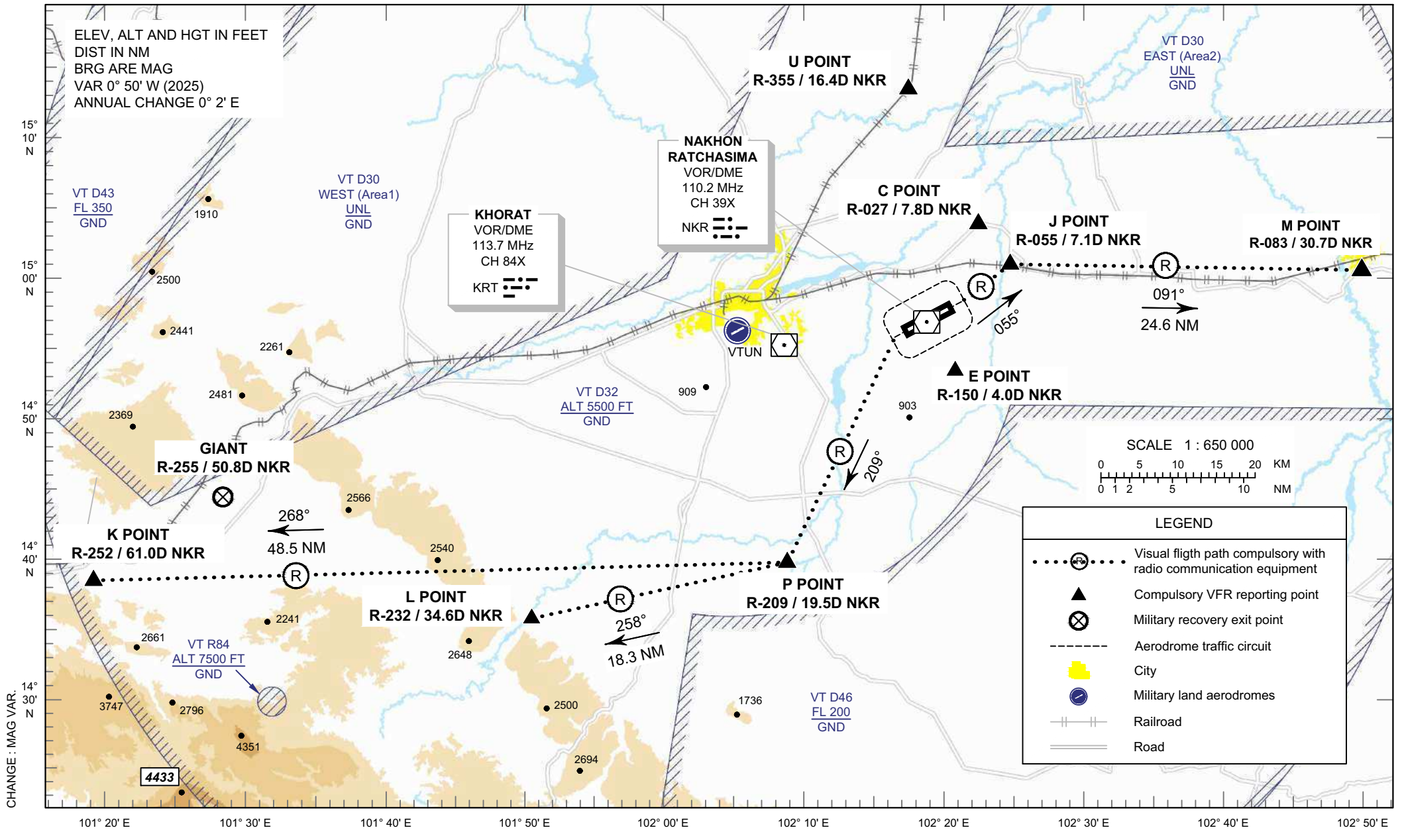
VFR EXIT PROCEDURE CHART

AERODROME ELEV 765 FT
HEIGHTS RELATED TO AERODROME ELEV

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

KHORAT
APP : 129.75, 349.0
TWR : 122.2, 240.5
GND : 121.75, 257.8
ATIS : 390.6

NAKHON RATCHASIMA/
Nakhon Ratchasima (VTUQ)
RWY 06/24



VFR EXIT PROCEDURE CHART

AERODROME ELEV 765 FT
HEIGHTS RELATED TO AERODROME ELEV

NAKHON RATCHASIMA/ Nakhon Ratchasima (VTUQ) RWY 06/24

CHANGE : MAG VAR.

DEP - RWY06/24 (To North)
ATC instruction only.

DEP - RWY06/24 (To East)
Outbound to J POINT, then Heading 091° to M POINT.

DEP - RWY06/24 (To South)
Outbound to P POINT, then heading 258° to L POINT.

DEP - RWY06/24 (To West)
Outbound to P POINT, then heading 268° to K POINT.

Reporting points	Landmark	Radial / DME	Coordinates	
			Latitude	Longtitude
E POINT	Ponds	R-150 / 4.0D NKR	14° 53' 20.05" N	102° 20' 43.80" E
J POINT	Jakkarat district	R-055 / 7.1D NKR	15° 00' 55.13" N	102° 24' 39.86" E
C POINT	Curve road	R-027 / 7.8D NKR	15° 03' 44.31" N	102° 22' 19.49" E
U POINT	U-turn bridge on railway and road	R-355 / 16.4D NKR	15° 13' 09.41" N	102° 17' 08.09" E
M POINT	Lam Prai Mas City	R-083 / 30.7D NKR	15° 00' 46.24" N	102° 50' 05.95" E
P POINT	Bueng Phra ponds	R-209 / 19.5D NKR	14° 39' 45.87" N	102° 08' 48.08" E

Reporting points	Landmark	Radial / DME from NKR VOR	Coordinates	
			Latitude	Longtitude
L POINT	Lam Phra Phloeng ridge	R-232 / 34.6D NKR	14° 35' 35.43" N	101° 50' 24.39" E
K POINT	Mine	R-252 / 61.0D NKR	14° 37' 47.39" N	101° 18' 45.82" E
GIANT	Military Recovery Exit point procedure	R-255 / 50.8D NKR (R-254 / 40.7D KRT)	14° 43' 48.00" N	101° 28' 00.00" E
NKR VOR/DME		-	14° 56' 47.63" N	102° 18' 40.40" E
KRT VOR/DME		R-260 / 10.1D NKR	14° 55' 02.33" N	102° 08' 23.33" E

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	128.05 MHZ	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,

- 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:

NAN OMNI 02 Departure: Required climb gradient 365 ft per NM (6.0%) until 8,600 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 - 7,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 20:

NAN OMNI 20 Departure: Required climb gradient 365 ft per NM (6.0%) until 8,600 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 - 7,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTCN AD 2.23 ADDITIONAL INFORMATION

NIL

VTCN AD 2.24 CHARTS RELATED TO AN AERODROME

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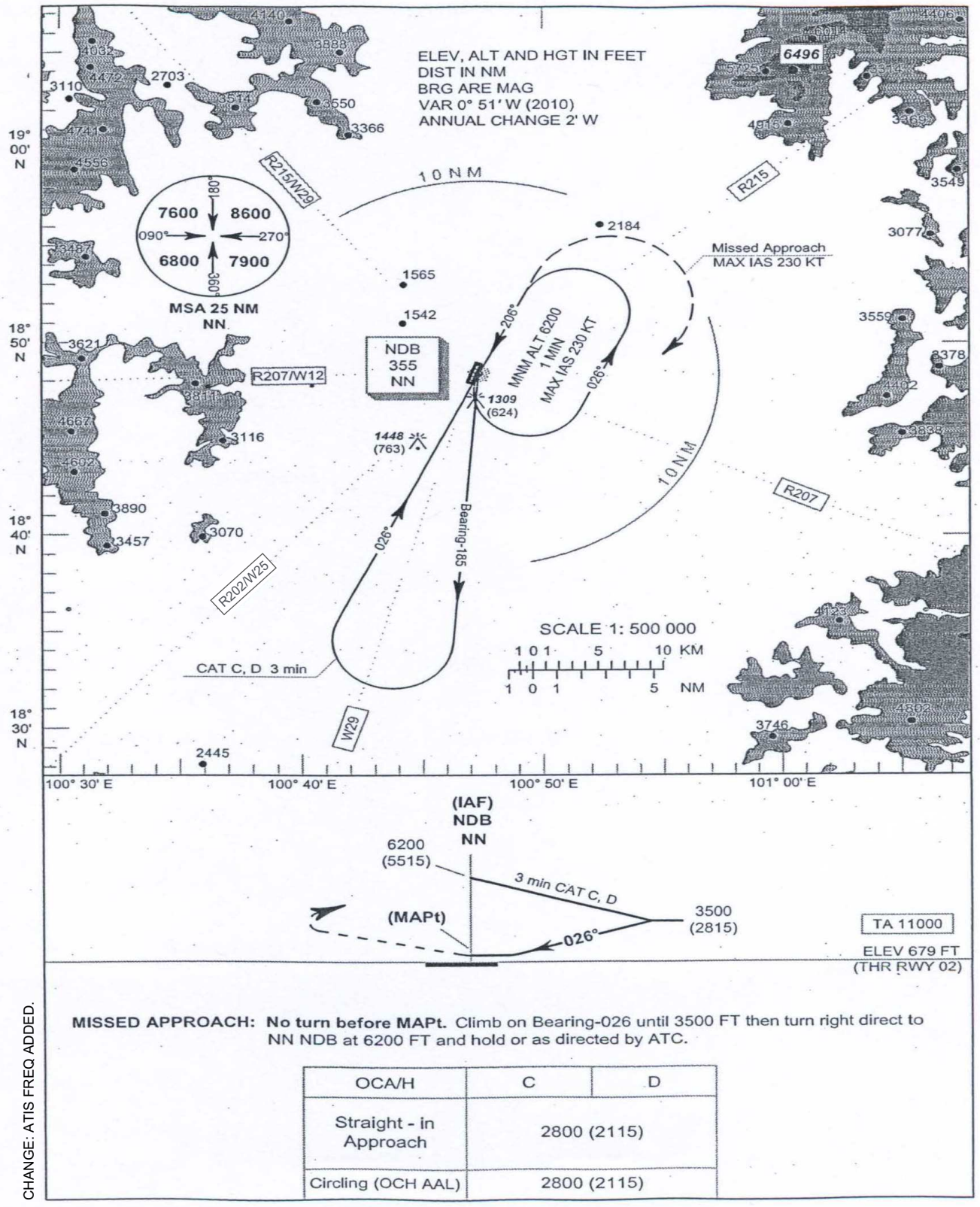
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 685 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.25
TWR : 118.55 , 236.6
ATIS : 128.05

NAN / Nan (VTCN)

NDB RWY02
CAT C, D



MISSED APPROACH: **No turn before MAPt.** Climb on Bearing-026 until 3500 FT then turn right direct to NN NDB at 6200 FT and hold or as directed by ATC.

OCA/H	C	D
Straight - in Approach	2800 (2115)	
Circling (OCH AAL)	2800 (2115)	

CHANGE: ATIS FREQ ADDED.

NAN / Nan (VTCN)

NDB RWY02
CAT C, D

Fixes / Points		Coordinates	
MAPt	NN	18 48 26.00 N 18 48.43 N	100 47 11.91 E 100 47.20 E
THR RWY 02	-	18 47 58.24 N 18 47.97 N	100 46 48.31 E 100 46.81 E
NDB	NN	18 48 26.00 N 18 48.43 N	100 47 11.91 E 100 47.20 E

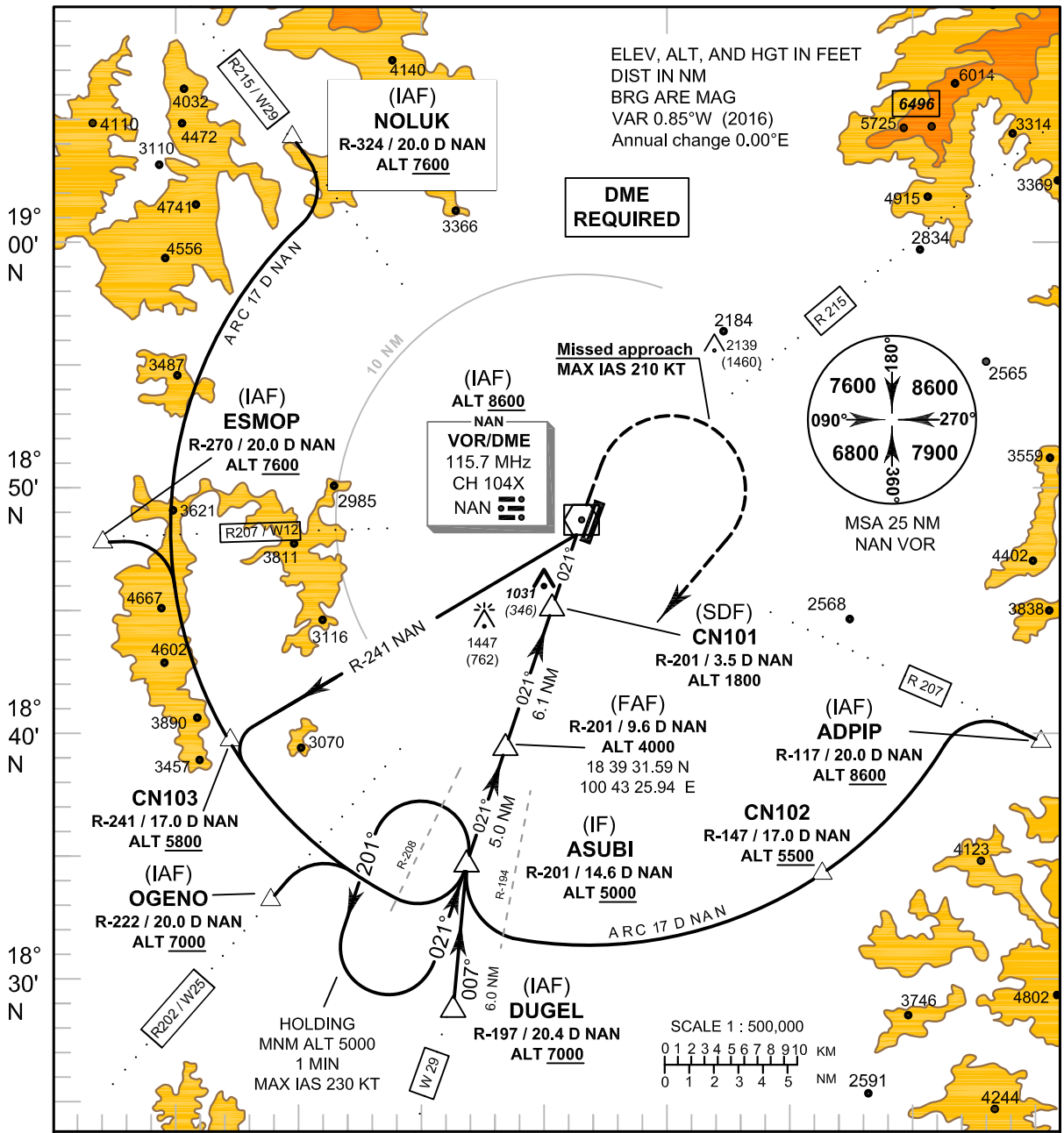
Date: Aug 2013

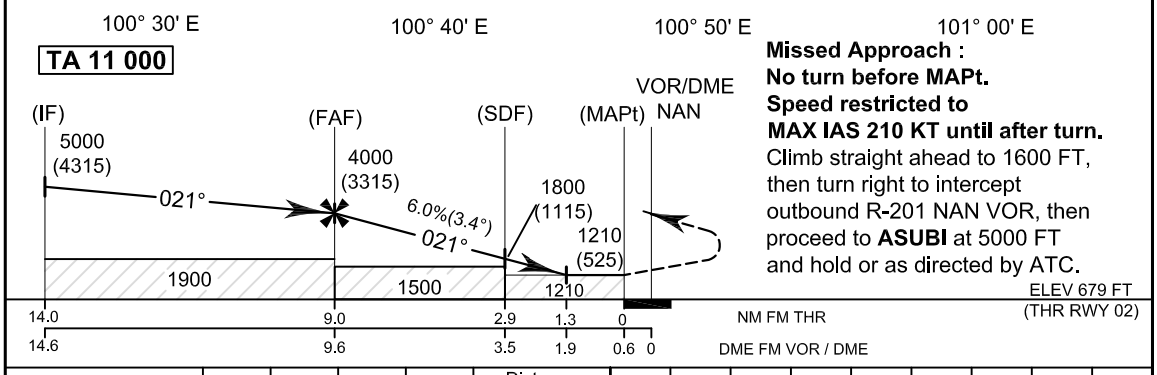
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 685 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.25
TWR : 118.55 , 236.6
ATIS : 128.05

NAN/Nan Nakhon (VTCN)
VOR RWY02





Missed Approach :
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
Climb straight ahead to 1600 FT, then turn right to intercept outbound R-201 NAN VOR, then proceed to **ASUBI** at 5000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight-in approach	1210 (525)			
Circling (OCH AAL)	1500 (815)		2100 (1415)	

Distance (NAN)	FAF	9 D	8 D	7 D	6 D	5 D	4 D	3 D	1.9 D
Altitude (Height)	4000 (3315)	3795 (3110)	3435 (2750)	3070 (2385)	2705 (2020)	2340 (1655)	1975 (1290)	1610 (925)	1210 (525)
Ground Speed knot	70	90	100	120	140	160			
Rate of descent (6.0%) (ft/min)	425	547	608	729	851	972			

CHANGE: ATIS FREQ ADDED.

INSTRUMENT APPROACH CHART-ICAO **AERODROME ELEV 685 FT** HEIGHTS RELATED TO AERODROME ELEV

NAN/Nan Nakhon (VTCN)
VOR RWY02

Fix / Point		Coordinates	
VOR (IAF)	NAN	18 48 32.76 N	100 46 57.36 E
ADPIP (IAF)	R - 117 / 20.0 D NAN	18 39 46.40 N	101 05 54.67 E
CN102	R - 147 / 17.0 D NAN	18 34 24.99 N	100 56 59.93 E
NOLUK (IAF)	R - 324 / 20.0 D NAN	19 04 38.32 N	100 34 20.30 E
ESMOP (IAF)	R - 270 / 20.0 D NAN	18 48 07.91 N	100 25 52.62 E
CN103	R - 241 / 17.0 D NAN	18 40 00.13 N	100 31 26.91 E
OGENO (IAF)	R - 222 / 20.0 D NAN	18 33 27.22 N	100 33 07.59 E
DUGEL (IAF)	R - 197 / 20.4 D NAN	18 28 53.32 N	100 40 57.94 E
ASUBI (IF)	R - 201/ 14.6 D NAN	18 34 49.75 N	100 41 36.01 E
(FAF)	R - 201 / 9.6 D NAN	18 39 31.59 N	100 43 25.94 E
CN101 (SDF)	R - 201 / 3.5 D NAN	18 45 15.19 N	100 45 40.13 E
(MAPt)	R - 201 / 0.6 D NAN	18 48 01.94 N	100 46 45.26 E

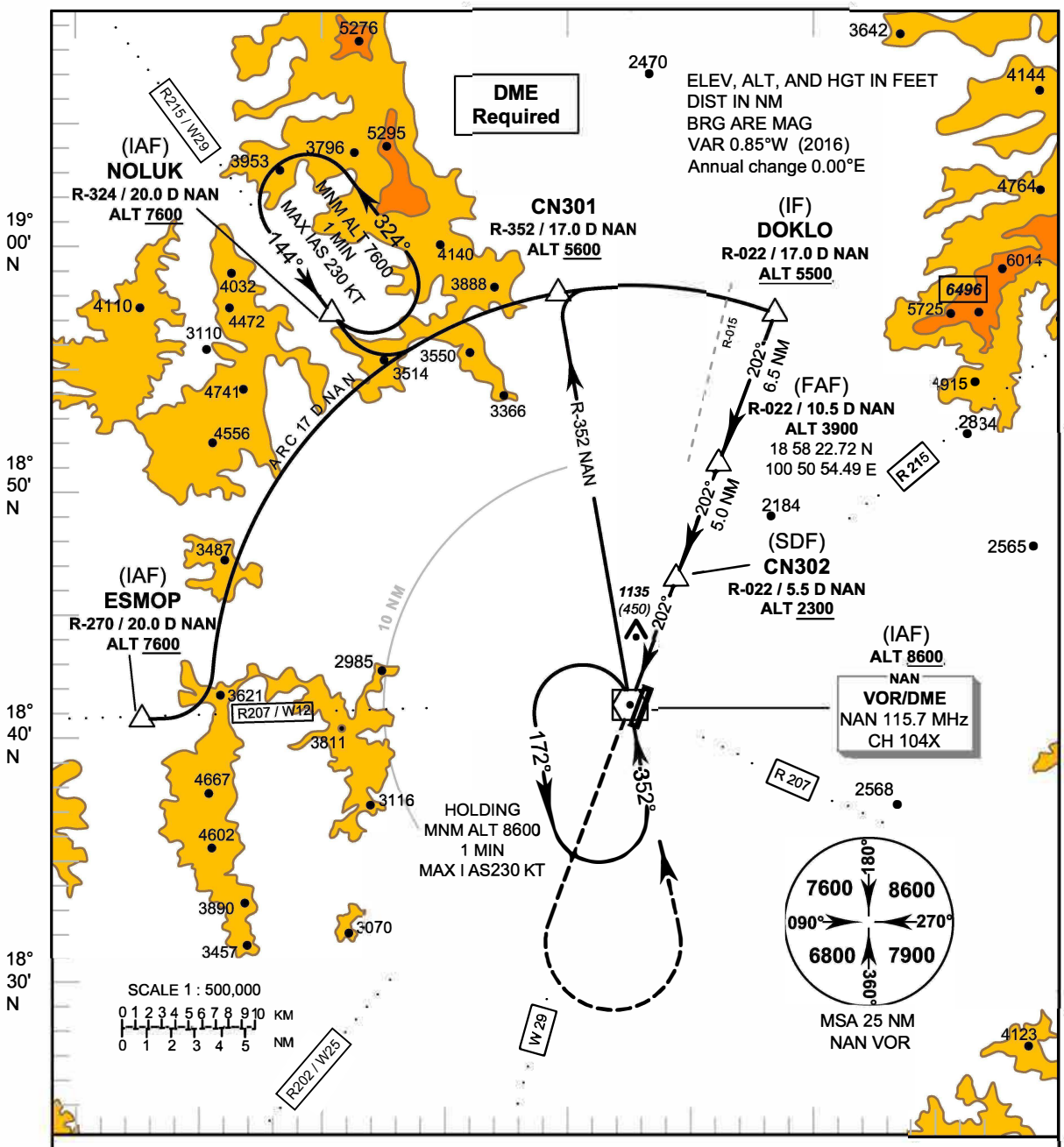
CHANGE : VOR AND CN101 COORDINATES.

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 685 FT
HEIGHTS RELATED TO AERODROME ELEV

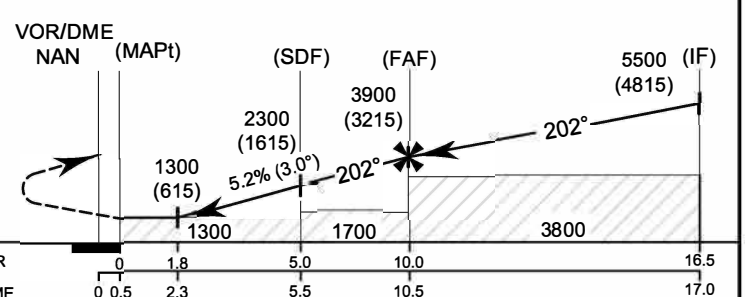
APP : 120.25
TWR : 118.55 , 236.6
ATIS : 128.05

NAN/Nan Nakhon (VTCN)
VOR RWY20



TA 11000

Missed Approach :
No turn before MAPt.
Climb straight ahead to 3000 FT, then turn left to intercept inbound R-172 NAN VOR, then proceed to NAN VOR at 8600 FT and hold or as directed by ATC.



OCA/H	A	B	C	D	Distance (NAN)	2.3 D	3 D	4 D	5 D	6 D	7 D	8 D	9 D	10 D	FAF
Straight-in approach	1300 (615)				Altitude (Height)	1300 (615)	1525 (840)	1840 (1155)	2155 (1470)	2475 (1790)	2790 (2105)	3105 (2420)	3420 (2735)	3735 (3050)	3900 (3215)
					Ground Speed	knot	70	90	100	120	140	160			
Circling (OCH AAL)	1500 (815)		2100 (1415)		Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843			

CHANGE: ATIS FREQ ADDED.

INSTRUMENT APPROACH CHART-ICAO **AERODROME ELEV 685 FT** HEIGHTS RELATED TO AERODROME ELEV

NAN/Nan Nakhon (VTCN)
VOR RWY20

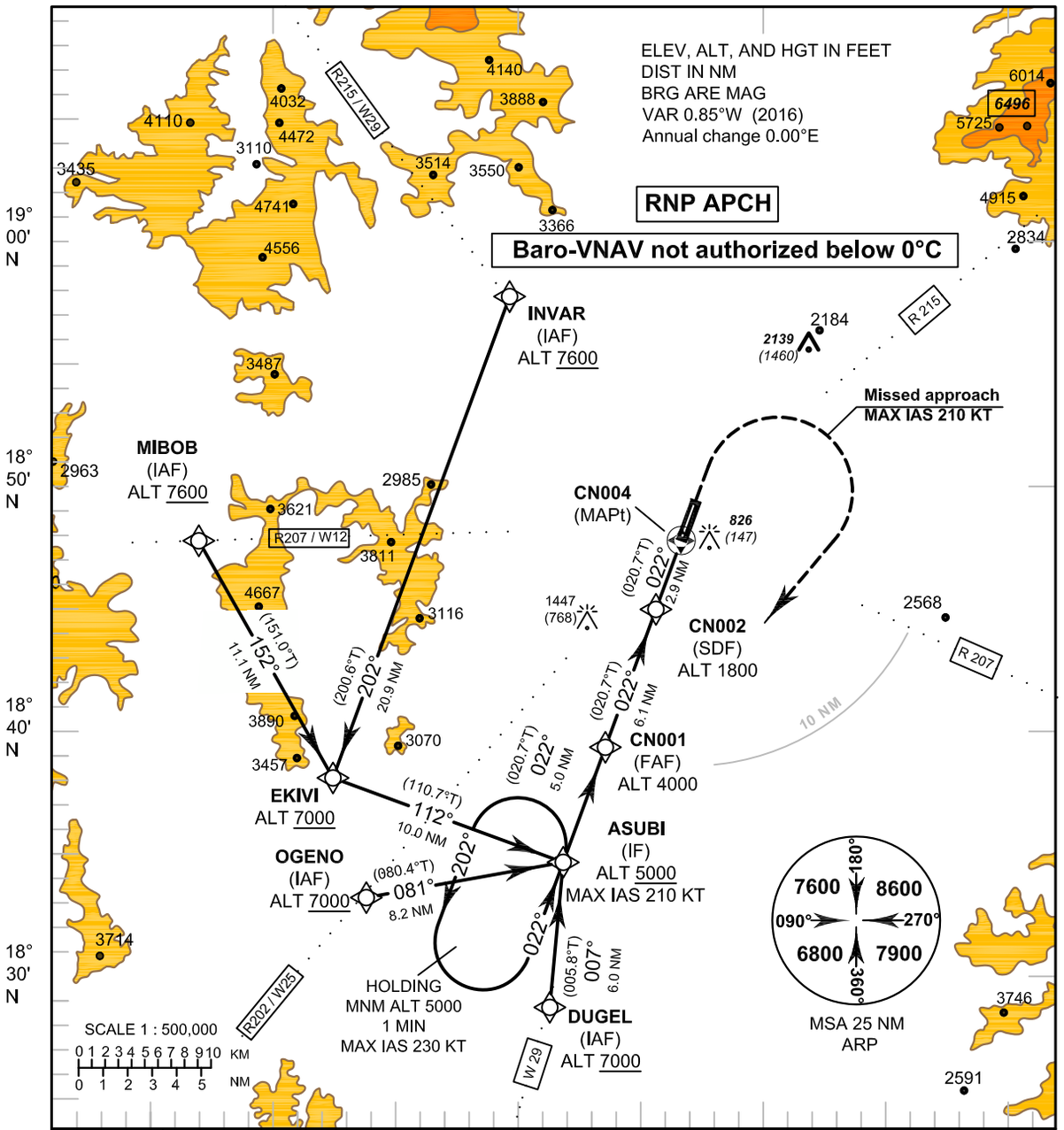
Fix / Point		Coordinates	
VOR (IAF)	NAN	18 48 32.76 N	100 46 57.36 E
ESMOP (IAF)	R - 270 / 20.0 D NAN	18 48 07.91 N	100 25 52.62 E
NOLUK (IAF)	R - 324 / 20.0 D NAN	19 04 38.32 N	100 34 20.30 E
CN301	R - 352 / 17.0 D NAN	19 05 23.21 N	100 44 03.17 E
DOKLO (IF)	R - 022 / 17.0 D NAN	19 04 29.04 N	100 53 22.01 E
(FAF)	R - 022 / 10.5 D NAN	18 58 22.72 N	100 50 54.49 E
CN302 (SDF)	R - 022 / 5.5 D NAN	18 53 41.45 N	100 49 01.35 E
(MAPt)	R - 022 / 0.5 D NAN	18 49 00.17 N	100 47 08.34 E

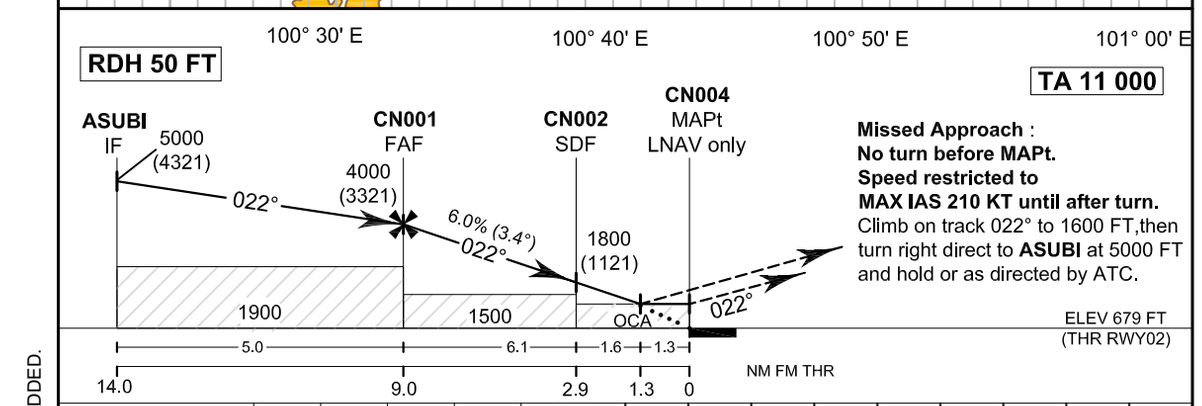
CHANGE : VOR COORDINATE.

INSTRUMENT APPROACH CHART-ICAO — **AERODROME ELEV 685 FT** HEIGHTS RELATED TO THR RWY02 - ELEV 679 FT

APP : 120.25
TWR : 118.55 , 236.6
ATIS : 128.05

NAN/Nan Nakhon (VTCN)
RNP RWY02





OCA/H	A	B	C	D	NM to NEXT WPT	FAF	8 NM	7 NM	6 NM	5 NM	4 NM	3 NM	2 NM	1.3 NM
LNAV/VNAV	1200 (521)				Altitude (Height)	4000 (3321)	3645 (2966)	3280 (2601)	2915 (2236)	2550 (1871)	2190 (1511)	1825 (1146)	1460 (781)	1200 (521)
LNAV	1200 (521)				Ground Speed	knot	70	90	100	120	140	160		
Circling (OCH AAL)	1500 (815)		2100 (1415)		Rate of descent FAF-MAPt (6.0%)	(ft/min)	425	547	608	729	851	972		

CHANGE: ATIS FREQ ADDED.

INSTRUMENT APPROACH CHART-ICAO **AERODROME ELEV 685 FT**
HEIGHTS RELATED TO
THR RWY02 - ELEV 679 FT

NAN/Nan Nakhon (VTCN)
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	DUGEL (IAF)	-	-	+0.85	-	-	+7000	-	-	RNP APCH
020	TF	ASUBI (IF)	-	007°(005.8°)	+0.85	6.0	-	+5000	-210	-	RNP APCH
010	IF	OGENO (IAF)	-	-	+0.85	-	-	+7000	-	-	RNP APCH
020	TF	ASUBI (IF)	-	081°(080.4°)	+0.85	8.2	-	+5000	-210	-	RNP APCH
010	IF	MIBOB (IAF)	-	-	+0.85	-	-	+7600	-	-	RNP APCH
020	TF	EKIVI	-	152°(151.0°)	+0.85	11.1	L	+7000	-	-	RNP APCH
030	TF	ASUBI (IF)	-	112°(110.7°)	+0.85	10.0	-	+5000	-210	-	RNP APCH
010	IF	INVAR (IAF)	-	-	+0.85	-	-	+7600	-	-	RNP APCH
020	TF	EKIVI	-	202°(200.6°)	+0.85	20.9	L	+7000	-	-	RNP APCH
030	TF	ASUBI (IF)	-	112°(110.7°)	+0.85	10.0	-	+5000	-210	-	RNP APCH
010	IF	ASUBI (IF)	-	-	+0.85	-	-	+5000	-210	-	RNP APCH
020	TF	CN001 (FAF)	-	022°(020.7°)	+0.85	5.0	-	@4000	-	-	RNP APCH
030	TF	CN002 (SDF)	-	022°(020.7°)	+0.85	6.1	-	@1800	-	-	RNP APCH
040	TF	CN004 (MAPt)	Y	022°(020.7°)	+0.85	2.9	-	@729	-	-3.4 / 50	RNP APCH
050	CA	-	-	022°(020.7°)	+0.85	-	-	+1600	-	-	RNP APCH
060	DF	ASUBI (IF)	-	-	+0.85	-	R	+5000	-210	-	RNP APCH
070	HM	ASUBI (IF)	Y	022°(020.7°)	+0.85	1 minute	L	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY02

Waypoint Identifier	Coordinates	
INVAR	18° 58' 02.05" N	100° 39' 31.36" E
MIBOB	18° 48' 08.12" N	100° 26' 03.27" E
EKIVI	18° 38' 22.25" N	100° 31' 44.36" E
OGENO	18° 33' 27.22" N	100° 33' 07.59" E
DUGEL	18° 28' 53.32" N	100° 40' 57.94" E
ASUBI	18° 34' 49.75" N	100° 41' 36.01" E
CN001	18° 39' 31.54" N	100° 43' 27.52" E
CN002	18° 45' 14.84" N	100° 45' 43.49" E
CN004 (THR02)	18° 48' 00.52" N	100° 46' 49.21" E

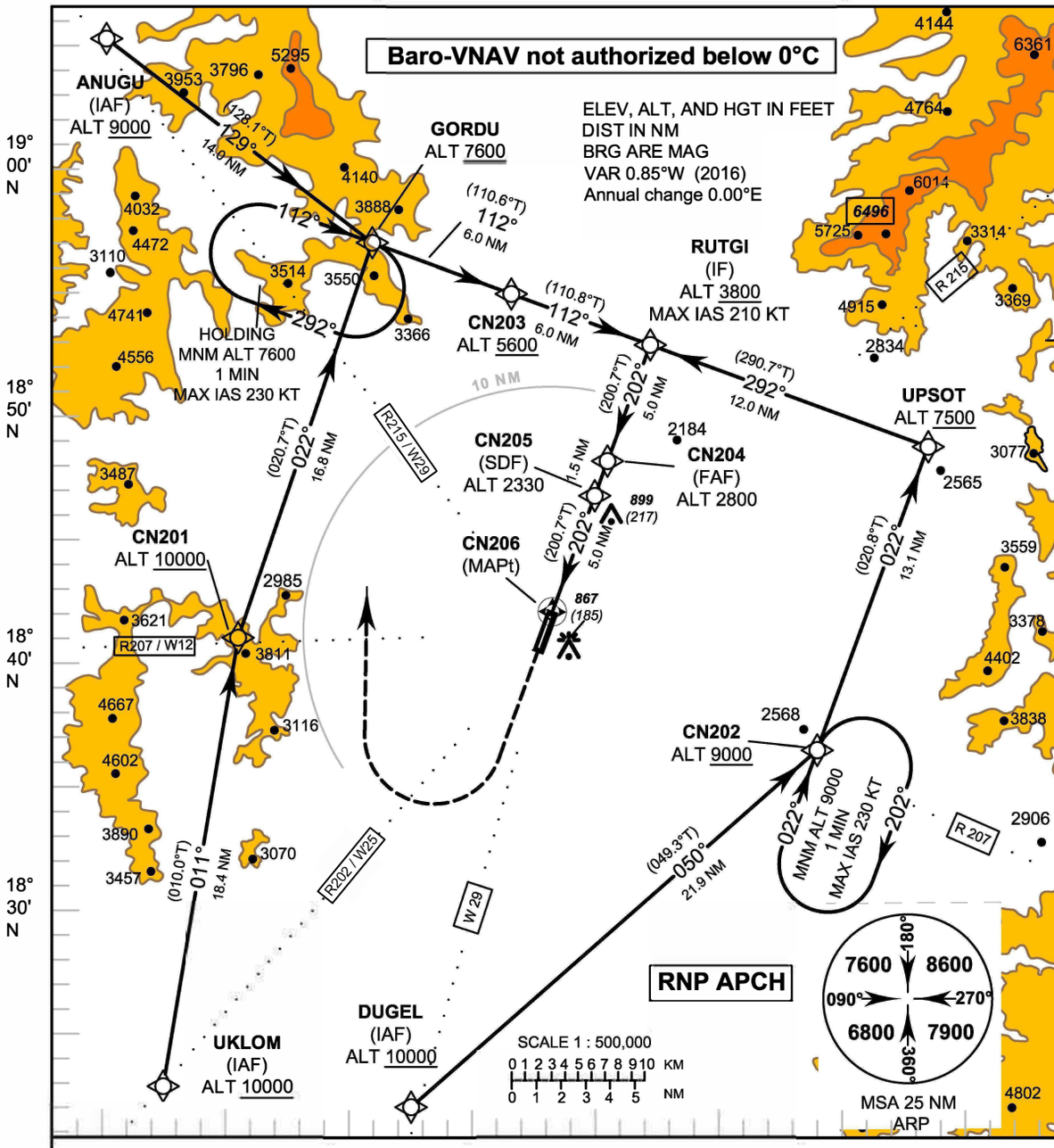
CHANGE: THR COORD.

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 685 FT
HEIGHTS RELATED TO
THR RWY20 - ELEV 682 FT

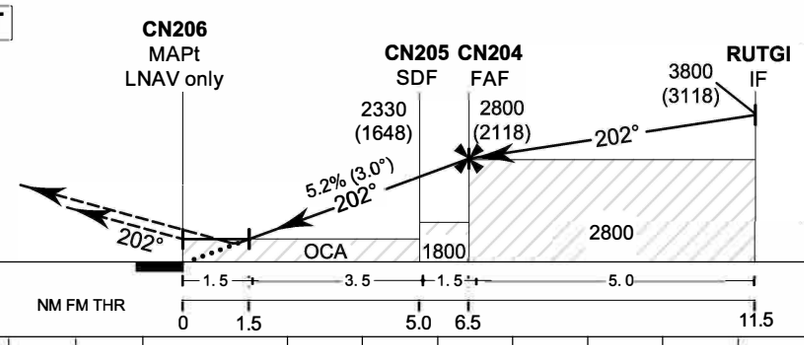
APP : 120.25
TWR : 118.55 , 236.6
ATIS : 128.05

NAN/Nan Nakhon (VTCN)
RNP RWY20



TA 11 000 **RDH 50 FT**

Missed Approach :
No turn before MAPt.
Climb on track 202° to 3300 FT, then turn right direct to **GORDU** at 7600 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	6 NM	FAF
LNAV/VNAV	1030 (348)				Altitude (Height)	1200 (518)	1365 (683)	1680 (998)	1995 (1313)	2310 (1628)	2630 (1948)	2800 (2118)
LNAV	1200 (518)				Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1500 (815)		2100 (1415)		Rate of descent FAF-MAPt (5.2%)	(ft/min)	369	474	527	632	737	843

CHANGE: ATIS FREQ ADDED.

INSTRUMENT APPROACH CHART-ICAO **AERODROME ELEV 685 FT**
HEIGHTS RELATED TO
THR RWY20 **-** ELEV 682 FT

NAN/Nan Nakhon (VTCN)
RNP RWY20

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	DUGEL (IAF)	-	-	+0.85	-	-	+10000	-	-	RNP APCH
020	TF	CN202	-	050°(049.3°)	+0.85	21.9	L	+9000	-	-	RNP APCH
030	TF	UPSOT	-	022°(020.8°)	+0.85	13.1	L	+7500	-	-	RNP APCH
040	TF	RUTGI (IF)	-	292°(290.7°)	+0.85	12.0	-	+3800	-210	-	RNP APCH
010	IF	ANUGU (IAF)	-	-	+0.85	-	-	+9000	-	-	RNP APCH
020	TF	GORDU	-	129°(128.1°)	+0.85	14.0	L	+7600	-	-	RNP APCH
030	TF	CN203	-	112°(110.6°)	+0.85	6.0	-	+5600	-	-	RNP APCH
040	TF	RUTGI (IF)	-	112°(110.8°)	+0.85	6.0	-	+3800	-210	-	RNP APCH
010	IF	UKLOM (IAF)	-	-	+0.85	-	-	+10000	-	-	RNP APCH
020	TF	CN201	-	011°(010.0°)	+0.85	18.4	R	+10000	-	-	RNP APCH
030	TF	GORDU	-	022°(020.7°)	+0.85	16.8	R	+7600	-	-	RNP APCH
040	TF	CN203	-	112°(110.6°)	+0.85	6.0	-	+5600	-	-	RNP APCH
050	TF	RUTGI (IF)	-	112°(110.8°)	+0.85	6.0	-	+3800	-210	-	RNP APCH
010	IF	RUTGI (IF)	-	-	+0.85	-	-	+3800	-210	-	RNP APCH
020	TF	CN204 (FAF)	-	202°(200.7°)	+0.85	5.0	-	@2800	-	-	RNP APCH
030	TF	CN205 (SDF)	-	202°(200.7°)	+0.85	1.5	-	@2330	-	-	RNP APCH
040	TF	CN206 (MAPt)	Y	202°(200.7°)	+0.85	5.0	-	@732	-	-3.0 / 50	RNP APCH
050	CA	-	-	202°(200.7°)	+0.85	-	-	+3300	-	-	RNP APCH
060	DF	GORDU	-	-	+0.85	-	R	+7600	-	-	RNP APCH
070	HM	GORDU	Y	112°(110.6°)	+0.85	1 minute	R	+7600	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY20

Waypoint Identifier	Coordinates	
UKLOM	18° 30' 05.00" N	100° 30' 02.76" E
CN201	18° 48' 17.06" N	100° 33' 24.54" E
ANUGU	19° 12' 40.76" N	100° 28' 00.88" E
GORDU	19° 04' 02.04" N	100° 39' 38.68" E
CN203	19° 01' 55.14" N	100° 45' 34.52" E
DUGEL	18° 28' 53.32" N	100° 40' 57.94" E
CN202	18° 43' 14.06" N	100° 58' 26.68" E
UPSOT	18° 55' 30.53" N	101° 03' 20.04" E
RUTGI	18° 59' 46.66" N	100° 51' 29.66" E
CN204	18° 55' 04.97" N	100° 49' 37.70" E
CN205	18° 53' 40.46" N	100° 49' 04.13" E
CN206 (THR20)	18° 48' 58.74" N	100° 47' 12.31" E

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	126.45 MHZ	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.

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:

PHRAE OMNI 01 Departure: Required climb gradient 286 ft per NM (4.7%) until 7,500 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 4.7%	(ft/min)	309	357	476	714	952	1190	1428

No turn before DER.
After departure climb straight ahead until 3,500 ft (or altitude assigned by ATC between 3,500 ft - 6,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 19:

PHRAE OMNI 19 Departure: Required climb gradient 487 ft per NM (8.0%) until 7,500 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 8.0%	(ft/min)	527	608	810	1215	1620	2025	2430

No turn before DER.
After departure climb straight ahead until 3,500 ft (or altitude assigned by ATC between 3,500 ft - 6,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTCP AD 2.23 ADDITIONAL INFORMATION

NIL

VTCP AD 2.24 CHARTS RELATED TO AN AERODROME

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

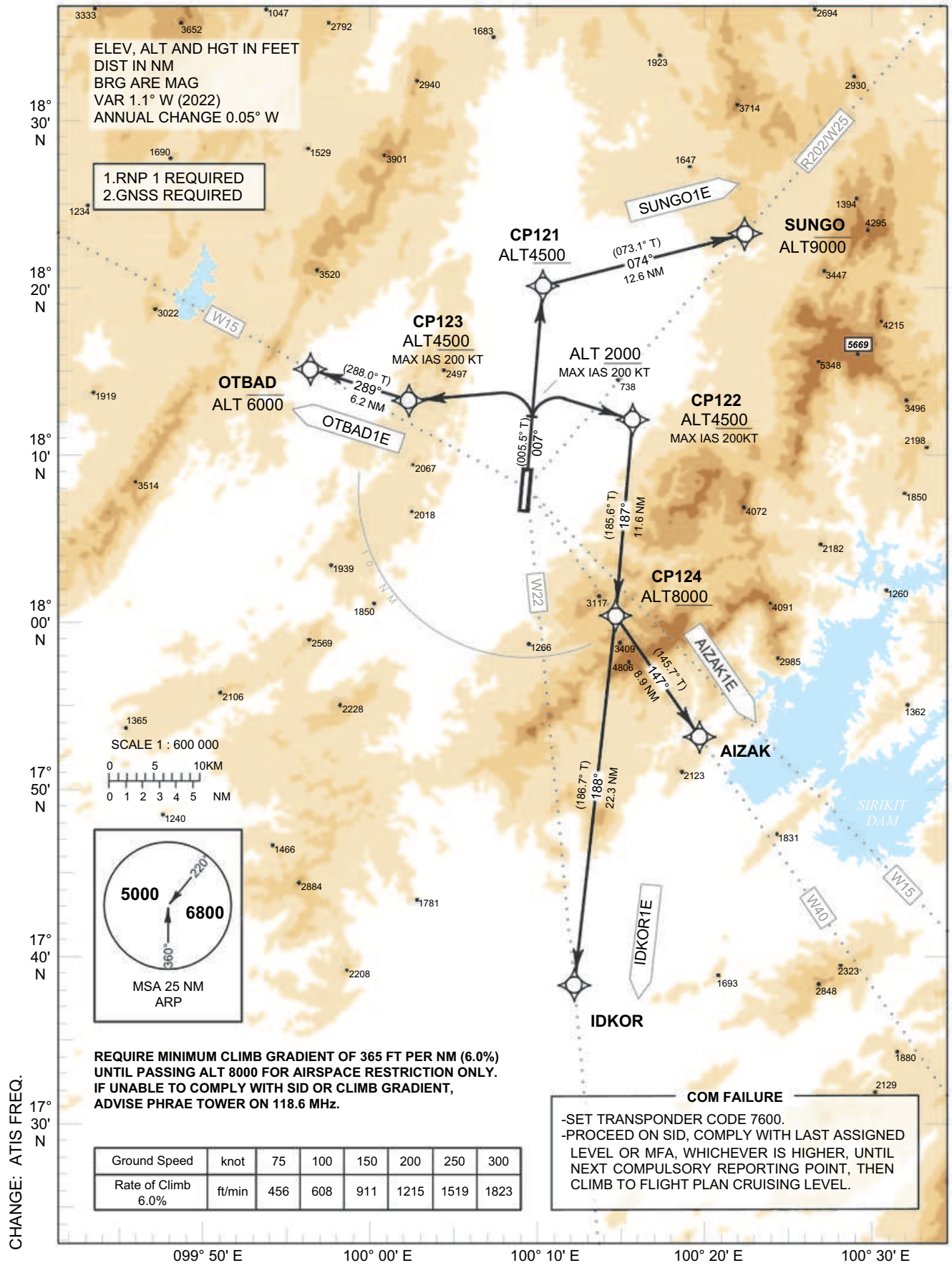
TRANSITION ALTITUDE
11000 FT

APP : 120.1
TWR : 118.6, 236.6
ATIS : 126.45

PHRAE / Phrae (VTCP)

RNAV RWY01

AIZAK1E IDKOR1E OTBAD1E SUNGO1E



REQUIRE MINIMUM CLIMB GRADIENT OF 365 FT PER NM (6.0%) UNTIL PASSING ALT 8000 FOR AIRSPACE RESTRICTION ONLY. IF UNABLE TO COMPLY WITH SID OR CLIMB GRADIENT, ADVISE PHRAE TOWER ON 118.6 MHz.

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

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

PHRAE / Phrae (VTCP)

RNAV RWY01

AIZAK1E IDKOR1E OTBAD1E SUNGO1E

CHANGE : CHANGE: STANDARD DEPARTURE ROUTES IDENTIFICATION.

TABULAR DESCRIPTION

RNAV 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
AIZAK1E TO W40											
010	-	DER RWY01	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	007° (005.5°)	+1.2	-	-	+2000	-200	-	RNP 1
030	DF	CP122	-	-	+1.2	-	R	+4500	-200	-	RNP 1
040	TF	CP124	-	187° (185.6°)	+1.2	11.6	-	+8000	-	-	RNP 1
050	TF	AIZAK	-	147° (145.7°)	+1.2	8.9	-	-	-	-	RNP 1
IDKOR1E TO W22											
010	-	DER RWY01	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	007° (005.5°)	+1.2	-	-	+2000	-200	-	RNP 1
030	DF	CP122	-	-	+1.2	-	R	+4500	-200	-	RNP 1
040	TF	CP124	-	187° (185.6°)	+1.2	11.6	-	+8000	-	-	RNP 1
050	TF	IDKOR	-	188° (186.7°)	+1.2	22.3	-	-	-	-	RNP 1
OTBAD1E TO W15											
010	-	DER RWY01	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	007° (005.5°)	+1.2	-	-	+2000	-200	-	RNP 1
030	DF	CP123	-	-	+1.2	-	L	+4500	-200	-	RNP 1
040	TF	OTBAD	-	289° (288.0°)	+1.2	6.2	-	-6000	-	-	RNP 1
SUNGO1E TO R202/W25											
010	-	DER RWY01	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	007° (005.5°)	+1.2	-	-	+2000	-200	-	RNP 1
030	DF	CP121	-	-	+1.2	-	-	+4500	-	-	RNP 1
040	TF	SUNGO	-	074° (073.1°)	+1.2	12.6	-	-9000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY01		
Waypoint Identifier	**Coordinates**	
DER RWY01	18° 08' 20.08" N	100° 09' 55.31" E
AIZAK	17° 53' 02.46" N	100° 20' 40.03" E
CP121	18° 19' 31.68" N	100° 11' 03.56" E
CP122	18° 12' 01.06" N	100° 16' 36.88" E
CP123	18° 13' 19.23" N	100° 02' 32.87" E
CP124	18° 00' 23.96" N	100° 15' 25.72" E
IDKOR	17° 38' 09.69" N	100° 12' 43.33" E
OTBAD	18° 15' 14.17" N	099° 56' 22.32" E
SUNGO	18° 23' 11.99" N	100° 23' 45.83" E

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

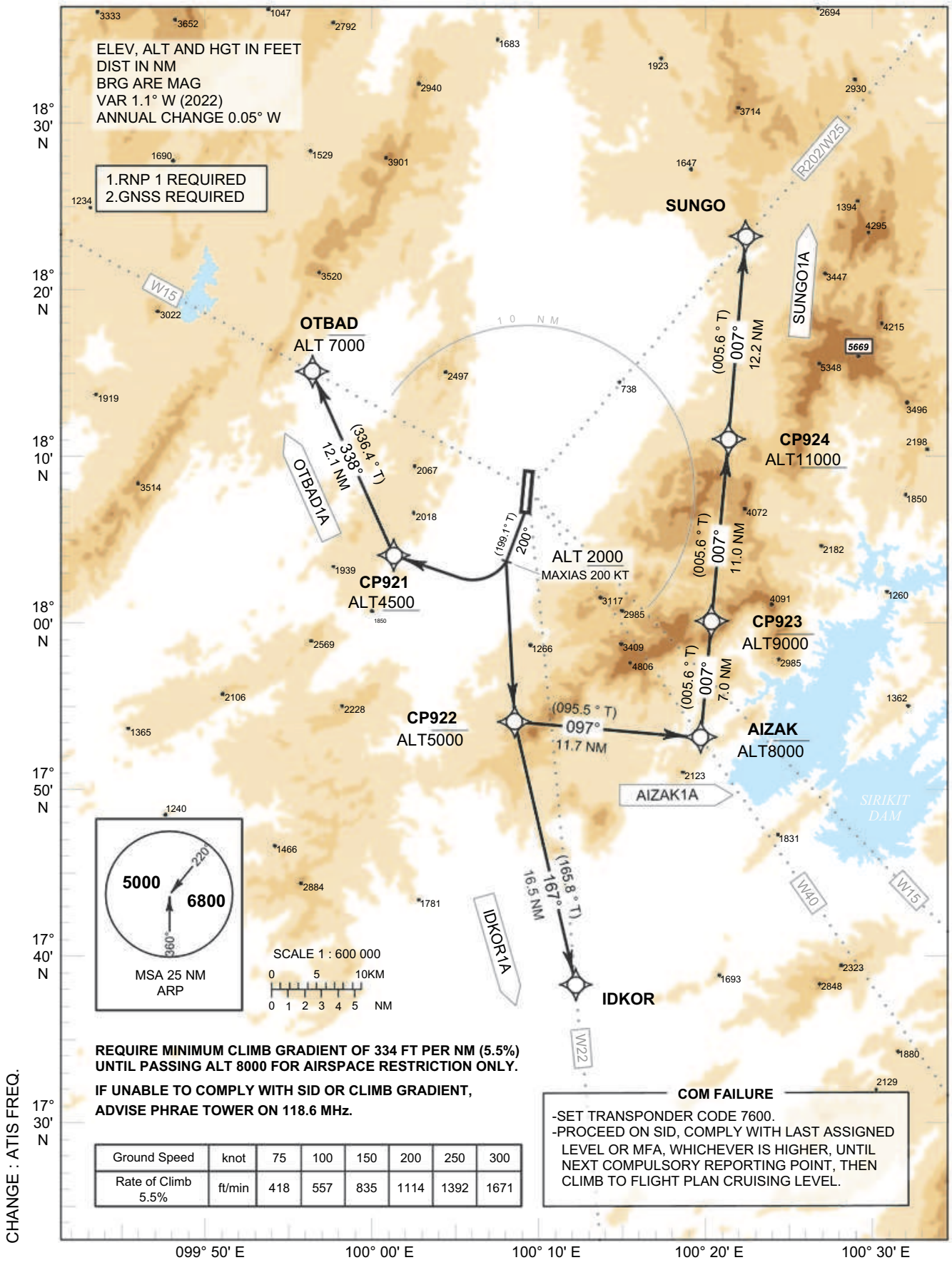
TRANSITION ALTITUDE
11000 FT

APP : 120.1
TWR : 118.6, 236.6
ATIS : 126.45

PHRAE / Phrae (VTCP)

RNAV RWY19

AIZAK1A IDKOR1A OTBAD1A SUNGO1A



REQUIRE MINIMUM CLIMB GRADIENT OF 334 FT PER NM (5.5%) UNTIL PASSING ALT 8000 FOR AIRSPACE RESTRICTION ONLY.

IF UNABLE TO COMPLY WITH SID OR CLIMB GRADIENT, ADVISE PHRAE TOWER ON 118.6 MHz.

Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.5%	ft/min	418	557	835	1114	1392	1671

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.

CHANGE : ATIS FREQ.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHRAE / Phrae (VTCP)

RNAV RWY19

AIZAK1A IDKOR1A OTBAD1A SUNGO1A

TABULAR DESCRIPTION

RNAV 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
AIZAK1A TO W40											
010	-	DER RWY19	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	200° (199.1°)	+1.2	-	-	+2000	-200	-	RNP 1
030	DF	CP922	-	-	+1.2	-	L	-5000	-	-	RNP 1
040	TF	AIZAK	-	097° (095.5°)	+1.2	11.7	-	-8000	-	-	RNP 1
IDKOR1A TO W22											
010	-	DER RWY19	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	200° (199.1°)	+1.2	-	-	+2000	-200	-	RNP 1
030	DF	CP922	-	-	+1.2	-	L	-5000	-	-	RNP 1
040	TF	IDKOR	-	167° (165.8°)	+1.2	16.5	-	-	-	-	RNP 1
OTBAD1A TO W15											
010	-	DER RWY19	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	200° (199.1°)	+1.2	-	-	+2000	-200	-	RNP 1
030	DF	CP921	-	-	+1.2	-	R	+4500	-	-	RNP 1
040	TF	OTBAD	-	338° (336.4°)	+1.2	12.1	-	-7000	-	-	RNP 1
SUNGO1A TO R202/W25											
010	-	DER RWY19	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	200° (199.1°)	+1.2	-	-	+2000	-200	-	RNP 1
030	DF	CP922	-	-	+1.2	-	L	-5000	-	-	RNP 1
040	TF	AIZAK	-	097° (095.5°)	+1.2	11.7	-	-8000	-	-	RNP 1
050	TF	CP923	-	007° (005.6°)	+1.2	7.0	-	-9000	-	-	RNP 1
060	TF	CP924	-	007° (005.6°)	+1.2	11.0	-	+11000	-	-	RNP 1
070	TF	SUNGO	-	007° (005.6°)	+1.2	12.2	-	-	-	-	RNP 1

WAYPOINT LIST

RNAV RWY19					
Waypoint Identifier	**Coordinates**		**Waypoint Identifier**	**Coordinates**	
DER RWY19	18° 07' 31.51" N	100° 09' 50.38" E	CP924	18° 11' 00.63" N	100° 22' 30.60" E
AIZAK	17° 53' 02.46" N	100° 20' 40.03" E	IDKOR	17° 38' 09.69" N	100° 12' 43.33" E
CP921	18° 04' 08.50" N	100° 01' 27.10" E	OTBAD	18° 15' 14.17" N	099° 56' 22.32" E
CP922	17° 54' 10.60" N	100° 08' 29.19" E	SUNGO	18° 23' 11.99" N	100° 23' 45.83" E
CP923	18° 00' 02.11" N	100° 21' 23.02" E			

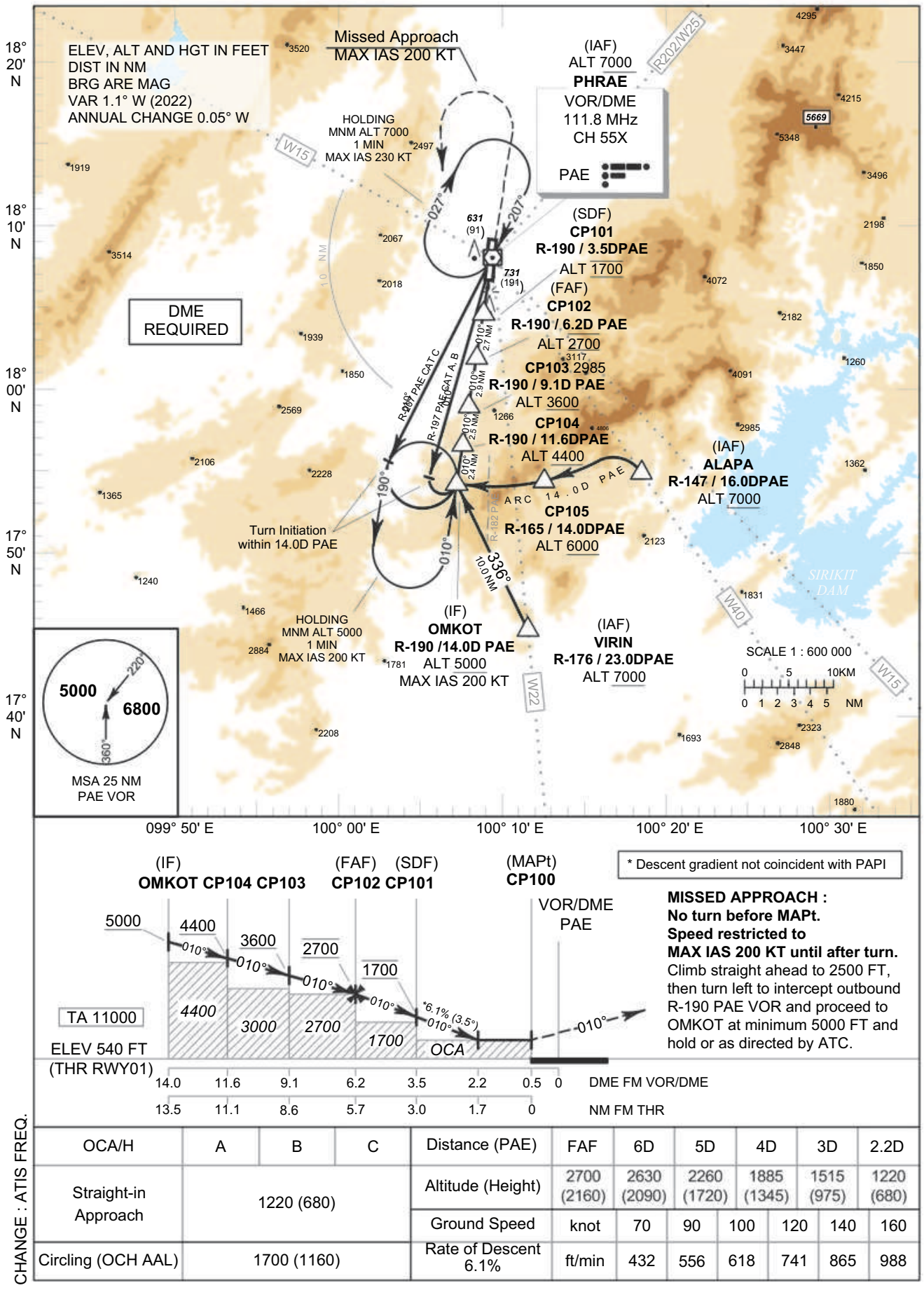
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 540 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.1
TWR : 118.6, 236.6
ATIS : 126.45

PHRAE / Phrae (VTCP)

VOR RWY01



* Descent gradient not coincident with PAPI

MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb straight ahead to 2500 FT, then turn left to intercept outbound R-190 PAE VOR and proceed to OMKOT at minimum 5000 FT and hold or as directed by ATC.

CHANGE : ATIS FREQ.

OCA/H	A	B	C
Straight-in Approach	1220 (680)		
Circling (OCH AAL)	1700 (1160)		

Distance (PAE)	FAF	6D	5D	4D	3D	2.2D
Altitude (Height)	2700 (2160)	2630 (2090)	2260 (1720)	1885 (1345)	1515 (975)	1220 (680)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 6.1%	ft/min	432	556	618	741	865	988

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 540 FT
HEIGHTS RELATED TO AERODROME ELEV

PHRAE / Phrae (VTCP)

VOR RWY01

FIX / POINT		COORDINATES	
(IAF) VOR	PAE	18° 08' 02.85" N	100° 09' 58.47" E
(IAF) VIRIN	R-176 / 23.0D PAE	17° 45' 02.73" N	100° 12' 05.73" E
(IAF) ALAPA	R-147 / 16.0D PAE	17° 54' 46.53" N	100° 19' 25.99" E
CP105	R-165 / 14.0D PAE	17° 54' 31.73" N	100° 13' 59.76" E
(IF) OMKOT	R-190 / 14.0D PAE	17° 54' 09.87" N	100° 07' 40.76" E
CP104	R-190 / 11.6D PAE	17° 56' 32.67" N	100° 08' 04.34" E
CP103	R-190 / 9.1D PAE	17° 59' 01.42" N	100° 08' 28.89" E
(FAF) CP102	R-190 / 6.2D PAE	18° 01' 53.97" N	100° 08' 57.44" E
(SDF) CP101	R-190 / 3.5D PAE	18° 04' 34.61" N	100° 09' 24.01" E
(MAPt) CP100	R-190 / 0.5D PAE	18° 07' 31.23" N	100° 09' 53.23" E

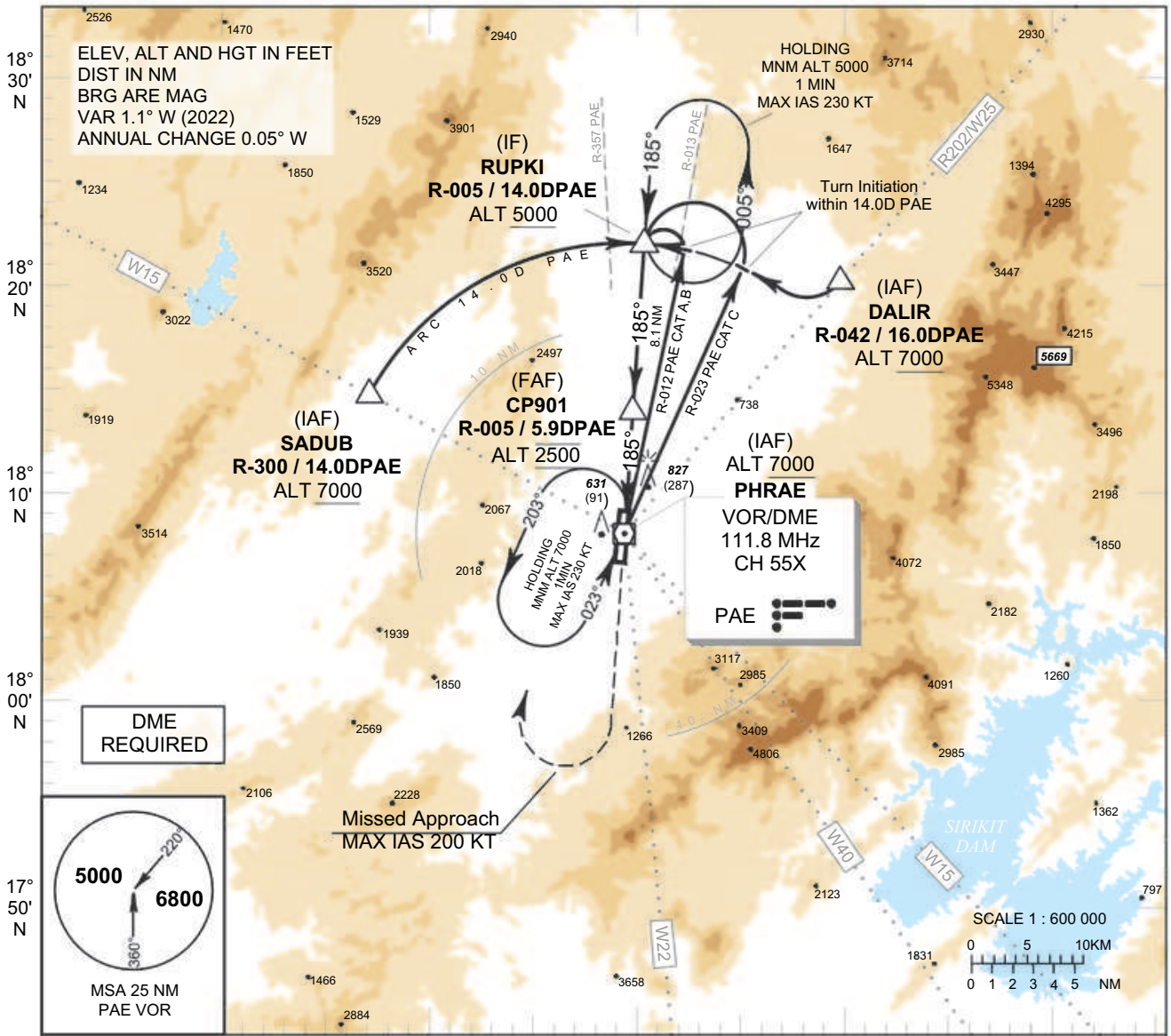
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 540 FT
HEIGHTS RELATED TO AERODROME ELEV

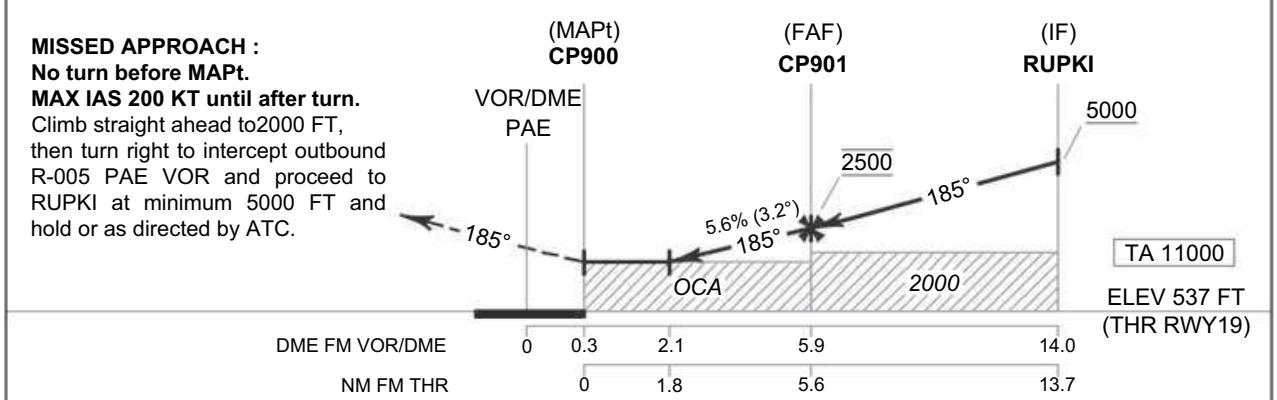
APP : 120.1
TWR : 118.6, 236.6
ATIS : 126.45

PHRAE / Phrae (VTCP)

VOR RWY19



MISSED APPROACH :
No turn before MAPt.
MAX IAS 200 KT until after turn.
Climb straight ahead to2000 FT, then turn right to intercept outbound R-005 PAE VOR and proceed to RUPKI at minimum 5000 FT and hold or as directed by ATC.



CHANGE : ATIS FREQ.

OCA/H	A	B	C
Straight-in Approach	1200 (660)		
Circling (OCH AAL)	1700 (1160)		

Distance (PAE)	2.1D	3 D	4 D	5 D	FAF
Altitude (Height)	1200 (660)	1510 (970)	1850 (1310)	2190 (1650)	2500 (1960)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.6%	ft/min	397	510	567	681	794	907

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 540 FT
HEIGHTS RELATED TO AERODROME ELEV

PHRAE / Phrae (VTCP)

VOR RWY19

FIX / POINT		COORDINATES	
(IAF) VOR	PAE	18° 08' 02.85" N	100° 09' 58.47" E
(IAF) DALIR	R-042 / 16.0D PAE	18° 20' 10.25" N	100° 21' 00.16" E
(IAF) SADUB	R-300 / 14.0D PAE	18° 14' 51.03" N	099° 57' 06.39" E
(IF) RUPKI	R-005 / 14.0D PAE	18° 22' 04.00" N	100° 11' 01.66" E
(FAF) CP901	R-005 / 5.9D PAE	18° 13' 57.34" N	100° 10' 25.08" E
(MAPt) CP900	R-005 / 0.3D PAE	18° 08' 19.72" N	100° 09' 59.74" E

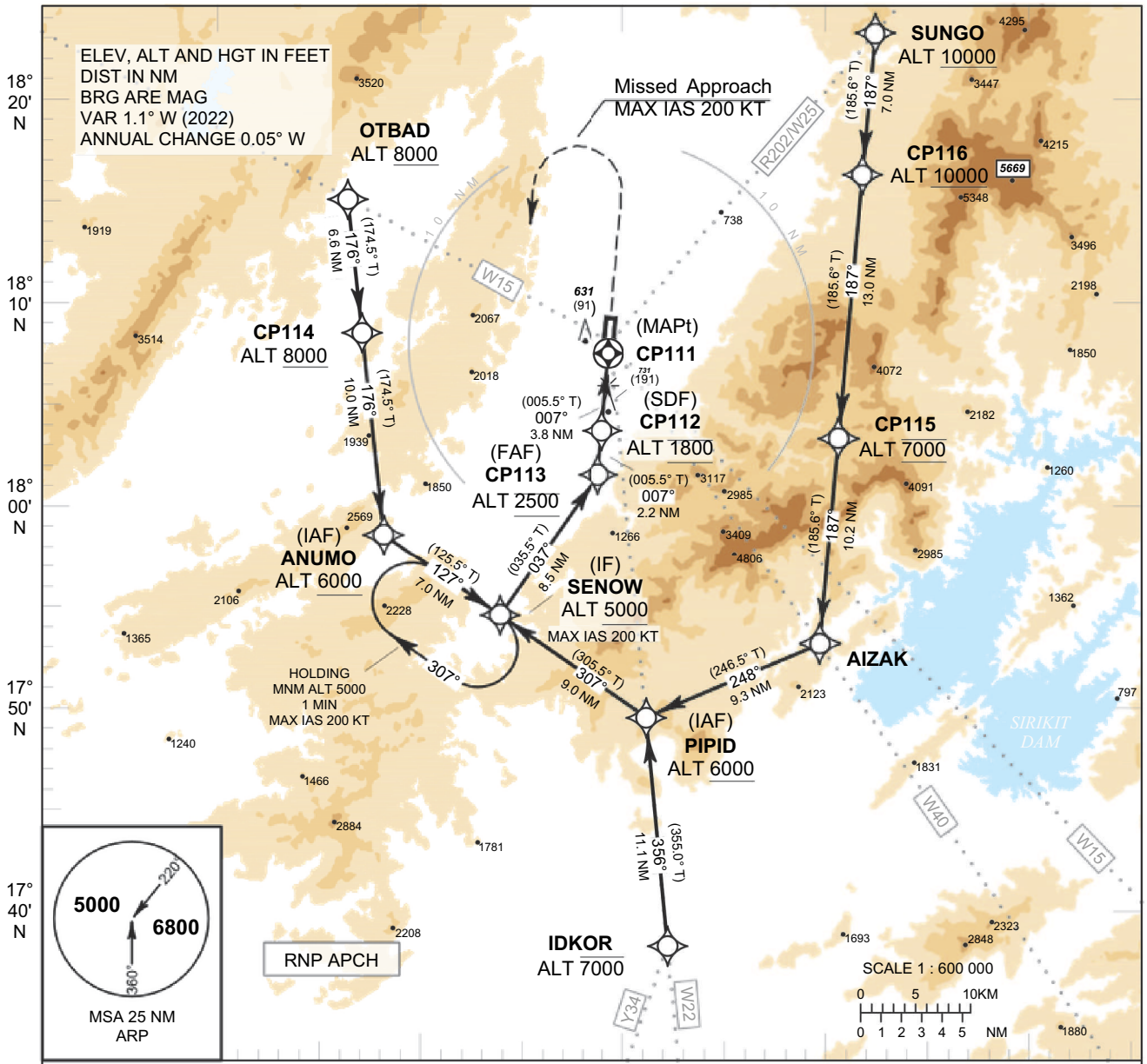
INSTRUMENT APPROACH CHART - ICAO

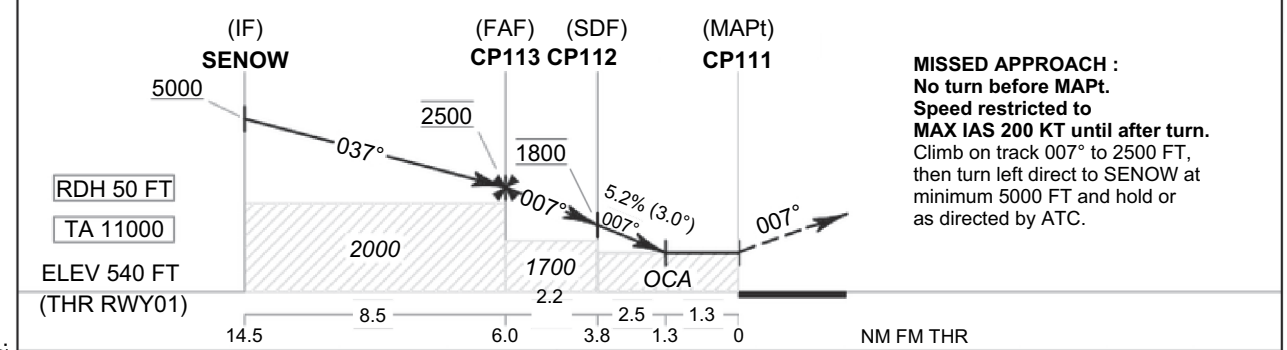
AERODROME ELEV 540 FT
HEIGHTS RELATEDTO
THR RWY01 - ELEV 540 FT

APP : 120.1
TWR : 118.6, 236.6
ATIS : 126.45

PHRAE / Phrae (VTCP)

RNP RWY01





CHANGE : ATIS FREQ.

OCA/H	A	B	C
LNAV	1000 (460)		
Circling (OCH AAL)	1700 (1160)		

NM to NEXT WPT	FAF	5 NM	4 NM	3 NM	2 NM	1.3NM
Altitude (Height)	2500 (1960)	2170 (1630)	1855 (1315)	1535 (995)	1220 (680)	1000 (460)
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 540 FT
HEIGHTS RELATED TO
THR RWY01 - ELEV 540 FT

PHRAE / Phrae (VTCP)

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	OTBAD	-	-	+1.2	-	-	+8000	-	-	RNP APCH
020	TF	CP114	-	176° (174.5°)	+1.2	6.6	-	+8000	-	-	RNP APCH
030	TF	(IAF) ANUMO	-	176° (174.5°)	+1.2	10.0	-	+6000	-	-	RNP APCH
040	TF	(IF) SENOW	-	127° (125.5°)	+1.2	7.0	-	+5000	-200	-	RNP APCH
010	IF	IDKOR	-	-	+1.2	-	-	-7000	-	-	RNP APCH
020	TF	(IAF) PIPID	-	356° (355.0°)	+1.2	11.1	-	+6000	-	-	RNP APCH
030	TF	(IF) SENOW	-	307° (305.5°)	+1.2	9.0	-	+5000	-200	-	RNP APCH
010	IF	SUNGO	-	-	+1.2	-	-	+10000	-	-	RNP APCH
020	TF	CP116	-	187° (185.6°)	+1.2	7.0	-	+10000	-	-	RNP APCH
030	TF	CP115	-	187° (185.6°)	+1.2	13.0	-	@7000	-	-	RNP APCH
040	TF	AIZAK	-	187° (185.6°)	+1.2	10.2	-	-	-	-	RNP APCH
050	TF	(IAF) PIPID	-	248° (246.5°)	+1.2	9.3	-	+6000	-	-	RNP APCH
060	TF	(IF) SENOW	-	307° (305.5°)	+1.2	9.0	-	+5000	-200	-	RNP APCH
010	IF	(IF) SENOW	-	-	+1.2	-	-	+5000	-200	-	RNP APCH
020	TF	(FAF) CP113	-	037° (035.5°)	+1.2	8.5	-	@2500	-	-	RNP APCH
030	TF	(SDF) CP112	-	007° (005.5°)	+1.2	2.2	-	@1800	-	-	RNP APCH
040	TF	(MAPt@THR01)CP111	Y	007° (005.5°)	+1.2	3.8	-	@1000	-	-	RNP APCH
050	CA	-	-	007° (005.5°)	+1.2	-	L	+2500	-200	-	RNP APCH
060	DF	(IF) SENOW	-	-	+1.2	-	-	+5000	-200	-	RNP APCH
070	HM	(IF) SENOW	Y	127° (125.5°)	+1.2	1 minute	R	+5000	-200	-	RNP APCH

WAYPOINT LIST

RNP RWY01

Waypoint Identifier	Coordinates		Waypoint Identifier	Coordinates	
AIZAK	17° 53' 02.46" N	100° 20' 40.03" E	CP116	18° 16' 12.36" N	100° 23' 02.65" E
ANUMO	17° 58' 37.99" N	099° 58' 02.92" E	IDKOR	17° 38' 09.69" N	100° 12' 43.33" E
CP111	18° 07' 31.51" N	100° 09' 50.38" E	OTBAD	18° 15' 14.17" N	099° 56' 22.32" E
CP112	18° 03' 43.68" N	100° 09' 27.26" E	PIPID	17° 49' 18.23" N	100° 11' 42.21" E
CP113	18° 01' 31.77" N	100° 09' 13.89" E	SENOW	17° 54' 33.15" N	100° 04' 01.59" E
CP114	18° 08' 37.58" N	099° 57' 02.41" E	SUNGO	18° 23' 11.99" N	100° 23' 45.83" E
CP115	18° 03' 13.02" N	100° 21' 42.60" E			

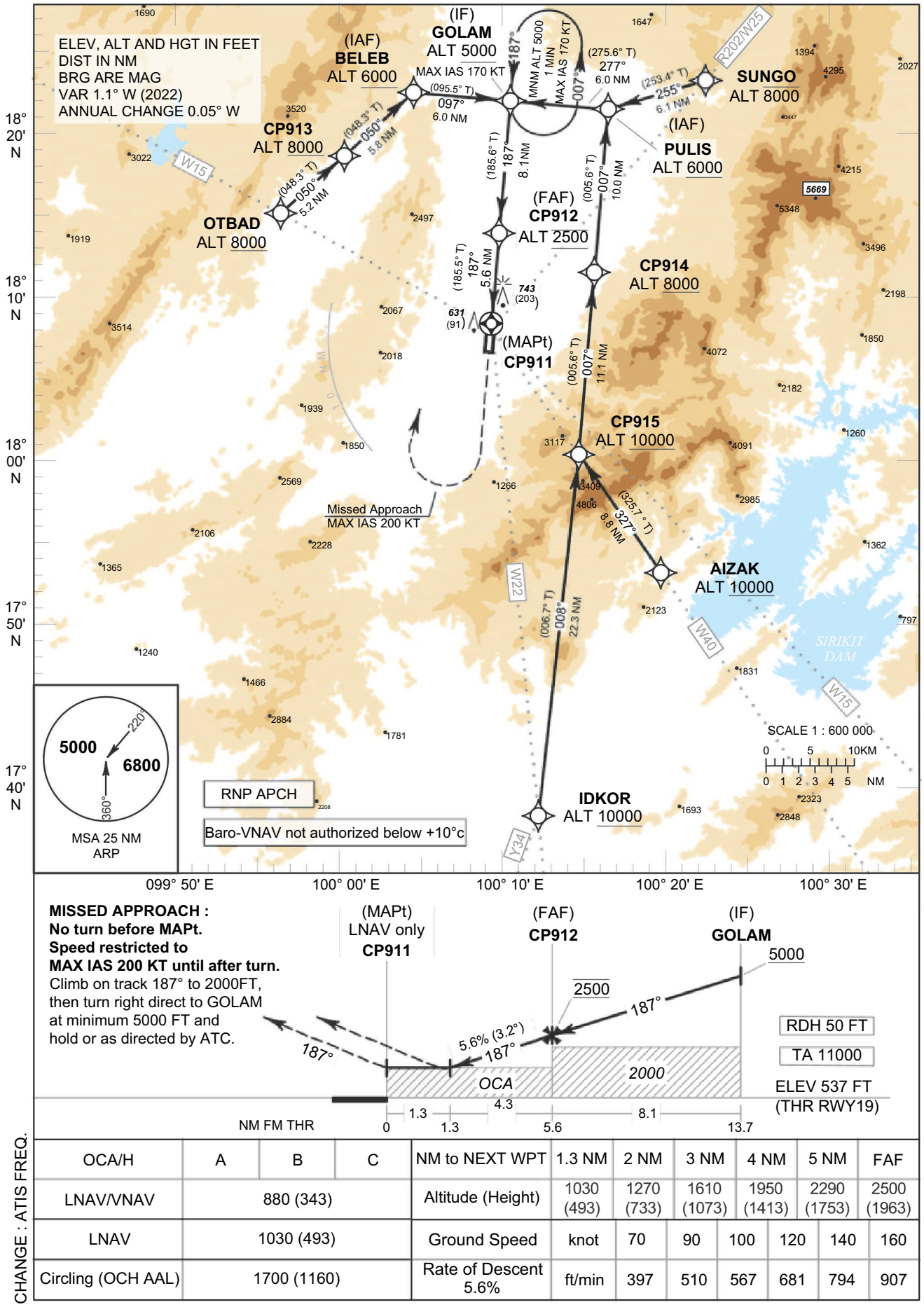
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 540 FT
HEIGHTS RELATEDTO
THR RWY19 - ELEV 537 FT

APP : 120.1
TWR : 118.6, 236.6
ATIS : 126.45

PHRAE / Phrae (VTCP)

RNP RWY19



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb on track 187° to 2000FT,
then turn right direct to GOLAM
at minimum 5000 FT and
hold or as directed by ATC.

CHANGE : ATIS FREQ.

OCA/H	A	B	C	NM to NEXT WPT	1.3 NM	2 NM	3 NM	4 NM	5 NM	FAF
LNAV/VNAV	880 (343)			Altitude (Height)	1030 (493)	1270 (733)	1610 (1073)	1950 (1413)	2290 (1753)	2500 (1963)
LNAV	1030 (493)			Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1700 (1160)			Rate of Descent 5.6%	ft/min	397	510	567	681	794	907

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 540 FT
HEIGHTS RELATED TO
THR RWY19 - ELEV 537 FT

PHRAE / Phrae (VTCP)

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	OTBAD	-	-	+1.2	-	-	+8000	-	-	RNP APCH
020	TF	CP913	-	050° (048.3°)	+1.2	5.2	-	+8000	-	-	RNP APCH
030	TF	(IAF) BELEB	-	050° (048.3°)	+1.2	5.8	-	+6000	-	-	RNP APCH
040	TF	(IF) GOLAM	-	097° (095.5°)	+1.2	6.0	-	+5000	-170	-	RNP APCH
010	IF	SUNGO	-	-	+1.2	-	-	-8000	-	-	RNP APCH
020	TF	(IAF) PULIS	-	255° (253.4°)	+1.2	6.1	-	+6000	-	-	RNP APCH
030	TF	(IF) GOLAM	-	277° (275.6°)	+1.2	6.0	-	+5000	-170	-	RNP APCH
010	IF	AIZAK	-	-	+1.2	-	-	+10000	-	-	RNP APCH
020	TF	CP915	-	327° (325.7°)	+1.2	8.8	-	+10000	-	-	RNP APCH
030	TF	CP914	-	007° (005.6°)	+1.2	11.1	-	+8000	-	-	RNP APCH
040	TF	(IAF) PULIS	-	007° (005.6°)	+1.2	10.0	-	+6000	-	-	RNP APCH
050	TF	(IF) GOLAM	-	277° (275.6°)	+1.2	6.0	-	+5000	-170	-	RNP APCH
010	IF	IDKOR	-	-	+1.2	-	-	+10000	-	-	RNP APCH
020	TF	CP915	-	008° (006.7°)	+1.2	22.3	-	+10000	-	-	RNP APCH
030	TF	CP914	-	007° (005.6°)	+1.2	11.1	-	+8000	-	-	RNP APCH
040	TF	(IAF) PULIS	-	007° (005.6°)	+1.2	10.0	-	+6000	-	-	RNP APCH
050	TF	(IF) GOLAM	-	277° (275.6°)	+1.2	6.0	-	+5000	-170	-	RNP APCH
010	IF	(IF) GOLAM	-	-	+1.2	-	-	+5000	-170	-	RNP APCH
020	TF	(FAF) CP912	-	187° (185.6°)	+1.2	8.1	-	@2500	-	-	RNP APCH
030	TF	(MAPt@THR19)CP911	Y	187° (185.5°)	+1.2	5.6	-	@587	-	-3.2/50	RNP APCH
040	CA	-	-	187° (185.5°)	+1.2	-	-	+2000	-200	-	RNP APCH
050	DF	(IF) GOLAM	-	-	+1.2	-	R	+ 5000	-	-	RNP APCH
060	HM	(IF) GOLAM	Y	187° (185.6°)	+1.2	1 minute	L	+5000	-170	-	RNP APCH

WAYPOINT LIST

RNP RWY19

Waypoint Identifier	Coordinates		Waypoint Identifier	Coordinates	
AIZAK	17° 53' 02.46" N	100° 20' 40.03" E	CP915	18° 00' 22.95" N	100° 15' 26.45" E
BELEB	18° 22' 36.31" N	100° 05' 02.03" E	GOLAM	18° 22' 01.48" N	100° 11' 18.80" E
CP911	18° 08' 20.08" N	100° 09' 55.31" E	IDKOR	17° 38' 09.69" N	100° 12' 43.33" E
CP912	18° 13' 55.83" N	100° 10' 29.41" E	OTBAD	18° 15' 14.17" N	099° 56' 22.32" E
CP913	18° 18' 43.98" N	100° 00' 28.79" E	PULIS	18° 21' 26.45" N	100° 17' 35.53" E
CP914	18° 11' 26.94" N	100° 16' 34.21" E	SUNGO	18° 23' 11.99" N	100° 23' 45.83" E

VTPH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPH - PRACHUAP KHIRI KHAN / HUA HIN AIRPORT

VTPH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	123749N 0995712E
2	Direction and distance from (city)	7 KM, NE from city
3	Elevation/Reference temperature	62 ft/30°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.56°W (2016) /0.01°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Hua Hin Airport Hua Hin Airport Phetkasem Road, Amphoe Hua Hin Prachuap Khirikhan Province Thailand Tel: +663 252 0182 Fax: +663 252 0182 AFS: VTPHYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTPH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1100
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1100
6	MET Briefing Office	NIL
7	ATS	2300-1100
8	Fuelling	2330-1530 Other than this period 1 HR PN to airport
9	Handling	NIL
10	Security	H24
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Hua Hin Air Traffic Control Centre (1st floor of tower building) Tel: +663 252 2512 Fax: +663 252 0831 Ext. 5230

VTPH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1, AVGAS 100KK, JP8
3	Fuelling facilities/capacity	2 JET A-1 Refuellers @ 12,000 L 1 AVGAS 100LL Refueller @ 5,000 L 750-1100 L/Min
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTPH AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the airport
3	Transportation	Limousines, car rent, Taxi
4	Medical facilities	First AID at AD and hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	NIL
7	Remarks	NIL

VTPH 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

VTPH AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 45/R/B/Y/T
2	Taxiway width, surface and strength	Width: 23 m Surface: Concrete and asphalt Strength: PCN 42/F/B/Y/T
3	Altimeter checkpoint location and elevation	Location : At Apron Elevation : 7 m (22 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTPH 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 and lighted
3	Stop bars	NIL
4	Remarks	NIL

VTPH 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	Radio mast 1 ELEV 84 ft (26 m) RED LGT on top	123759.5N 0995712.3E	
			Radio mast 2 ELEV 79 ft (24 m) RED LGT on top	123749.1N 0995717.5E	
			Radio mast 3 ELEV 132 ft (40 m) RED LGT on top	123723.6N 0995714.6E	
			Radio mast 5 ELEV 82 ft (25 m) RED LGT on top	123813.3N 0995707.2E	
			Radio mast 7 ELEV 285 ft (87 m) RED LGT on top	123509.7N 0995717.7E	
			Lightning rod welfare housing ELEV 110 ft (33 m) RED LGT on top	123755.4N 0995718.2E	
			Klai Kang Woon Special Aircraft ELEV 72 ft (22 m) RED LGT on top	123747.0N 0995716.8E	
			AWOS 1 ELEV 52 ft (16 m) RED LGT on top	123749.9N 0995708.5E	
			Water tank 2 ELEV 120 ft (40 m) RED LGT on top	123902.5N 0995654.7E	
			ATC Tower ELEV 144 ft (44 m) RED LGT on top	123754.0N 0995703.4E	
			ATC Radio mast ELEV 87 ft (26 m) RED LGT on top	123756.1N 0995703.3E	
			DVOR/DME ELEV 66 ft (20 m) RED LGT on top	123804.0N 0995704.2E	

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	Monitor mast ELEV 58 ft (18 m) RED LGT on top	123806.9N 0995703.8E	
			Telecommunication mast 1 ELEV 211 ft (64 m) RED LGT on top	123807.5N 0995638.5E	
			Telecommunication mast 2 ELEV 259 ft (79 m) RED LGT on top	123931.0N 0995704.6E	
			Telecommunication mast 3 ELEV 195 ft (59 m) RED LGT on top	123854.7N 0995704.8E	
			Telecommunication mast 8 ELEV 172 ft (52 m) RED LGT on top	123712.3N 0995642.8E	
			Telecommunication mast 9 ELEV 174 ft (53 m) RED LGT on top	123741.7N 0995648.4E	
			Telecommunication mast 10 ELEV 176 ft (54 m) RED LGT on top	123800.8N 0995648.6E	
			Telecommunication mast 11 ELEV 177 ft (54 m) RED LGT on top	123700.7N 0995638.3E	
			Telecommunication mast 12 ELEV 170 ft (52 m) RED LGT on top	123702.0N 0995638.6E	
			Telecommunication mast 13 ELEV 195 ft (60 m) RED LGT on top	123941.8N 0995705.7E	
			Telecommunication mast 14 ELEV 221 ft (67 m) RED LGT on top	123946.8N 0995702.8E	
			Condominium 1 (PALM PAVILLION) ELEV 167 ft (51 m) RED LGT on top	123708.4N 0995715.8E	
			Condominium 3 ELEV 228 ft (69 m) RED LGT on top	123842.8N 0995710.0E	
			Condominium 4 ELEV 207 ft (63 m) RED LGT on top	123841.1N 0995712.1E	
			Condominium 7 ELEV 109 ft (33 m) NIL	123819.3N 0995709.8E	
			Condominium 9 ELEV 176 ft (54 m) RED LGT on top	123833.9N 0995721.0E	

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	Condominium 10 ELEV 177 ft (54 m) RED LGT on top	123816.9N 0995718.7E	
			Condominium 11 ELEV 175 ft (53 m) RED LGT on top	123814.9N 099720.0E	
			Condominium 12 ELEV 195 ft (59 m) RED LGT on top	123808.7N 0995718.4E	
			Condominium 13 ELEV 195 ft (59 m) RED LGT on top	123912.0N 0995716.7E	
			Condominium 14 ELEV 169 ft (51 m) RED LGT on top	123921.4N 0995723.2E	
			Condominium 15 ELEV 222 ft (68 m) RED LGT on top	123916.4N 0995723.6E	
			Condominium 17 ELEV 214 ft (65 m) RED LGT on top	123850.5N 0995710.3E	
			Condominium 18 ELEV 240 ft (73 m) RED LGT on top	123845.6N 0995709.4E	
			Billboard 1 ELEV 95 ft (29 m) NIL	123843.4N 0995656.2E	
			NDB 1 ELEV 120 ft (37 m) RED LGT on top	123841.2N 0995646.3E	
			NDB 2 ELEV 121 ft (37 m) RED LGT on top	123842.8N 0995646.7E	
			Wind measuring pole ELEV 73 ft (22 m) RED LGT on top	123830.3N 0995654.9E	

VTPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Hua Hin, 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: +663 252 0831 ext. 5229
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	Hua Hin TWR
10	Additional information (limitation of service, etc.)	NIL

VTSR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSR - RANONG / RANONG AIRPORT

VTSR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	094639N 0983508E
2	Direction and distance from (city)	24 KM N from city
3	Elevation/Reference temperature	61 ft
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 Ranong Aiport Ranong Airport Phetchakasem Road Ranong Province 85000 Thailand Tel: +667 782 4581-3 Fax: +667 782 4580 AFS: VTSRYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTSR AD 2.3 OPERATIONAL HOURS

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

VTSR AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTSR AD 2.5 PASSENGER FACILITIES

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

VTSR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTSR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 41/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Asphaltic concrete Strength: PCN 41/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At apron ELEV: 54 FT
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

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	Aircraft stand ID signs: Marked TWY 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 marking: CL, Edge and RWY Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
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**	
RWY20/ Approach Area RWY02/ Take off area	LLZ ELEV 62 ft (19 m) Paint red/white LGTD	094718.3N 0983525.0E	AWOS 1 ELEV 67 ft (20 m) Paint red/white LGTD	094618.3N 0983502.7E	
			AWOS 2 ELEV 64 ft (19 m) Paint red/white LGTD	094618.5N 0983502.8E	
			Glide slope ELEV 91 ft (28 m) Paint red/white LGTD	094620.4N 0983455.1E	
			DVOR/DME ELEV 80 ft (24 m) Paint red/white LGTD	094640.7N 0983501.4E	
			NDB 1 ELEV 151 ft (46 m) Paint red/white LGTD	094658.8N 0983527.1E	
			NDB 2 ELEV 153 ft (47 m) Paint red/white LGTD	094701.0N 0983528.1E	
			MET radar ELEV 189 ft (58 m) Paint red/white LGTD	094705.7N 0983533.1E	

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	
			Telecommunication mast ELEV 267 ft (81 m) Paint red/white LGTD	094718.5N 0983539.5E	
			Telecommunication mast ELEV 261 ft (80 m) Paint red/white LGTD	094720.5N 0983540.5E	
			Telecommunication mast ELEV 271 ft (83 m) Paint red/white LGTD	094720.8N 0983542.2E	
			Telecommunication mast ELEV 289 ft (88 m) Paint red/white LGTD	094631.6N 0983534.8E	
			Telecommunication mast ELEV 263 ft (80 m) Paint red/white LGTD	094502.0N 0983539.9E	
			Telecommunication mast ELEV 254 ft (77 m) Paint red/white LGTD	094459.0N 0983533.7E	
			Telecommunication mast ELEV 257 ft (78 m) Paint red/white LGTD	094425.7N 0983559.4E	
			DVOR/DME monitor mast ELEV 82 ft (25 m) Paint red/white LGTD	094638.2N 0983500.5E	
			Apron flood light pole ELEV 142 ft (43 m) Paint red/white LGTD	094624.2N 0983512.4E	

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	
			Apron flood light pole ELEV 142 FT (43 m) Paint red/white LGTD	094626.2N 0983513.3E	
			Apron flood light pole ELEV 142 FT (43 m) Paint red/white LGTD	094628.4N 0983514.3E	
			ATC tower ELEV 167 FT (51 m) Paint red/white LGTD	094629.6N 0983515.9E	
			Radio mast ELEV 313 FT (96 m) NIL / NIL	094646.8N 0983541.4E	
			Radio mast ELEV 191 FT (58 m) NIL / NIL	094434.1N 0983542.4E	

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	023.76°	2000x45	PCN 41/F/C/X/T Asphaltic concrete	094609.62N 0983454.54E -95 ft	THR 40 ft
20	203.76°	2000x45	PCN 41/F/C/X/T Asphaltic concrete	094709.22N 0983520.99E -95 ft	THR 61 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	2240x300	NIL	NIL	NIL	NIL
NIL	60x45	NIL	2240x300	NIL	NIL	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

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 20:

RANONG OMNI 20 Departure: Required climb gradient 340 ft per NM (5.6%) until 5,700 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 5.6%	(ft/min)	369	426	567	851	1135	1417	1702

No turn before DER.
After departure climb straight ahead until 3,000 ft (or altitude assigned by ATC between 3,000 – 5,000 ft), then comply with ATC clearance issued (or as directed by ATC).

VTSR AD 2.23 ADDITIONAL INFORMATION

NIL

VTSR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART-ICAO

09° 46' 39" N
098° 35' 08" E

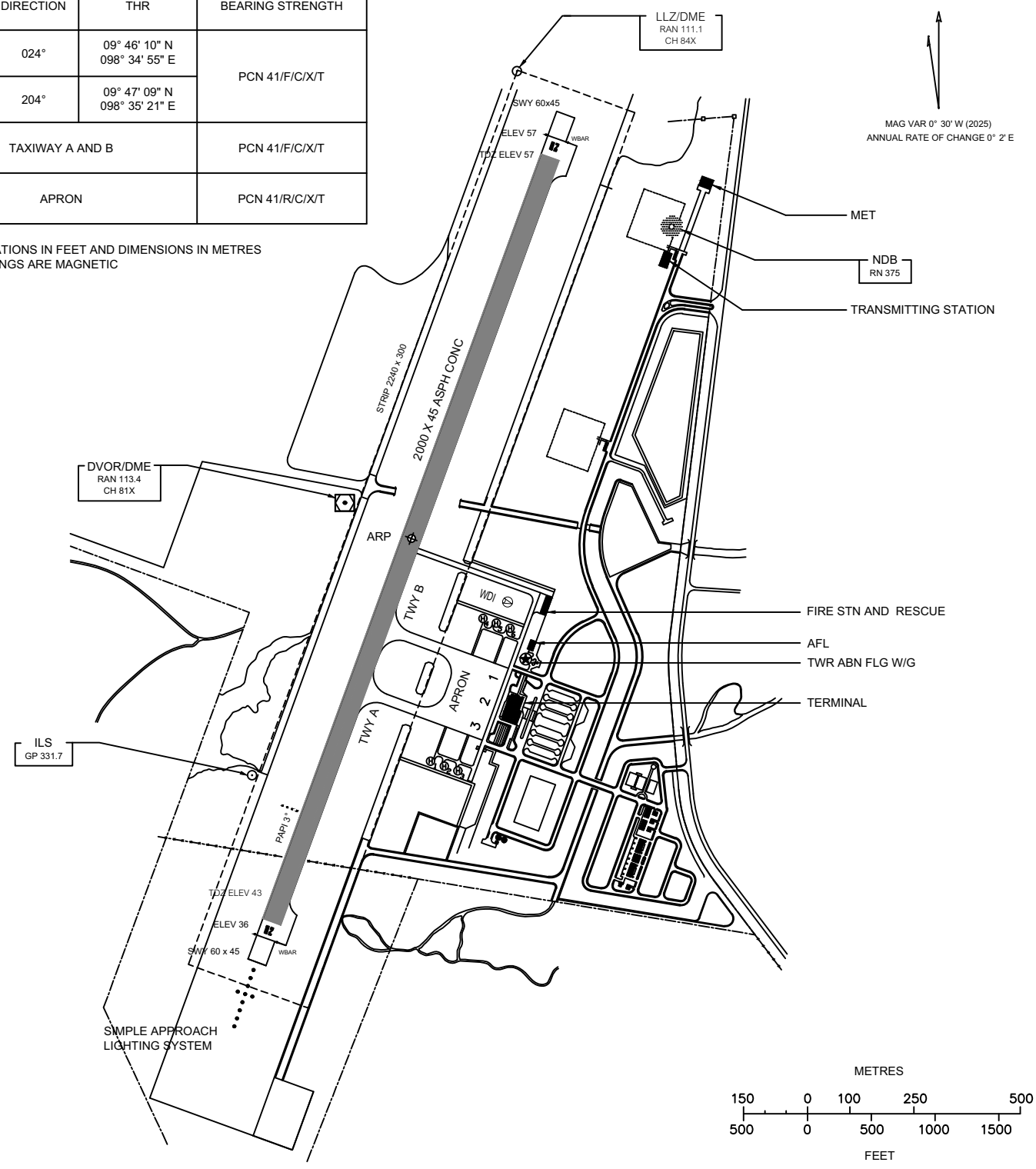
ELEV 61 FT

TWR 122.25 236.6

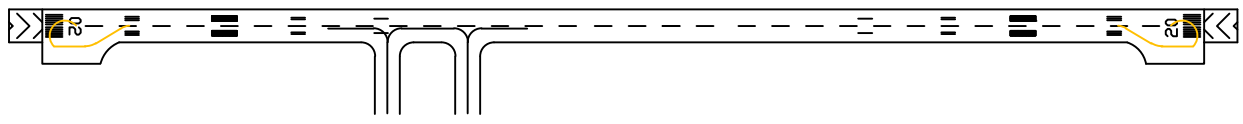
RANONG/Ranong

RWY	DIRECTION	THR	BEARING STRENGTH
02	024°	09° 46' 10" N 098° 34' 55" E	PCN 41/F/C/X/T
20	204°	09° 47' 09" N 098° 35' 21" E	
TAXIWAY A AND B			PCN 41/F/C/X/T
APRON			PCN 41/R/C/X/T

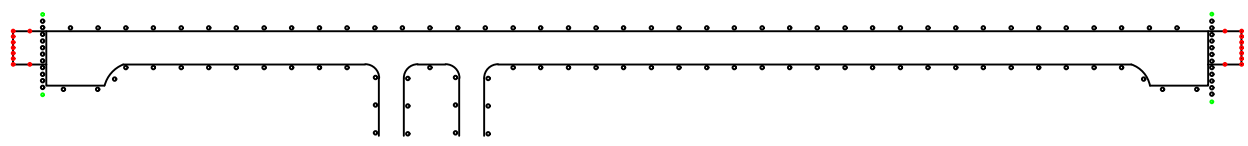
ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 02/20 AND EXIT TWY



LIGHTING AIDS RWY 02/20 AND EXIT TWY



CHANGE : REVISED CHART. ARP COOR. AD ELEV. THR COOR (TABULAR INFO). MAG VAR. ANNUAL RATE OF CHANGE.

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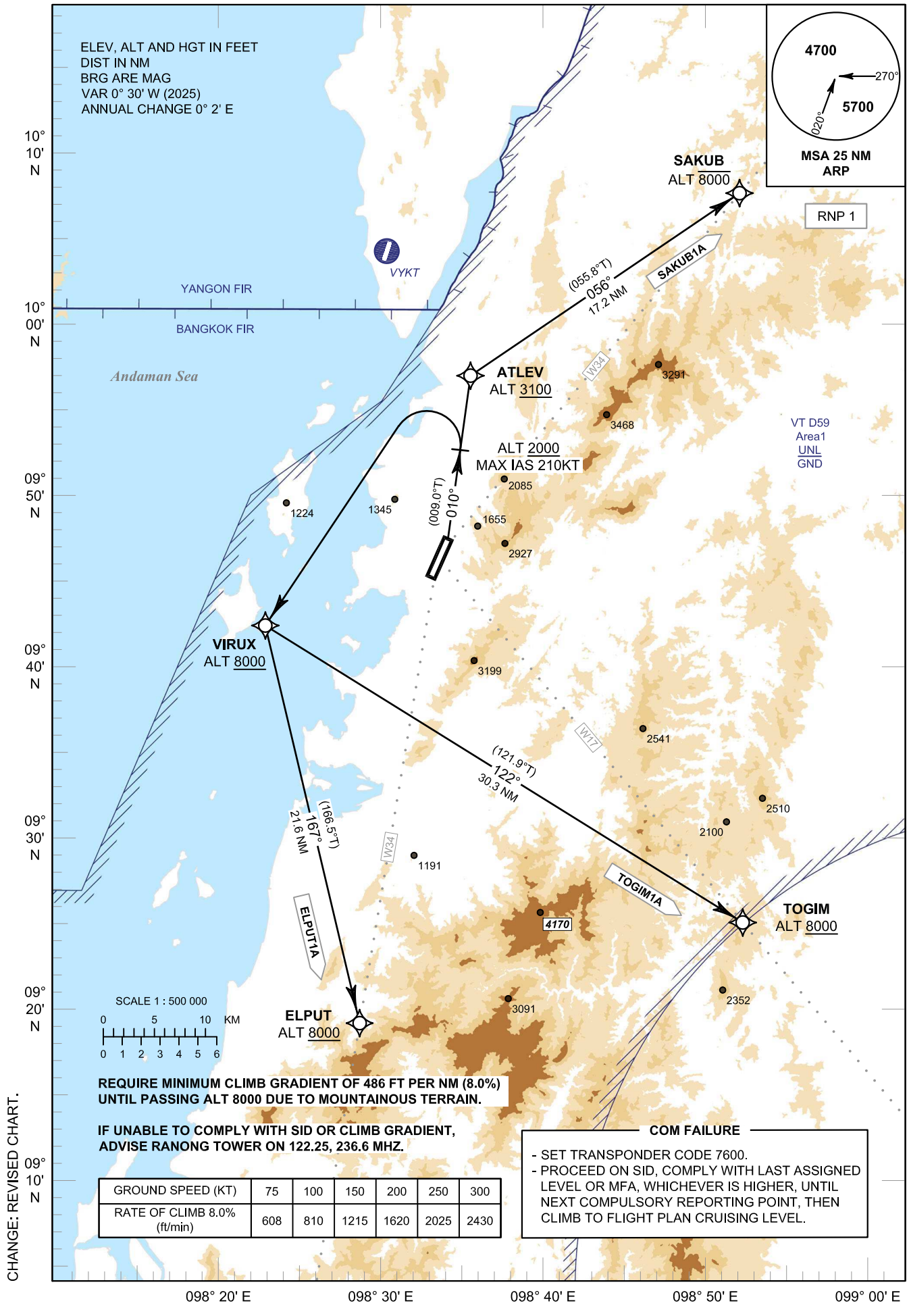
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 125.1
TWR : 122.25 , 236.6
ATIS : 126.475

RANONG / Ranong (VTSR)

RNAV RWY02
ELPUT1A SAKUB1A TOGIM1A



REQUIRE MINIMUM CLIMB GRADIENT OF 486 FT PER NM (8.0%) UNTIL PASSING ALT 8000 DUE TO MOUNTAINOUS TERRAIN.

IF UNABLE TO COMPLY WITH SID OR CLIMB GRADIENT, ADVISE RANONG TOWER ON 122.25, 236.6 MHZ.

GROUND SPEED (KT)	75	100	150	200	250	300
RATE OF CLIMB 8.0% (ft/min)	608	810	1215	1620	2025	2430

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.

CHANGE: REVISED CHART.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

RANONG / Ranong (VTSR)
RNAV RWY02
ELPUT1A SAKUB1A TOGIM1A

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
SAKUB1A											
010	-	DER RWY02	-	-	+0.5	-	-	-	-	-	RNP 1
020	CA	-	-	010° (009.0°)	+0.5	-	-	+2000	-210	-	RNP 1
030	DF	ATLEV	-	-	+0.5	-	R	+3100	-	-	RNP 1
040	TF	SAKUB	-	056° (055.8°)	+0.5	17.2	-	-8000	-	-	RNP 1
TOGIM1A											
010	-	DER RWY02	-	-	+0.5	-	-	-	-	-	RNP 1
020	CA	-	-	010° (009.0°)	+0.5	-	-	+2000	-210	-	RNP 1
030	DF	VIRUX	-	-	+0.5	-	L	+8000	-	-	RNP 1
040	TF	TOGIM	-	122° (121.9°)	+0.5	30.3	-	+8000	-	-	RNP 1
ELPUT1A											
010	-	DER RWY02	-	-	+0.5	-	-	-	-	-	RNP 1
020	CA	-	-	010° (009.0°)	+0.5	-	-	+2000	-210	-	RNP 1
030	DF	VIRUX	-	-	+0.5	-	L	+8000	-	-	RNP 1
040	TF	ELPUT	-	167° (166.5°)	+0.5	21.6	-	+8000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY02	
Waypoint Identifier	Coordinates
DER RWY02	09° 47' 09.22" N 098° 35' 20.99" E
ATLEV	09° 56' 21.03" N 098° 36' 46.78" E
ELPUT	09° 21' 56.60" N 098° 30' 53.13" E
SAKUB	10° 06' 03.38" N 098° 51' 12.11" E
VIRUX	09° 43' 03.90" N 098° 25' 47.76" E
TOGIM	09° 26' 59.00" N 098° 51' 48.00" E

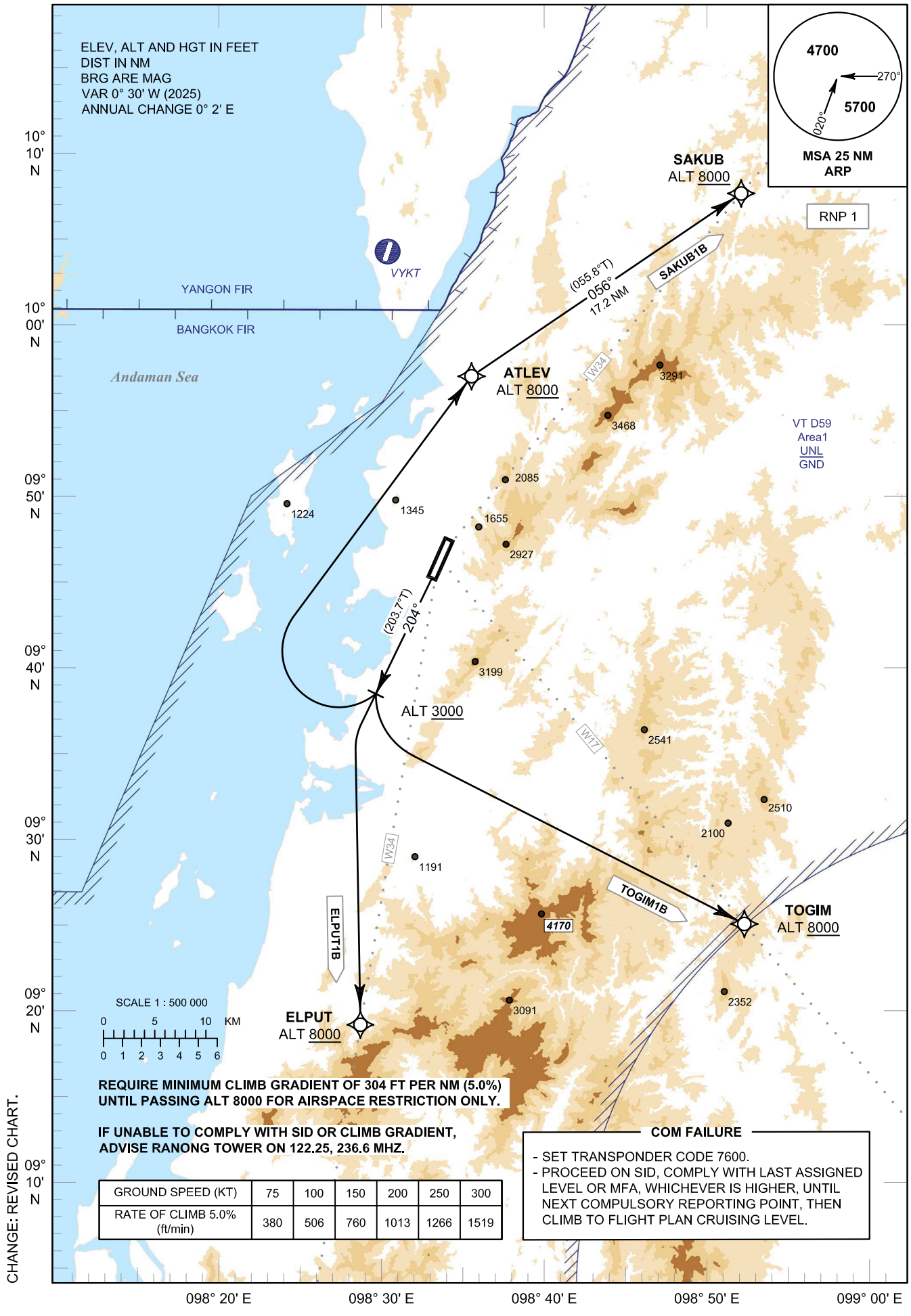
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 125.1
TWR : 122.25 , 236.6
ATIS : 126.475

RANONG / Ranong (VTSR)

RNAV RWY20
ELPUT1B SAKUB1B TOGIM1B



REQUIRE MINIMUM CLIMB GRADIENT OF 304 FT PER NM (5.0%) UNTIL PASSING ALT 8000 FOR AIRSPACE RESTRICTION ONLY.

IF UNABLE TO COMPLY WITH SID OR CLIMB GRADIENT, ADVISE RANONG TOWER ON 122.25, 236.6 MHZ.

GROUND SPEED (KT)	75	100	150	200	250	300
RATE OF CLIMB 5.0% (ft/min)	380	506	760	1013	1266	1519

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.

CHANGE: REVISED CHART.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

RANONG / Ranong (VTSR)
RNAV RWY20
ELPUT1B SAKUB1B TOGIM1B

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
SAKUB1B											
010	-	DER RWY20	-	-	+0.5	-	-	-	-	-	RNP 1
020	CA	-	-	204° (203.7°)	+0.5	-	-	+3000	-	-	RNP 1
030	DF	ATLEV	-	-	+0.5	-	R	+8000	-	-	RNP 1
040	TF	SAKUB	-	056° (055.8°)	+0.5	17.2	-	+8000	-	-	RNP 1
TOGIM1B											
010	-	DER RWY20	-	-	+0.5	-	-	-	-	-	RNP 1
020	CA	-	-	204° (203.7°)	+0.5	-	-	+3000	-	-	RNP 1
030	DF	TOGIM	-	-	+0.5	-	L	+8000	-	-	RNP 1
ELPUT1B											
010	-	DER RWY20	-	-	+0.5	-	-	-	-	-	RNP 1
020	CA	-	-	204° (203.7°)	+0.5	-	-	+3000	-	-	RNP 1
030	DF	ELPUT	-	-	+0.5	-	L	+8000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY20	
Waypoint Identifier	Coordinates
DER RWY20	09° 46' 09.62" N 098° 34' 54.54" E
ATLEV	09° 56' 21.03" N 098° 36' 46.78" E
ELPUT	09° 21' 56.60" N 098° 30' 53.13" E
SAKUB	10° 06' 03.38" N 098° 51' 12.11" E
TOGIM	09° 26' 59.00" N 098° 51' 48.00" E

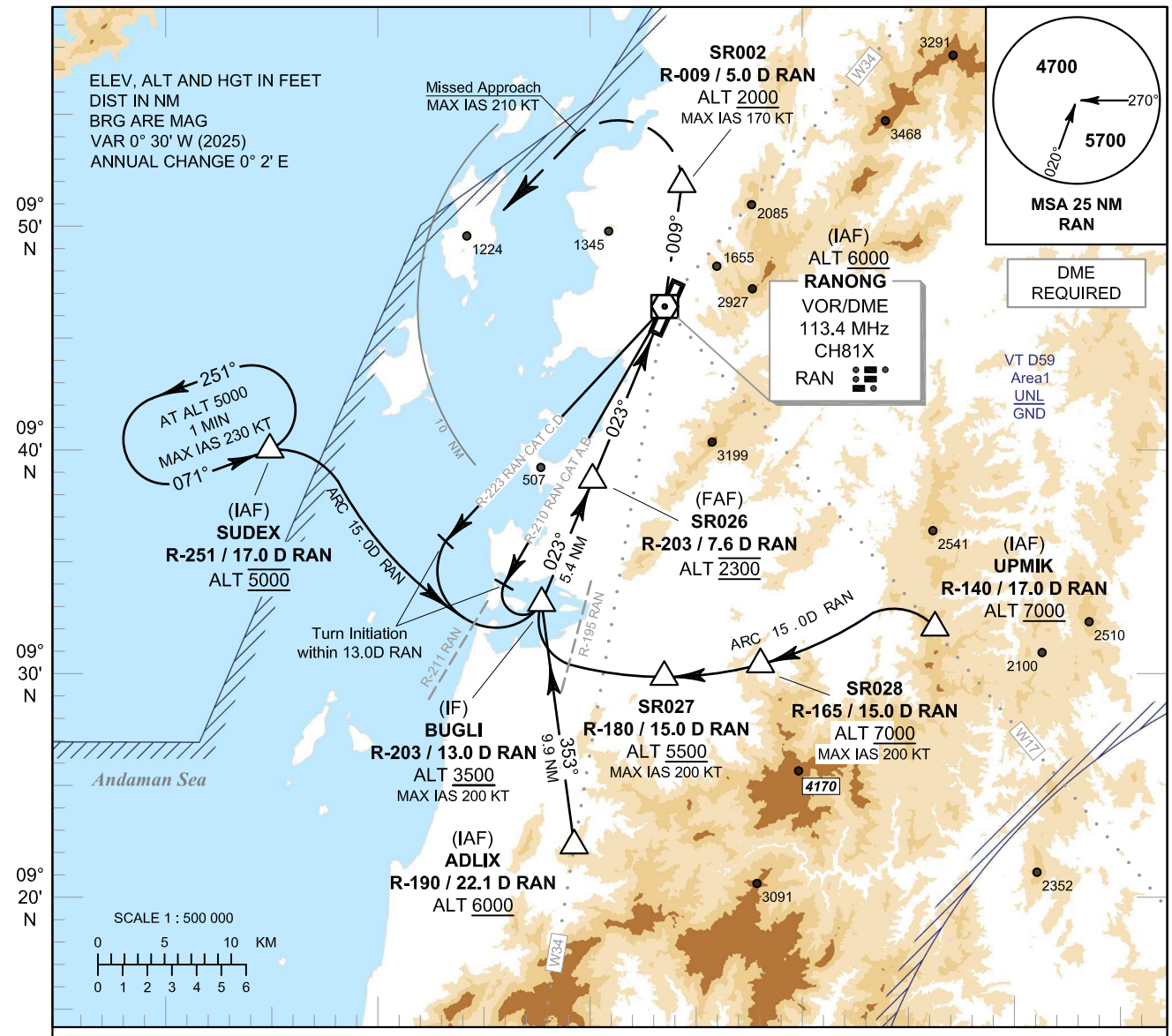
INSTRUMENT APPROACH CHART - ICAO

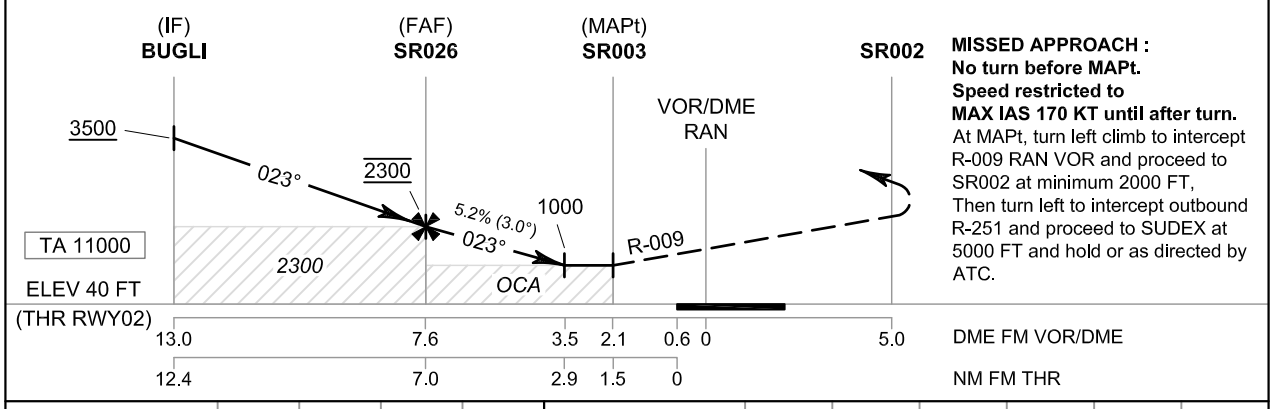
AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

APP : 125.1
TWR : 122.25 , 236.6
ATIS : 126.475

RANONG / Ranong (VTSR)

VOR RWY02





CHANGE: REVISED CHART.

OCA/H	A	B	C	D
Straight-in Approach	1000 (960) *			
Circling (OCH AAL)	NOT AUTHORIZED			

Distance (RAN)	FAF	7 D	6 D	5 D	4 D	3.5 D
Altitude (Height)	2300 (2260)	2110 (2070)	1795 (1755)	1480 (1440)	1165 (1125)	1000 (960)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

NOTE: * **OCA/H 560 (520) FT of VOR procedure** can be achieved for all aircraft categories which can commence a missed approach climb gradient of **5.0% (304 FT/NM)** until after turn.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

RANONG / Ranong (VTSR)

VOR RWY02

Fix / Point		Coordinates	
(IAF) UPMIK	R-140 / 17.0 D RAN	09° 33' 39.84" N	098° 46' 07.94" E
SR027	R-180 / 15.0 D RAN	09° 31' 39.00" N	098° 35' 02.11" E
SR028	R-165 / 15.0 D RAN	09° 32' 09.78" N	098° 38' 57.87" E
(IAF) ADLIX	R-190 / 22.1 D RAN	09° 24' 47.12" N	098° 31' 21.66" E
(IAF) SUDEX	R-251 / 17.0 D RAN	09° 40' 52.31" N	098° 18' 51.61" E
(IF) BUGLI	R-203 / 13.0 D RAN	09° 34' 38.90" N	098° 30' 00.61" E
(FAF) SR026	R-203 / 7.6 D RAN	09° 39' 39.80" N	098° 32' 05.80" E
(MAPt) SR003	R-203 / 2.1 D RAN	09° 44' 46.18" N	098° 34' 13.38" E
SR002	R-009 / 5.0 D RAN	09° 51' 41.64" N	098° 35' 44.41" E
(IAF) VOR	RAN	09° 46' 40.71" N	098° 35' 01.36" E

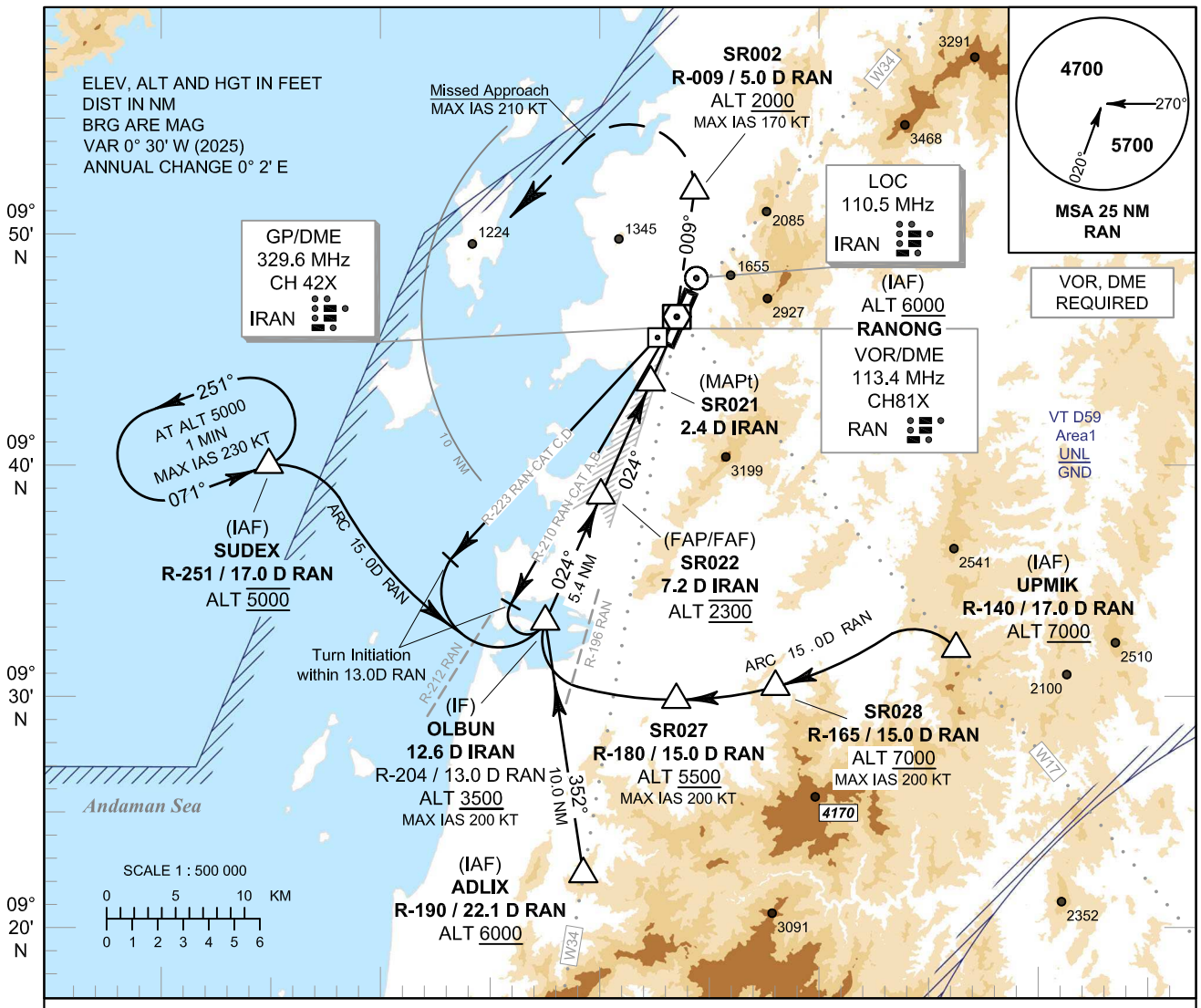
INSTRUMENT APPROACH CHART - ICAO

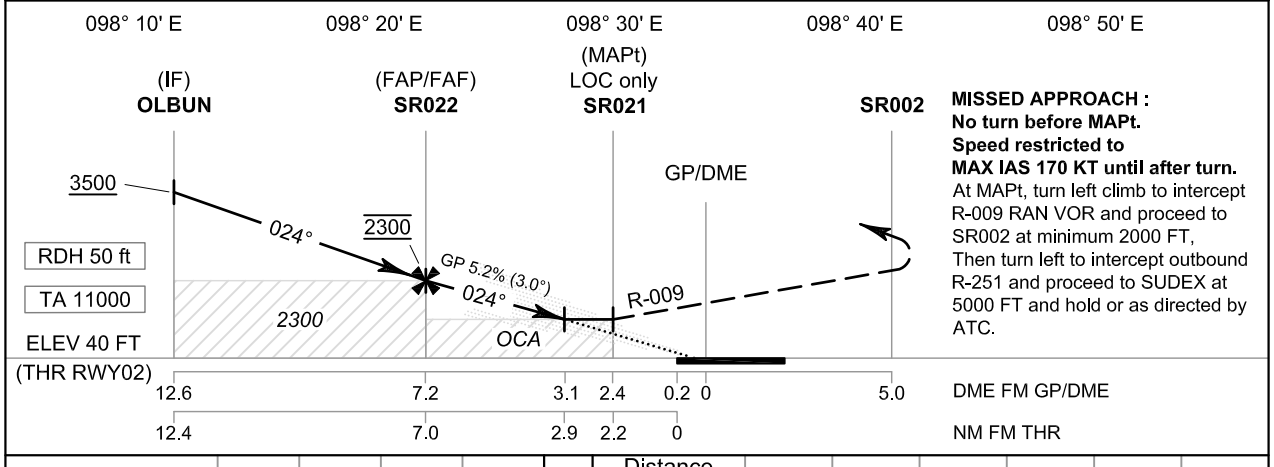
AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

APP : 125.1
TWR : 122.25 , 236.6
ATIS : 126.475

RANONG / Ranong (VTSR)

ILS or LOC y RWY02





OCA/H		A	B	C	D
Straight-in Approach	CAT I	930 (890) *			
LOC only		1000 (960) **			
Circling (OCH AAL)		NOT AUTHORIZED			

GS OUT	Distance (IRAN)	FAF	7 D	6 D	5 D	4 D	3.1 D
	Altitude (Height)	2300 (2260)	2240 (2200)	1920 (1880)	1605 (1565)	1290 (1250)	1000 (960)
	Ground Speed	knot	70	90	100	120	140	160
	Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

NOTE: * **OCA/H 550 (510) FT of ILS procedure** can be achieved for all aircraft categories which can commence a missed approach climb gradient of **5.0% (304 FT/NM)** until after turn.
** **OCA/H 610 (570) FT of LOC only procedure** can be achieved for all aircraft categories which can commence a missed approach climb gradient of **5.0% (304 FT/NM)** until after turn.

CHANGE: NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

RANONG / Ranong (VTSR)

ILS or LOC y RWY02

Fix / Point		Coordinates	
(IAF) UPMIK	R-140 / 17.0 D RAN	09° 33' 39.84" N	098° 46' 07.94" E
SR027	R-180 / 15.0 D RAN	09° 31' 39.00" N	098° 35' 02.10" E
SR028	R-165 / 15.0 D RAN	09° 32' 09.78" N	098° 38' 57.87" E
(IAF) ADLIX	R-190 / 22.1 D RAN	09° 24' 47.12" N	098° 31' 21.66" E
(IAF) SUDEX	R-251 / 17.0 D RAN	09° 40' 52.31" N	098° 18' 51.61" E
(IF) OLBUN	12.6 D IRAN	09° 34' 43.10" N	098° 29' 50.57" E
(FAP/FAF) SR022	7.2 D IRAN	09° 39' 41.14" N	098° 32' 02.49" E
(MAPt) SR021	2.4 D IRAN	09° 44' 08.19" N	098° 34' 00.76" E
SR002	R-009 / 5.0 D RAN	09° 51' 41.64" N	098° 35' 44.41" E
LOC	IRAN	09° 47' 18.28" N	098° 35' 25.01" E
GP/DME	IRAN	09° 46' 20.38" N	098° 34' 55.13" E
(IAF) VOR	RAN	09° 46' 40.71" N	098° 35' 01.36" E

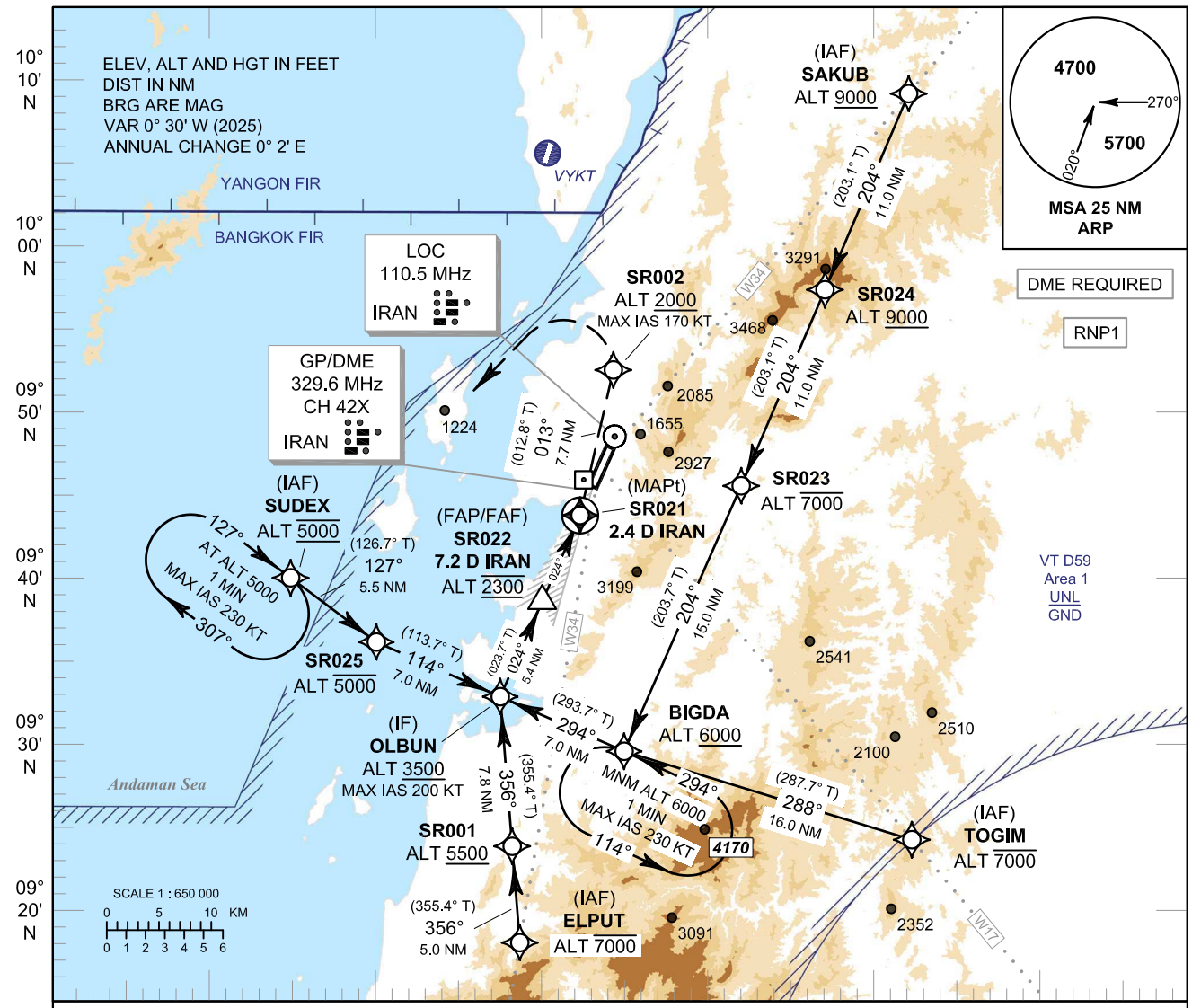
INSTRUMENT APPROACH CHART - ICAO

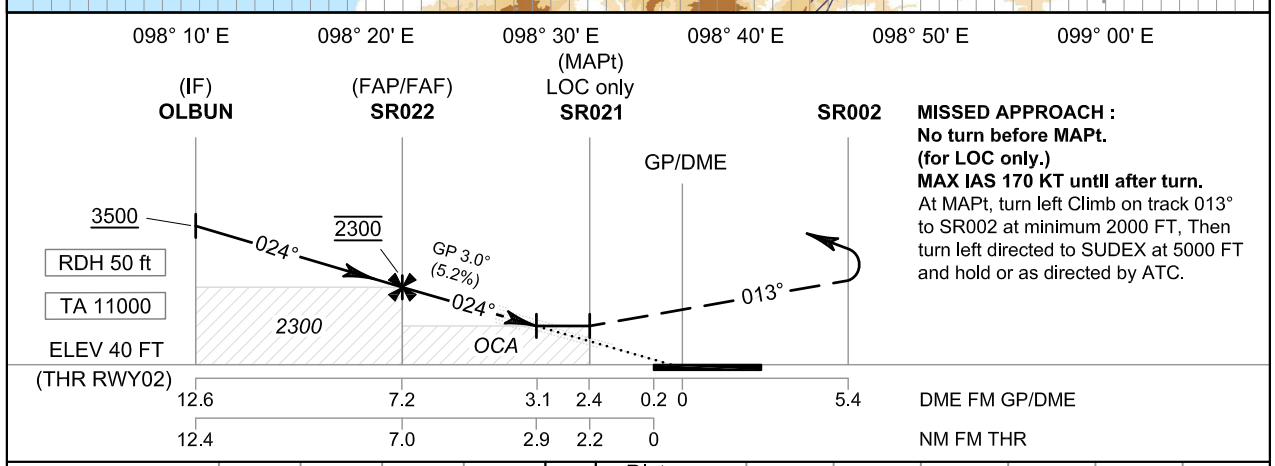
AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

APP : 125.1
TWR : 122.25 , 236.6
ATIS : 126.475

RANONG / Ranong (VTSR)

ILS or LOC z RWY02





OCA/H		A	B	C	D
Straight-in Approach	CAT I	700 (660) *			
LOC only		1000 (960) **			
Circling (OCH AAL)		NOT AUTHORIZED			

GS OUT	Distance (IRAN)	FAF	7 D	6 D	5 D	4 D	3.1 D
	Altitude (Height)	2300 (2260)	2240 (2200)	1920 (1880)	1605 (1565)	1290 (1250)	1000 (960)

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

NOTE: * **OCA/H 450 (410) FT of ILS procedure** can be achieved for all aircraft categories which can commence a missed approach climb gradient of **5.0% (304 FT/NM)** until after turn.
** **OCA/H 610 (570) FT of LOC only procedure** can be achieved for all aircraft categories which can commence a missed approach climb gradient of **5.0% (304 FT/NM)** until after turn.

CHANGE: NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

RANONG / Ranong (VTSR)

ILS or LOC z RWY02

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/ RDH**	**Navigation Specification**
010	IF	(IAF) SAKUB	-	-	+0.5	-	-	+9000	-	-	RNP 1
020	TF	SR024	-	204° (203.1°)	+0.5	11.0	-	+9000	-	-	RNP 1
030	TF	SR023	-	204° (203.1°)	+0.5	11.0	-	-7000	-	-	RNP 1
040	TF	BIGDA	-	204° (203.7°)	+0.5	15.0	-	+6000	-	-	RNP 1
050	TF	(IF) OLBUN	-	294° (293.7°)	+0.5	7.0	-	+3500	-200	-	RNP 1
010	IF	(IAF) TOGIM	-	-	+0.5	-	-	-7000	-	-	RNP 1
020	TF	BIGDA	-	288° (287.7°)	+0.5	16.0	-	+6000	-	-	RNP 1
030	TF	(IF) OLBUN	-	294° (293.7°)	+0.5	7.0	-	+3500	-200	-	RNP 1
010	IF	(IAF) ELPUT	-	-	+0.5	-	-	-7000	-	-	RNP 1
020	TF	SR001	-	356° (355.4°)	+0.5	5.0	-	+5500	-	-	RNP 1
030	TF	(IF) OLBUN	-	356° (355.4°)	+0.5	7.8	-	+3500	-200	-	RNP 1
010	IF	(IAF) SUDEX	-	-	+0.5	-	-	@5000	-	-	RNP 1
020	TF	SR025	-	127° (126.7°)	+0.5	5.5	-	-5000	-	-	RNP 1
030	TF	(IF) OLBUN	-	114° (113.7°)	+0.5	7.0	-	+3500	-200	-	RNP 1
010	IF	(IF) OLBUN	-	-	+0.5	-	-	+3500	-200	-	RNP 1
TRANSITION TO ILS or LOC											
020	TF	(FAF/FAP) SR022	-	024° (023.7°)	+0.5	5.4	-	@2300	-	-	ILS
030	TF	(MAPt) SR021	Y	024° (023.7°)	+0.5	4.8	-	@1000	-	-3.0/50	ILS
040	CF	SR002	-	013° (012.8°)	+0.5	7.7	-	+2000	-170	-	RNP 1
050	DF	SUDEX	-	-	+0.5	-	L	@5000	-	-	RNP 1
060	HM	SUDEX	Y	127° (126.7°)	+0.5	1 minute	R	@5000	-230	-	RNP 1

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

RANONG / Ranong (VTSR)

ILS or LOC z RWY02

Fix / Point		Coordinates	
(IF) OLBUN	12.6 D IRAN	09° 34' 43.10" N	098° 29' 50.57" E
(FAP/FAF) SR022	7.2 D IRAN	09° 39' 41.14" N	098° 32' 02.49" E
(MAPt) SR021	2.4 D IRAN	09° 44' 08.19" N	098° 34' 00.76" E
LOC	IRAN	09° 47' 18.28" N	098° 35' 25.01" E
GP/DME	IRAN	09° 46' 20.38" N	098° 34' 55.13" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

RANONG / Ranong (VTSR)

ILS or LOC z RWY02

WAYPOINT LIST

ILS or LOC z RWY02	
Waypoint Identifier	**Coordinates**
BIGDA	09° 31' 53.35" N 098° 36' 19.76" E
ELPUT	09° 21' 56.60" N 098° 30' 53.13" E
OLBUN	09° 34' 43.10" N 098° 29' 50.57" E
SAKUB	10° 06' 03.38" N 098° 51' 12.11" E
SR001	09° 26' 57.01" N 098° 30' 28.62" E
SR002	09° 51' 41.64" N 098° 35' 44.41" E
SR021	09° 44' 08.19" N 098° 34' 00.76" E
SR022	09° 39' 41.14" N 098° 32' 02.49" E
SR023	09° 45' 41.04" N 098° 42' 26.57" E
SR024	09° 55' 52.24" N 098° 46' 49.20" E
SR025	09° 37' 32.72" N 098° 23' 21.27" E
SUDEX	09° 40' 52.31" N 098° 18' 51.61" E
TOGIM	09° 27' 31.08" N 098° 51' 20.97" E

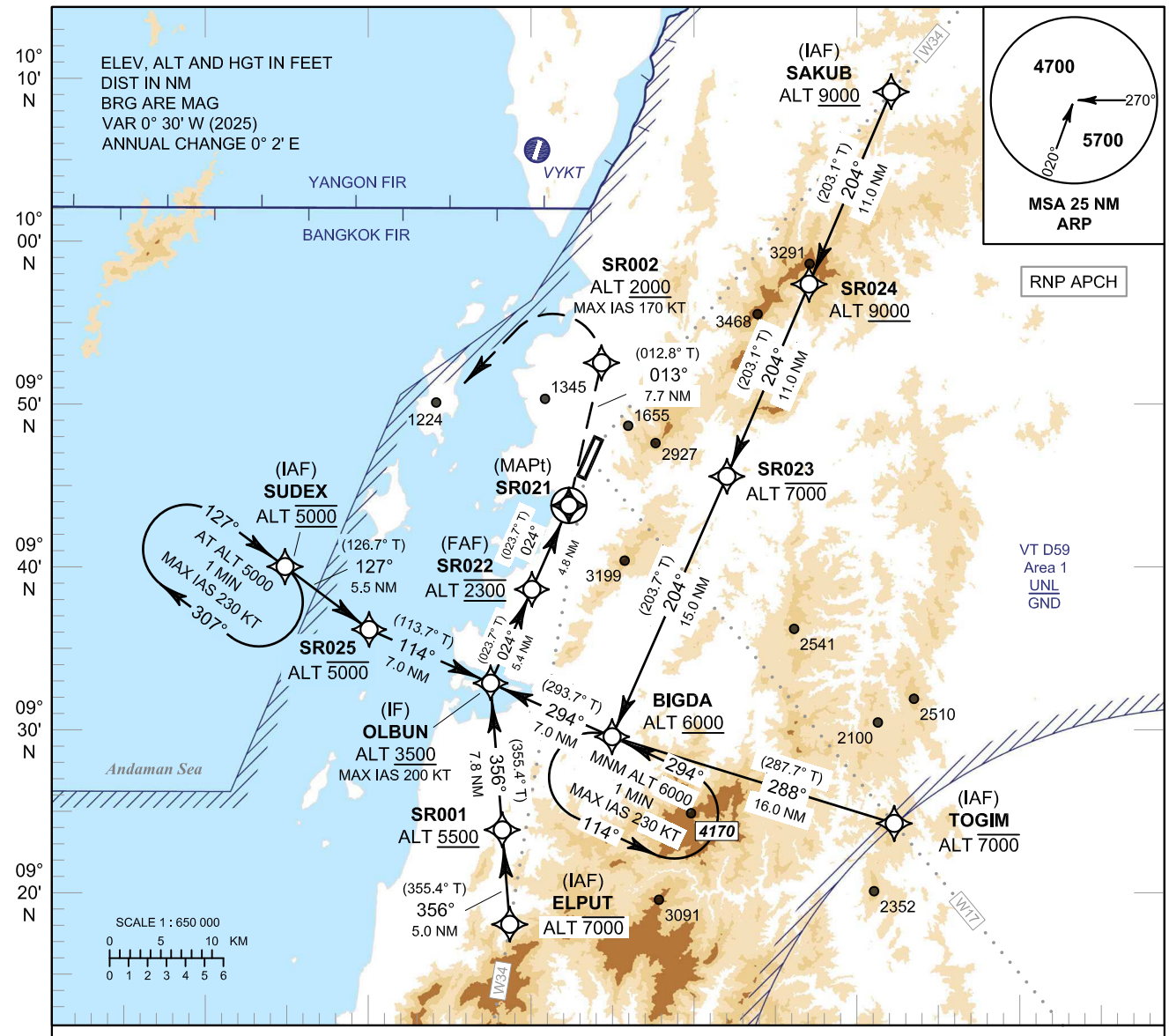
INSTRUMENT APPROACH CHART - ICAO

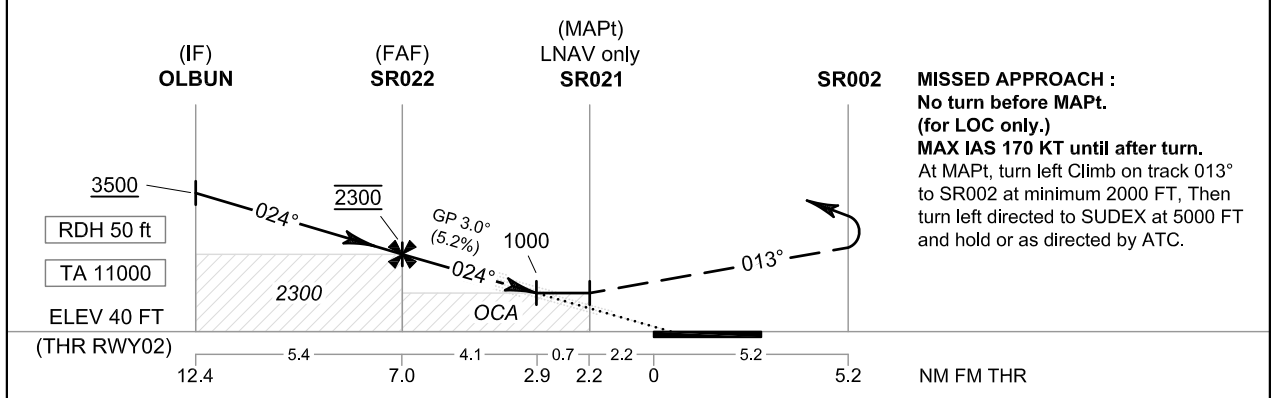
AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

APP : 125.1
TWR : 122.25 , 236.6
ATIS : 126.475

RANONG / Ranong (VTSR)

RNP RWY02





MISSED APPROACH :
No turn before MAPt.
(for LOC only.)
MAX IAS 170 KT until after turn.
At MAPt, turn left Climb on track 013° to SR002 at minimum 2000 FT, Then turn left directed to SUDEX at 5000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV	1000 (960) *			
Circling (OCH AAL)	NOT AUTHORIZED			

NM to NEXT WPT	FAF	6 D	5 D	4 D	3 D	2.9 D
Altitude (Height)	2300 (2260)	1985 (1945)	1670 (1630)	1355 (1315)	1035 (995)	1000 (960)
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: * **OCA/H 700 (660) FT of RNAV(GNSS)** can be achieved for all aircraft categories which can commence a missed approach climb gradient of **5.0% (304 FT/NM)** until after turn.

CHANGE: REVISED CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

RANONG / Ranong (VTSR)

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/ RDH	Navigation Specification
010	IF	(IAF) SAKUB	-	-	+0.5	-	-	+9000	-	-	RNP APCH
020	TF	SR024	-	204° (203.1°)	+0.5	11.0	-	+9000	-	-	RNP APCH
030	TF	SR023	-	204° (203.1°)	+0.5	11.0	-	-7000	-	-	RNP APCH
040	TF	BIGDA	-	204° (203.7°)	+0.5	15.0	-	+6000	-	-	RNP APCH
050	TF	(IF) OLBUN	-	294° (293.7°)	+0.5	7.0	-	+3500	-200	-	RNP APCH
010	IF	(IAF) TOGIM	-	-	+0.5	-	-	-7000	-	-	RNP APCH
020	TF	BIGDA	-	288° (287.7°)	+0.5	16.0	-	+6000	-	-	RNP APCH
030	TF	(IF) OLBUN	-	294° (293.7°)	+0.5	7.0	-	+3500	-200	-	RNP APCH
010	IF	(IAF) ELPUT	-	-	+0.5	-	-	-7000	-	-	RNP APCH
020	TF	SR001	-	356° (355.4°)	+0.5	5.0	-	+5500	-	-	RNP APCH
030	TF	(IF) OLBUN	-	356° (355.4°)	+0.5	7.8	-	+3500	-200	-	RNP APCH
010	IF	(IAF) SUDEX	-	-	+0.5	-	-	@5000	-	-	RNP APCH
020	TF	SR025	-	127° (126.7°)	+0.5	5.5	-	-5000	-	-	RNP APCH
030	TF	(IF) OLBUN	-	114° (113.7°)	+0.5	7.0	-	+3500	-200	-	RNP APCH
010	IF	(IF) OLBUN	-	-	+0.5	-	-	+3500	-200	-	RNP APCH
020	TF	(FAF) SR022	-	024° (023.7°)	+0.5	5.4	-	@2300	-	-	RNP APCH
030	TF	(MAPt) SR021	Y	024° (023.7°)	+0.5	4.8	-	@1000	-	-3.0/50	RNP APCH
040	CF	SR002	-	013° (012.8°)	+0.5	7.7	-	+2000	-170	-	RNP APCH
050	DF	SUDEX	-	-	+0.5	-	L	@5000	-	-	RNP APCH
060	HM	SUDEX	Y	127° (126.7°)	+0.5	1 minute	R	@5000	-230	-	RNP APCH

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

RANONG / Ranong (VTSR)

RNP RWY02

WAYPOINT LIST

RNP RWY02	
Waypoint Identifier	**Coordinates**
BIGDA	09° 31' 53.35" N 098° 36' 19.76" E
ELPUT	09° 21' 56.60" N 098° 30' 53.13" E
OLBUN	09° 34' 43.10" N 098° 29' 50.57" E
SAKUB	10° 06' 03.38" N 098° 51' 12.11" E
SR001	09° 26' 57.01" N 098° 30' 28.62" E
SR002	09° 51' 41.64" N 098° 35' 44.41" E
SR021	09° 44' 08.19" N 098° 34' 00.76" E
SR022	09° 39' 41.14" N 098° 32' 02.49" E
SR023	09° 45' 41.04" N 098° 42' 26.57" E
SR024	09° 55' 52.24" N 098° 46' 49.20" E
SR025	09° 37' 32.72" N 098° 23' 21.27" E
SUDEX	09° 40' 52.31" N 098° 18' 51.61" E
TOGIM	09° 27' 31.08" N 098° 51' 20.97" E

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VTUI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUI - SAKON NAKHON / SAKON NAKHON AIRPORT

VTUI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	171143N 1040707E
2	Direction and distance from (city)	12 KM N from city
3	Elevation/Reference temperature	529 ft
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.93°W(2016)/0.02°W
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Sakon Nakhon Airport Sakon Nakhon Airport Sakon Nakhon-Nakhon Phanom Road, Thatnaweng, Mueang Sakon Nakhon, Sakon Nakhon 47000 Thailand Tel: +664 272 4044-5 Fax: +664 272 4041 AFS: VTUIYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUI 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

VTUI 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

VTUI AD 2.5 PASSENGER FACILITIES

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

VTUI 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

VTUI AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Apron A (EAST) Surface: Concrete Strength: PCN 47/R/D/X/T Apron A (WEST) Surface: Concrete Strength: PCN 47/R/C/X/T
2	Taxiway width, surface and strength	TWY A, B and C Width: 23 m Surface: Asphalt Concrete Strength: PCN 43/F/D/X/T TWY D Width: 23 m Surface: Asphalt Concrete Strength: PCN 46/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 534 ft (163 m)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUI 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 sings: Marked TWY guide line: Yes VDGS of aircraft stand: NIL, Aircraft parking shall follow marshaller instructions.
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 and RWY Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTUI 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**	
RWY 05/APCH area RWY 23/TKOF area	Billboard 565 ft (172 m) NIL / NIL	171102.9N 1040632.0E	AWOS 557 ft (170 m) Painted red/white LGTD	171204.6N 1040725.6E	
	Road sign 565 ft (172 m) NIL / NIL	171108.3N 1040625.1E	AWOS 554 ft (169 m) Painted red/white LGTD	171204.7N 1040725.7E	
	Building 558 ft (170 m) NIL / NIL	171108.6N 1040627.8E	AWOS 565 ft (172 m) Painted red/white LGTD	171205.8N 1040726.8E	

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	
	High voltage pole 685 ft (209 m) NIL / LGTD	171039.2N 1040542.6E	AWOS 565 ft (172 m) Painted red/white LGTD	171205.9N 1040726.9E	
	High voltage pole 690 ft (210 m) NIL / LGTD	171029.4N 1040546.7E	AWOS 566 ft (172 m) Painted red/white LGTD	171123.7N 1040642.3E	
RWY 05/APCH area RWY 23/TKOF area	High voltage pole 690 ft (210 m) NIL / LGTD	171020.3N 1040550.5E	AWOS 566 ft (172 m) Painted red/white LGTD	171123.6N 1040642.2E	
	High voltage pole 677 ft (206 m) NIL / LGTD	171011.5N 1040554.3E	Glide slope 581 ft (177 m) Painted red/white LGTD	171208.0N 1040728.9E	
	Telecommunication mast 692 ft (211 m) NIL / LGTD	171054.2N 1040556.9E	Water tank 623 ft (190 m) Painted red/white NIL	171108.4N 1040641.4E	
	Telecommunication mast 683 ft (208 m) NIL / LGTD	171051.3N 1040556.0E	Water tank 623 ft (190 m) Painted red/white NIL	171107.2N 1040640.8E	
RWY 05/APCH area RWY 23/TKOF area	Telecommunication mast 702 ft (214 m) NIL / LGTD	171049.8N 1040557.7E	Radio mast 969 ft (295 m) Painted red/white LGTD	171212.1N 1040612.1E	
	Building 577 ft (176 m) NIL / NIL	171110.2N 1040625.4E	Radio mast 943 ft (287 m) Painted red/white LGTD	171212.9N 1040603.6E	
	DME 552 ft (168 m) Painted red/white NIL	171106.0N 1040632.6E	Radio mast 748 ft (228 m) Painted red/white LGTD	171122.9N 1040541.3E	
			Radio mast 721 ft (220 m) Painted red/white LGTD	171118.6N 1040610.7E	
			Radio mast 714 ft (218 m) Painted red/white LGTD	171107.8N 1040646.5E	
			Radio mast 691 ft (211 m) Painted red/white LGTD	171107.1N 1040646.9E	
			Radio mast 1003 ft (306 m) Painted red/white LGTD	171042.7N 1040450.1E	

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Radio mast 753 ft (230 m) Painted red/white LGTD	171142.4N 1040516.9E	
			Radio mast 739 ft (225 m) Painted red/white LGTD	171326.8N 1040625.8E	
			Radio mast 738 ft (225 m) Painted red/white LGTD	171327.0N 1040624.9E	
			Radio mast 843 ft (257 m) Painted red/white LGTD	170930.6N 1040747.2E	
			Radio mast 689 ft (210 m) Painted red/white	170924.2N 1040748.6E	
			Radio mast 753 ft (230 m) Painted red/white LGTD	170933.7N 1040756.5E	
			Radio mast 720 ft (220 m) Painted red/ white LGTD	170917.6N 1040755.1E	
			Telecommunication mast 911 ft (278 m) Painted red/white LGTD	171006.5N 1040837.7E	
			Telecommunication mast 682 ft (208 m) Painted red/white LGTD	171044.2N 1040736.9E	
			Telecommunication mast 708 ft (216 m) Painted red/white LGTD	171208.9N 1040554.8E	
			Telecommunication mast 697 ft (213 m) Painted red/white LGTD	171148.2N 1040536.7E	
			Telecommunication mast 710 ft (216 m) Painted red/white LGTD	171145.0N 1040532.0E	

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	
			Telecommunication mast 705 ft (215 m) NIL / LGTD	171343.6N 1040617.7E	
			Telecommunication mast 746 ft (227 m) Painted red/white LGTD	171418.1N 1040630.2E	
			Telecommunication mast 717 ft (219 m) NIL / LGTD	170930.5N 1040747.0E	
			Telecommunication mast 700 ft (213 m) NIL / LGTD	170919.3N 1040711.3E	
			Telecommunication mast 794 ft (242 m) Painted red/white LGTD	170937.1N 1040819.6E	
			Apron Flood light pole 620 ft (189 m) NIL / LGTD	171148.8N 1040701.5E	
			Apron Flood light pole 620 ft (189 m) NIL / LGTD	171147.5N 1040700.1E	
			Apron Flood light pole 620 ft (189 m) NIL / LGTD	171146.1N 1040658.6E	
			Apron Flood light pole 621 ft (189 m) NIL / LGTD	171145.0N 1040657.4E	
			Apron Flood light pole 621 ft (189 m) NIL / LGTD	171143.8N 1040656.3E	
			Lightning rod on top of building 605 ft (185 m) NIL / NIL	171148.1N 1040659.4E	
			ATC tower (Old) 593 ft (181 m) Painted red/white NIL	171127.4N 1040700.7E	
			ATC Tower 653 ft (199 m) Painted red/white LGTD	171146.2N 1040657.3E	

VTPO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPO - SUKHOTHAI / SUKHOTHAI AIRPORT

VTPO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	171415N 0994906E 1050 m From THR 18
2	Direction and distance from (city)	27 km From Sukhothai
3	Elevation/Reference temperature	184 ft (56 m) / 33.3°C
4	Geoid Undulation at AD ELEV PSN	-123 ft (-37 m)
5	MAG VAR/Annual change	0°53' W (2025) / 0°2' E /year
6	AD Administration, address, telephone, telefax, telex, AFS	Sukhothai Airport Bangkok Airways Public Company Limited 99 Mu 4 Klongkrajong, Swankhalok District Sukhothai Thailand 64110 Tel: +665 564 7225-6 Fax: +665 564 7221 E-mail: thsairport@bangkokair.com Website: http://www.sukhothaiairport.com AFS: VTPOYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Bangkok Airways Public Company Limited

VTPO AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1300
2	Customs and immigration	Customs: Available Immigration: Available (on request)
3	Health and sanitation	Quarantine available (on request)
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1100
6	MET Briefing Office	NIL
7	ATS	2300-1100
8	Fuelling	Available within AD hours
9	Handling	Available within AD hours
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VTPO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1 and AVGAS
3	Fuelling facilities/capacity	Bangkok Aviation Fuel Service Public Co., Ltd. (BAFS) JET A-1 Storage Tank: 1 Tank @ 25,000 L 1 Refueller Truck @ 8,000 L AVGAS 100LL Storage Tank: 1 Tank @ 2,000 L 1 Refueller Truck @ 5,000 L 1 Trailer @ 1,600 L a. Regional Airport Manager E-mail: apisak@bafs.co.th Tel. +669 4942 8778 b. Sukhothai Airport Station E-mail: prirat@bafsservices.co.th Tel. +668 9906 7885
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Sukhothai Airport has provided ground handling agents as the following: 1. Bangkok Airways Ground Services Co., Ltd. (PGGS) E-mail: phuwanai@pg-gs.com Tel: +668 1065 8400 2. BAGS Ground Services Co., Ltd E-mail: ths-stationmanager@bags-groundservices.com Tel: +668 7171 9089

VTPO AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD
2	Restaurants	At AD
3	Transportation	Public Transportation, Limousines and Car Rentals
4	Medical facilities	First aid at airport
5	Bank and Post Office	Available in town
6	Tourist Office	Tourism Authority of Thailand (Office in Town) Tel: +665 5616 228-9 Fax: +665 561 6228 Email: tatsukho@tat.or.th Tourist Assistance Center - TAC Sukhothai Email: tacsukhothai@gmail.com
7	Remarks	NIL

VTPO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5
2	Rescue equipment	AVBL at Fire Fighting Truck (Foam 600 L., Water 5400 L.) and Water Truck 12000 L.
3	Capability for removal of disabled aircraft	Available up to ATR72
4	Remarks	No removal equipment available at airport. For removal of disabled aircraft by contracted external resource, please contact aerodrome coordinator: Supervisor-Airport Rescue and Fire Fighting-THS Station Tel: +665 564 7225 Ext.7297, Tel: +665 564 7223

VTPO AD 2.12 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)	RESA dimensions (m)	OFZ	Remarks
7	8	9	10	11	12	13
0%	NIL	60x150	2220x150	240x90	NIL	NIL
0%	NIL	150x150	2220x150	180x90	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 56 m FM 0 - 1489 m Clear, FM1489 - 2100 m YELLOW (611 m)	Red	-	RTIL
36	-	Green	PAPI LEFT 3° 53.93 ft (16.44 m)	-	-	2100 m 56 m FM 0 - 1467 m Clear, FM 1467 - 2100 m YELLOW (633 m)	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 WDI left side, 350 m from THR 36 and 64.30 m from RCL WDI left side, 350 m from THR 18 and 64.30 m from RCL

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

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
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

AERODROME CHART - ICAO

17° 14' 15" N
099° 49' 06" E

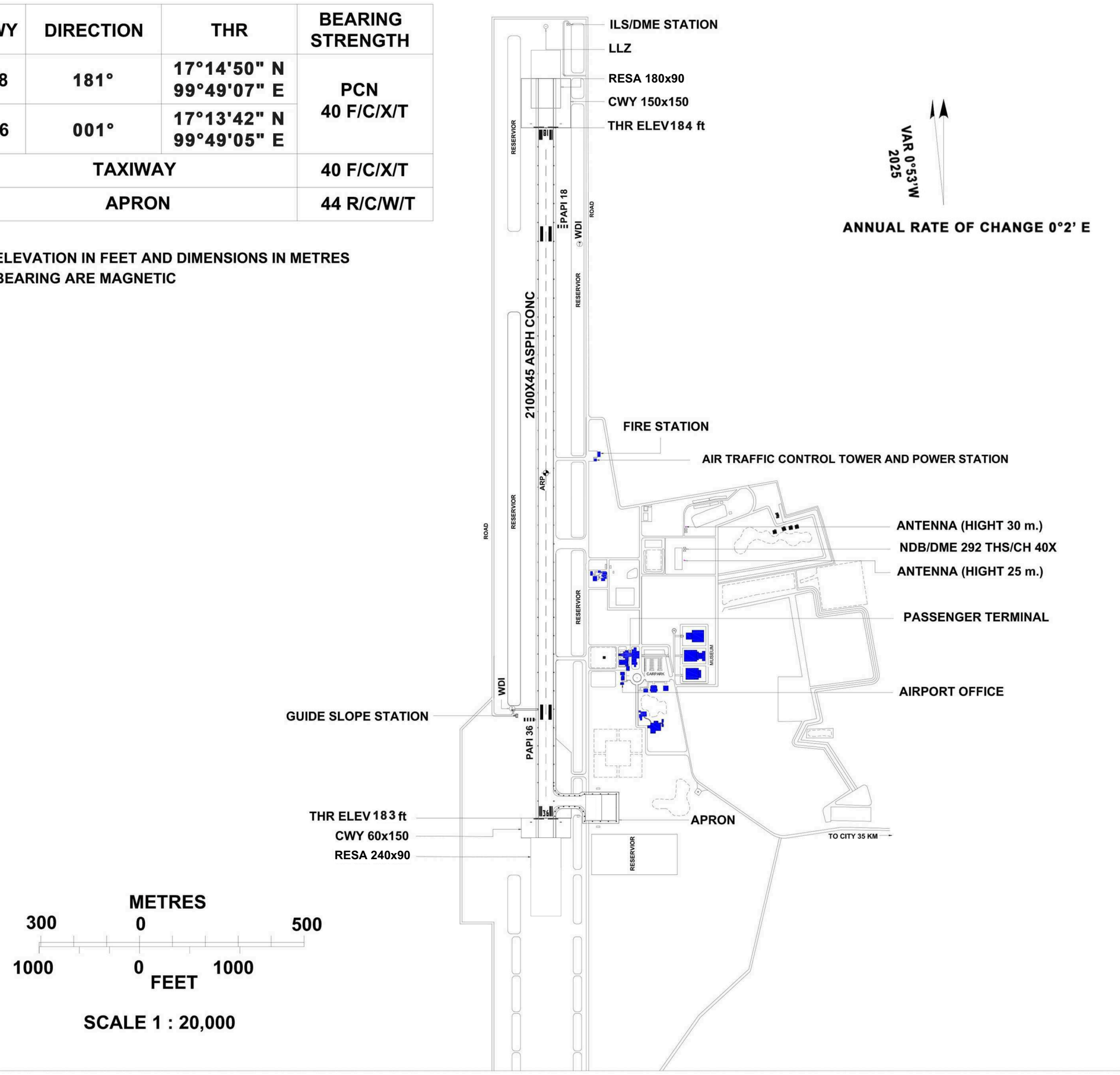
ELEV 184 ft
56 m

TWR 118.7

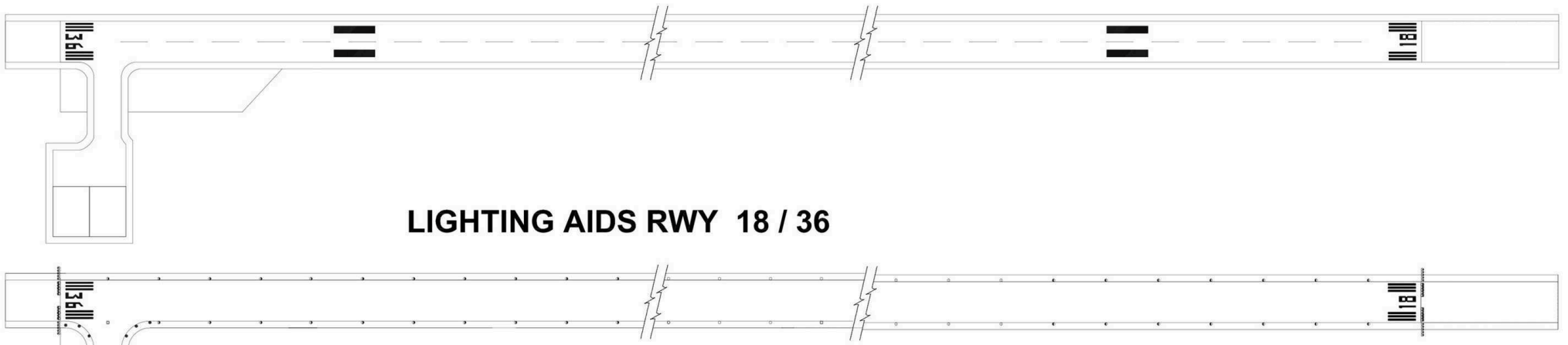
SUKHOTHAI / Sukhothai

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

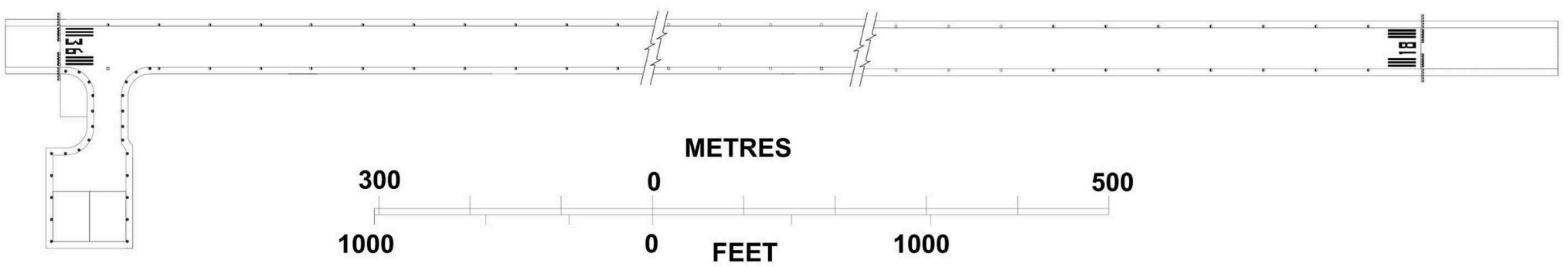
ELEVATION IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



MARKING AIDS RWY 18 / 36



LIGHTING AIDS RWY 18 / 36



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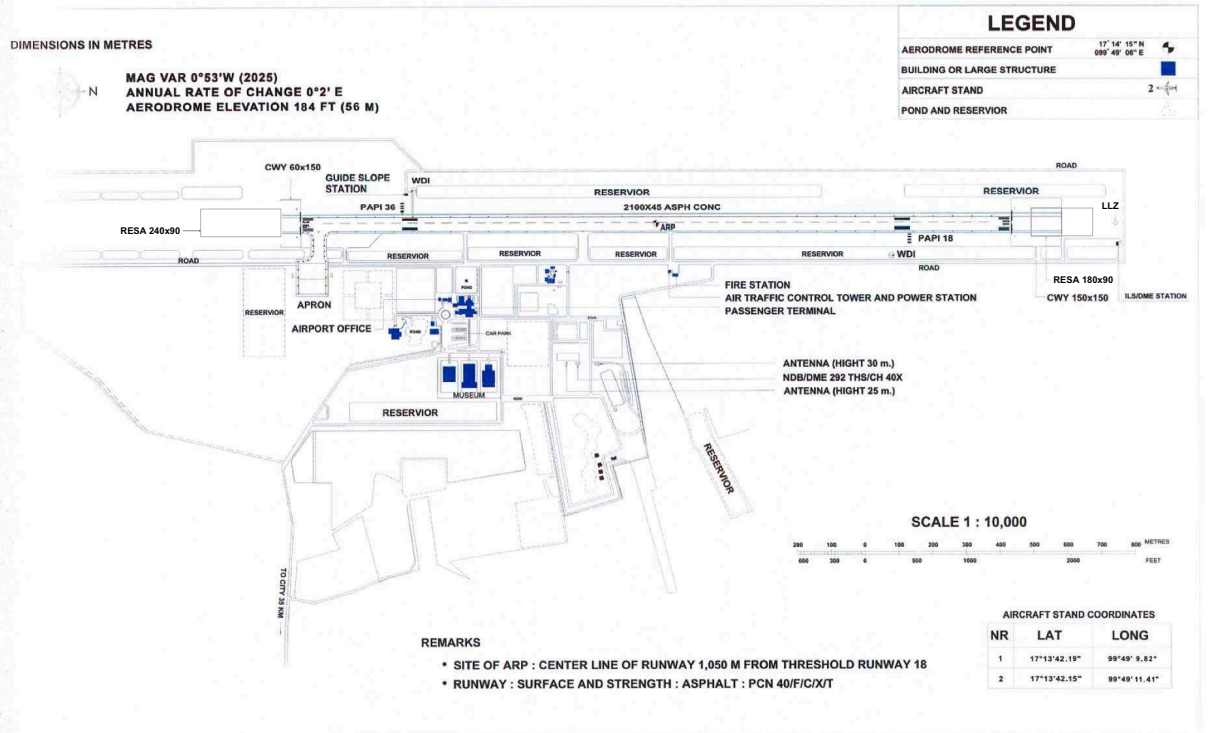
Aerodrome Ground Movement Chart - ICAO

SUKHOTHAI / Sukhothai



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"

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

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

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

1.2 Wildlife hazards management

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

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

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

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

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

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

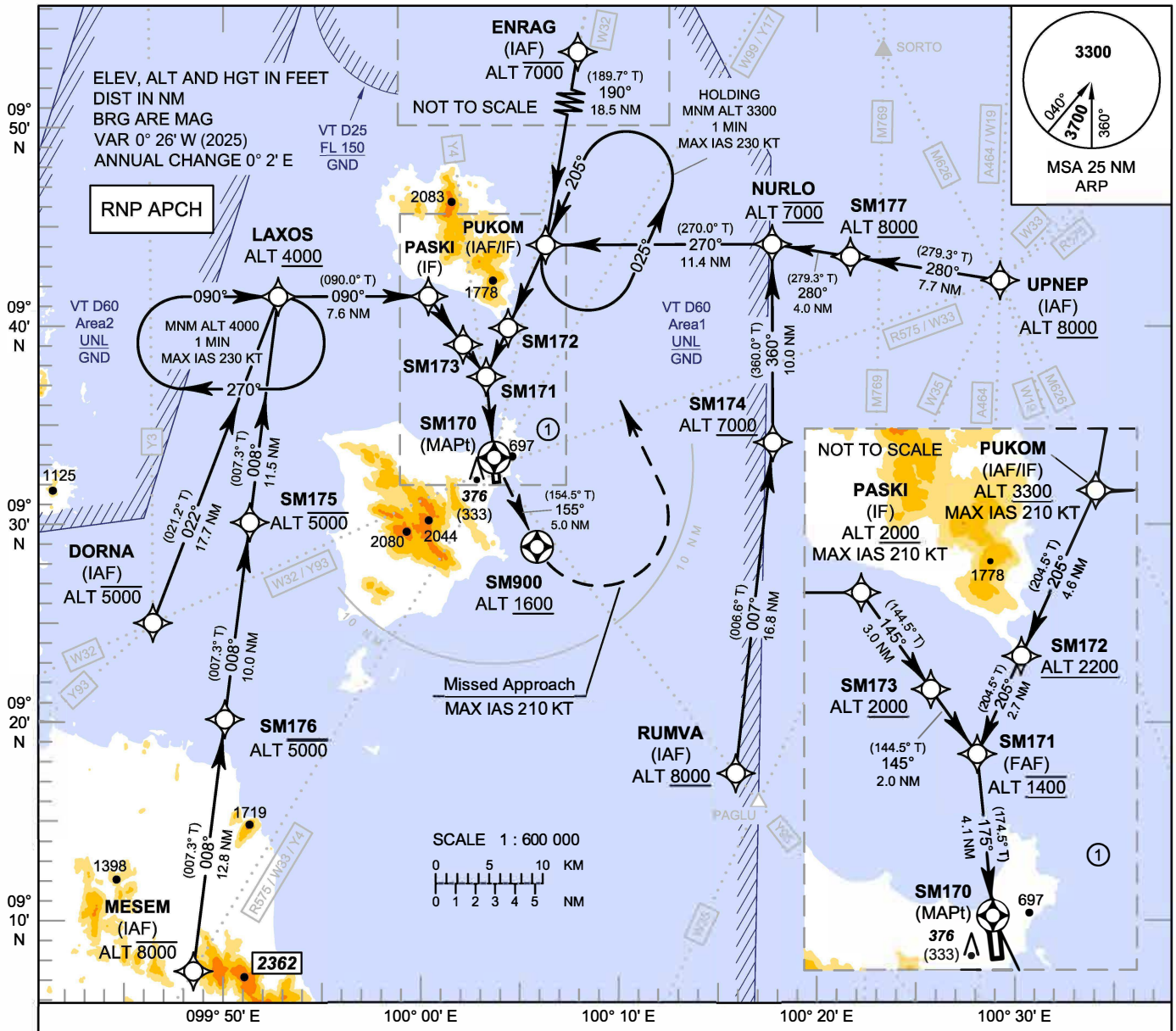
VTSM AD 2.24 CHARTS RELATED TO AN AERODROME

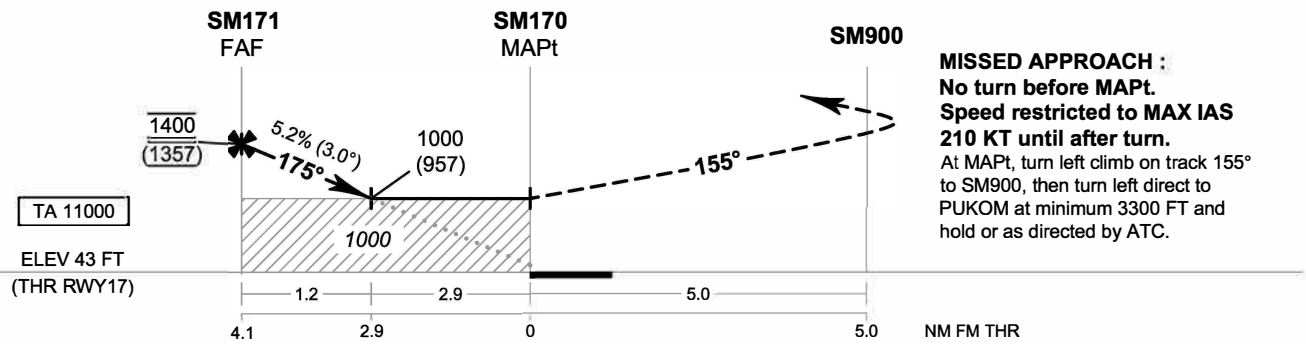
INSTRUMENT APPROACH CHART - ICAO

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

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

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





CHANGE: MAG VAR.

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

INSTRUMENT APPROACH CHART - ICAO

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

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

CHANGE: ENRAG ALT.

TABULAR DESCRIPTION

RNP RWY17

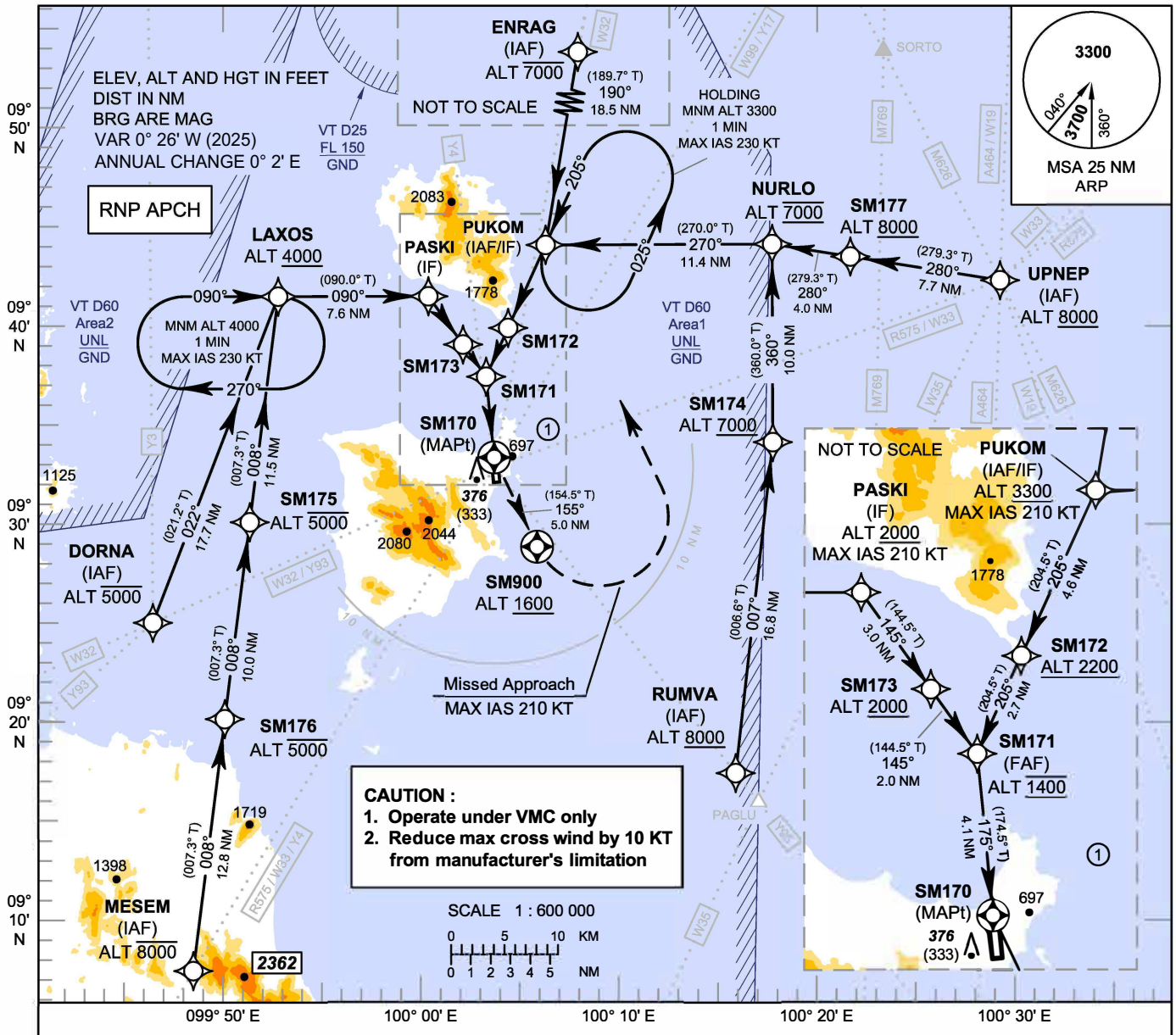
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	RUMVA (IAF)	-	-	+0.4	-	-	+8000	-	-	RNP APCH
020	TF	SM174	-	007° (006.6°)	+0.4	16.8	L	+7000	-	-	RNP APCH
030	TF	NURLO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

INSTRUMENT APPROACH CHART - ICAO

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

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

SURAT THANI / Samui (VTSM)
RNP RWY17
CAT C



CHANGE: MAG VAR.

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

INSTRUMENT APPROACH CHART - ICAO

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

SURAT THANI / Samui (VTSM)
RNP RWY17
CAT C

CHANGE: ENRAG ALT.

TABULAR DESCRIPTION

RNP RWY17

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

VTPM 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 Nose-wheel guide lines at apron VDGS of aircraft stands: Aircraft stand No.2 at Apron 2
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 and RWY Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTPM 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**	
RWY 09/TKOF Area	Radio mast ELEV 958 ft (292 m) NIL/NIL	164223.8N 0983637.2E	Building ELEV 860 ft (262 m) NIL/NIL	164235.0N 0983421.0E	NIL
RWY 09/TKOF Area	Radio mast ELEV 899 ft (274 m) Painted red/white NIL	164224.4N 0983642.7E	Radio mast ELEV 860 ft (262 m) NIL/NIL	164207.5N 0983015.8E	
RWY 09/TKOF Area	Radio mast ELEV 1060 ft (323 m) NIL/NIL	164213.5N 0983707.5E	Radio mast ELEV 860 ft (262 m) Painted red/white NIL	164210.1N 0983106.4E	
			Radio mast ELEV 850 ft (259 m) NIL/NIL	164347.2N 0983334.9E	
			Radio mast ELEV 840 ft (256 m) NIL/NIL	164403.9N 0983403.6E	
			Radio mast ELEV 846 ft (258 m) NIL/NIL	164335.8N 0983504.2E	
			Radio mast ELEV 846 ft (258 m) Painted red/white NIL	164242.7N 0983424.9E	
			Radio mast ELEV 860 ft (262 m) Painted red/white NIL	164255.0N 0983505.7E	
			Radio mast ELEV 866 ft (264 m) Painted red/white NIL	164256.3N 0983513.9E	

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Radio mast ELEV 863 ft (263 m) Painted red/white NIL	164259.5N 0983528.5E	
			Radio mast ELEV 1083 ft (330 m) NIL/NIL	164356.9N 0983359.0E	
			Radio mast ELEV 860 ft (262 m) NIL/NIL	164224.0N 0983425.0E	
			Radio mast ELEV 850 ft (259 m) NIL/NIL	164217.3N 0983221.4E	
			Radio mast ELEV 879 ft (268 m) NIL/NIL	164402.2N 0983358.8E	
			Radio mast ELEV 896 ft (273 m) NIL/NIL	164305.9N 0983341.5E	
			Water tank ELEV 833 ft (254 m) NIL/NIL	164219.6N 0983233.9E	
			At Aerodrome		
			Apron flood light pole ELEV 781 ft (238 m) NIL/LGTD	164206.3N 0983233.7E	
			Apron flood light pole ELEV 781 ft (238 m) NIL/LGTD	164206.3N 0983235.7E	
			Apron flood light pole ELEV 781 ft (238 m) NIL/LGTD	164206.3N 0983237.7E	
			Apron flood light pole ELEV 778 ft (237 m) NIL/LGTD	164206.4N 0983238.6E	
			Apron flood light pole ELEV 778 ft (237 m) NIL/LGTD	164208.3N 0983240.9E	
			Apron flood light pole ELEV 778 ft (237 m) NIL/LGTD	164208.3N 0983242.9E	
			Apron flood light pole ELEV 778 ft (237 m) NIL/LGTD	164208.3N 0983244.9E	
			Apron flood light pole ELEV 778 ft (237 m) NIL/LGTD	164208.4N 0983247.0E	

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 ELEV 771 ft (235 m) Painted red/white LGTD	164206.9N 0983235.8E	

VTPM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Mae Sot, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	0000-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 556 3286
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	Mae Sot TWR
10	Additional information (limitation of service, etc.)	NIL

VTPM 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
09	089.13°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	164159.42N 0983238.85E -128 ft	THR 691 ft
27	269.13°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	164200.25N 0983335.89E -127 ft	THR 681 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
NIL	NIL	NIL	2220x280	240x90	NIL	NIL	THR displaced by 410 m
NIL	NIL	NIL	2220x280	240x90	NIL	NIL	NIL

VTPM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	2100	2100	2100	1690	THR displaced by 410 M
27	2100	2100	2100	2100	NIL

VTPM 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 NIL	NIL	NIL	NIL	2100 M 60 M White; FM 0 M - 410 M Red, FM 410 M - 1500 M White, FM 1500 M - 2100 M Yellow, 5 steps, LIH	Red NIL	NIL	NIL
27	SALS 420 M LIH	Green NIL	PAPI Left 3.4° (53.60 FT)	NIL	NIL	2100 M 60 M White, FM 1500 M - 2100 M Yellow, 5 steps, LIH	Red NIL	NIL	RTIL

VTPM 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
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: 1. Wind cone at 322 M from THR 27 off set left side 80 M from RCL, illuminated 2. Wind cone at 1834 M from THR 27 off set right 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 to all lighting at the Airfield Lighting (AFL) building Switch- over time: 11 SEC.
5	Remarks	NIL

VTPM 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

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	126.65 MHZ	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,

- 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 09:

MAESOT OMNI 09 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	911	1215	1519	1823

No turn before DER.
After departure climb straight ahead 3,000 ft (or altitude assigned by ATC between 3,000 – 6,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTPM AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

Bird concentrations in the vicinity of an aerodrome.

VTPM AD 2.24 CHARTS RELATED TO AN AERODROME

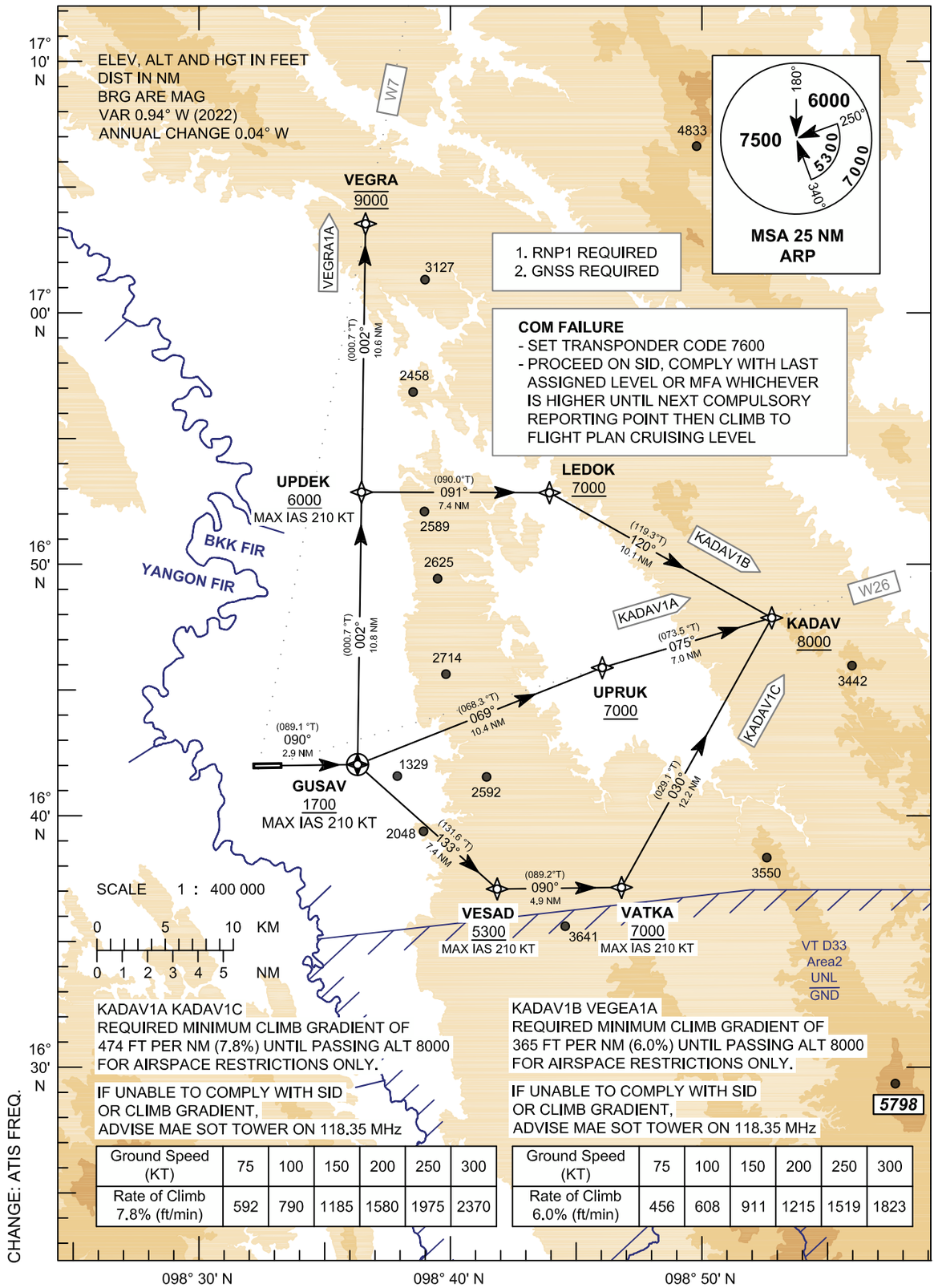
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 120.65
TWR : 118.35 , 236.6
ATIS : 126.65

TAK / Mae Sot (VTPM)
RNAV RWY09

KADAV1A KADAV1B KADAV1C VEGRA1A



Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb 7.8% (ft/min)	592	790	1185	1580	1975	2370

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TAK / Mae Sot (VTPM)
RNAV RWY09

KADAV1A KADAV1B KADAV1C VEGRA1A

TABULAR DESCRIPTION

RNAV RWY09

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
KADAV1A											
010	-	DER RWY09	-	-	+1.1	-	-	-	-	-	RNP1
020	CF	GUSAV	Y	090°(089.1°)	+1.1	2.9	-	+1700	-210	-	RNP1
030	TF	UPRUK	-	069°(068.3°)	+1.1	10.4	-	+7000	-	-	RNP1
040	TF	KADAV	-	075°(073.5°)	+1.1	7.0	-	+8000	-	-	RNP1
KADAV1B											
010	-	DER RWY09	-	-	+1.1	-	-	-	-	-	RNP1
020	CF	GUSAV	Y	090°(089.1°)	+1.1	2.9	-	+1700	-210	-	RNP1
030	TF	UPDEK	-	002°(000.7°)	+1.1	10.8	-	+6000	-210	-	RNP1
040	TF	LEDOK	-	091°(090.0°)	+1.1	7.4	-	+7000	-	-	RNP1
050	TF	KADAV	-	120°(119.3°)	+1.1	10.1	-	+8000	-	-	RNP1
KADAV1C											
010	-	DER RWY09	-	-	+1.1	-	-	-	-	-	RNP1
020	CF	GUSAV	Y	090°(089.1°)	+1.1	2.9	-	+1700	-210	-	RNP1
030	TF	VESAD	-	133°(131.6°)	+1.1	7.4	-	+5300	-210	-	RNP1
040	TF	VATKA	-	090°(089.2°)	+1.1	4.9	-	+7000	-210	-	RNP1
050	TF	KADAV	-	030°(029.1°)	+1.1	12.2	-	+8000	-	-	RNP1
VEGRA1A											
010	-	DER RWY09	-	-	+1.1	-	-	-	-	-	RNP1
020	CF	GUSAV	Y	090°(089.1°)	+1.1	2.9	-	+1700	-210	-	RNP1
030	TF	UPDEK	-	002°(000.7°)	+1.1	10.8	-	+6000	-210	-	RNP1
040	TF	VEGRA	-	002°(000.7°)	+1.1	10.6	-	@9000	-	-	RNP1

WAYPOINT LIST

RNAV RWY09		
Waypoint Identifier	**Coordinates**	**Pronunciation**
DER RWY09	16 42 00.25 N 098 33 35.89 E	-
GUSAV	16 42 02.87 N 098 36 35.48 E	GU-SAV
KADAV	16 47 54.24 N 098 53 40.89 E	KA-DAV
LEDOK	16 52 52.67 N 098 44 28.90 E	LE-DOK
VEGRA	17 03 33.12 N 098 36 52.59 E	VEG-RA
VATKA	16 37 10.63 N 098 47 29.39 E	VAT-KA
VESAD	16 37 06.51 N 098 42 21.77 E	VE-SAD
UPRUK	16 45 54.96 N 098 46 41.17 E	UP-RUK
UPDEK	16 52 52.81 N 098 36 44.09 E	UP-DEK

CHANGE: MAG VAR.

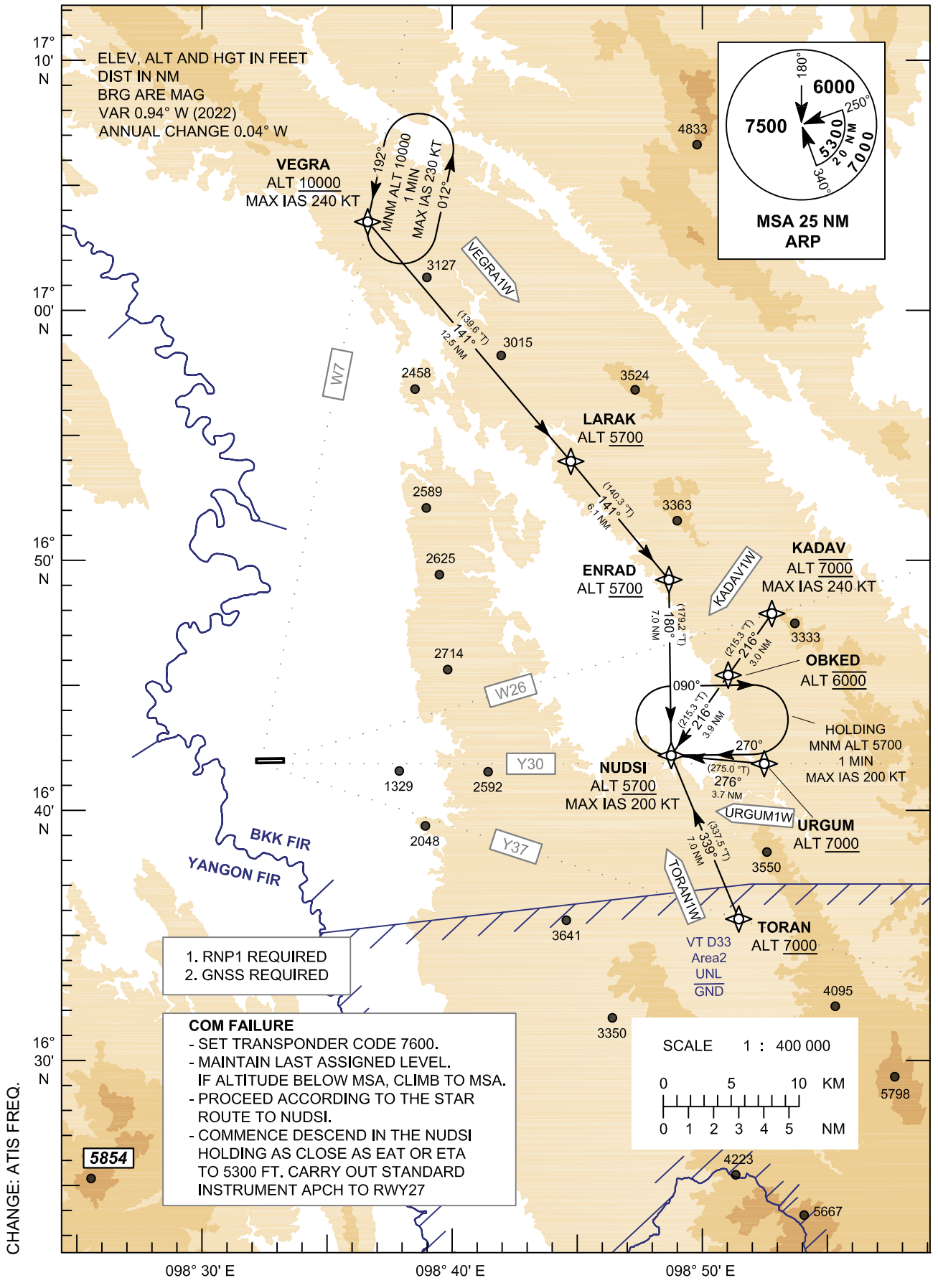
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 120.65
TWR : 118.35 , 236.6
ATIS : 126.65

TAK / Mae Sot (VTPM)
RNAV RWY27

KADAV1W TORAN1W URGUM1W VEGRA1W



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TAK / Mae Sot (VTPM)
RNAV RWY27

KADAV1W TORAN1W URGUM1W VEGRA1W

TABULAR DESCRIPTION

RNAV RWY27

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
KADAV1W											
010	IF	KADAV	-	-	+1.1	-	-	@7000	-240	-	RNP1
020	TF	OBKED	-	216°(215.3°)	+1.1	3.0	-	@6000	-	-	RNP1
030	TF	NUDSI	-	216°(215.3°)	+1.1	3.9	-	+5700	-200	-	RNP1
TORAN1W											
010	IF	TORAN	-	-	+1.1	-	-	+7000	-	-	RNP1
020	TF	NUDSI	-	339°(337.5°)	+1.1	7.0	-	+5700	-200	-	RNP1
URGUM1W											
010	IF	URGUM	-	-	+1.1	-	-	+7000	-	-	RNP1
020	TF	NUDSI	-	276°(275.0°)	+1.1	3.7	-	+5700	-200	-	RNP1
VEGRA1W											
010	IF	VEGRA	-	-	+1.1	-	-	+10000	-240	-	RNP1
020	TF	LARAK	-	141°(139.6°)	+1.1	12.5	-	+5700	-	-	RNP1
030	TF	ENRAD	-	141°(140.3°)	+1.1	6.1	-	+5700	-	-	RNP1
040	TF	NUDSI	-	180°(179.2°)	+1.1	7.0	-	+5700	-200	-	RNP1

WAYPOINT LIST

RNAV RWY27	
Waypoint Identifier	**Coordinates**
LARAK	16 53 59.25 N 098 45 19.90 E
NUDSI	16 42 13.62 N 098 49 30.56 E
KADAV	16 47 54.24 N 098 53 40.89 E
VEGRA	17 03 33.12 N 098 36 52.59 E
ENRAD	16 49 15.30 N 098 49 24.50 E
OBKED	16 45 26.75 N 098 51 52.46 E
TORAN	16 35 41.37 N 098 52 18.94 E
URGUM	16 41 54.09 N 098 53 22.31 E

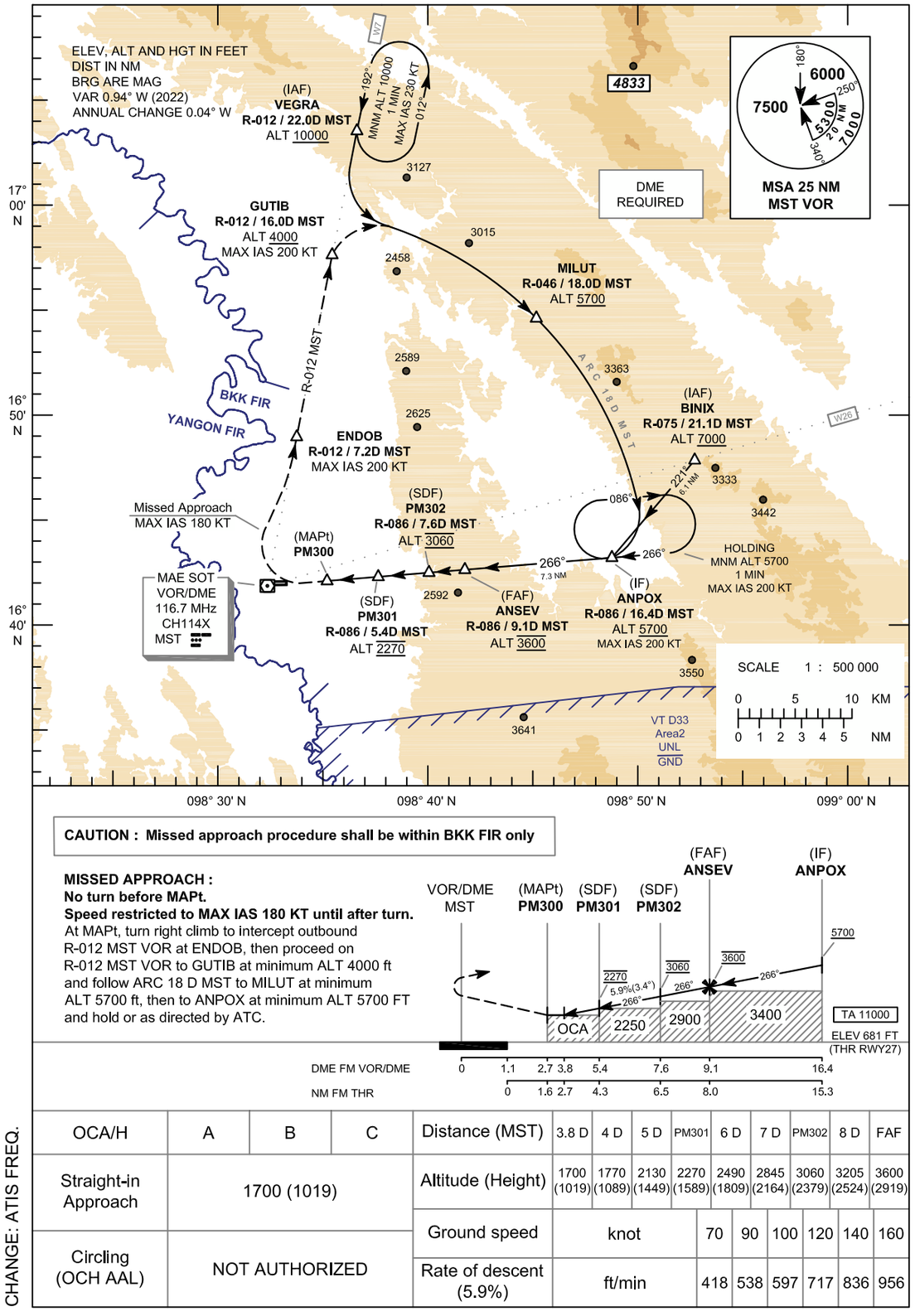
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 693 FT
HEIGHTS RELATED TO
THR RWY27 - ELEV 681 FT

APP : 120.65
TWR : 118.35 , 236.6
ATIS : 126.65

TAK / Mae Sot (VTPM)

VOR RWY27



CAUTION : Missed approach procedure shall be within BKK FIR only

MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 180 KT until after turn.
At MAPt, turn right climb to intercept outbound
R-012 MST VOR at ENDOB, then proceed on
R-012 MST VOR to GUTIB at minimum ALT 4000 ft
and follow ARC 18 D MST to MILUT at minimum
ALT 5700 ft, then to ANPOX at minimum ALT 5700 FT
and hold or as directed by ATC.

CHANGE: ATIS FREQ.

OCA/H	A	B	C
Straight-in Approach	1700 (1019)		
Circling (OCH AAL)	NOT AUTHORIZED		

Distance (MST)	3.8 D	4 D	5 D	PM301	6 D	7 D	PM302	8 D	FAF
Altitude (Height)	1700 (1019)	1770 (1089)	2130 (1449)	2270 (1589)	2490 (1809)	2845 (2164)	3060 (2379)	3205 (2524)	3600 (2919)

Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.9%)	ft/min	418	538	597	717	836	956

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 693 FT
HEIGHTS RELATED TO
THR RWY27 - ELEV 681 FT

TAK / Mae Sot (VTPM)

VOR RWY27

FIX / POINT		Coordinates	
(IAF) BINIX	R-075 / 21.1D MST	16 47 53.06 N	098 53 36.74 E
(IAF) VEGRA	R-012 / 22.0D MST	17 03 33.12 N	098 36 52.59 E
MILUT	R-046 / 18.0D MST	16 54 38.50 N	098 45 46.21 E
GUTIB	R-012 / 16.0D MST	16 57 38.52 N	098 35 39.75 E
ENDOB	R-012 / 7.2D MST	16 48 57.93 N	098 33 55.61 E
(IF) ANPOX	R-086 / 16.4D MST	16 43 14.09 N	098 49 31.25 E
(FAF) ANSEV	R-086 / 9.1D MST	16 42 37.79 N	098 41 56.58 E
(SDF) PM302	R-086 / 7.6D MST	16 42 30.26 N	098 40 22.73 E
(SDF) PM301	R-086 / 5.4D MST	16 42 19.23 N	098 38 05.45 E
(MAPt) PM300	R-086 / 2.7D MST	16 42 05.55 N	098 35 15.75 E
(IAF) VOR	MST	16 41 52.13 N	098 32 29.67 E

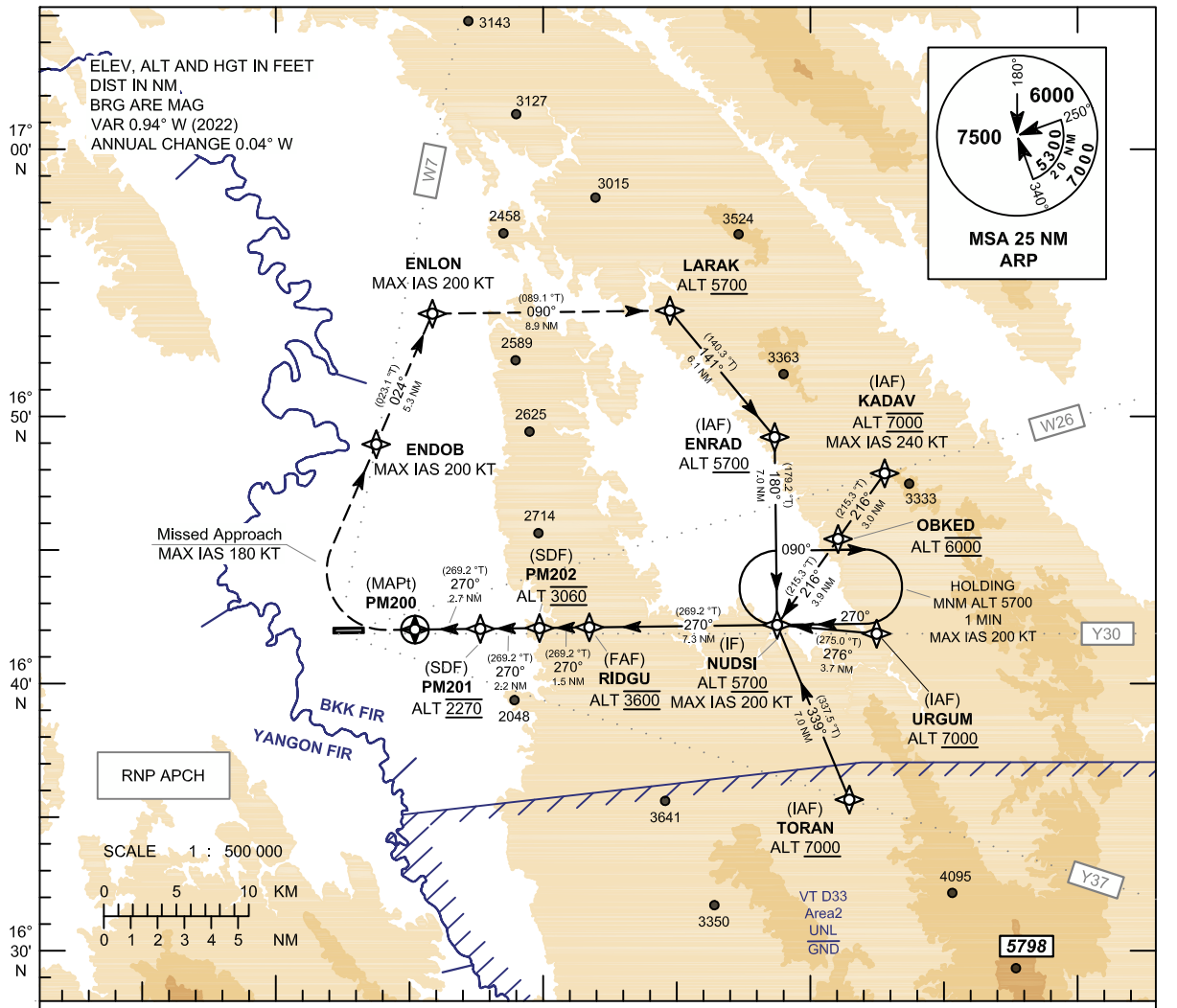
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 693 FT
HEIGHTS RELATED TO
THR RWY27 - ELEV 681 FT

APP : 120.65
TWR : 118.35 , 236.6
ATIS : 126.65

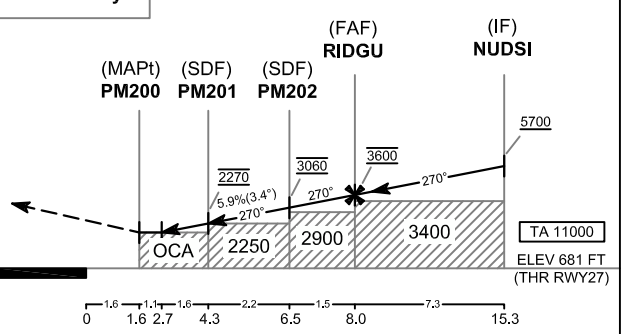
TAK / Mae Sot (VTPM)

RNP RWY27



CAUTION : Missed approach procedure shall be within BKK FIR only

MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 180 KT until after turn.
At MAPt, turn right climb to ENDOB, then to ENLON
then turn right to LARAK, then turn right to ENRAD
at minimum ALT 5700 ft, then proceed to
NUDSI at minimum ALT 5700 FT
and hold or as directed by ATC.



CHANGE: ATIS FREQ.

OCA/H	A	B	C	NM to NEXT WPT	2.7 NM	3 NM	4 NM	PM 201	5 NM	6 NM	PM202	7 NM	FAF
LNAV	1700 (1019)			Altitude (Height)	1700 (1019)	1805 (1124)	2165 (1484)	2270 (1589)	2525 (1844)	2880 (2199)	3060 (2379)	3240 (2559)	3600 (2919)
Circling (OCH AAL)	NOT AUTHORIZED			Ground speed	knot			70	90	100	120	140	160
				Rate of descent FAF - MAPt 5.9%	ft/min			418	538	597	717	836	956

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 693 FT
HEIGHTS RELATED TO
THR RWY27 - ELEV 681 FT

TAK / Mae Sot (VTPM)

RNP RWY27

TABULAR DESCRIPTION

RNP RWY27

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) KADAV	-	-	+1.1	-	-	@7000	-240	-	RNP APCH
020	TF	OBKED	-	216°(215.3°)	+1.1	3.0	-	@6000	-	-	RNP APCH
030	TF	(IF) NUDSI	-	216°(215.3°)	+1.1	3.9	-	+5700	-200	-	RNP APCH
010	IF	LARAK	-	-	+1.1	-	-	+5700	-	-	RNP APCH
020	TF	(IAF) ENRAD	-	141°(140.3°)	+1.1	6.1	-	+5700	-	-	RNP APCH
030	TF	(IF) NUDSI	-	180°(179.2°)	+1.1	7.0	-	+5700	-200	-	RNP APCH
010	IF	(IAF) URGUM	-	-	+1.1	-	-	+7000	-	-	RNP APCH
020	TF	(IF) NUDSI	-	276°(275.0°)	+1.1	3.7	-	+5700	-200	-	RNP APCH
010	IF	(IAF) TORAN	-	-	+1.1	-	-	+7000	-	-	RNP APCH
020	TF	(IF) NUDSI	-	339°(337.5°)	+1.1	7.0	-	+5700	-200	-	RNP APCH
010	IF	(IF) NUDSI	-	-	+1.1	-	-	+5700	-200	-	RNP APCH
020	TF	(FAF) RIDGU	-	270°(269.2°)	+1.1	7.3	-	@3600	-	-	RNP APCH
030	TF	(SDF) PM202	-	270°(269.2°)	+1.1	1.5	-	@3060	-	-	RNP APCH
040	TF	(SDF) PM201	-	270°(269.2°)	+1.1	2.2	-	@2270	-	-	RNP APCH
050	TF	(MAPt) PM200	Y	270°(269.2°)	+1.1	2.7	-	@1300	-180	-3.4/50	RNP APCH
060	DF	ENDOB	-	-	+1.1	-	R	-	-200	-	RNP APCH
070	TF	ENLON	-	024°(023.1°)	+1.1	5.3	-	-	-200	-	RNP APCH
080	TF	LARAK	-	090°(089.1°)	+1.1	8.9	-	-	-	-	RNP APCH
090	TF	ENRAD	-	141°(140.3°)	+1.1	6.1	-	+5700	-	-	RNP APCH
100	TF	NUDSI	-	180°(179.2°)	+1.1	7.0	-	+5700	-	-	RNP APCH
110	HM	NUDSI	Y	270°(269.2°)	+1.1	-	R	+5700	-200	-	RNP APCH

WAYPOINT LIST

RNP RWY27			
Waypoint Identifier	**CoordInates**	**Waypoint Identifier**	**CoordInates**
TORAN	16 35 41.37 N 098 52 18.94 E	ENRAD	16 49 15.30 N 098 49 24.50 E
URGUM	16 41 54.09 N 098 53 22.31 E	PM202	16 42 06.08 N 098 40 22.17 E
LARAK	16 53 59.25 N 098 45 19.90 E	PM201	16 42 04.14 N 098 38 04.65 E
NUDSI	16 42 13.62 N 098 49 30.56 E	PM200	16 42 01.72 N 098 35 15.89 E
ENLON	16 53 51.38 N 098 36 05.93 E	OBKED	16 45 26.75 N 098 51 52.46 E
KADAV	16 47 54.24 N 098 53 40.89 E	ENDOB	16 48 57.93 N 098 33 55.61 E
RIDGU	16 42 07.39 N 098 41 55.93 E		

VTBO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBO - TRAT (KHAO SMING) / TRAT AIRPORT

VTBO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	121633N 1021914E Centre line of RWY, 800 m From THR RWY 23
2	Direction and distance from (city)	32 km , NW of city (Trat)
3	Elevation/Reference temperature	109 ft (33 m)/30.8°C
4	Geoid Undulation at AD ELEV PSN	-75 ft (-23 m)
5	MAG VAR/Annual change	0°37' W(2025)/0°2' E/year
6	AD Administration, address, telephone, telefax, telex, AFS	Trat Airport Bangkok Airways Public Company Limited 99 Moo 3 Tambon Tasom Khao Saming District Trat Thailand 23150 Tel: +663 952 5777 E-mail: tdxairport@bangkokair.com Website: www.tratairport.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Bangkok Airways Public Company Limited

VTBO AD 2.3 OPERATIONAL HOURS

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

VTBO AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

VTBO AD 2.5 PASSENGER FACILITIES

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

VTBO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTBO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	N/A

VTUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUD - UDON THANI / UDON THANI AIRPORT

VTUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	172311N 1024718E
2	Direction and distance from (city)	3 km SW, from city
3	Elevation/Reference temperature	579 ft/26°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.87°W(2016) / 0.01°W
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Udon Thani Airprot Udon Thani Airport Makkhaeng, Muang Udon Thani 41000 Thailand Tel: +664 224 4426 Fax: +664 224 6804 AFS: VTUDYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUD 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	NIL
7	ATS	2300-1500
8	Fuelling	2300-1500
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: +664 224 6803 EXT 7127 +669 2262 3477 Fax: +664 224 2797

VTUD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1, AVGAS
3	Fuelling facilities/capacity	3 JET A-1 Refueller @ 12,000 L1 JET A-1 Refueller @ 22,000 L1 AVGAS DC Motor Dispenser from drum 200 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTUD 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 and shuttle bus
4	Medical facilities	Hospital in the city
5	Bank and Post Office	Bank: NIL Post office: At AD, open 0300-1100
6	Tourist Office	At AD and in the city
7	Remarks	NIL

VTUD 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

VTUD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 61/R/C/X/T
2	Taxiway width, surface and strength	TWY A - TWY N Width: 23 M Surface: Concrete Strength: PCN 61/R/C/X/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 179 M (590 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUD 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 AVDGS of aircraft stands number 1, 2, 4 and 5 VDGS of aircraft stands number 3 VDGS of aircraft stands number 6, 7, 8, 9, 10 and 11: NIL, aircraft shall follow marshaller strictly.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, CL, Aiming Point and RWY Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: CL and Edge TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTUD 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	
RWY12/ Approach area RWY30/ Take off area	Tree HGT 132 ft AGL NIL / NIL	172336.1N 1024613.1E	AWOS 1 ELEV 614 ft (187 m) Paint red/white LGTD	172327.7N 1024634.3E	NIL
RWY12/ Approach area RWY30/ Take off area	Radio mast ELEV 701 ft (214 m) Paint red/white LGTD	172402.4N 1024600.9E	AWOS 2 ELEV 614 ft (187 m) Paint red/white LGTD	172327.6N 1024634.4E	
RWY30/ Approach area	Radio mast ELEV 727 ft (222 m) Paint red/white LGTD	172211.3N 1024841.6E	AWOS 3 ELEV 612 ft (187 m) Paint red/white LGTD	172250.7N 1024750.6E	
RWY30/ Approach area RWY12/ Take off area	Radio mast ELEV 829 ft (253 m) Paint red/white LGTD	172144.6N 1024911.6E	AWOS 4 ELEV 613 ft (187 m) Paint red/white LGTD	172250.6N 1024750.7E	
RWY30/ Approach area RWY12/ Take off area	Telecommunication mast ELEV 635 ft (193 m) NIL / NIL	172246.3N 1024825.5E	GP ELEV 637 ft (194 m) Paint red/white LGTD	172256.8N 1024756.1E	
			Radio mast ELEV 830 ft (253 m) Paint red/white LGTD	172454.3N 1024648.6E	
			Radio mast ELEV 834 ft (254 m) Paint red/white LGTD	172421.5N 1024649.7E	
			Radio mast ELEV 807 ft (246 m) Paint red/white LGTD	172226.9N 1024816.6E	

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Radio mast ELEV 763 ft (233 m) Paint red/white LGTD	172417.6N 1024717.3E	
			Radio mast ELEV 983 ft (300 m) Paint red/white LGTD	172444.4N 1024742.8E	
			Radio mast ELEV 733 ft (223 m) Paint red/white LGTD	172353.9N 1024711.0E	
			Radio mast ELEV 909 ft (277 m) NIL / NIL	172320.7N 1024814.4E	
			Radio mast ELEV 917 ft (280 m) Paint red/white LGTD	172508.1N 1024806.0E	
			Radio mast ELEV 785 ft (239 m) NIL / NIL	172222.3N 1024803.1E	
			Radio mast ELEV 870 ft (265 m) Paint red/white NIL	172444.7N 1024733.7E	
			Microwave radio mast ELEV 735 ft (224 m) Paint red/white LGTD	172305.0N 1024756.0E	
			Telecommunication mast ELEV 783 ft (239 m) Paint red/white LGTD	172125.8N 1024708.4E	
			Telecommunication mast ELEV 746 ft (228 m) Paint red/white LGTD	172140.3N 1024711.6E	
			Telecommunication mast ELEV 746 ft (228 m) Paint red/white LGTD	172410.4N 1024627.7E	
			Telecommunication mast ELEV 740 ft (226 m) Paint red/white LGTD	172334.4N 1024717.2E	

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	
			Telecommunication mast ELEV 797 ft (243 m) Paint red/white LGTD	172442.3N 1024307.6E	
			Telecommunication mast ELEV 748 ft (228 m) Paint red/white LGTD	172205.9N 1024749.7E	
			Telecommunication mast ELEV 761 ft (232 m) NIL / NIL	172114.5N 1024806.0E	
			Telecommunication mast ELEV 775 ft (236 m) NIL / NIL	172248.1N 1024427.8E	
			Telecommunication mast ELEV 837 ft (255 m) Paint red/white NIL	172248.5N 1024432.4E	
			Telecommunication mast ELEV 761 ft (232 m) Paint red/white NIL	172302.8N 1024447.3E	
			Telecommunication mast ELEV 735ft (224 m) NIL / NIL	172306.1N 1024539.6E	
			Telecommunication mast ELEV 781 ft (238 m) Paint red/white LGTD	172138.7N 1024535.5E	
			Telecommunication mast ELEV 766ft (233 m) NIL / NIL	172154.0N 1024536.3E	
			Telecommunication mast ELEV 742 ft (226 m) Paint red/white NIL	172222.3N 1024619.1E	
			Telecommunication mast ELEV 745 ft (227 m) Paint red/white NIL	172224.5N 1024622.4E	

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	
			Telecommunication mast ELEV 753 ft (230 m) Paint red/white NIL	172224.4N 1024623.5E	
			Telecommunication mast ELEV 743 ft (226 m) Paint red/white LGTD	172221.3N 1024626.0E	
			Telecommunication mast ELEV 762 ft (232 m) NIL / NIL	172117.4N 1024645.3E	
			Telecommunication mast ELEV 873 ft (266 m) Paint red/white NIL	172104.5N 1024706.7E	
			Building ELEV 776ft (237 m) Paint red/white LGTD	172203.0N 1024535.2E	
			Building ELEV 735 ft (224 m) NIL / NIL	172439.5N 1024742.3E	
			Building ELEV 754 ft (230 m) NIL / NIL	172420.2N 1024759.9E	
			Building ELEV 744 ft (227 m) NIL / LGTD	172456.7N 1024643.0E	
			Telecommunication Mast HGT 237 ft AGL NIL / NIL	172356.0N 1024618.6E	

VTUD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Udon Thani, Upper Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1500 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Upper Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 224 6803
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 Low Level Windshear Alert System (LLWAS)
9	ATS units provided with information	Udon Thani TWR
10	Additional information (limitation of service, etc.)	NIL

VTUD 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
12	117.69°	3048x45	PCN 65/F/C/X/T Asphalt	172333.72N 1024631.65E	THR 579 ft TDZ 579 ft
30	297.68°	3048x45	PCN 65/F/C/X/T Asphalt	172248.62N 1024803.73E	THR 579 ft TDZ 579 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
NIL	300x45	NIL	3768x300	NIL	NIL
NIL	300x45	NIL	3768x300	NIL	NIL

VTUD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
12	3048	3048	3348	3048	RWY 12 The TORA when entering RWY from TWY C is 2140 m and ASDA is 2440 m
30	3048	3048	3348	3048	RWY 30 The TORA when entering RWY from TWY B is 1995 m and ASDA is 2295 m

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.

VTUD AD 2.24 CHARTS RELATED TO AN AERODROME