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Aeronautical Information Management Department
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Chatuchak, Bangkok 10900 Thailand

AIRAC AIP - THAILAND
Amendment 07/26
28 MAY 26

This AIRAC AIP AMDT 07/26 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
GEN 3.2	AERONAUTICAL CHARTS
GEN 3.4	COMMUNICATION AND NAVIGATION SERVICES
GEN 4.1	AERODROME/HELIPORT CHARGES
ENR 2.1	FIR, UIR, AND CTA
ENR 6	Enroute Chart - ICAO
AD 2-VTBD-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBD-9	VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R
	VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R
	VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R 21L/21R
	VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R
	VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R
	VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R 21L/21R
AD 2-VTCC-1	AD 2.10 AERODROME OBSTACLES
AD 2-VTBS-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBS-8	Instrument Approach Chart - ICAO – ILS or LOC z RWY 19 CAT II
	Instrument Approach Chart - ICAO – ILS or LOC z RWY 20L CAT II
	Instrument Approach Chart - ICAO – RNP RWY 19
	Instrument Approach Chart - ICAO – RNP RWY 20L
	Instrument Approach Chart - ICAO – RNP RWY 20R
AD 2-VTBS-9	VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R
	VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R
	VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R
	VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R
AD 2-VTSS-1	AD 2.17 ATS AIRSPACE
AD 2-VTUO-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUO-2	Aerodrome Chart - ICAO
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AD 2-VTUO-3	Aerodrome Obstacle Chart - ICAO Type A
AD 2-VTBL-1	AD 2.3 OPERATIONAL HOURS
	AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

AD 2-VTCH-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTCH-2	Aerodrome Chart - ICAO
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	Instrument Approach Chart - ICAO - ILS or LOC RWY 15
	Instrument Approach Chart - ICAO – RNP RWY 15
	Instrument Approach Chart - ICAO - RNP RWY 15 (Tabular description)
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AD 2-VTSF-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTSF-2	Aerodrome Chart - ICAO
	Aircraft Parking/Docking Chart - ICAO
	Aerodrome Ground Movement Chart - ICAO
AD 2-VTSF-3	Aerodrome Obstacle Chart - ICAO Type A
AD 2-VTCN-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTCN-2	Aerodrome Chart - ICAO
AD 2-VTPP-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTPP-2	Aerodrome Chart - ICAO
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AD 2-VTCP-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTCP-2	Aerodrome Chart - ICAO
AD 2-VTPH-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTPH-2	Aerodrome Chart - ICAO
AD 2-VTSR-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTSR-2	Aerodrome Chart - ICAO
AD 2-VTUV-1	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUV-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 – ANKID1A BODUR1A DOTUS1A ENTEK1A RURAR1A SEDNO1A
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A RURAR1A SEDNO1A (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B RURAR1B SEDNO1B
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B RURAR1B SEDNO1B (Tabular description)
AD 2-VTUV-8	Instrument Approach Chart - ICAO - VOR RWY 18

	Instrument Approach Chart - ICAO - VOR RWY 36
	Instrument Approach Chart - ICAO – ILS or LOC y RWY 36
	Instrument Approach Chart - ICAO – ILS or LOC z RWY 36
	Instrument Approach Chart - ICAO – ILS or LOC z RWY 36 (Tabular description)
	Instrument Approach Chart - ICAO – RNP RWY 18
	Instrument Approach Chart - ICAO – RNP RWY 18 (Tabular description 1)
	Instrument Approach Chart - ICAO – RNP RWY 18 (Tabular description 2)
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	Instrument Approach Chart - ICAO – RNP RWY 36 (Tabular description)
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	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUI-8	Instrument Approach Chart - ICAO - VOR RWY 05
	Instrument Approach Chart - ICAO - VOR RWY 23
	Instrument Approach Chart - ICAO - ILS RWY 23
	Instrument Approach Chart - ICAO - LOC RWY 23
	Instrument Approach Chart - ICAO - RNP RWY 05
	Instrument Approach Chart - ICAO - RNP RWY 05 (Tabular description)
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	Instrument Approach Chart - ICAO - RNP RWY 23 (Tabular description)
AD 2-VTSM-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.4 HANDLING SERVICES AND FACILITIES
	AD 2.10 AERODROME OBSTACLES
	AD 2.20 LOCAL AERODROME REGULATIONS
	AD 2.23 ADDITIONAL INFORMATION
AD 2-VTPM-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTPM-2	Aerodrome Chart - ICAO
	Aircraft Parking/Docking Chart - ICAO
	Aerodrome Ground Movement Chart - ICAO
AD 2-VTPM-3	Aerodrome Obstacle Chart - ICAO Type A
AD 2-VTUZ-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1.

DESTROY			INSERT		
GEN	0.2-3	11 JUN 2026	GEN	0.2-3	9 JUL 2026
	0.4-1	11 JUN 2026		0.4-1	9 JUL 2026
	0.4-2	11 JUN 2026		0.4-2	9 JUL 2026
	0.4-3	11 JUN 2026		0.4-3	9 JUL 2026
	0.4-4	11 JUN 2026		0.4-4	9 JUL 2026

DESTROY			INSERT		
	0.4-5	11 JUN 2026		0.4-5	9 JUL 2026
	0.4-6	11 JUN 2026		0.4-6	9 JUL 2026
	0.4-7	11 JUN 2026		0.4-7	9 JUL 2026
	0.4-8	11 JUN 2026		0.4-8	9 JUL 2026
	0.4-9	11 JUN 2026		0.4-9	9 JUL 2026
	0.4-10	11 JUN 2026		0.4-10	9 JUL 2026
	0.4-11	11 JUN 2026		0.4-11	9 JUL 2026
	3.2-3	11 JUN 2026		3.2-3	9 JUL 2026
	3.2-4	14 MAY 2026		3.2-4	9 JUL 2026
	3.2-5	11 JUN 2026		3.2-5	9 JUL 2026
	3.2-6	14 MAY 2026		3.2-6	9 JUL 2026
	3.2-12	11 JUN 2026		3.2-12	9 JUL 2026
	3.2-17	14 MAY 2026		3.2-17	9 JUL 2026
	3.2-18	11 JUN 2026		3.2-18	9 JUL 2026
	3.2-19	11 JUN 2026		3.2-19	9 JUL 2026
	3.2-20	11 JUN 2026		3.2-20	9 JUL 2026
	3.2-21	11 JUN 2026		3.2-21	9 JUL 2026
	3.2-23	11 JUN 2026		3.2-23	9 JUL 2026
	3.2-24	11 JUN 2026		3.2-24	9 JUL 2026
	3.4-5	22 JAN 2026		3.4-5	9 JUL 2026
	4.1-1	11 JUN 2026		4.1-1	9 JUL 2026
ENR	2.1-28	14 MAY 2026	ENR	2.1-28	9 JUL 2026
	6-1	11 JUN 2026		6-1	9 JUL 2026
	6-3	11 JUN 2026		6-3	9 JUL 2026
AD	2-VTBD-1-47	14 MAY 2026	AD	2-VTBD-1-47	9 JUL 2026
	2-VTBD-9-1	14 MAY 2026		2-VTBD-9-1	9 JUL 2026
	2-VTBD-9-7	14 MAY 2026		2-VTBD-9-7	9 JUL 2026
	2-VTBD-9-13	14 MAY 2026		2-VTBD-9-13	9 JUL 2026
	2-VTBD-9-15	14 MAY 2026		2-VTBD-9-15	9 JUL 2026
	2-VTBD-9-21	14 MAY 2026		2-VTBD-9-21	9 JUL 2026
	2-VTBD-9-27	14 MAY 2026		2-VTBD-9-27	9 JUL 2026
	2-VTCC-1-4	16 APR 2026		2-VTCC-1-4	9 JUL 2026
	2-VTCC-1-5	14 MAY 2026		2-VTCC-1-5	9 JUL 2026
	2-VTCC-1-6	14 MAY 2026		2-VTCC-1-6	9 JUL 2026
	2-VTCC-1-7	14 MAY 2026		2-VTCC-1-7	9 JUL 2026
	2-VTCC-1-8	14 MAY 2026		2-VTCC-1-8	9 JUL 2026
	2-VTCC-1-9	28 NOV 2024		2-VTCC-1-9	9 JUL 2026
	2-VTCC-1-10	28 NOV 2024		2-VTCC-1-10	9 JUL 2026
	2-VTCC-1-15	19 FEB 2026		2-VTCC-1-15	9 JUL 2026
	2-VTCC-1-16	19 FEB 2026		2-VTCC-1-16	9 JUL 2026
	2-VTCC-1-17	19 FEB 2026		2-VTCC-1-17	9 JUL 2026

DESTROY		INSERT	
2-VTCC-1-18	19 FEB 2026	2-VTCC-1-18	9 JUL 2026
2-VTCC-1-19	19 FEB 2026	2-VTCC-1-19	9 JUL 2026
2-VTCC-1-20	19 FEB 2026	2-VTCC-1-20	9 JUL 2026
2-VTCC-1-21	19 FEB 2026	2-VTCC-1-21	9 JUL 2026
2-VTCC-1-22	19 FEB 2026	2-VTCC-1-22	9 JUL 2026
2-VTCC-1-23	19 FEB 2026	2-VTCC-1-23	9 JUL 2026
2-VTCC-1-24	19 FEB 2026	2-VTCC-1-24	9 JUL 2026
2-VTCC-1-25	19 FEB 2026	2-VTCC-1-25	9 JUL 2026
2-VTCC-1-26	14 MAY 2026	2-VTCC-1-26	9 JUL 2026
2-VTCC-1-27	14 MAY 2026	2-VTCC-1-27	9 JUL 2026
-	-	2-VTCC-1-28	9 JUL 2026
2-VTBS-1-84	14 MAY 2026	2-VTBS-1-84	9 JUL 2026
2-VTBS-8-9	14 MAY 2026	2-VTBS-8-9	9 JUL 2026
2-VTBS-8-13	14 MAY 2026	2-VTBS-8-13	9 JUL 2026
2-VTBS-8-23	14 MAY 2026	2-VTBS-8-23	9 JUL 2026
2-VTBS-8-25	14 MAY 2026	2-VTBS-8-25	9 JUL 2026
2-VTBS-8-27	14 MAY 2026	2-VTBS-8-27	9 JUL 2026
2-VTBS-9-1	14 MAY 2026	2-VTBS-9-1	9 JUL 2026
2-VTBS-9-5	14 MAY 2026	2-VTBS-9-5	9 JUL 2026
2-VTBS-9-7	14 MAY 2026	2-VTBS-9-7	9 JUL 2026
2-VTBS-9-11	14 MAY 2026	2-VTBS-9-11	9 JUL 2026
2-VTSS-1-6	14 MAY 2026	2-VTSS-1-6	9 JUL 2026
2-VTUO-1-1	16 APR 2026	2-VTUO-1-1	9 JUL 2026
2-VTUO-1-8	15 MAY 2025	2-VTUO-1-8	9 JUL 2026
2-VTUO-2-1	21 MAR 2024	2-VTUO-2-1	9 JUL 2026
2-VTUO-2-3	29 DEC 2022	2-VTUO-2-3	9 JUL 2026
2-VTUO-2-5	29 DEC 2022	2-VTUO-2-5	9 JUL 2026
2-VTUO-3-1	29 DEC 2022	2-VTUO-3-1	9 JUL 2026
2-VTBL-1-1	17 APR 2025	2-VTBL-1-1	9 JUL 2026
2-VTBL-1-2	19 MAR 2026	2-VTBL-1-2	9 JUL 2026
2-VTBL-1-3	17 APR 2025	2-VTBL-1-3	9 JUL 2026
2-VTBL-1-5	17 APR 2025	2-VTBL-1-5	9 JUL 2026
2-VTCH-1-1	11 JUN 2026	2-VTCH-1-1	9 JUL 2026
2-VTCH-1-12	2 OCT 2025	2-VTCH-1-12	9 JUL 2026
2-VTCH-2-1	2 OCT 2025	2-VTCH-2-1	9 JUL 2026
2-VTUW-1-1	19 FEB 2026	2-VTUW-1-1	9 JUL 2026
2-VTUW-1-2	21 MAR 2024	2-VTUW-1-2	9 JUL 2026
2-VTUW-1-3	5 SEP 2024	2-VTUW-1-3	9 JUL 2026
2-VTUW-1-11	25 DEC 2025	2-VTUW-1-11	9 JUL 2026
2-VTUW-8-1	25 DEC 2025	2-VTUW-8-1	9 JUL 2026
2-VTUW-8-3	25 DEC 2025	2-VTUW-8-3	9 JUL 2026

DESTROY		INSERT	
2-VTUW-8-5	25 DEC 2025	2-VTUW-8-5	9 JUL 2026
2-VTUW-8-7	25 DEC 2025	2-VTUW-8-7	9 JUL 2026
2-VTUW-8-8	8 SEP 2022	2-VTUW-8-8	9 JUL 2026
2-VTUW-8-9	25 DEC 2025	2-VTUW-8-9	9 JUL 2026
2-VTUW-8-10	8 SEP 2022	2-VTUW-8-10	9 JUL 2026
2-VTSF-1-1	18 APR 2024	2-VTSF-1-1	9 JUL 2026
2-VTSF-1-11	7 AUG 2025	2-VTSF-1-11	9 JUL 2026
2-VTSF-2-1	7 AUG 2025	2-VTSF-2-1	9 JUL 2026
2-VTSF-2-3	7 AUG 2025	2-VTSF-2-3	9 JUL 2026
2-VTSF-2-5	7 AUG 2025	2-VTSF-2-5	9 JUL 2026
2-VTSF-3-1	7 AUG 2025	2-VTSF-3-1	9 JUL 2026
2-VTCN-1-1	7 OCT 2021	2-VTCN-1-1	9 JUL 2026
2-VTCN-1-7	11 JUN 2026	2-VTCN-1-7	9 JUL 2026
2-VTCN-2-1	15 JUL 2021	2-VTCN-2-1	9 JUL 2026
2-VTPP-1-1	28 NOV 2024	2-VTPP-1-1	9 JUL 2026
2-VTPP-1-12	14 MAY 2026	2-VTPP-1-12	9 JUL 2026
2-VTPP-2-1	31 OCT 2024	2-VTPP-2-1	9 JUL 2026
2-VTPP-2-3	12 JUN 2025	2-VTPP-2-3	9 JUL 2026
2-VTPP-2-5	12 JUN 2025	2-VTPP-2-5	9 JUL 2026
2-VTCP-1-1	10 JUL 2025	2-VTCP-1-1	9 JUL 2026
2-VTCP-1-10	11 JUN 2026	2-VTCP-1-10	9 JUL 2026
2-VTCP-2-1	26 DEC 2024	2-VTCP-2-1	9 JUL 2026
2-VTPH-1-1	11 JUN 2026	2-VTPH-1-1	9 JUL 2026
2-VTPH-1-11	10 JUL 2025	2-VTPH-1-11	9 JUL 2026
2-VTPH-2-1	18 JUL 2019	2-VTPH-2-1	9 JUL 2026
2-VTSR-1-10	11 JUN 2026	2-VTSR-1-10	9 JUL 2026
2-VTSR-2-1	11 JUN 2026	2-VTSR-2-1	9 JUL 2026
2-VTUV-1-9	27 NOV 2025	2-VTUV-1-9	9 JUL 2026
2-VTUV-6-1	21 APR 2022	2-VTUV-6-1	9 JUL 2026
2-VTUV-6-2	16 JUL 2020	2-VTUV-6-2	9 JUL 2026
2-VTUV-6-5	21 APR 2022	2-VTUV-6-5	9 JUL 2026
2-VTUV-6-6	16 JUL 2020	2-VTUV-6-6	9 JUL 2026
2-VTUV-8-1	21 APR 2022	2-VTUV-8-1	9 JUL 2026
2-VTUV-8-3	21 APR 2022	2-VTUV-8-3	9 JUL 2026
2-VTUV-8-5	21 APR 2022	2-VTUV-8-5	9 JUL 2026
2-VTUV-8-7	21 APR 2022	2-VTUV-8-7	9 JUL 2026
2-VTUV-8-8	16 JUL 2020	2-VTUV-8-8	9 JUL 2026
2-VTUV-8-11	21 APR 2022	2-VTUV-8-11	9 JUL 2026
2-VTUV-8-12	20 MAY 2021	2-VTUV-8-12	9 JUL 2026
2-VTUV-8-13	20 MAY 2021	2-VTUV-8-13	9 JUL 2026
2-VTUV-8-15	21 APR 2022	2-VTUV-8-15	9 JUL 2026

DESTROY		INSERT	
2-VTUV-8-16	20 MAY 2021	2-VTUV-8-16	9 JUL 2026
2-VTUV-9-1	21 APR 2022	2-VTUV-9-1	9 JUL 2026
2-VTUV-9-3	21 APR 2022	2-VTUV-9-3	9 JUL 2026
2-VTUI-1-9	14 MAY 2026	2-VTUI-1-9	9 JUL 2026
2-VTUI-1-11	25 DEC 2025	2-VTUI-1-11	9 JUL 2026
2-VTUI-8-1	25 DEC 2025	2-VTUI-8-1	9 JUL 2026
2-VTUI-8-3	25 DEC 2025	2-VTUI-8-3	9 JUL 2026
2-VTUI-8-5	25 DEC 2025	2-VTUI-8-5	9 JUL 2026
2-VTUI-8-7	25 DEC 2025	2-VTUI-8-7	9 JUL 2026
2-VTUI-8-9	25 DEC 2025	2-VTUI-8-9	9 JUL 2026
2-VTUI-8-10	28 JAN 2021	2-VTUI-8-10	9 JUL 2026
2-VTUI-8-11	25 DEC 2025	2-VTUI-8-11	9 JUL 2026
2-VTUI-8-12	28 JAN 2021	2-VTUI-8-12	9 JUL 2026
2-VTSM-1-1	19 FEB 2026	2-VTSM-1-1	9 JUL 2026
2-VTSM-1-2	19 FEB 2026	2-VTSM-1-2	9 JUL 2026
2-VTSM-1-4	19 FEB 2026	2-VTSM-1-4	9 JUL 2026
2-VTSM-1-8	14 MAY 2026	2-VTSM-1-8	9 JUL 2026
2-VTSM-1-9	19 FEB 2026	2-VTSM-1-9	9 JUL 2026
2-VTSM-1-10	19 FEB 2026	2-VTSM-1-10	9 JUL 2026
2-VTSM-1-11	19 FEB 2026	2-VTSM-1-11	9 JUL 2026
2-VTPM-1-1	7 AUG 2025	2-VTPM-1-1	9 JUL 2026
2-VTPM-1-10	11 JUN 2026	2-VTPM-1-10	9 JUL 2026
2-VTPM-2-1	1 DEC 2022	2-VTPM-2-1	9 JUL 2026
2-VTPM-2-3	26 JAN 2023	2-VTPM-2-3	9 JUL 2026
2-VTPM-2-5	1 DEC 2022	2-VTPM-2-5	9 JUL 2026
2-VTPM-3-1	1 DEC 2022	2-VTPM-3-1	9 JUL 2026
2-VTUZ-1-1	30 NOV 2023	2-VTUZ-1-1	9 JUL 2026
2-VTUZ-1-3	30 NOV 2023	2-VTUZ-1-3	9 JUL 2026

2. Hand amendments

NIL

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

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

AIP SUP	NIL
AIC	NIL
NOTAM	A1392/26 (C2240/26), C2216/26, A1683/26 (C2661/26)

- 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	
					7/25	29 MAY 2025	10 JULY 2025	
					8/25	26 JUN 2025	7 AUG 2025	
					9/25	24 JUL 2025	4 SEP 2025	
					10/25	21 AUG 2025	2 OCT 2025	
					11/25	18 SEP 2025	30 OCT 2025	
					12/25	16 OCT 2025	27 NOV 2025	
					13/25	13 NOV 2025	25 DEC 2025	
					1/26	11 DEC 2025	22 JAN 2026	
					2/26	08 JAN 2026	19 FEB 2026	
					3/26	05 FEB 2026	19 MAR 2026	
					4/26	05 MAR 2026	16 APR 2026	
					5/26	02 APR 2026	14 MAY 2026	
					6/26	30 APR 2026	11 JUN 2026	
					7/26	28 MAY 2026	9 JUL 2026	

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GEN 0.4 CHECKLIST OF AIP PAGES

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

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

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3.3-39	7 AUG 25
3.3-40	4 SEP 25
3.3-41	7 AUG 25
3.3-42	7 AUG 25
3.3-43	7 AUG 25
3.3-44	7 AUG 25
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3.3-63	7 AUG 25
3.4-1	18 JUL 19
3.5-1	19 MAY 22
3.6-1	18 JUL 19
ENR 4.	
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4.1-3	14 MAY 26
4.1-4	14 MAY 26
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4.1-8	14 MAY 26
4.1-9	14 MAY 26
4.1-10	14 MAY 26
4.1-11	14 MAY 26
4.1-12	14 MAY 26
4.2-1	18 JUL 19
4.3-1	4 SEP 25
4.4-1	11 JUN 26
4.4-2	11 JUN 26
4.4-3	11 JUN 26
4.4-4	11 JUN 26
4.5-1	17 JUN 21
ENR 5.	
5.1-1	14 MAY 26
5.1-2	14 MAY 26
5.1-3	7 AUG 25
5.1-4	7 AUG 25
5.1-5	7 AUG 25
5.1-6	7 AUG 25
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5.1-21	14 MAY 26
5.1-22	14 MAY 26
5.2-1	27 NOV 25
5.2-2	27 NOV 25
5.3-1	18 JUL 19
5.4-1	18 JUL 19
5.5-1	18 JUL 19
5.6-1	28 NOV 24
ENR 6.	
6-1	**9 JUL 26**
6-3	**9 JUL 26**
6-5	7 AUG 25
6-7	7 AUG 25
6-9	7 AUG 25
6-11	2 OCT 25
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AD 0.	
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0.6-2	23 JAN 25
0.6-3	23 JAN 25
0.6-4	18 JUN 20
0.6-5	23 JAN 25
0.6-6	23 JAN 25
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0.6-8	18 JUL 19
0.6-9	18 JUL 19
0.6-10	18 JUL 19
0.6-11	18 JUN 20
0.6-12	23 JAN 25
0.6-13	18 JUN 20
0.6-14	18 JUN 20
0.6-15	23 JAN 25
0.6-16	18 JUN 20
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0.6-18	18 JUN 20
0.6-19	18 JUN 20
AD 1.	
1.1-1	28 JAN 21
1.1-2	28 JAN 21
1.1-3	26 DEC 24
1.2-1	20 APR 23
1.2-2	20 APR 23
1.3-1	25 JAN 24
1.3-2	6 OCT 22
1.3-3	6 OCT 22
1.3-4	10 OCT 19
1.4-1	18 JUL 19
1.5-1	30 OCT 25
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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
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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
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2-VTBD-3-5	25 DEC 25
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2-VTBD-6-4	2 OCT 25
2-VTBD-6-5	2 OCT 25
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2-VTBD-6-9	14 MAY 26
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2-VTBD-6-11	2 OCT 25
2-VTBD-6-12	2 OCT 25
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2-VTBD-6-15	14 MAY 26
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2-VTBD-6-29	14 MAY 26
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2-VTBD-6-32	2 OCT 25
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2-VTBD-6-34	10 JUL 25

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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-6-49	14 MAY 26
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2-VTBD-7-3	2 OCT 25
2-VTBD-7-4	2 OCT 25
2-VTBD-7-5	2 OCT 25
2-VTBD-7-6	2 OCT 25
2-VTBD-7-7	2 OCT 25
2-VTBD-7-8	7 AUG 25
2-VTBD-7-9	14 MAY 26
2-VTBD-7-10	7 AUG 25
2-VTBD-7-11	2 OCT 25
2-VTBD-7-12	2 OCT 25
2-VTBD-7-13	2 OCT 25
2-VTBD-7-14	2 OCT 25
2-VTBD-7-15	2 OCT 25
2-VTBD-7-16	7 AUG 25
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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-8-13	14 MAY 26
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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
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2-VTBD-8-23	10 JUL 25
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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	**9 JUL 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	**9 JUL 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	**9 JUL 26**
2-VTBD-9-14	28 NOV 24
2-VTBD-9-15	**9 JUL 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	**9 JUL 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	**9 JUL 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	**9 JUL 26**
2-VTCC-1-5	**9 JUL 26**
2-VTCC-1-6	**9 JUL 26**
2-VTCC-1-7	**9 JUL 26**
2-VTCC-1-8	**9 JUL 26**
2-VTCC-1-9	**9 JUL 26**
2-VTCC-1-10	**9 JUL 26**
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
2-VTCC-1-15	**9 JUL 26**
2-VTCC-1-16	**9 JUL 26**
2-VTCC-1-17	**9 JUL 26**
2-VTCC-1-18	**9 JUL 26**
2-VTCC-1-19	**9 JUL 26**
2-VTCC-1-20	**9 JUL 26**
2-VTCC-1-21	**9 JUL 26**
2-VTCC-1-22	**9 JUL 26**
2-VTCC-1-23	**9 JUL 26**
2-VTCC-1-24	**9 JUL 26**
2-VTCC-1-25	**9 JUL 26**
2-VTCC-1-26	**9 JUL 26**
2-VTCC-1-27	**9 JUL 26**
2-VTCC-1-28	**9 JUL 26**
2-VTCC-2-1	7 AUG 25
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
2-VTCC-6-1	19 MAR 26
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
2-VTCC-6-15	26 DEC 24
2-VTCC-6-17	14 MAY 26
2-VTCC-6-18	19 MAR 26
2-VTCC-6-19	14 MAY 26
2-VTCC-6-20	19 MAR 26
2-VTCC-6-21	19 MAR 26
2-VTCC-6-22	26 DEC 24
2-VTCC-6-23	14 MAY 26
2-VTCC-6-24	19 MAR 26
2-VTCC-6-25	19 MAR 26
2-VTCC-6-26	26 DEC 24
2-VTCC-6-27	14 MAY 26
2-VTCC-6-28	19 MAR 26
2-VTCC-6-29	14 MAY 26
2-VTCC-6-30	19 MAR 26
2-VTCC-7-1	14 MAY 26
2-VTCC-7-2	26 DEC 24
2-VTCC-7-3	19 MAR 26
2-VTCC-7-4	19 MAR 26
2-VTCC-7-5	19 MAR 26
2-VTCC-7-6	26 DEC 24
2-VTCC-7-7	14 MAY 26
2-VTCC-7-8	26 DEC 24
2-VTCC-7-9	19 MAR 26
2-VTCC-7-11	14 MAY 26
2-VTCC-7-12	26 DEC 24
2-VTCC-7-13	19 MAR 26
2-VTCC-7-14	26 DEC 24
2-VTCC-7-15	14 MAY 26
2-VTCC-7-16	26 DEC 24
2-VTCC-7-17	19 MAR 26
2-VTCC-7-18	19 MAR 26
2-VTCC-7-19	14 MAY 26
2-VTCC-7-20	26 DEC 24
2-VTCC-7-21	19 MAR 26
2-VTCC-8-1	14 MAY 26
2-VTCC-8-2	19 MAR 26
2-VTCC-8-3	14 MAY 26
2-VTCC-8-4	19 MAR 26
2-VTCC-8-5	14 MAY 26
2-VTCC-8-6	19 MAR 26
2-VTCC-8-7	14 MAY 26
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
2-VTCT-1-9	7 AUG 25
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

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

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2-VTBS-6-41	14 MAY 26
2-VTBS-6-42	14 MAY 26
2-VTBS-6-43	10 JUL 25
2-VTBS-6-44	2 OCT 25
2-VTBS-6-45	2 OCT 25
2-VTBS-6-46	2 OCT 25
2-VTBS-6-47	2 OCT 25
2-VTBS-6-48	2 OCT 25
2-VTBS-6-49	2 OCT 25
2-VTBS-6-50	2 OCT 25
2-VTBS-6-51	2 OCT 25
2-VTBS-6-52	2 OCT 25
2-VTBS-6-53	2 OCT 25
2-VTBS-6-54	2 OCT 25
2-VTBS-6-55	14 MAY 26
2-VTBS-6-56	14 MAY 26
2-VTBS-6-57	10 JUL 25
2-VTBS-6-58	2 OCT 25
2-VTBS-6-59	2 OCT 25
2-VTBS-6-60	2 OCT 25
2-VTBS-6-61	2 OCT 25
2-VTBS-6-62	2 OCT 25
2-VTBS-6-63	2 OCT 25
2-VTBS-6-64	2 OCT 25
2-VTBS-6-65	2 OCT 25
2-VTBS-6-66	2 OCT 25
2-VTBS-6-67	14 MAY 26
2-VTBS-6-68	14 MAY 26
2-VTBS-6-69	10 JUL 25
2-VTBS-6-70	2 OCT 25
2-VTBS-6-71	2 OCT 25
2-VTBS-6-72	2 OCT 25
2-VTBS-6-73	2 OCT 25
2-VTBS-6-74	2 OCT 25
2-VTBS-6-75	2 OCT 25
2-VTBS-6-76	2 OCT 25
2-VTBS-6-77	2 OCT 25
2-VTBS-6-78	2 OCT 25
2-VTBS-6-79	14 MAY 26
2-VTBS-6-80	27 NOV 25
2-VTBS-6-81	2 OCT 25
2-VTBS-6-82	2 OCT 25
2-VTBS-6-83	2 OCT 25
2-VTBS-6-84	2 OCT 25
2-VTBS-6-85	2 OCT 25
2-VTBS-6-87	14 MAY 26
2-VTBS-6-88	27 NOV 25
2-VTBS-6-89	2 OCT 25
2-VTBS-6-90	2 OCT 25
2-VTBS-6-91	2 OCT 25
2-VTBS-6-92	2 OCT 25
2-VTBS-6-93	2 OCT 25
2-VTBS-6-95	14 MAY 26
2-VTBS-6-96	27 NOV 25
2-VTBS-6-97	2 OCT 25
2-VTBS-6-98	2 OCT 25
2-VTBS-6-99	2 OCT 25
2-VTBS-6-100	2 OCT 25
2-VTBS-6-101	2 OCT 25
2-VTBS-6-103	14 MAY 26
2-VTBS-6-104	27 NOV 25
2-VTBS-6-105	2 OCT 25
2-VTBS-6-106	2 OCT 25
2-VTBS-6-107	2 OCT 25
2-VTBS-6-108	2 OCT 25
2-VTBS-6-109	2 OCT 25
2-VTBS-6-110	2 OCT 25
2-VTBS-6-111	14 MAY 26
2-VTBS-6-112	27 NOV 25
2-VTBS-6-113	2 OCT 25
2-VTBS-6-114	2 OCT 25
2-VTBS-6-115	2 OCT 25
2-VTBS-6-116	2 OCT 25
2-VTBS-6-117	2 OCT 25
2-VTBS-6-118	2 OCT 25
2-VTBS-6-119	14 MAY 26
2-VTBS-6-120	27 NOV 25
2-VTBS-6-121	2 OCT 25
2-VTBS-6-122	2 OCT 25
2-VTBS-6-123	2 OCT 25
2-VTBS-6-124	2 OCT 25
2-VTBS-6-125	2 OCT 25
2-VTBS-6-126	2 OCT 25
2-VTBS-7-1	14 MAY 26
2-VTBS-7-2	7 AUG 25
2-VTBS-7-3	7 AUG 25
2-VTBS-7-4	2 OCT 25
2-VTBS-7-5	2 OCT 25
2-VTBS-7-6	2 OCT 25
2-VTBS-7-7	2 OCT 25
2-VTBS-7-8	2 OCT 25
2-VTBS-7-9	2 OCT 25
2-VTBS-7-10	7 AUG 25
2-VTBS-7-11	14 MAY 26
2-VTBS-7-12	14 MAY 26
2-VTBS-7-13	7 AUG 25
2-VTBS-7-14	2 OCT 25
2-VTBS-7-15	2 OCT 25
2-VTBS-7-16	2 OCT 25
2-VTBS-7-17	2 OCT 25
2-VTBS-7-18	2 OCT 25
2-VTBS-7-19	2 OCT 25
2-VTBS-7-20	7 AUG 25
2-VTBS-8-1	14 MAY 26
2-VTBS-8-2	4 SEP 25
2-VTBS-8-3	10 JUL 25
2-VTBS-8-5	14 MAY 26
2-VTBS-8-6	4 SEP 25
2-VTBS-8-7	10 JUL 25
2-VTBS-8-9	**9 JUL 26**
2-VTBS-8-10	4 SEP 25
2-VTBS-8-11	10 JUL 25
2-VTBS-8-13	**9 JUL 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	**9 JUL 26**
2-VTBS-8-24	4 SEP 25
2-VTBS-8-25	**9 JUL 26**
2-VTBS-8-26	4 SEP 25
2-VTBS-8-27	**9 JUL 26**
2-VTBS-8-28	4 SEP 25
2-VTBS-9-1	**9 JUL 26**
2-VTBS-9-2	28 NOV 24
2-VTBS-9-3	28 NOV 24
2-VTBS-9-5	**9 JUL 26**
2-VTBS-9-6	28 NOV 24
2-VTBS-9-7	**9 JUL 26**
2-VTBS-9-8	28 NOV 24
2-VTBS-9-9	28 NOV 24
2-VTBS-9-11	**9 JUL 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	**9 JUL 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

Page	Date
2-VTSS-8-3	14 MAY 26
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	**9 JUL 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	**9 JUL 26**
2-VTUO-2-1	**9 JUL 26**
2-VTUO-2-3	**9 JUL 26**
2-VTUO-2-5	**9 JUL 26**
2-VTUO-3-1	**9 JUL 26**
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
2-VTUL-8-1	20 MAY 21

Page	Date
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	**9 JUL 26**
2-VTBL-1-2	**9 JUL 26**
2-VTBL-1-3	**9 JUL 26**
2-VTBL-1-4	19 MAR 26
2-VTBL-1-5	**9 JUL 26**
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	**9 JUL 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	**9 JUL 26**
2-VTCH-2-1	**9 JUL 26**
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	**9 JUL 26**
2-VTUW-1-2	**9 JUL 26**
2-VTUW-1-3	**9 JUL 26**
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	**9 JUL 26**
2-VTUW-2-1	25 DEC 25
2-VTUW-8-1	**9 JUL 26**
2-VTUW-8-2	15 MAY 25
2-VTUW-8-3	**9 JUL 26**
2-VTUW-8-4	15 MAY 25
2-VTUW-8-5	**9 JUL 26**
2-VTUW-8-6	15 MAY 25
2-VTUW-8-7	**9 JUL 26**
2-VTUW-8-8	**9 JUL 26**
2-VTUW-8-9	**9 JUL 26**
2-VTUW-8-10	**9 JUL 26**

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

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	**9 JUL 26**
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	**9 JUL 26**
2-VTSF-2-1	**9 JUL 26**
2-VTSF-2-3	**9 JUL 26**
2-VTSF-2-5	**9 JUL 26**
2-VTSF-3-1	**9 JUL 26**
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	**9 JUL 26**
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	**9 JUL 26**
2-VTCN-2-1	**9 JUL 26**
2-VTCN-8-1	11 JUN 26

Page	Date
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	**9 JUL 26**
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	**9 JUL 26**
2-VTPP-2-1	**9 JUL 26**
2-VTPP-2-3	**9 JUL 26**
2-VTPP-2-5	**9 JUL 26**
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	**9 JUL 26**
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	**9 JUL 26**
2-VTCP-2-1	**9 JUL 26**
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	**9 JUL 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	**9 JUL 26**
2-VTPH-2-1	**9 JUL 26**
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	**9 JUL 26**
2-VTSR-2-1	**9 JUL 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
2-VTSR-8-8	11 JUN 26
2-VTSR-8-9	11 JUN 26
2-VTSR-8-10	11 JUN 26

Page	Date
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	**9 JUL 26**
2-VTUV-2-1	27 NOV 25
2-VTUV-6-1	**9 JUL 26**
2-VTUV-6-2	**9 JUL 26**
2-VTUV-6-3	16 JUL 20
2-VTUV-6-5	**9 JUL 26**
2-VTUV-6-6	**9 JUL 26**
2-VTUV-6-7	16 JUL 20
2-VTUV-8-1	**9 JUL 26**
2-VTUV-8-2	15 MAY 25
2-VTUV-8-3	**9 JUL 26**
2-VTUV-8-4	15 MAY 25
2-VTUV-8-5	**9 JUL 26**
2-VTUV-8-6	15 MAY 25
2-VTUV-8-7	**9 JUL 26**
2-VTUV-8-8	**9 JUL 26**
2-VTUV-8-9	15 MAY 25
2-VTUV-8-10	16 JUL 20
2-VTUV-8-11	**9 JUL 26**
2-VTUV-8-12	**9 JUL 26**
2-VTUV-8-13	**9 JUL 26**
2-VTUV-8-15	**9 JUL 26**
2-VTUV-8-16	**9 JUL 26**
2-VTUV-8-17	20 MAY 21
2-VTUV-9-1	**9 JUL 26**
2-VTUV-9-2	21 APR 22
2-VTUV-9-3	**9 JUL 26**
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	**9 JUL 26**
2-VTUI-1-10	30 NOV 23
2-VTUI-1-11	**9 JUL 26**
2-VTUI-2-1	31 OCT 24
2-VTUI-8-1	**9 JUL 26**
2-VTUI-8-2	15 MAY 25
2-VTUI-8-3	**9 JUL 26**
2-VTUI-8-4	15 MAY 25
2-VTUI-8-5	**9 JUL 26**
2-VTUI-8-6	15 MAY 25
2-VTUI-8-7	**9 JUL 26**
2-VTUI-8-8	15 MAY 25
2-VTUI-8-9	**9 JUL 26**
2-VTUI-8-10	**9 JUL 26**
2-VTUI-8-11	**9 JUL 26**
2-VTUI-8-12	**9 JUL 26**

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	**9 JUL 26**
2-VTSM-1-2	**9 JUL 26**
2-VTSM-1-3	19 FEB 26
2-VTSM-1-4	**9 JUL 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	**9 JUL 26**
2-VTSM-1-9	**9 JUL 26**
2-VTSM-1-10	**9 JUL 26**
2-VTSM-1-11	**9 JUL 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	**9 JUL 26**
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
2-VTPM-1-8	14 MAY 26
2-VTPM-1-9	26 DEC 24
2-VTPM-1-10	**9 JUL 26**

Page	Date
2-VTPM-2-1	**9 JUL 26**
2-VTPM-2-3	**9 JUL 26**
2-VTPM-2-5	**9 JUL 26**
2-VTPM-3-1	**9 JUL 26**
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	**9 JUL 26**
2-VTUZ-1-2	30 NOV 23
2-VTUZ-1-3	**9 JUL 26**
2-VTUZ-1-4	30 NOV 23
2-VTUZ-1-5	26 DEC 24
2-VTUZ-1-6	30 NOV 23

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5. List of Aeronautical Charts Available

5.1 Aerodrome Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-1	In AIP	7 AUG 2025
		Chiang Mai Intl	AD 2-VTCC-2-1	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-1	In AIP	19 MAR 2026
		Phuket Intl	AD 2-VTSP-2-1	In AIP	25 DEC 2025
		Suvarnabhumi Intl	AD 2-VTBS-2-1	In AIP	22 JAN 2026
		U-Tapao Rayong Pattaya Intl	AD 2-VTBU-2-1	In AIP	19 FEB 2026
		Hat Yai Intl	AD 2-VTSS-2-1	In AIP	7 AUG 2025
		Buri Ram	AD 2-VTUO-2-1	In AIP	9 JUL 2026
		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	9 JUL 2026
		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	9 JUL 2026
		Nan Nakhon	AD 2-VTCN-2-1	In AIP	9 JUL 2026
		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	9 JUL 2026
		Phrae	AD 2-VTCP-2-1	In AIP	9 JUL 2026
		Hua Hin	AD 2-VTPH-2-1	In AIP	9 JUL 2026
		Ranong	AD 2-VTSR-2-1	In AIP	9 JUL 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	9 JUL 2026
		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	9 JUL 2026
		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	9 JUL 2026
		Phitsanulok	AD 2-VTPP-2-3	In AIP	9 JUL 2026
	1 : 20,000	**Samui**	AD 2-VTSM-2-3	In AIP	2 OCT 2025
		Mae Sot	AD 2-VTPM-2-3	In AIP	9 JUL 2026
		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	9 JUL 2026
		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	9 JUL 2026
	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	9 JUL 2026
	1 : 10,000	**Mae Sot**	AD 2-VTPM-2-5	In AIP	9 JUL 2026
		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	9 JUL 2026
		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	9 JUL 2026
		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	9 JUL 2026

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		Hat Yai Intl			
Standard Departure Chart - Instrument (SID) - ICAO	1 : 600,000	RNAV RWY08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PAD-PA1D PIMER1D TAXEB1D	AD 2-VTSS-6-1	In AIP	14 MAY 2026
	1 : 600,000	RNAV RWY26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PAD-PA1C PIMER1C TAXEB1C	AD 2-VTSS-6-5	In AIP	14 MAY 2026
		Khon Kaen			
	1 : 600,000	RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SED-NO1C	AD 2-VTUK-6-1	In AIP	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	9 JUL 2026
	1 : 500,000	RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B RURAR1B SED-NO1B	AD 2-VTUV-6-5	In AIP	9 JUL 2026
		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
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	9 JUL 2026
	1 : 500,000	ILS or LOC z RWY 20L CAT II	AD 2-VTBS-8-13	In AIP	9 JUL 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	9 JUL 2026
	1 : 500,000	RNP RWY 20L	AD 2-VTBS-8-25	In AIP	9 JUL 2026
	1 : 500,000	RNP RWY 20R	AD 2-VTBS-8-27	In AIP	9 JUL 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	9 JUL 2026
	1 : 400,000	VOR RWY 33	AD 2-VTUW-8-3	In AIP	9 JUL 2026
	1 : 400,000	ILS or LOC RWY 15	AD 2-VTUW-8-5	In AIP	9 JUL 2026

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	9 JUL 2026
	1 : 400,000	RNP RWY 33	AD 2-VTUW-8-9	In AIP	9 JUL 2026
		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	9 JUL 2026
	1 : 500,000	VOR RWY 36	AD 2-VTUV-8-3	In AIP	9 JUL 2026
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTUV-8-5	In AIP	9 JUL 2026
	1 : 500,000	ILS or LOC z RWY 36	AD 2-VTUV-8-7	In AIP	9 JUL 2026
	1 : 500,000	RNP RWY 18	AD 2-VTUV-8-11	In AIP	9 JUL 2026
	1 : 500,000	RNP RWY 36	AD 2-VTUV-8-15	In AIP	9 JUL 2026

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	9 JUL 2026
	1 : 500,000	VOR RWY 23	AD 2-VTUI-8-3	In AIP	9 JUL 2026
	1 : 500,000	ILS RWY 23	AD 2-VTUI-8-5	In AIP	9 JUL 2026
	1 : 500,000	LOC RWY 23	AD 2-VTUI-8-7	In AIP	9 JUL 2026
	1 : 500,000	RNP RWY 05	AD 2-VTUI-8-9	In AIP	9 JUL 2026
	1 : 500,000	RNP RWY 23	AD 2-VTUI-8-11	In AIP	9 JUL 2026
		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	9 JUL 2026
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	9 JUL 2026
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	9 JUL 2026
	1 : 750,000	RWY 03L/03R	AD 2-VTBD-9-7	In AIP	9 JUL 2026
		Suvarnabhumi Intl			
	1 : 750,000	RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-1	In AIP	9 JUL 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	9 JUL 2026
	1 : 750,000	RWY 03L/03R	AD 2-VTBD-9-21	In AIP	9 JUL 2026
		Suvarnabhumi Intl			
	1 : 750,000	RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-7	In AIP	9 JUL 2026
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	9 JUL 2026
		Suvarnabhumi Intl			
	1 : 750,000	RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-5	In AIP	9 JUL 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	9 JUL 2026
		Suvarnabhumi Intl			
	1 : 750,000	RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-11	In AIP	9 JUL 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

TABLE COM - 2
AERONAUTICAL FIXED SERVICES (DATA COMMUNICATIONS) - INTERNATIONAL AND DOMESTIC CIRCUIT

STATION		CORRESPONDENT		TYPE OF CHANNELS	TYPE OF SERVICE	HOURS (UTC)	REMARKS
NAME	CALL SIGN	NAME	CALL SIGN				
1	2	3	4	5	6	7	8
Bangkok (VTBB)	-	Mumbai	-	LDD	AMHS	H24	
		Hong Kong	-	LDD	AMHS	H24	
		Yangon	-	LDD	AMHS	H24	
		Kuala Lumpur	-	LDD	AMHS	H24	
		Vientiane	-	LDD	AMHS	H24	
		Singapore	-	LDD	AMHS	H24	
		Dhaka	-	LDD	AMHS	H24	
		Ho Chi Minh	-	LDD	AMHS	H24	
		Phnom Penh	-	LDD	AMHS	H24	
		Rome	-	LDD	AMHS	H24	
		Beijing	-	LDD	AMHS	H24	
		Paro	-	LDD	AMHS	H24	
		Bangkok/ Don Mueang International Airport	-	LDD	AFTN	H24	
		Chiang Mai/ Chiang Mai Internation Airport	-	LDD	AFTN	H24	
		Chiang Rai/ Mae Fah Luang-Chiang Rai International Airport	-	LDD	AFTN	H24	
		Phuket/ Phuket International Airport	-	LDD	AFTN	H24	
		Bangkok/ Suvarnabhumi International Airport	-	LDD	AFTN	H24	
		Rayong/ U-Tapao Rayong Pattaya International Airport	-	LDD	AFTN	H24	
		Songkhla/ Hat Yai International Airport	-	LDD	AFTN	H24	
		Buri Ram Airport	-	LDD	AFTN	H24	
		Chumphon	-	LDD	AFTN	H24	
		Khon Kaen	-	LDD	AFTN	H24	
		Krabi	-	LDD	AFTN	H24	
		Lampang	-	LDD	AFTN	H24	
		Loei	-	LDD	AFTN	H24	
		Lop Buri/ Sa Pran Nak	-	LDD	AFTN	H24	
		Mae Hong Son	-	LDD	AFTN	H24	
		Nakhon Phanom	-	LDD	AFTN	H24	
		Nakhon Ratchasima	-	LDD	AFTN	H24	
		Nakhon Sawan	-	LDD	AFTN	H24	
		Nakhon Si Thammarat	-	LDD	AFTN	H24	
		Nan/ Nan Nakhon	-	LDD	AFTN	H24	
		Narathiwat	-	LDD	AFTN	H24	
		Phetchabun	-	LDD	AFTN	H24	
		Phitsanulok	-	LDD	AFTN	H24	
		Phrae	-	LDD	AFTN	H24	
		Prachuap Khiri Khan/ Hua Hin	-	LDD	AFTN	H24	
		Ranong	-	LDD	AFTN	H24	
		Roi Et	-	LDD	AFTN	H24	
		Sakon Nakhon/ Ban Khai	-	LDD	AFTN	H24	
		Songkhla	-	LDD	AFTN	H24	
		Sukhothai	-	LDD	AFTN	H24	
		Surat Thani	-	LDD	AFTN	H24	
		Surat Thani/ Samui	-	LDD	AFTN	H24	
		Tak/ Mae Sot	-	LDD	AFTN	H24	
		Trang	-	LDD	AFTN	H24	
		Trat/ Khao Sming	-	LDD	AFTN	H24	
		Ubon Ratchathani	-	LDD	AFTN	H24	
		Udon Thani	-	LDD	AFTN	H24	
		Yala/ Betong	-	LDD	AFTN	H24	

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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, Phuket, Chiang Mai, Hat Yai and Mae Fah Luang-Chiang Rai 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.*

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

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

ENR 6. EN-ROUTE CHARTS

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PROHIBITED, RESTRICTED, DANGER AREAS		
Identification	Lower limit Upper limit	Activation time
P4	GND FL120	MON - FRI 0000-1000
P7	GND FL250	H24
P36	ALT 1000 ft FL250	HN
P37	ALT 1000 ft FL250	HN
P38	ALT 1000 ft FL250	HN
R1	ALT 1000 ft FL250	H24
R2	ALT 1000 ft FL250	H24
R3	ALT 1000 ft FL250	NOTIFIED BY NOTAM
R5	ALT 1000 ft FL250	NOTIFIED BY NOTAM
R6	ALT 1000 ft FL250	NOTIFIED BY NOTAM
R8	ALT 1000 ft FL250	H24
R11	GND FL250	H24
R12	ALT 1000 ft FL250	NOTIFIED BY NOTAM
R13	GND FL250	H24
R15	ALT 1000 ft FL250	H24
R51	ALT 1000 ft FL250	HJ
R52	ALT 1000 ft FL250	HJ
R62	ALT 1000 ft FL250	HN
R66	ALT 1000 ft FL250	NOTIFIED BY NOTAM
R68	GND FL250	MON - FRI 0000-1000
R79	ALT 1000 ft FL250	NOTIFIED BY NOTAM
R80	ALT 1000 ft FL250	H24
R81	ALT 1000 ft FL250	H24
R82	ALT 1000 ft FL250	H24
R83	ALT 1000 ft FL250	H24
R84	ALT 1000 ft FL250	H24
D2	ALT 1000 ft FL250	MON - FRI 0000-1000
D3A	GND FL250	MON - FRI 0000-1000
D3B	GND FL250	MON - FRI 0000-1000
D5A	ALT 1000 ft FL250	MON - FRI 0000-1000
D5B	ALT 1000 ft FL250	MON - FRI 0000-1000
D6A	ALT 1000 ft FL250	EVERYDAY 2300-1000
D6B	ALT 1000 ft FL250	EVERYDAY 2300-1000
D8A	GND FL250	MON - FRI 0000-1100
D8B	ALT 1000 ft FL250	MON - FRI 0000-1100
D8C	ALT 1000 ft FL250	MON - FRI 0000-1100
D8D	ALT 1000 ft FL250	MON - FRI 0000-1100
D8E	ALT 1000 ft FL250	MON - FRI 0000-1100
D8F	ALT 1000 ft FL250	MON - FRI 0000-1100
D8G	ALT 1000 ft FL250	MON - FRI 0000-1100
D20	ALT 1000 ft FL250	HJ
D21 AREA1	ALT 1000 ft FL250	NOTIFIED BY NOTAM
D21 AREA2	GND FL250	NOTIFIED BY NOTAM
D21 AREA3	GND FL250	NOTIFIED BY NOTAM
D22	GND FL250	NOTIFIED BY NOTAM
D23	ALT 1000 ft FL250	NOTIFIED BY NOTAM
D24	GND FL250	NOTIFIED BY NOTAM
D25	GND FL250	NOTIFIED BY NOTAM
D26	GND FL250	NOTIFIED BY NOTAM
D27	ALT 1000 ft FL250	NOTIFIED BY NOTAM
D28	GND FL250	NOTIFIED BY NOTAM
D29	GND FL250	NOTIFIED BY NOTAM
D30 AREA1	GND FL250	MON - FRI 2300-1000
D30 AREA2	GND FL250	MON - FRI 2300-1000
D32	ALT 1000 ft FL250	MON - FRI 2300-1400
D33 AREA1	GND FL250	MON - FRI 2200-1700
D33 AREA2	GND FL250	MON - FRI 2200-1700
D34 AREA1	GND FL250	MON - FRI 2200-1700
D34 AREA2	GND FL250	MON - FRI 2200-1700
D41A	GND FL250	MON - FRI 0000-1000
D41B	GND FL250	MON - FRI 0000-1000
D43	GND FL250	MON - FRI 0100-0900
D44	GND FL250	MON - FRI 2300-1000
D45	ALT 1000 ft FL250	MON - FRI 2200-1300
D46	GND FL250	MON - FRI 2300-1000
D461	ALT 1000 ft FL250	MON - FRI 0000-1000
D47	GND FL250	EVERYDAY 0130-0930
D54	GND FL250	MON - FRI 2200-1700
D55	GND FL250	MON - FRI 2200-1700
D56	GND FL250	MON - FRI 0000-1000
D58	GND FL250	NOTIFIED BY NOTAM
D59 AREA1	GND FL250	MON - FRI 2300-1700
D59 AREA2	GND FL250	MON - FRI 2300-1700
D60 AREA1	GND FL250	MON - FRI 2300-1700
D60 AREA2	GND FL250	NOTIFIED BY NOTAM
D61	ALT 1000 ft FL250	MON - FRI 2300-1700
D63 AREA1	GND FL250	MON - FRI 2200-1700
D63 AREA2	ALT 1000 ft FL250	MON - FRI 2200-1700
D64 (North Area)	GND FL250	MON - FRI 2200-1700
D64 (South Area)	GND FL250	MON - FRI 2200-1700
D64 AREA1	ALT 1000 ft FL250	MON - FRI 2300-1100
D64 AREA2	GND FL250	MON - FRI 2300-1100
D65	GND FL250	MON - FRI 0000-1000
D67	ALT 1000 ft FL250	NOTIFIED BY NOTAM
D70	GND FL250	MON - FRI 0130-0930
D71	GND FL250	NOTIFIED BY NOTAM
D74 AREA1	GND FL250	NOTIFIED BY NOTAM
D74 AREA2	ALT 1000 ft FL250	NOTIFIED BY NOTAM
D74 AREA3	ALT 1000 ft FL250	NOTIFIED BY NOTAM
D75	ALT 1000 ft FL250	SAT - SUN 2300-1400
D76	ALT 1000 ft FL250	SAT - SUN 2300-1400
D77	ALT 1000 ft FL250	SAT - SUN 2300-1400
TRA 2	ALT 1000 ft FL250	NOTIFIED BY NOTAM
TRA 3A	ALT 1000 ft FL250	NOTIFIED BY NOTAM
TRA 3B	GND FL250	NOTIFIED BY NOTAM
TRA 5	ALT 1000 ft FL250	NOTIFIED BY NOTAM
TRA 46	ALT 1000 ft FL250	NOTIFIED BY NOTAM
TRA 56A	GND FL250	NOTIFIED BY NOTAM
TRA 56B	GND FL250	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
GND 121.9 MHz
CDC 118.55 MHz
ATIS 128.0 MHz

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

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

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

CHUMPHON
APP 122.6 MHz; 121.5 MHz;
TWR 122.15 MHz; 236.6 MHz; 121.5 MHz
GND 121.9 MHz
ATIS 132.4 MHz

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

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

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

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

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

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

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

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

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

ATIS 390.6 MHz

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

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

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

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

CHA-IAN
TWR 122.7 MHz; 236.6 MHz; 121.5 MHz
GIA/Q 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; 236.6 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
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
Identification
Prohibited, Restricted and Danger area
Name of FIR
Upper limit
Lower limit
Unit providing service
Compulsory reporting point
On request reporting point
Name of Point
Coordinates
Collocated VOR and DME radio navigation aids
Non-directional radio beacon - NDB
Compass rose
Name
NAVAID frequency, identification or call sign
Coordinates
Elevation of DME site (to the nearest 30 m)
Name of Sector
Call Sign
Communication Frequency
Sector Boundary
Route designator
Distance in NM between reporting points
Magnetic track
Direction of traffic flow
Upper limit
Lower limit

AERONAUTICAL INFORMATION SERVICES DEPARTMENT
CIVIL AVIATION AUTHORITY OF THAILAND

ENROUTE CHART - ICAO

AIRAC AIP AMENDMENT 07/26
EFFECTIVE DATE
09 JUL 26

CHANGE : Remove GND Frequency of VTUI .

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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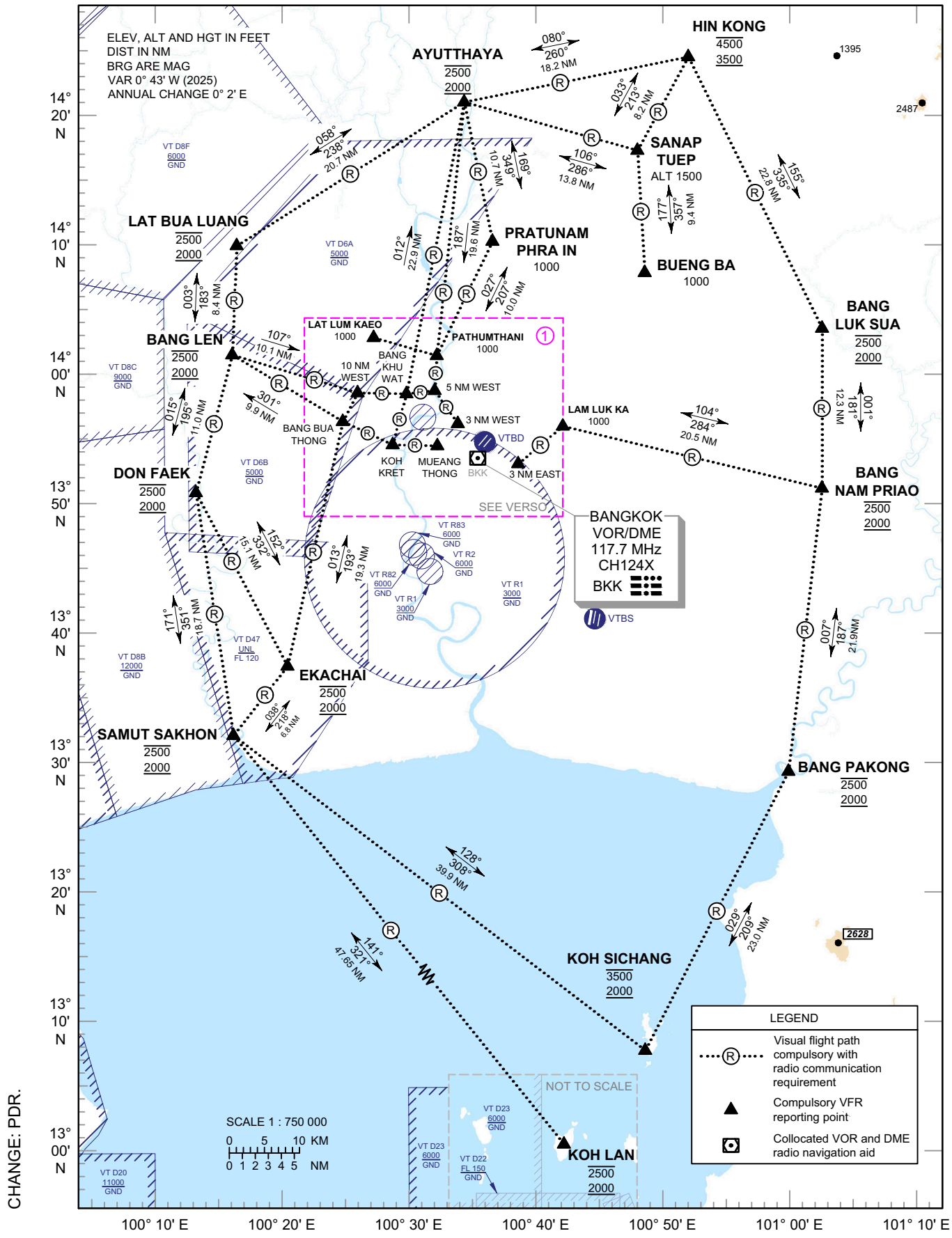
INTENTIONALLY BLANK

VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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

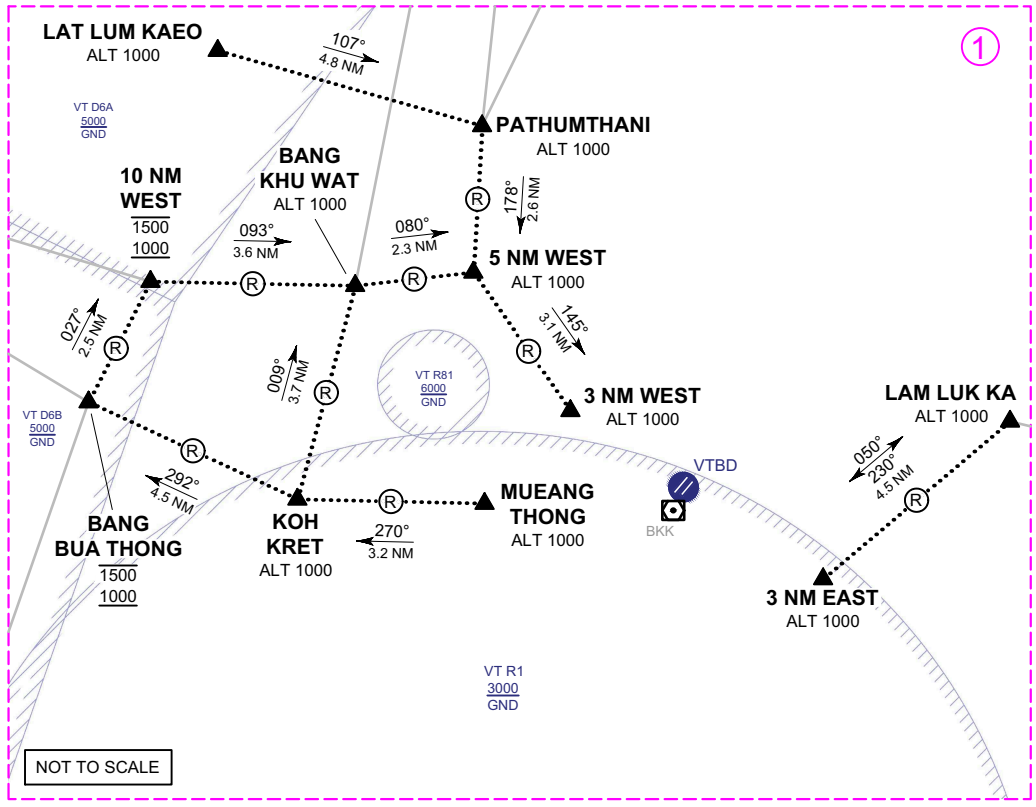
BANGKOK/Don Mueang Intl (VTBD)
RWY 21L/21R



VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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



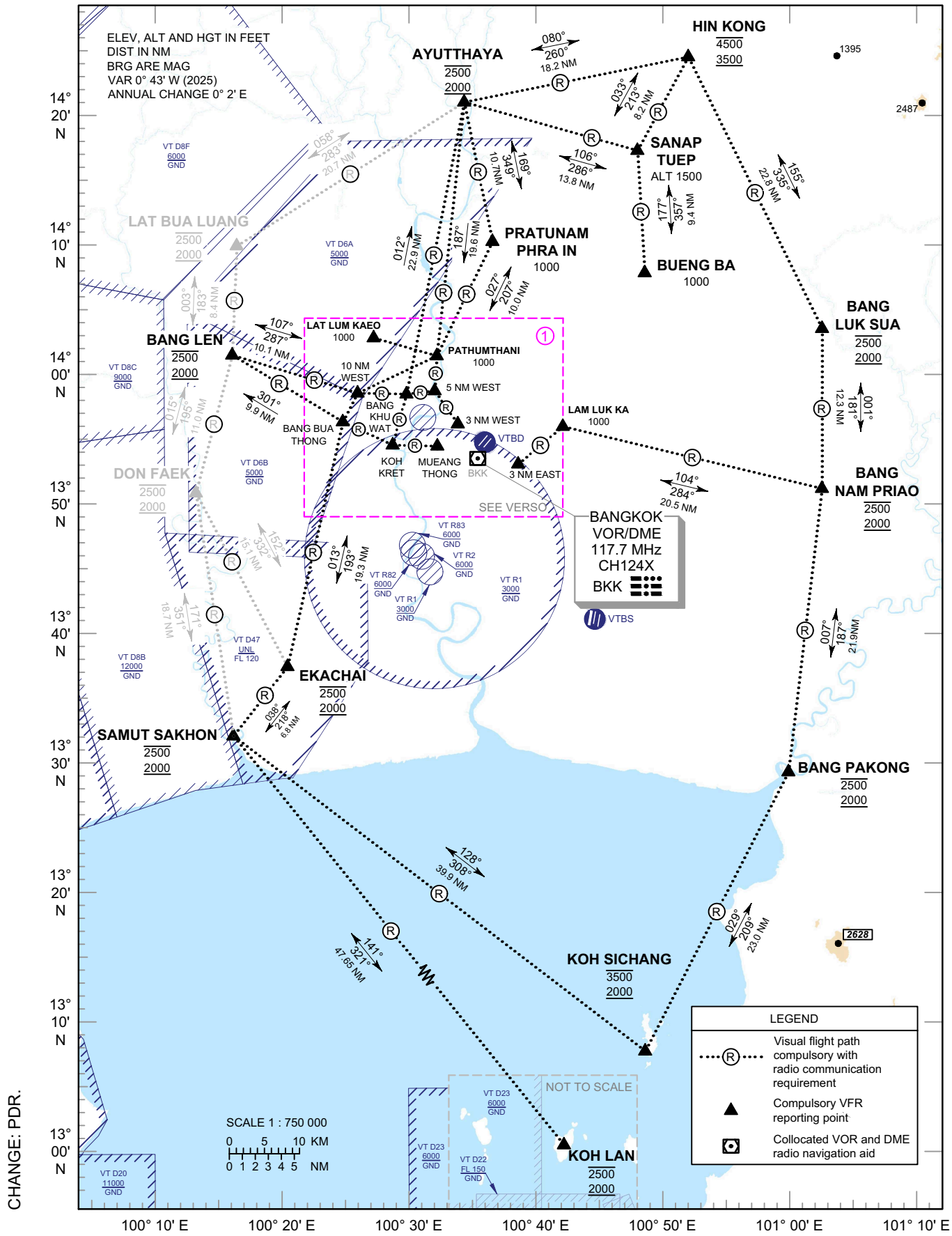
CHANGE: PDR.

VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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

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

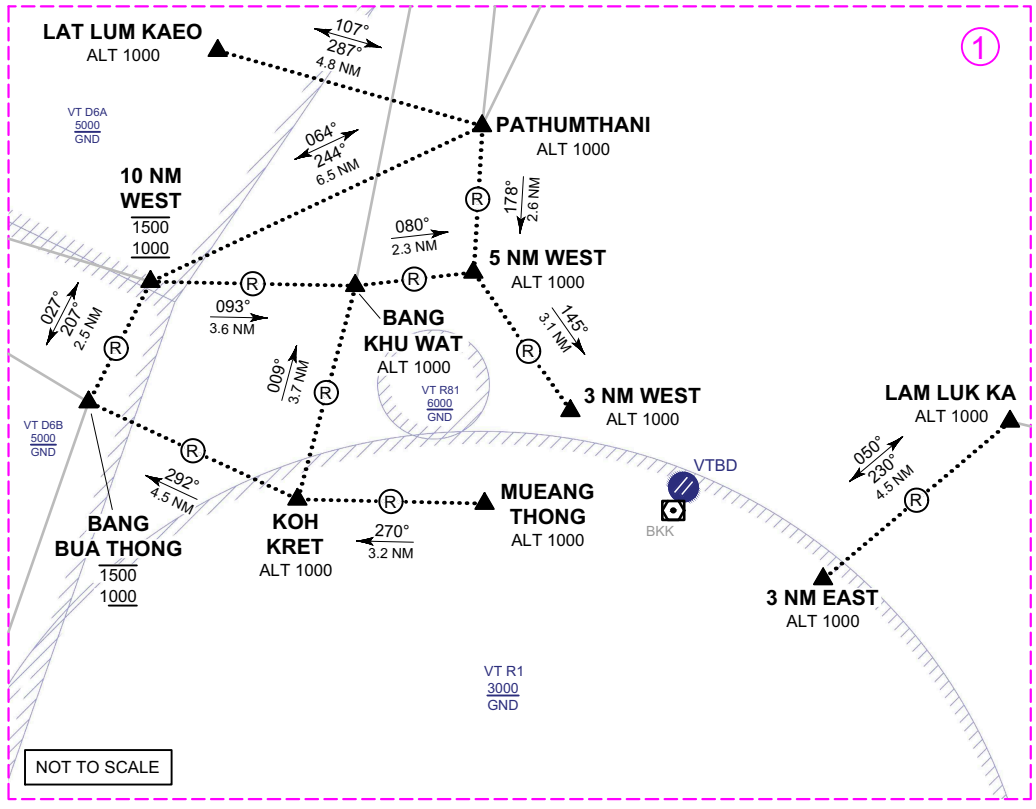


CHANGE: PDR.

VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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



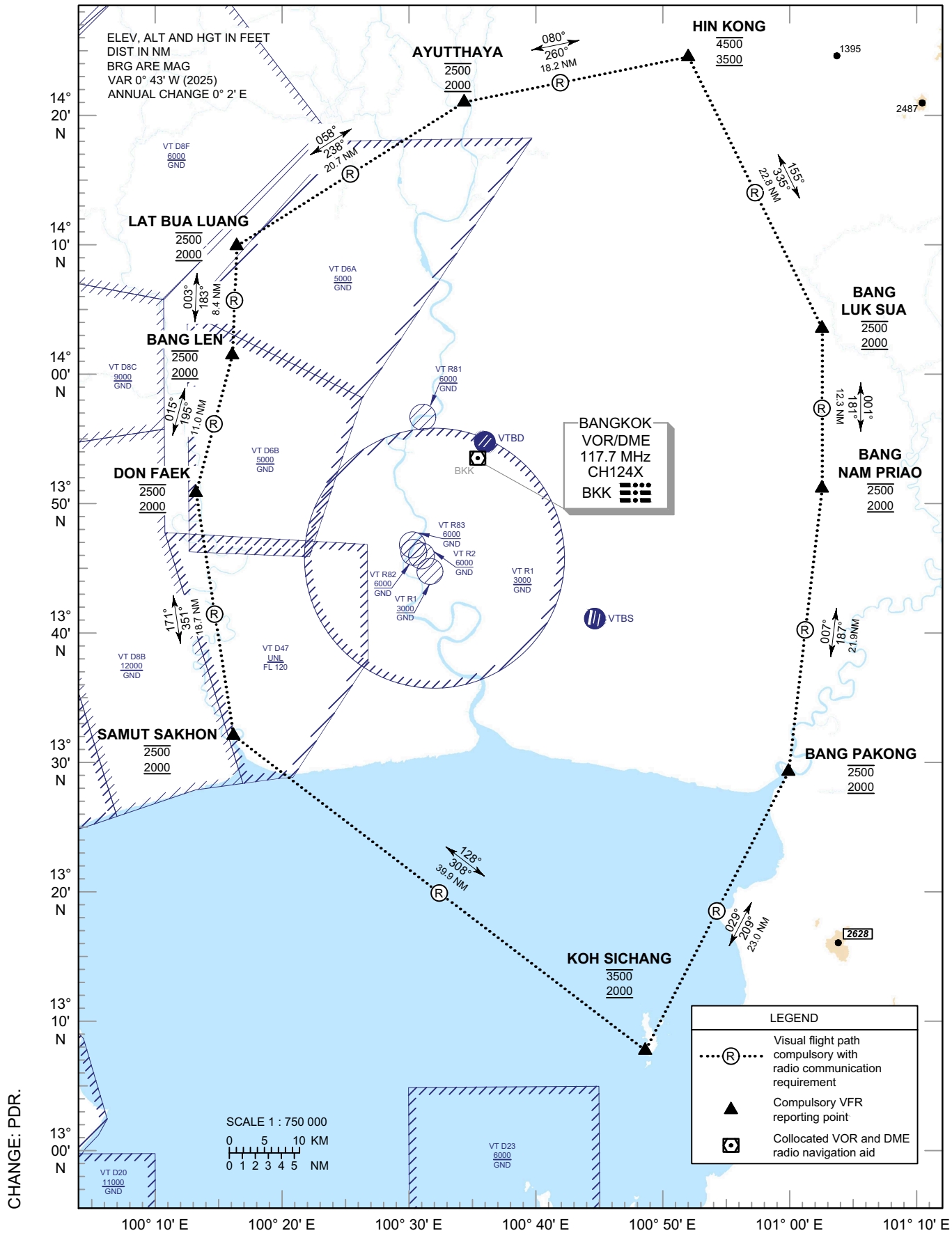
CHANGE: PDR.

VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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

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



CHANGE: PDR.

VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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

VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART

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

OUTBOUND

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

INBOUND

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

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

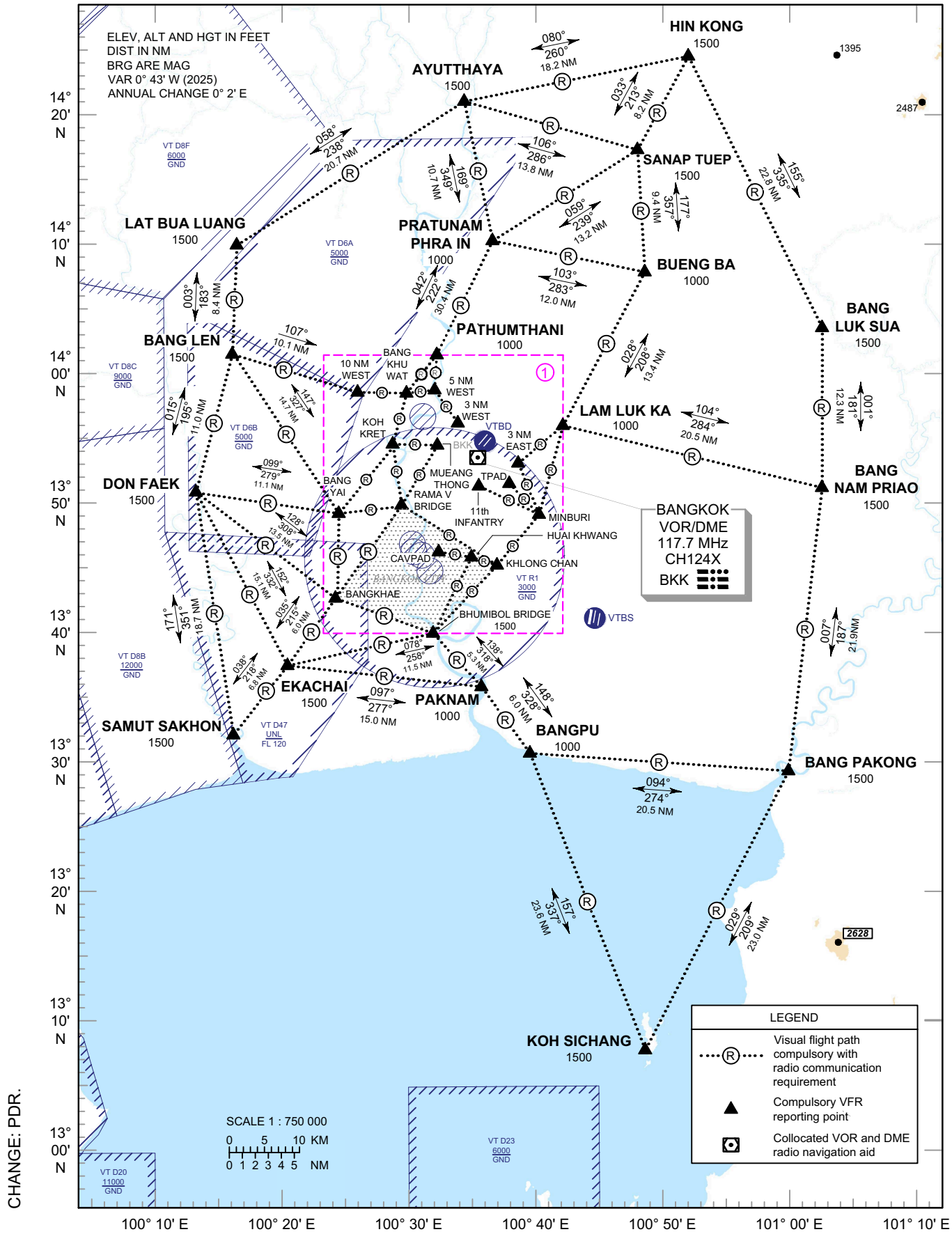
Reporting points	Landmark	Radial / DME from BKK VOR	Coordinates	
			Latitude	Longitude
HIN KONG	Hin Kong Interchange, Phahonyothin Rd.	R-030 / 35.2D	14° 24' 30.00" N	100° 52' 40.00" E
AYUTTHAYA	Preedee-Thamrong Bridge Crossing Pasak River	R-359 / 27.5D	14° 21' 08.00" N	100° 34' 53.00" E
LAT BUA LUANG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

VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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

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

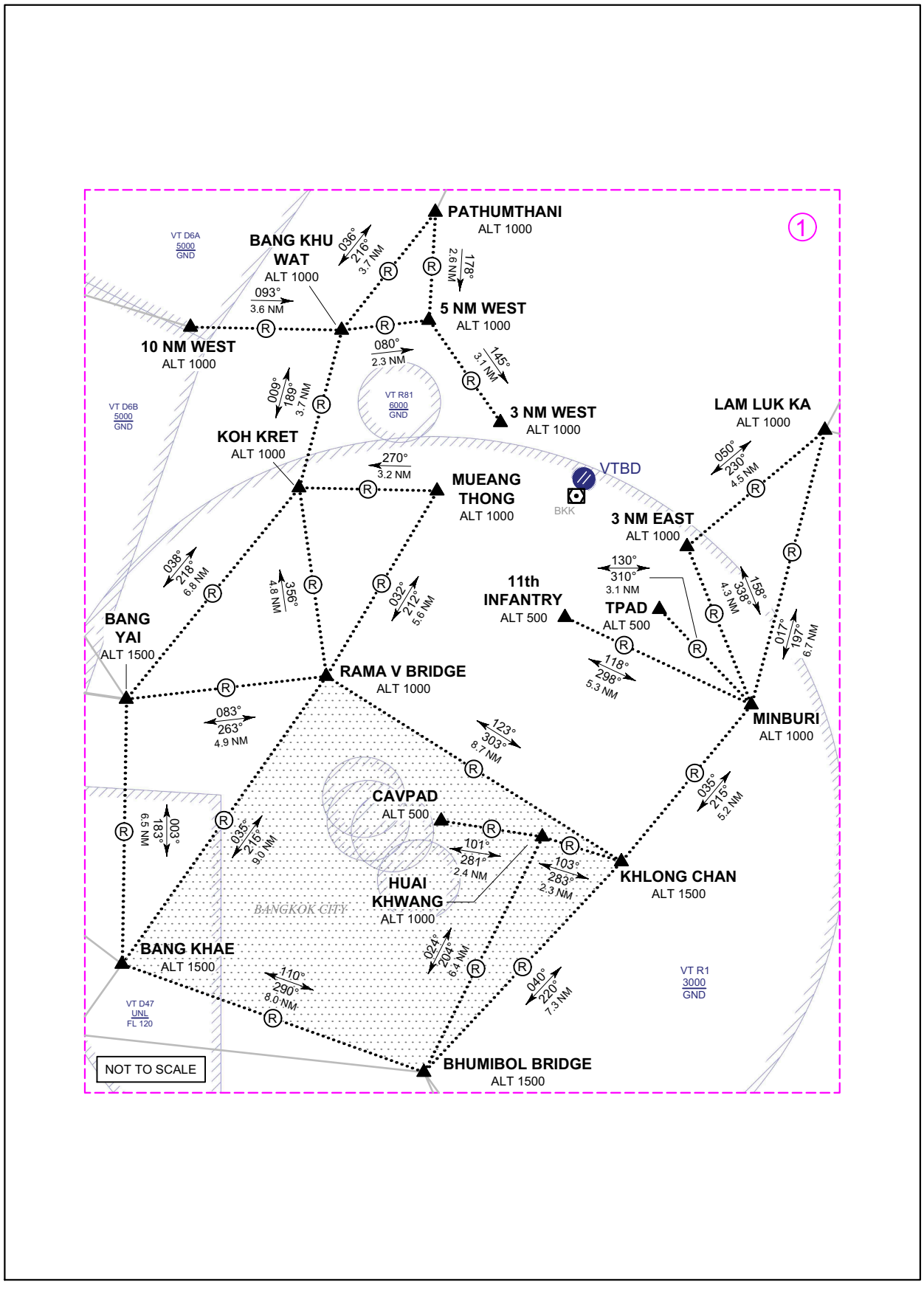


CHANGE: PDR.

VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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



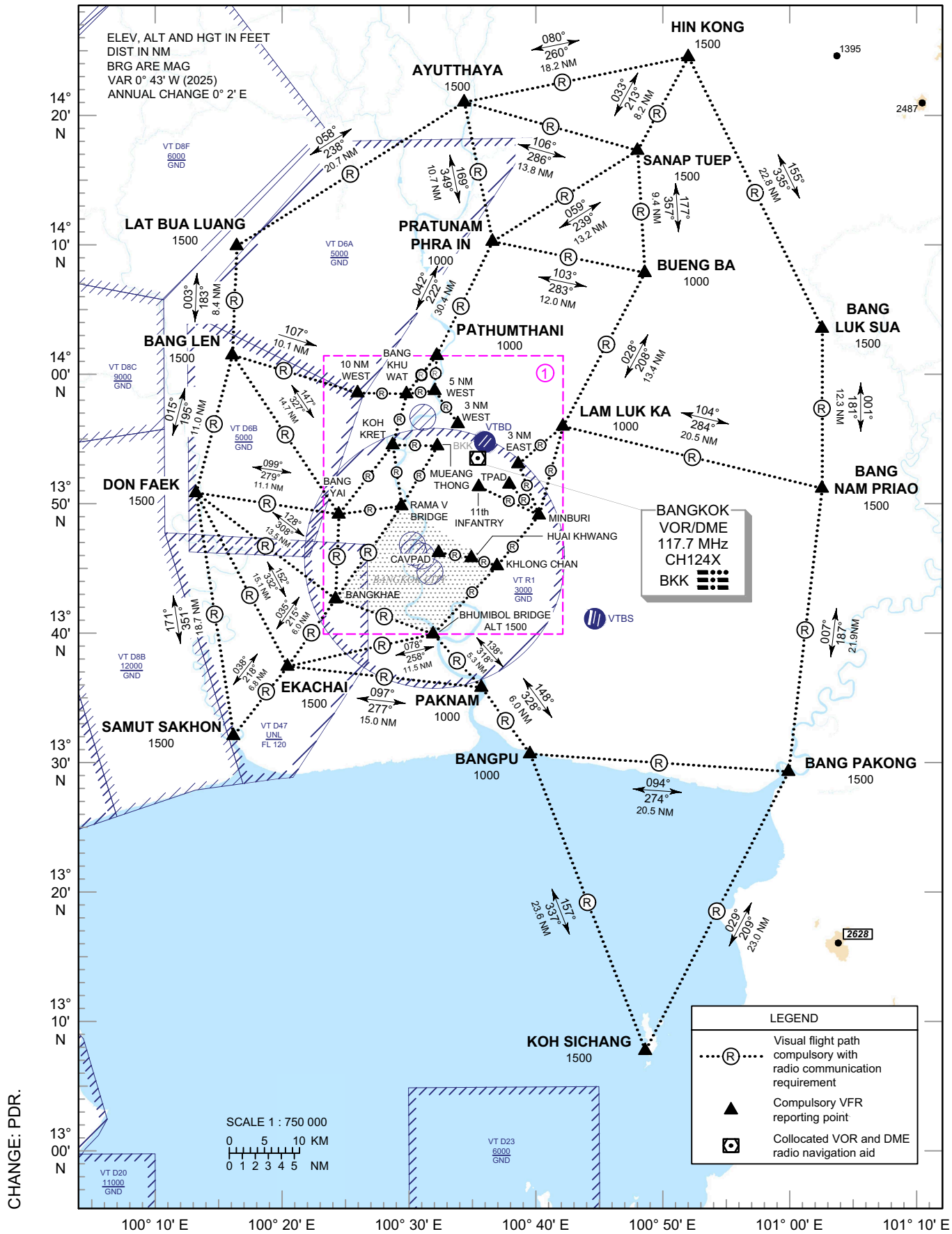
CHANGE: PDR.

VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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

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

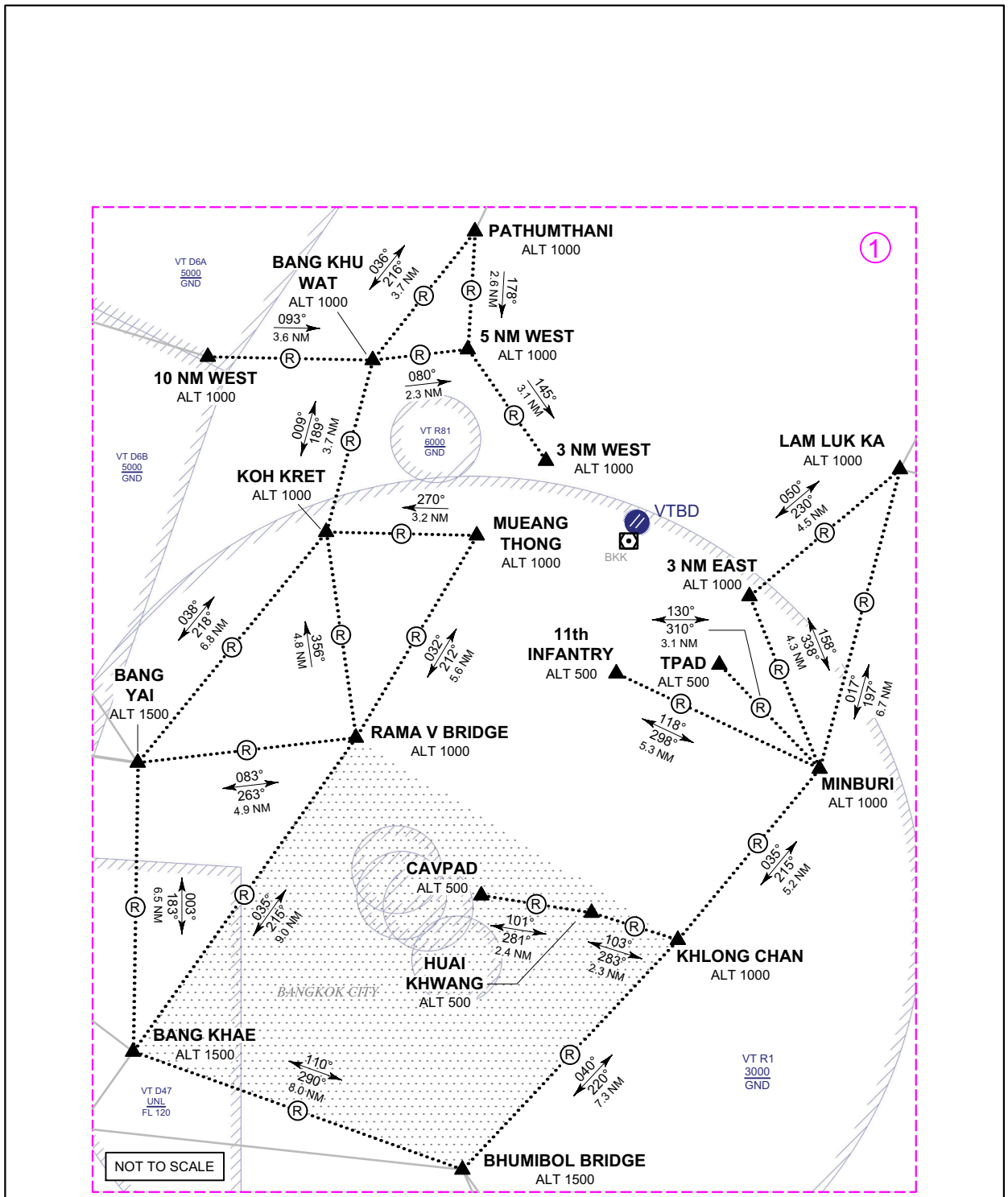


CHANGE: PDR.

VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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



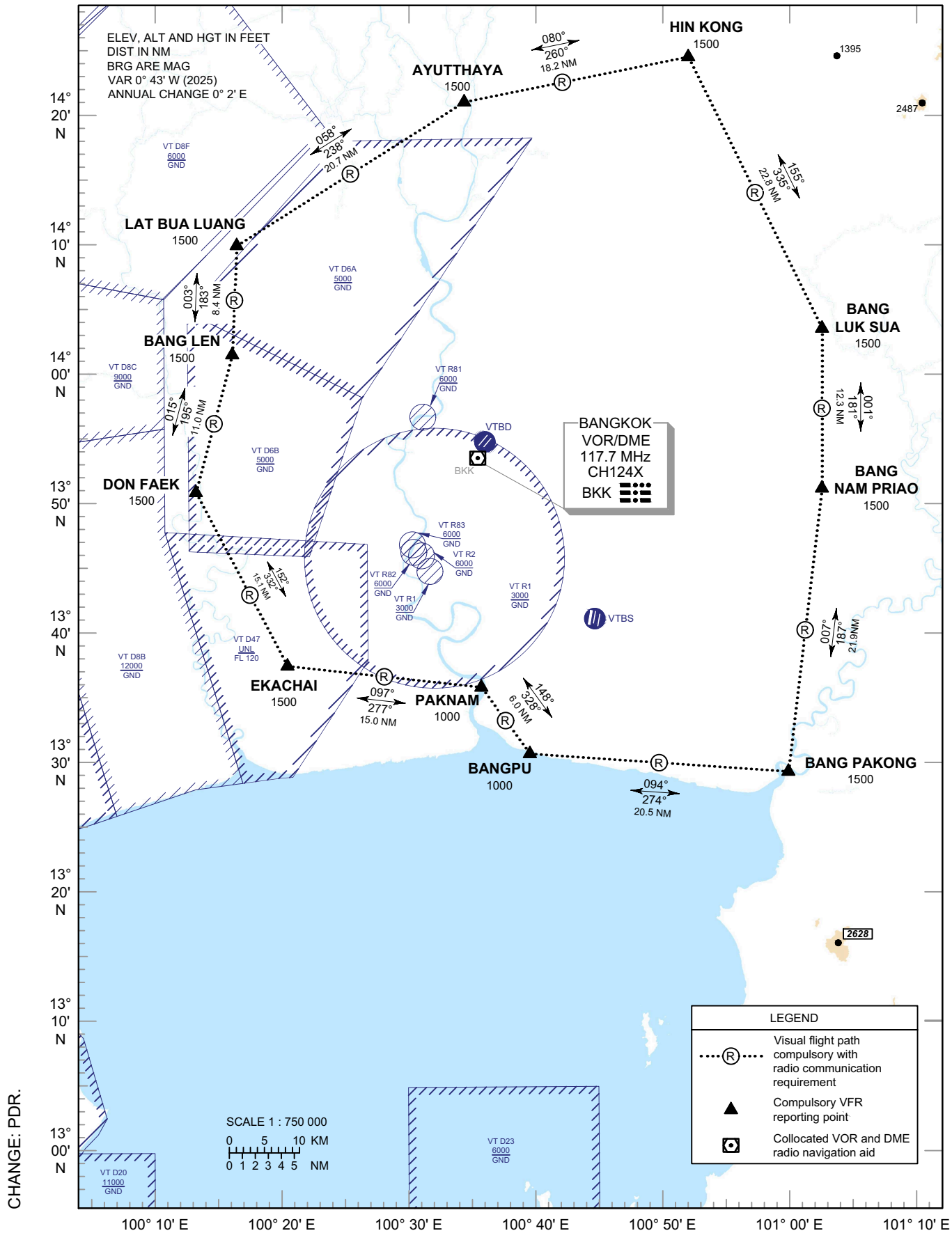
CHANGE: PDR.

VFR OVERFLY PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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

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



CHANGE: PDR.

VFR OVERFLY PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

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

VFR OVERFLY PROCEDURE FOR HELICOPTER CHART

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

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

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

4	Remarks	For removal of disabled aircraft, please contact: - Rescue and Fire Fighting Department Tel: +665 392 2199, +665 392 2000 ext.23100 - Maintenance Department Tel: +665 392 2000 ext. 3333, 23090 - Thai Airways International Public Company Limited Tel: +668 1952 2793 +668 9700 9892 +666 4469 9399 +669 2998 9649 - Royal Thai Air Force Tel: +665 328 1012 ext.5-7422, 5-7410 +665 328 1012-15

VTCC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	South Apron Aircraft Stand NR 1-19 Surface: Concrete Strength: PCR 660/R/A/W/T South Apron Aircraft Stand NR 20L, 20 And 20R Surface: Concrete Strength: PCR 660/R/A/W/T
2	Taxiway width, surface and strength	– Taxiway A Width: 23 m, Surface: Concrete, PCR 660/R/A/W/T – Taxiway B, G Width: 23 m, Surface: Asphalt, PCR 660/R/A/W/T – Taxiway C Width: 23 m, Surface: Asphalt, PCR 700/F/C/X/T – Taxiway D Rapid exit taxiway Width: 28 m, Surface: Asphalt, PCR 700/F/C/X/T – Taxiway E Width: 28 m, Surface: Asphalt, PCR 1350/R/D/W/T – Taxiway F Width: 23 m, Surface: Concrete, PCR 660/R/A/W/T – Taxiway H Width: 23 m, Surface: Concrete, PCR 660/R/A/W/T – Taxiway P Width: 23 m, Surface: Asphalt, PCR 950/F/D/X/T Width: 23 m, Surface: Concrete, PCR 660/R/A/W/T – Taxiway P5, P6 Width: 35 m, Surface: Concrete, PCR 660/R/A/W/T – Taxiway Q Width: 23 m, Surface: Concrete, PCR 660/R/A/W/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 307.2 m/1008 ft
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTCC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. Nose-in guidance at aircraft stands. Safegate Docking System at stand number 3, 4, 5, 6, 7 and 8.
2	RWY and TWY markings and LGT	RWY marking: DESIG, THR, TDZ, CL, AIM and Side Stripe RWY LGT: THR, RWY Edge and RWY End lights TWY marking: Centre line, Edge, RWY Holding Positions and Intermediate Holding Positions TWY LGT: TWY Edge lights
3	Stop bars	NIL
4	Other runway protection measures	NIL
5	Remarks	NIL

VTCC AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	**Obstacle type Elevation Markings/LGT**	**Coordinates**	**Obstacle type Elevation Markings/LGT**	**Coordinates**	
a	**b**	**c**	**a**	**b**	
TKOF RWY 36/ APCH RWY 18	Building HGT 370 m MSL	184818.5N 0985744.5E	Mountain North West of Aerodrome		
	Building HGT 373 m MSL	184824.7N 0985748.5E	Building HGT 381 m MSL	184722.2N 0985827.3E	
See Aerodrome Obstacle Chart Type A			Building HGT 382 m MSL	184744.8N 0985709.9E	
			Antenna on top of DVOR/DME Station HGT 315 m MSL	184558.0N 0985740.6E	
			Antenna HGT 319 m MSL	184555.7N 0985740.6E	
			LLWAS HGT 324 m MSL	184456.2N 0985738.2E	
			LLWAS HGT 323 m MSL	184534.9N 0985739.0E	
			LLWAS HGT 328 m MSL	184659.2N 0985740.2E	

VTCC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Northern Meteorological Center, 30 HR
4	Type of landing forecast Interval of issuance	TREND 30 Min

5	Briefing/consultation provided	Personal Consultation Tel: +665 320 3801 Fax: +665 320 3801
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts. English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Low Level Windshear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Chiang Mai TWR
10	Additional information (limitation of service, etc.)	NIL

VTCC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(m)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	180°	3400x45	PCR 650/F/B/X/T Asphalt 300 m BFR THR (Displacement) and 100 m RWY ENDS are PCR 660/R/A/W/T Concrete	184651.80N 0985746.52E -39 m (-129 ft)	THR 316 m/ 1036 ft
36	360°	3100x45	PCR 650/F/B/X/T Asphalt 100 m FM THR36 is PCR 660/R/A/W/T Concrete	184510.94N 0985746.26E -39.4 m (-129.3 ft)	THR 306.9 m/ 1006.9 ft TDZ 307.5 m/ 1008.9ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0% -0.05% -0.50% -0.34% -0.49% -0.10% -0.02% -0.06% (300m 669m 1200m 1750m 2479m 2875m 3300m 3400m)	NIL	NIL	3520x300	240x90	NIL	NIL	NIL
+0.06% +0.02% +0.10% +0.49% +0.34% +0.50% +0.05% (100m 525m 921m 1650m 2200m 2731m 3100m)	NIL	NIL	3220x300	240x150	NIL	Yes	NIL

VTCC AD 2.13 DECLARED DISTANCES

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

VTCC AD 2.14 APPROACH AND RUNWAY LIGHTING

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

VTCC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTCC AD 2.16 HELICOPTER LANDING AREA

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

VTCC AD 2.17 ATS AIRSPACE

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

VTCC AD 2.18 ATS COMMUNICATION FACILITIES

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

VTCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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

VTCC AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 CHIANG MAI INTERNATIONAL AIRPORT

1.1.1 Reporting points for VFR flight

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

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

1.1.2 Aerodrome traffic circuit

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

1.1.3 Overhead approach pattern

a) Using runway 18 by left turn pattern.
b) Using runway 36 by right turn pattern.

2. STARTING UP PROCEDURE

2.1 Chiang Mai International Airport

2.1.1 All IFR aircraft are to call “Ground Control” 5 minutes prior to start up request for ATC clearance.

2.1.2 Pilot are to inform “Ground Control” their call signs, and proposed flight level if it is different from the flight plan when they make the call as item 2.1.1 above.

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

3. LOW VISIBILITY PROCEDURES (LVP)

3.1 RWY 36 is equipped with ILS and approved for CAT I operations.

3.2 Low visibility procedures will be activated when visibility is less than RVR 800 m.

3.3 Airport low visibility procedures will be enforced based on 3 Phases of Low Visibility Conditions (LVC) as following.

3.3.1 **LVC Warning**

3.3.1.1 LVC Warning will be activated when RVR is less than 800 m but not less than 550 m (RVR 550 – less than 800 m)

3.3.1.2 All ground operators will be informed by voice broadcasting.

3.3.1.3 All Operations near taxiway and runway will be restricted in accordance with the conditions set out in the aerodrome manual and airline’s SOPs until low visibility condition is terminated.

3.3.1.4 Vehicles operating on service road shall maintain a speed within 20 km/hr and vehicles operating in movement area shall maintain a speed within 10 km/hr. All vehicles shall be ascertained that their headlamps and obstacle lights are turned on throughout the whole area of operations.

3.3.2 **LVC Phase A** (RVR 200 – less than 550 m)

3.3.2.1 LVP Phase A will be activated when RVR is less than 550 m but not less than 200 m.

3.3.2.2 All ground operators will be informed by both flashing-orange lights which located at the airside entrance gate number 1, aircraft parking stand number 3,5,7,12,17 and by voice broadcasting.

3.3.2.3 Vehicles operating on service road shall maintain a speed within 20 km/hr and vehicles operating in Apron shall maintain a speed within 10 km/hr.All vehicles shall be ascertained that their headlamps and obstacle lights are turned on throughout the whole area of operations. All operations on taxiway and runway shall be terminated and vacated from the area.

3.3.3 **LVC Phase B** (RVR less than 200 m)

3.3.3.1 LVP Phase B will be activated when RVR is less than 200 m.

3.3.3.2 All ground operators will be informed by both flashing-white lights which located at the airside entrance gate number 1, aircraft parking stand number 3,5,7,12,17 and by voice broadcasting.

3.3.3.3 All ground operations will be restricted in accordance with the conditions set out in the aerodrome manual and airline’s SOPs. All ground equipment brakes shall be on a lock position and the chock shall be put to the wheel of that equipment.

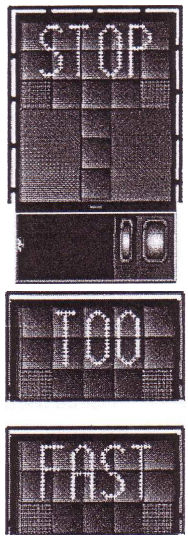
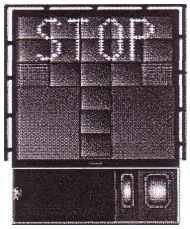
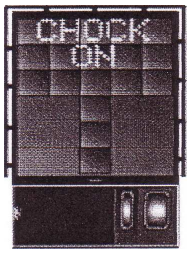
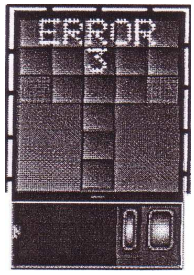
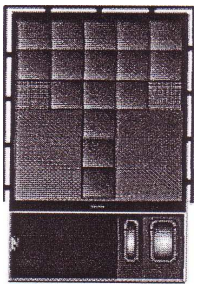
3.3.3.4 All operations and vehicles in apron area are restricted in accordance with the conditions set out in the aerodrome manual and airline’s SOPs.

3.4 **Termination of low visibility procedures** (RVR more than 800 m)

3.4.1 All ground operators will be informed when low visibility conditions are terminated by voice broadcasting and all warning lights are turned off.

3.4.2 After low visibility condition termination notification, all ground operators shall resume normal operations.

Remark: RVR = Runway Visual Range

	4.2.19 TOO FAST If the aircraft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed. The docking system must be re-started or docking procedure completed by manual guidance.
	4.2.20 EMERGENCY STOP When the emergency stop button is pressed, STOP is displayed.
	4.2.21 CHOCKS ON CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the “Chocks On” button on the operator panel.
	4.2.22 ERROR If a system error occurs, the message ERROR is display with an error code. The code is used for maintenance purposes and explained else where.
	4.2.23 SYSTEM BREAKDOWN In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance. POWER FAILURE In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

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

5.1 All vehicles and ground equipment shall not move passing the right-wing tip of the aircraft.

5.2 When operating at the front-right of aircraft, all vehicles and ground equipment shall go in-out at the front only.

5.3 When operating at the rear of aircraft, all vehicles and ground equipment shall go in-out at the rear only.

6. PUSH BACK PROCEDURE

6.1 When flight formalities have been completed and the aircraft is ready for push back, the pilot shall contact ATC for start-up and push back clearance.

6.2 All aircraft shall start-up with only one engine at idle power during push back from the stand at a safe position for taxiing by push-back tug and shall taxi with minimum breakaway thrust.

6.3 In order to avoid jet blast damage to the other aircraft, equipment and personnel on nearby stands, the following aircraft maneuvering procedures are to be observed:

6.3.1 When the pilot is ready for start-up and push back, he shall seek confirmation from the ground crew that there is no hazard to his aircraft starting up.

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

6.3.3 Pilots are reminded that they should always use minimum power when starting engine on the apron and when taxiing. It is especially important when starting to taxi that breakaway thrust is kept to a minimum.

6.3.4 When the anti-collision beacons of the aircraft have been switched on, no vehicular movement is permitted behind the aircraft.

6.4 Aircraft shall be parked nose-in either to the terminal building on a stand attached to a passenger loading bridge or on a remote stand.

6.5 Aircraft above code letter A and B will need to be pushed back from the stand towards the Taxiway Center Line considering the Standard Taxi Routes by using push-back tug.

6.6 The procedures of push back aircraft will vary when it becomes necessary to expedite the flow of traffic. ATC will issue specific instructions to the pilots and make sure that the pilots also understand the instructions.

6.7 Power-back is not permitted at any parking stands.

7. SELF- MANEUVERING

7.1 Self-maneuvering is permitted only for aircraft code letter A, B, or aircraft with wingspan up to 24 meters (79 feet).

7.2 Marshalling service shall be provided and shall have wing walker personnel guiding on both side of the aircraft wing tips.

7.3 Self-maneuvering can be conducted when the next adjacent aircraft parking stand is vacant.

7.4 Pilots are reminded that they should always use minimum power during self- maneuvering operations.

8. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

8.1 GENERAL

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

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

8.2 DEFINITION OF TERMS COMMONLY USED IN A-CDM

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

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

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

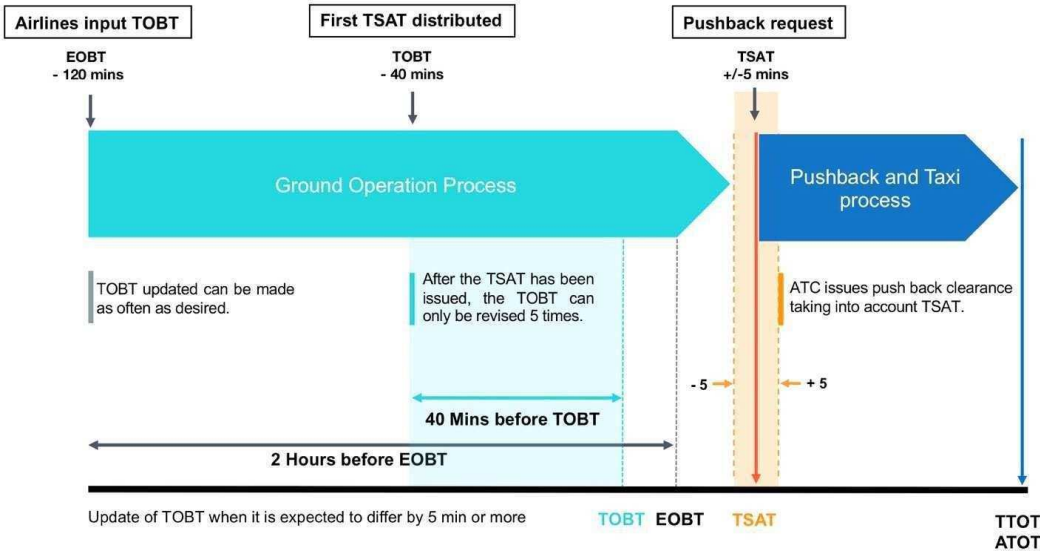
8.3 A-CDM OPERATIONAL ASPECTS

8.3.1 INTRODUCTION

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

8.3.2 Chiang Mai A-CDM Procedure Overview

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



8.3.3 Target Off-Block Time (TOBT) Procedures

8.3.3.1 General

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

8.3.3.2 Person Responsible for TOBT

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

8.3.3.3 TOBT Input and Revision

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

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

8.3.3.4 Flights with Calculated Take-Off Time (CTOT)

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

8.3.3.5 TOBT Deletion

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

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

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

8.3.3.6 TOBT Reporting Channels

The TOBT is reported or updated by the following ways:

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

8.3.4 Target Start-Up Approval Time (TSAT) Procedures

8.3.4.1 General

The TSAT is calculated based on the following key parameters:

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

8.3.4.2 TSAT Distribution and Management

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

8.3.4.3 TSAT Reporting Channels

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

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

8.3.5 Start-Up and Push Back Procedures

8.3.5.1 General

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

8.3.5.2 Start-Up and Push Back Procedures

a) To ensure the pilot receives accurate TOBT and TSAT before requesting start-up and push back clearance, the AO or GH shall communicate and confirm the times with the pilot in advance.
b) Pilots shall ensure that the aircraft is ready for push back at the TOBT.
c) If there is any change to the TSAT, the AO/GH shall update the pilot as soon as possible.
d) The pilot shall contact Ground Control for start-up and push back at TSAT +/- 5 minutes (TSAT window). The following scenarios may occur:

- Before the TSAT window: The flight will be asked to call again when it is within the TSAT window.
- Within the TSAT window: The flight will be planned for the outbound sequence and can expect start-up approval directly or within a few minutes, depending on the actual operational situation.
- After the TSAT window: The TSAT for the flight has expired. The flight will be denied start-up approval. The pilot must contact the AO/GH to update the TOBT and then contact ATC again once the TOBT update has resulted in a new TSAT.

e) Ground Control will issue start-up and push back clearance taking the TSAT into account.

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

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

8.4 A-CDM IN ADVERSE CONDITION

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

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

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

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

8.5 A-CDM CONTINGENCY OPERATIONS

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

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

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

8.6 CONTACT

Apron Management Unit

- Tel: +665 392 2000 Ext. 23064
- E-mail: cnx_apron@airportthai.co.th

VTCC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCC AD 2.22 FLIGHT PROCEDURE

1. VFR HELICOPTER ROUTES WITHIN CHIANG MAI INTERNATIONAL AIRPORT AREA

Helicopter Operating Procedures as follow;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

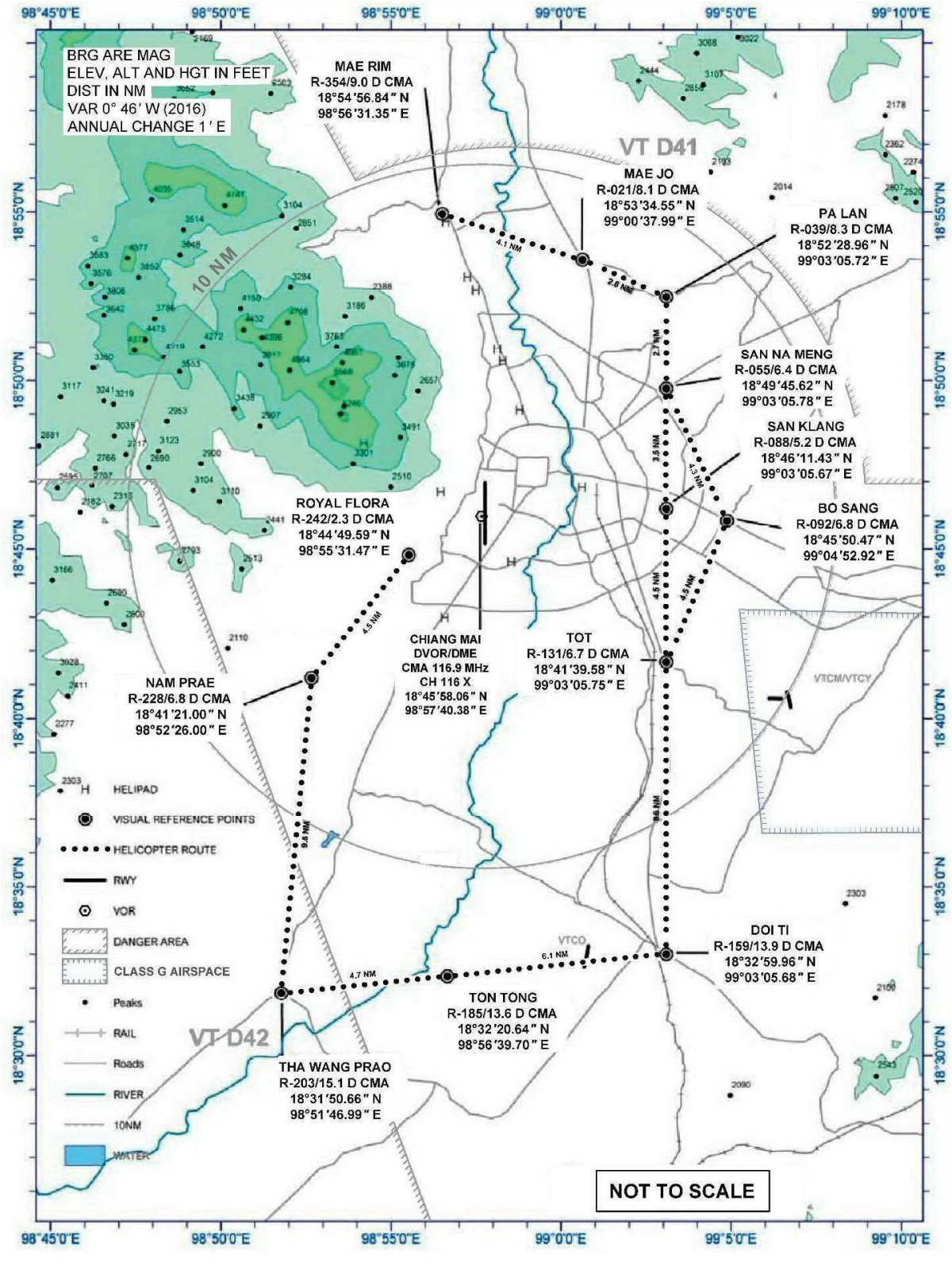
1.22 VFR helicopter routes for departure and arrival at EGAT Hang Dong (HEG)

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

HELICOPTER AERODROME ELEV 1036 ft
ROUTES

APP : 129.6 , 305.4
TWR : 118.1 , 236.6

CHIANG MAI / Chiang mai Intl (VTCC)
VMC ONLY



2. SPEED CONTROL PROCEDURE IN CHIANG MAI TMA

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

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

VTCC AD 2.23 ADDITIONAL INFORMATION

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

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

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

1.1.2 Nose-in parking is applicable to all aircrafts.

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

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

2. BIRD CONCENTRATIONS

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

2.1 Bird concentrations in the vicinity of an aerodrome.

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

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

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

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

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

2.2 Grass mowing program

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

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

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

- grass areas outside the boundary of taxiways strip. For safety reasons, the work will stop when taxiing aircraft approaches.

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

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

VTCC AD 2.24 CHARTS RELATED TO AN AERODROME

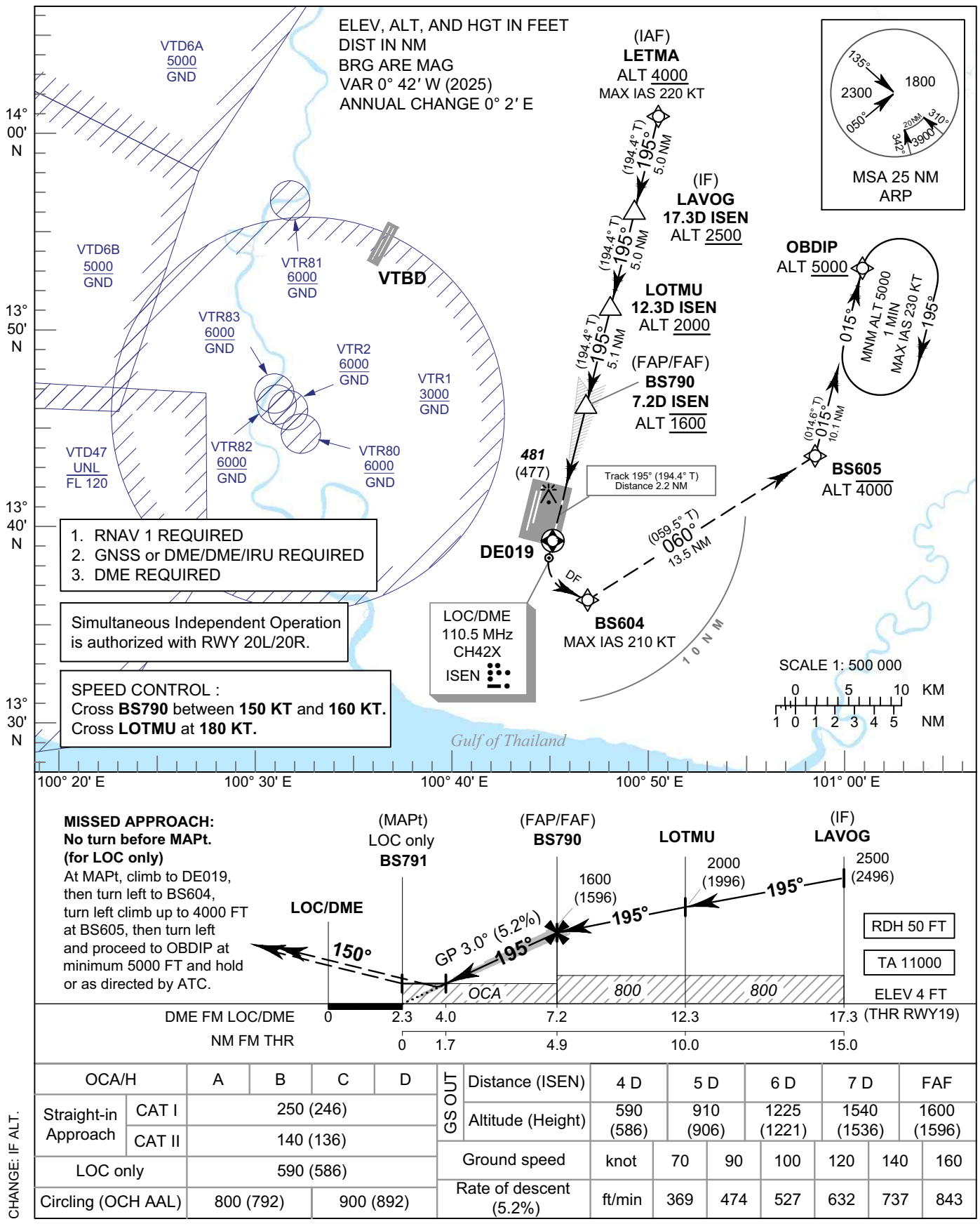
INSTRUMENT APPROACH CHART - ICAO

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

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

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY19
CAT II



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

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

CHANGE: IF ALT.

INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY19
CAT II

TABULAR DESCRIPTION

ILS or LOC z RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
010	IF	(IAF) LETMA	-	-	+0.7	-	-	+4000	-220	-	RNAV 1
020	TF	(IF) LAVOG	-	195°(194.4°)	+0.7	5.0	-	+2500	-	-	RNAV 1
010	IF	(IF) LAVOG	-	-	+0.7	-	-	+2500	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	LOTMU	-	195°(194.4°)	+0.7	5.0	-	+2000	-	-	ILS
030	TF	(FAP/FAF) BS790	-	195°(194.4°)	+0.7	5.1	-	@1600	-	-	ILS
040	TF	(MAPt @ THR19) BS791	Y	195°(194.4°)	+0.7	4.9	-	@54	-	-3.0/50	ILS
050	CF	DE019	Y	195°(194.4°)	+0.7	2.2	-	-	-	-	RNAV 1
060	DF	BS604	-	-	+0.7	-	L	-	-210	-	RNAV 1
070	TF	BS605	-	060°(059.5°)	+0.7	13.5	-	-4000	-	-	RNAV 1
080	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNAV 1
090	HM	OBDIP	Y	015°(014.4°)	+0.7	1 minute	R	+5000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY19

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

CHANGE: LOTMU ALT.

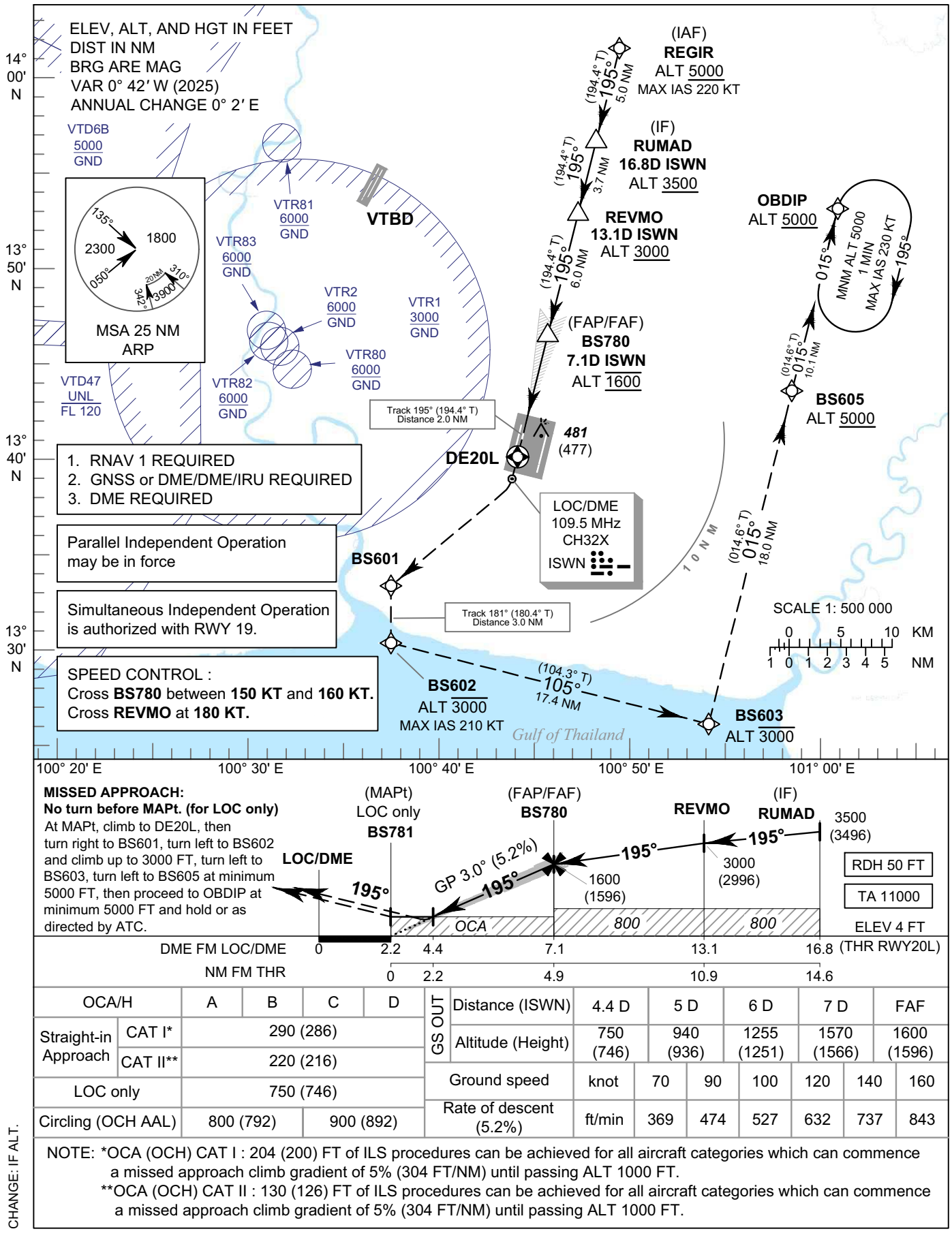
INSTRUMENT APPROACH CHART - ICAO

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

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

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY20L
CAT II



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

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

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

CHANGE: IF ALT.

INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY20L
CAT II

TABULAR DESCRIPTION

ILS or LOC z RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
010	IF	(IAF) REGIR	-	-	+0.7	-	-	+5000	-220	-	RNAV 1
020	TF	(IF) RUMAD	-	195°(194.4°)	+0.7	5.0	-	+3500	-	-	RNAV 1
010	IF	(IF) RUMAD	-	-	+0.7	-	-	+3500	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	REVMO	-	195°(194.4°)	+0.7	3.7	-	+3000	-	-	ILS
030	TF	(FAP/FAF) BS780	-	195°(194.4°)	+0.7	6.0	-	@1600	-	-	ILS
040	TF	(MAPt @ THR20L) BS781	Y	195°(194.4°)	+0.7	4.9	-	@54	-	-3.0/50	ILS
050	CF	DE20L	Y	195°(194.4°)	+0.7	2.0	-	-	-	-	RNAV 1
060	DF	BS601	-	-	+0.7	-	R	-	-	-	RNAV 1
070	TF	BS602	-	181°(180.4°)	+0.7	3.0	-	-3000	-210	-	RNAV 1
080	TF	BS603	-	105°(104.3°)	+0.7	17.4	-	-3000	-	-	RNAV 1
090	TF	BS605	-	015°(014.6°)	+0.7	18.0	-	+5000	-	-	RNAV 1
100	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNAV 1
110	HM	OBDIP	Y	015°(014.6°)	+0.7	1 minute	R	+5000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY20L

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

CHANGE: REVMO ALT.

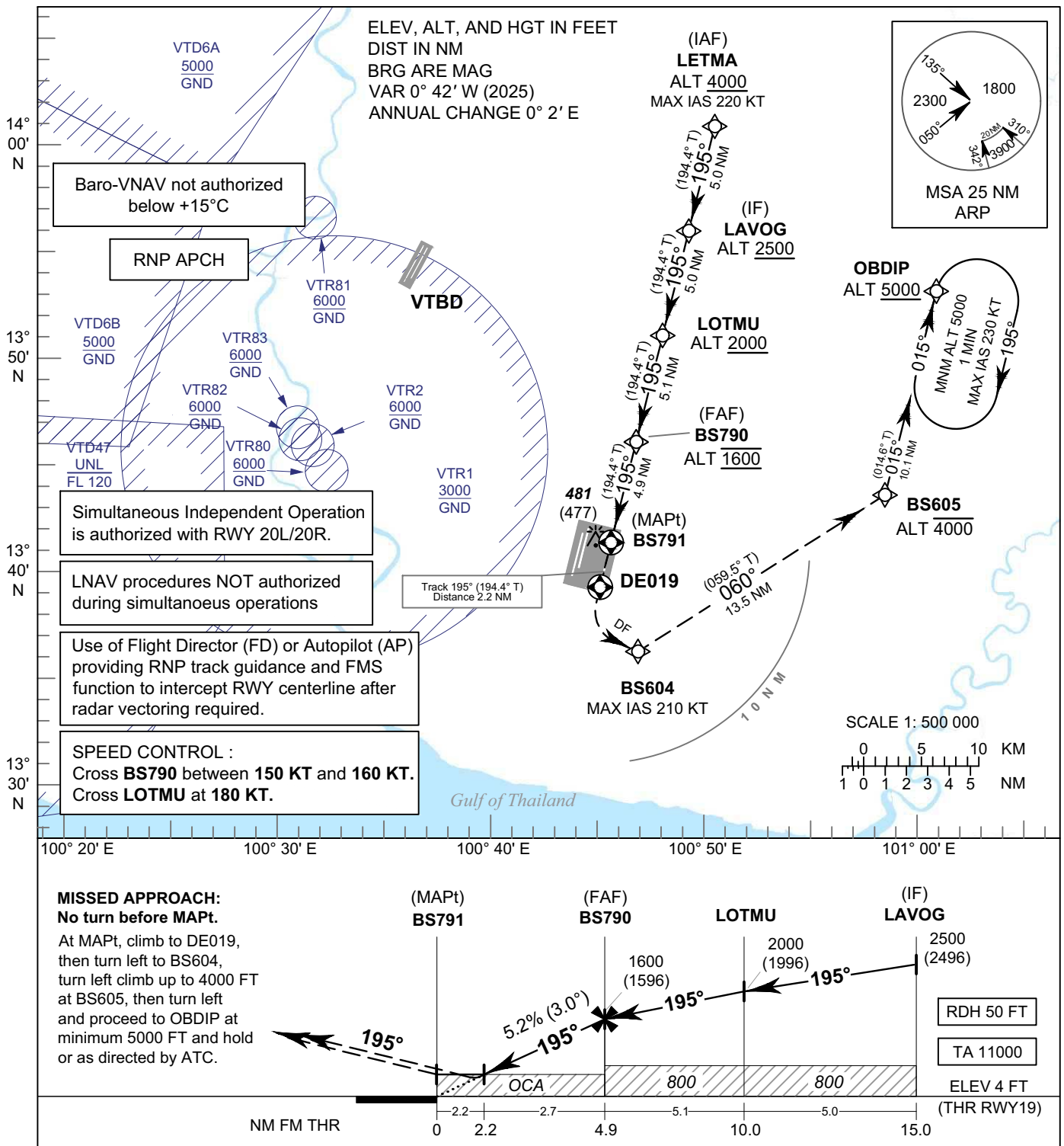
INSTRUMENT APPROACH CHART - ICAO

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

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

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY19



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

CHANGE: IF ALT.

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

INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY19

TABULAR DESCRIPTION

RNP RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) LETMA	-	-	+0.7	-	-	+4000	-220	-	RNP APCH
020	TF	(IF) LAVOG	-	195°(194.4°)	+0.7	5.0	-	+2500	-	-	RNP APCH
030	TF	LOTMU	-	195°(194.4°)	+0.7	5.0	-	+2000	-	-	RNP APCH
040	TF	(FAF) BS790	-	195°(194.4°)	+0.7	5.1	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR19) BS791	Y	195°(194.4°)	+0.7	4.9	-	@54	-	-3.0/50	RNP APCH
060	CF	DE019	Y	195°(194.4°)	+0.7	2.2	-	-	-	-	RNP APCH
070	DF	BS604	-	-	+0.7	-	L	-	-210	-	RNP APCH
080	TF	BS605	-	060°(059.5°)	+0.7	13.5	-	-4000	-	-	RNP APCH
090	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNP APCH
100	HM	OBDIP	Y	015°(014.6°)	+0.7	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY19

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

CHANGE: LOTMU ALT.

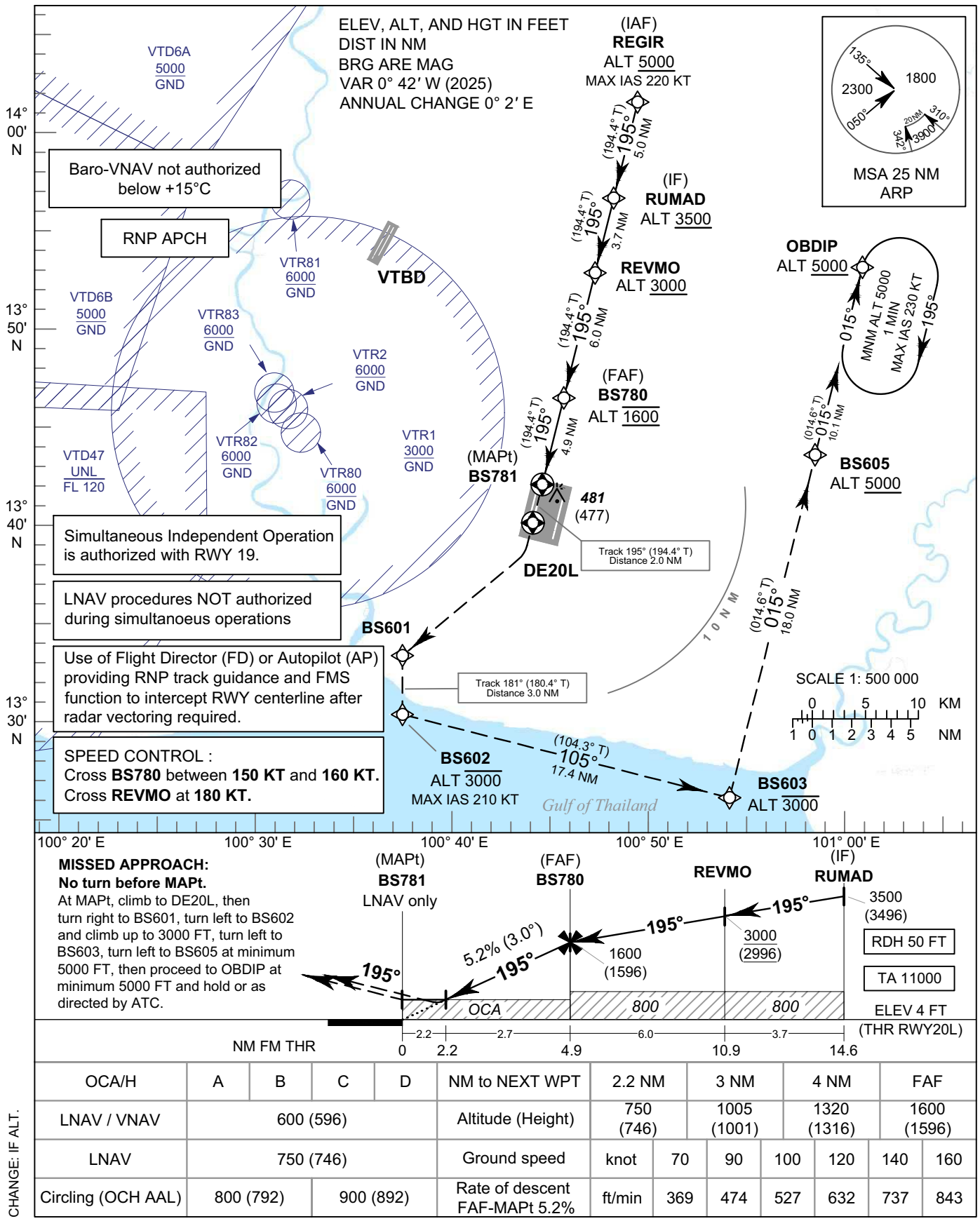
INSTRUMENT APPROACH CHART - ICAO

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

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

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY20L



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

CHANGE: IF ALT.

INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY20L

TABULAR DESCRIPTION

RNP RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) REGIR	-	-	+0.7	-	-	+5000	-220	-	RNP APCH
020	TF	(IF) RUMAD	-	195°(194.4°)	+0.7	5.0	-	+3500	-	-	RNP APCH
030	TF	REVMO	-	195°(194.4°)	+0.7	3.7	-	+3000	-	-	RNP APCH
040	TF	(FAF) BS780	-	195°(194.4°)	+0.7	6.0	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR20L) BS781	Y	195°(194.4°)	+0.7	4.9	-	@54	-	-3.0/50	RNP APCH
060	CF	DE20L	Y	195°(194.4°)	+0.7	2.0	-	-	-	-	RNP APCH
070	DF	BS601	-	-	+0.7	-	R	-	-	-	RNP APCH
080	TF	BS602	-	181°(180.4°)	+0.7	3.0	-	-3000	-210	-	RNP APCH
090	TF	BS603	-	105°(104.3°)	+0.7	17.4	-	-3000	-	-	RNP APCH
100	TF	BS605	-	015°(014.6°)	+0.7	18.0	-	+5000	-	-	RNP APCH
110	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNP APCH
120	HM	OBDIP	Y	015°(014.6°)	+0.7	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY20L

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

CHANGE: REVMO ALT.

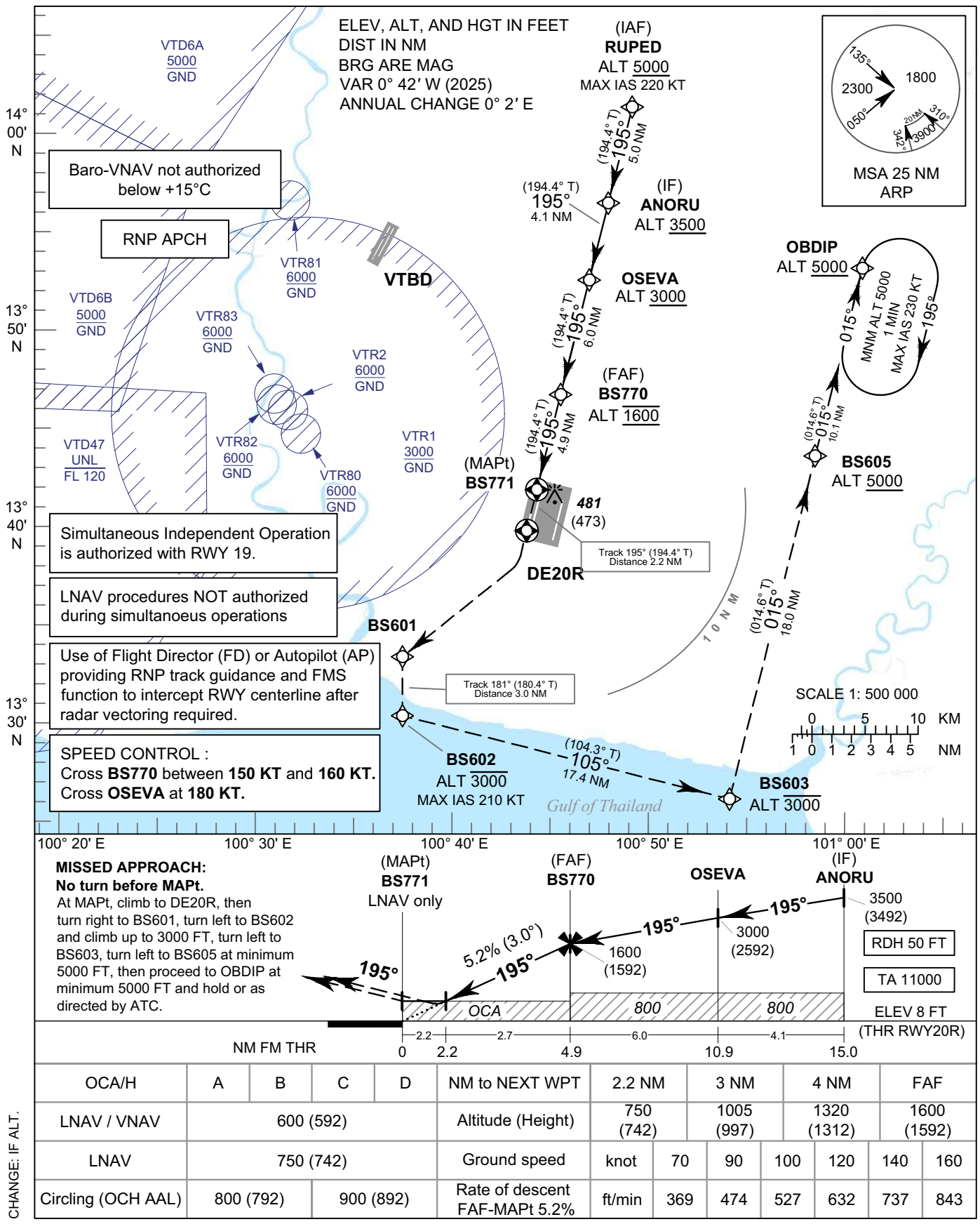
INSTRUMENT APPROACH CHART - ICAO

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

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

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY20R



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

CHANGE: IF ALT.

INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY20R

TABULAR DESCRIPTION

RNP RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) RUPED	-	-	+0.7	-	-	+5000	-220	-	RNP APCH
020	TF	(IF) ANORU	-	195°(194.4°)	+0.7	5.0	-	+3500	-	-	RNP APCH
030	TF	OSEVA	-	195°(194.4°)	+0.7	4.1	-	+3000	-	-	RNP APCH
040	TF	(FAF) BS770	-	195°(194.4°)	+0.7	6.0	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR20R) BS771	Y	195°(194.4°)	+0.7	4.9	-	@58	-	-3.0/50	RNP APCH
060	CF	DE20R	Y	195°(194.4°)	+0.7	2.2	-	-	-	-	RNP APCH
070	DF	BS601	-	-	+0.7	-	R	-	-	-	RNP APCH
080	TF	BS602	-	181°(180.4°)	+0.7	3.0	-	-3000	-210	-	RNP APCH
090	TF	BS603	-	105°(104.3°)	+0.7	17.4	-	-3000	-	-	RNP APCH
100	TF	BS605	-	015°(014.6°)	+0.7	18.0	-	+5000	-	-	RNP APCH
110	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNP APCH
120	HM	OBDIP	Y	015°(014.6°)	+0.7	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY20R

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

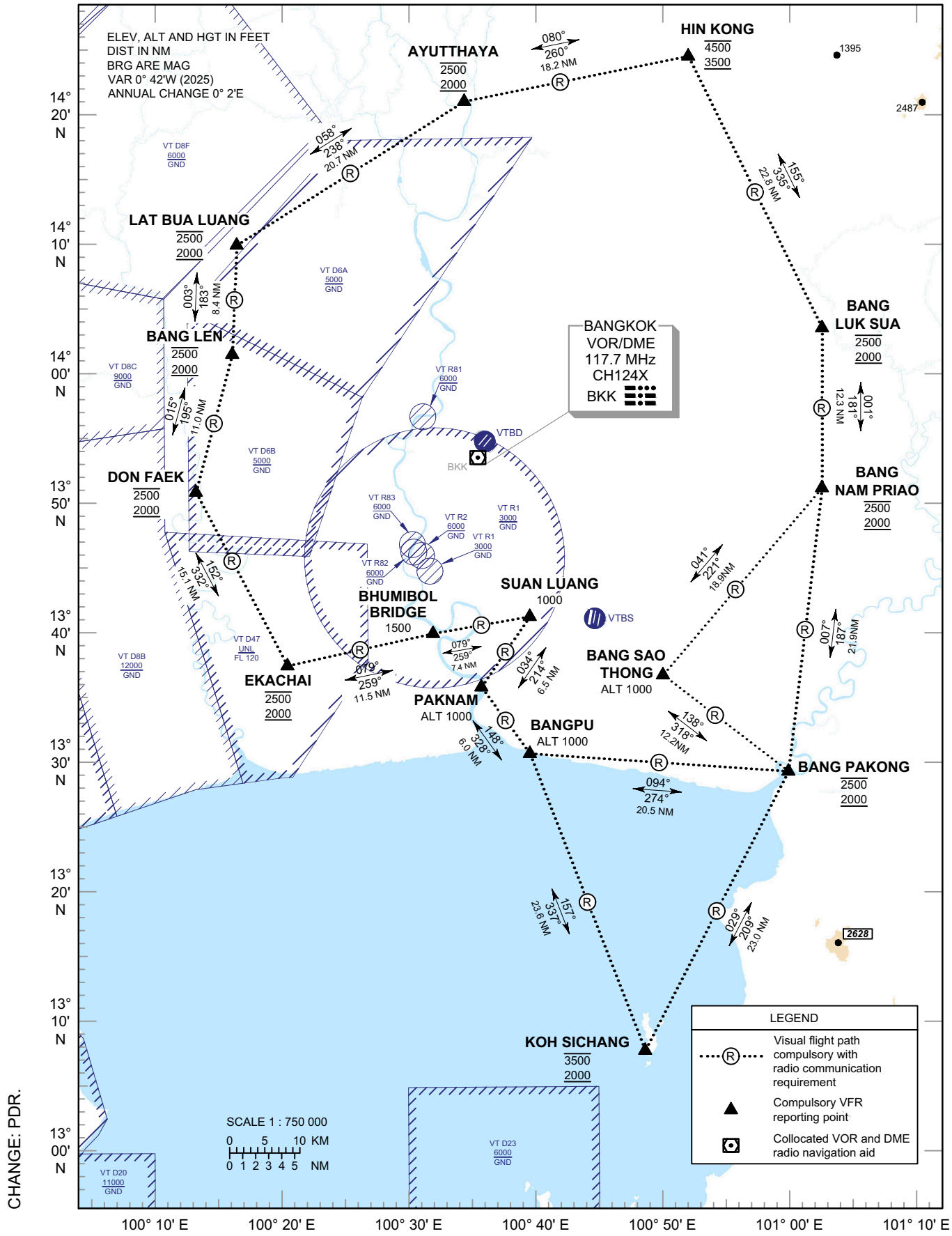
CHANGE: OSEVA ALT.

VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

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

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



CHANGE: PDR.

VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

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

DEPARTURE

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

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

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

ARRIVAL

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

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

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

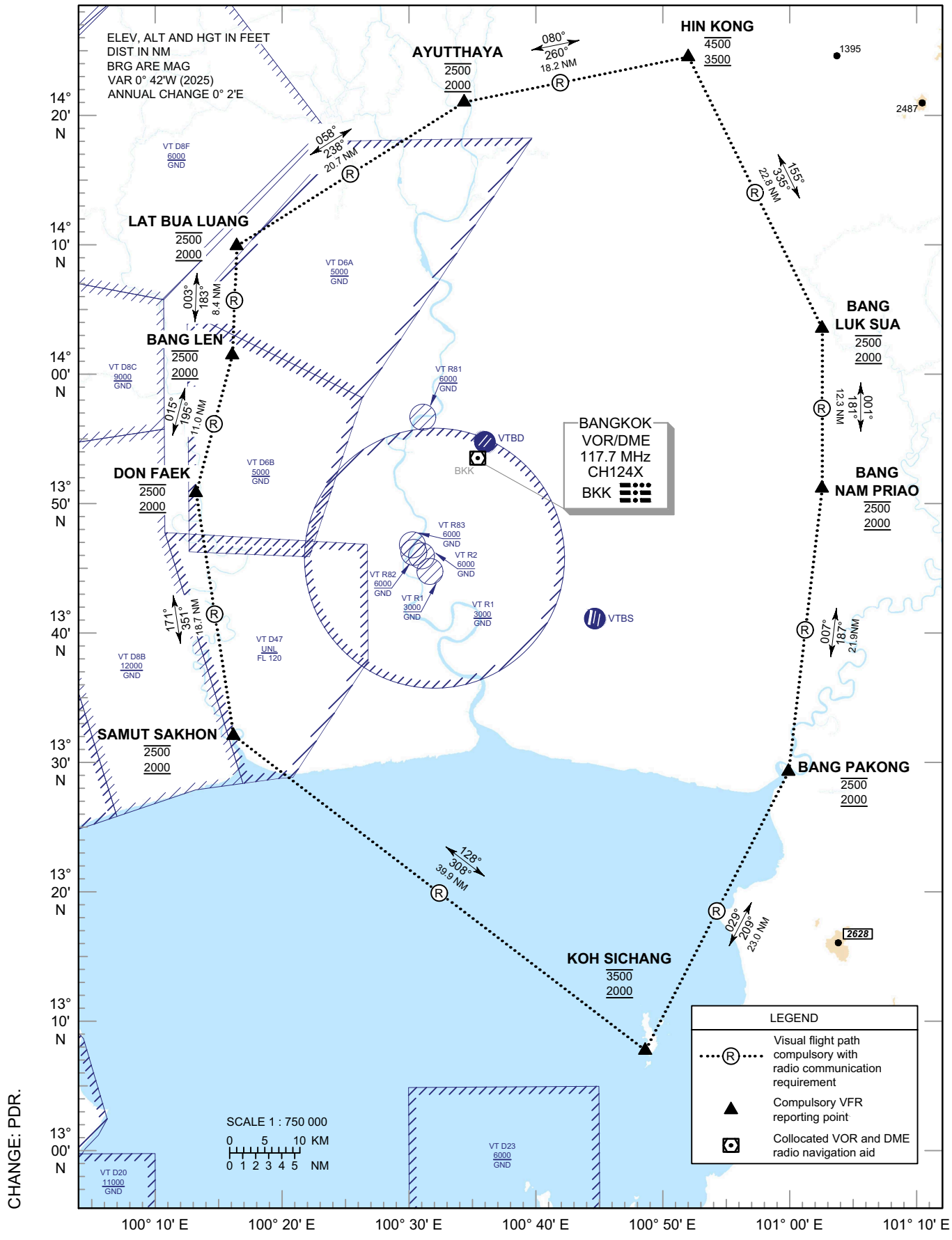
Reporting points	Landmark	Radial / DME from BKK VOR	Coordinates	
			Latitude	Longitude
SUAN LUANG	Rama 9th Park	R-158 / 11.7D	13° 41' 19.00'' N	100° 39' 48.00'' E
HIN KONG	Hin Kong Interchange, Phahonyothin Rd.	R-030 / 35.2D	14° 24' 30.00'' N	100° 52' 40.00'' E
AYUTTHAYA	Preedee-Thamrong Bridge Crossing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

VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

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

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



VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

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

VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART

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

OUTBOUND

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

INBOUND

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

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

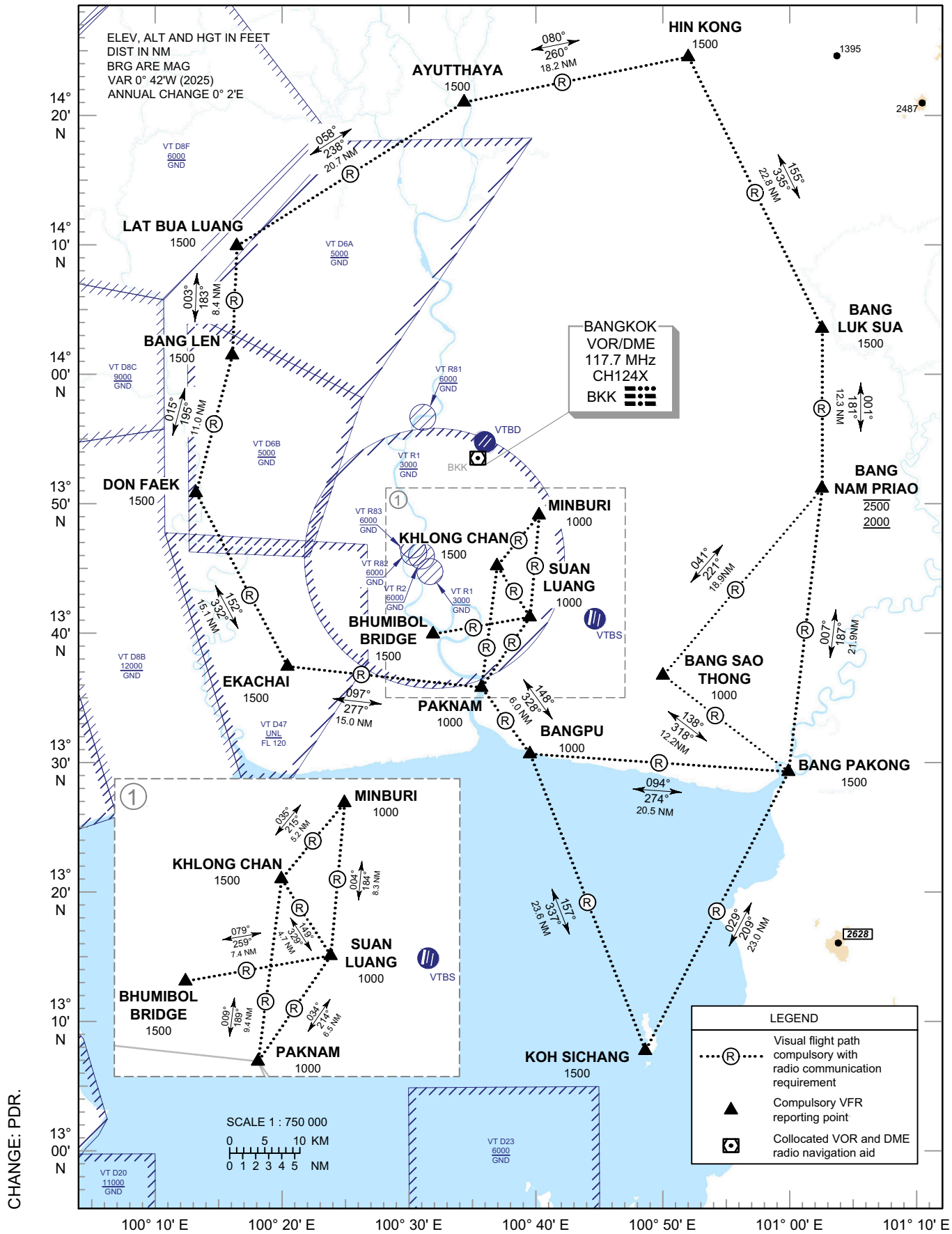
Reporting points	Landmark	Radial / DME from BKK VOR	Coordinates	
			Latitude	Longitude
HIN KONG	Hin Kong Interchange, Phahonyothin Rd.	R-030 / 35.2D	14° 24' 30.00'' N	100° 52' 40.00'' E
AYUTTHAYA	Preedee-Thamrong Bridge Crossing Pasak River	R-359 / 27.5D	14° 21' 08.00'' N	100° 34' 53.00'' E
LAT BUA LUANG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

VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

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

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



CHANGE: PDR.

VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

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

DEPARTURE

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

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

ARRIVAL

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

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

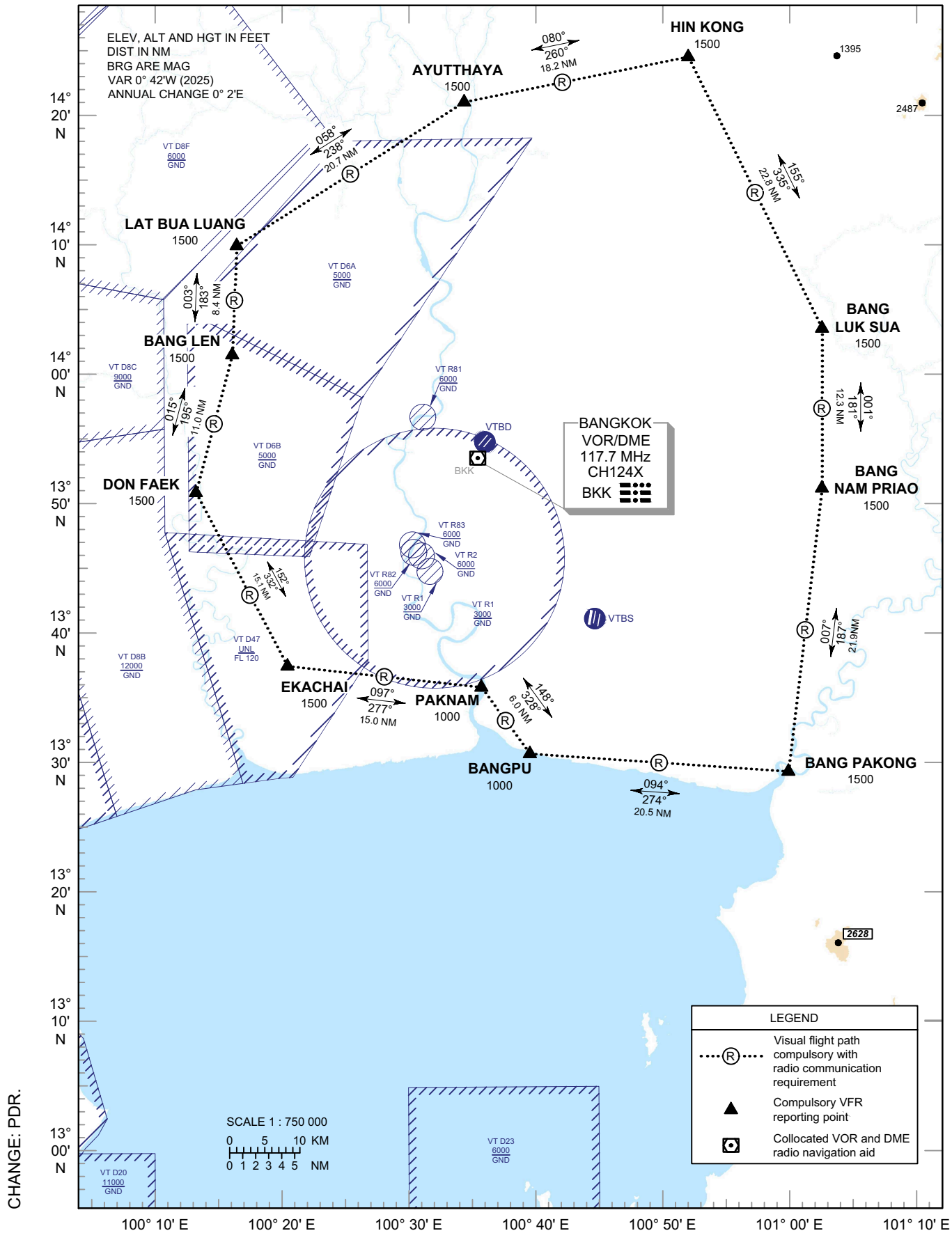
Reporting points	Landmark	Radial / DME from BKK VOR	Coordinates	
			Latitude	Longitude
BHUMIBOL BRIDGE	Industrial Ring Rd. Interchange between Bhumibol 1-2 Bridge near Lat Pho Canal	R-194 / 14.0D	13° 40' 03.00'' N	100° 32' 09.00'' E
SUAN LUANG	Rama 9th Park	R-158 / 11.7D	13° 41' 19.00'' N	100° 39' 48.00''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

VFR OVERFLY PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

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

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



CHANGE: PDR.

VFR OVERFLY PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 5 FT
HEIGHTS RELATED TO AERODROME ELEV

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

VFR OVERFLY PROCEDURE FOR HELICOPTER CHART

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

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

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

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0.60% +0.30% -0.13% -0.80% (1110 m 1460 m 1910 m 3050 m)	60x45	NIL	3290x300	240x150	NIL	NIL	NIL
+0.80% +0.13% -0.30% -0.60% (1140 m 1590 m 1940 m 3050 m)	60x45	NIL	3290x300	240x150	NIL	YES	NIL

VTSS AD 2.13 DECLARED DISTANCES

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

VTSS AD 2.14 APPROACH AND RUNWAY LIGHTING

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

VTSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTSS AD 2.16 HELICOPTER LANDING AREA

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

VTSS AD 2.17 ATS AIRSPACE

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

VTSS AD 2.18 ATS COMMUNICATION FACILITIES

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

VTUO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUO - BURIRAM / BURI RAM AIRPORT

VTUO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	151336.33N 1031504.46E
2	Direction and distance from (city)	30 km from city
3	Elevation/Reference temperature	594 ft / 28°C
4	Geoid Undulation at AD ELEV PSN	-89 ft
5	MAG VAR/Annual change	0°54' W (2025) / 0°1'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Buri Ram Airport Buri Ram Airport 143 Moo 12, Tambon Ronthong, Amphoe Satuk, Buri Ram Province 31150 Thailand Tel: +664 466 6341 Fax: +664 466 6340 AFS: VTUOYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUO 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	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Nakhon Ratchasima Air Traffic Control Centre (1st floor of Building) Tel: +664 425 8855 Ext. 7272, +668 9845 1649 Fax: +664425 8952 Ext. 7273 E-mail: vtuqzpzx@aerothai.co.th Hours of services: 2300-1100 after this period contact Tel: +664 525 6407, +668 9488 2157 Fax: +664 524 0798 Ext. 7874

VTUO 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

VTUO AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine and Car rental from the airport
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

VTUO 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

VTUO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 64/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A Width: 23 M Surface: Asphaltic concrete Strength: PCN 59/F/C/X/T Taxiway B Width: 23 M Surface: Asphaltic concrete Strength: PCN 42/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 599 FT (182.46 M)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUO 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 04:

BURIRAM OMNI 04 Departure: Required climb gradient 201 ft per NM (3.3%) until 2,100 ft.

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

No turn before DER.
After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 ft - 1,900 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 22:

BURIRAM OMNI 22 Departure: Required climb gradient 201 ft per NM (3.3%) until 2,100 ft.

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

No turn before DER.
After departure climb straight ahead until 1,500 ft (or altitude assigned by ATC between 1,500 ft - 1,900 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUO AD 2.23 ADDITIONAL INFORMATION

- Birds concentration on and in the vicinity of an aerodrome.

VTUO AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

15° 13' 36" N
103° 15' 04" E

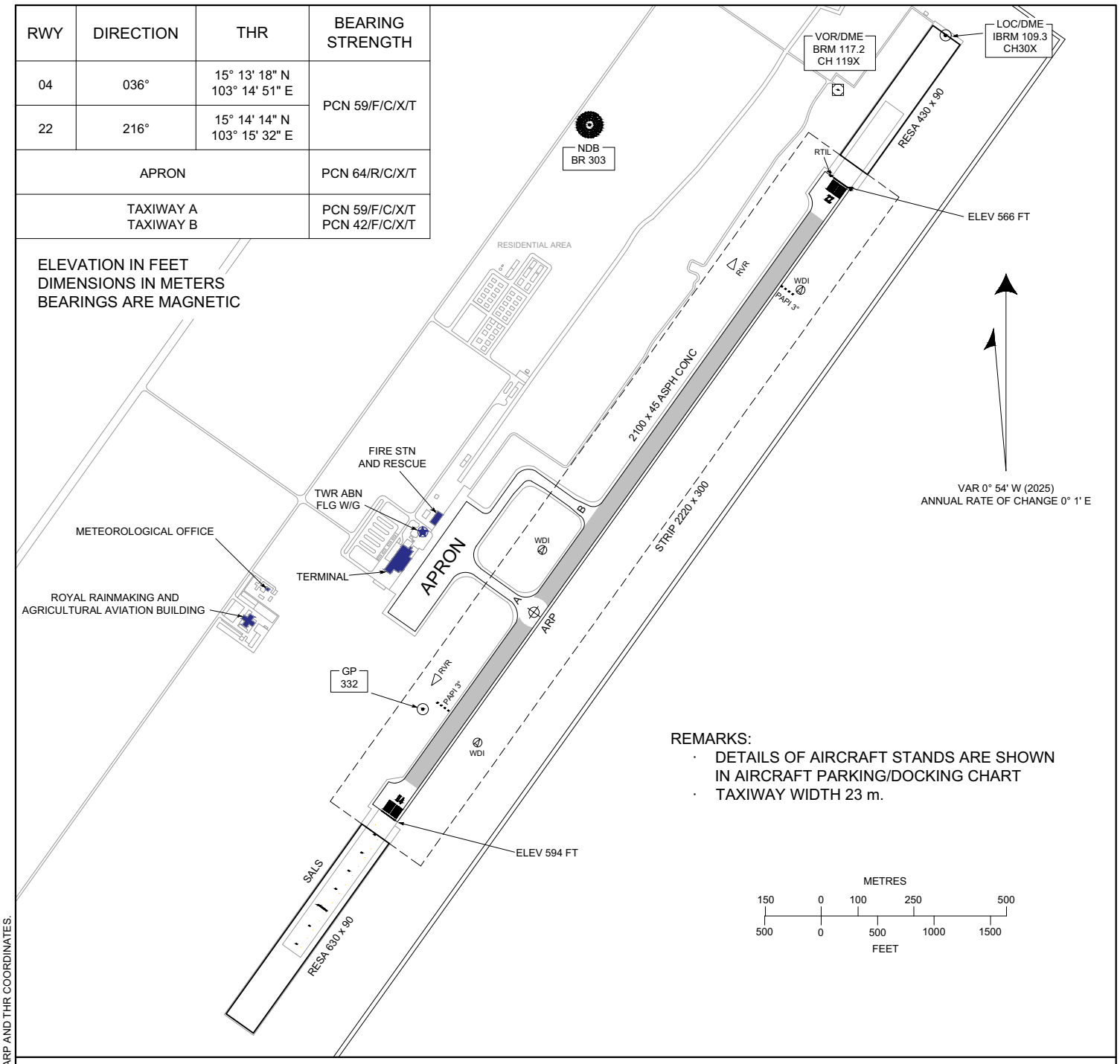
ELEV 594 FT

TWR 118.05
236.6

BURI RAM / Buri Ram

RWY	DIRECTION	THR	BEARING STRENGTH
04	036°	15° 13' 18" N 103° 14' 51" E	PCN 59/F/C/X/T
22	216°	15° 14' 14" N 103° 15' 32" E	
APRON			PCN 64/R/C/X/T
TAXIWAY A TAXIWAY B			PCN 59/F/C/X/T PCN 42/F/C/X/T

ELEVATION IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

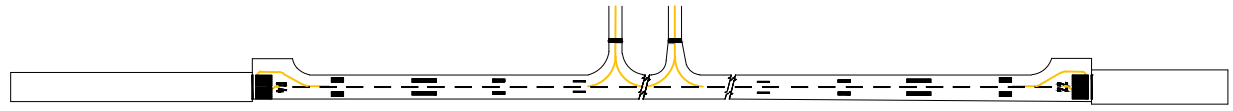


REMARKS:

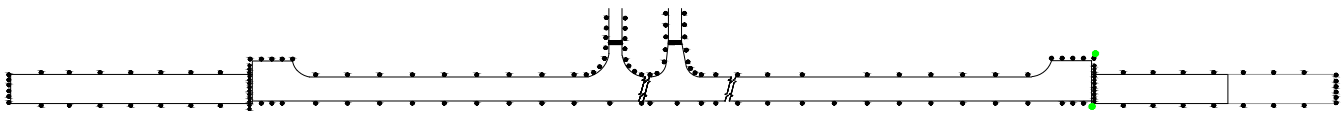
- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- TAXIWAY WIDTH 23 m.

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

MARKING AIDS RWY 04/22 AND EXIT TWY



LIGHTING AIDS RWY 04/22 AND EXIT TWY



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

CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE. ARP AND THR COORDINATES.

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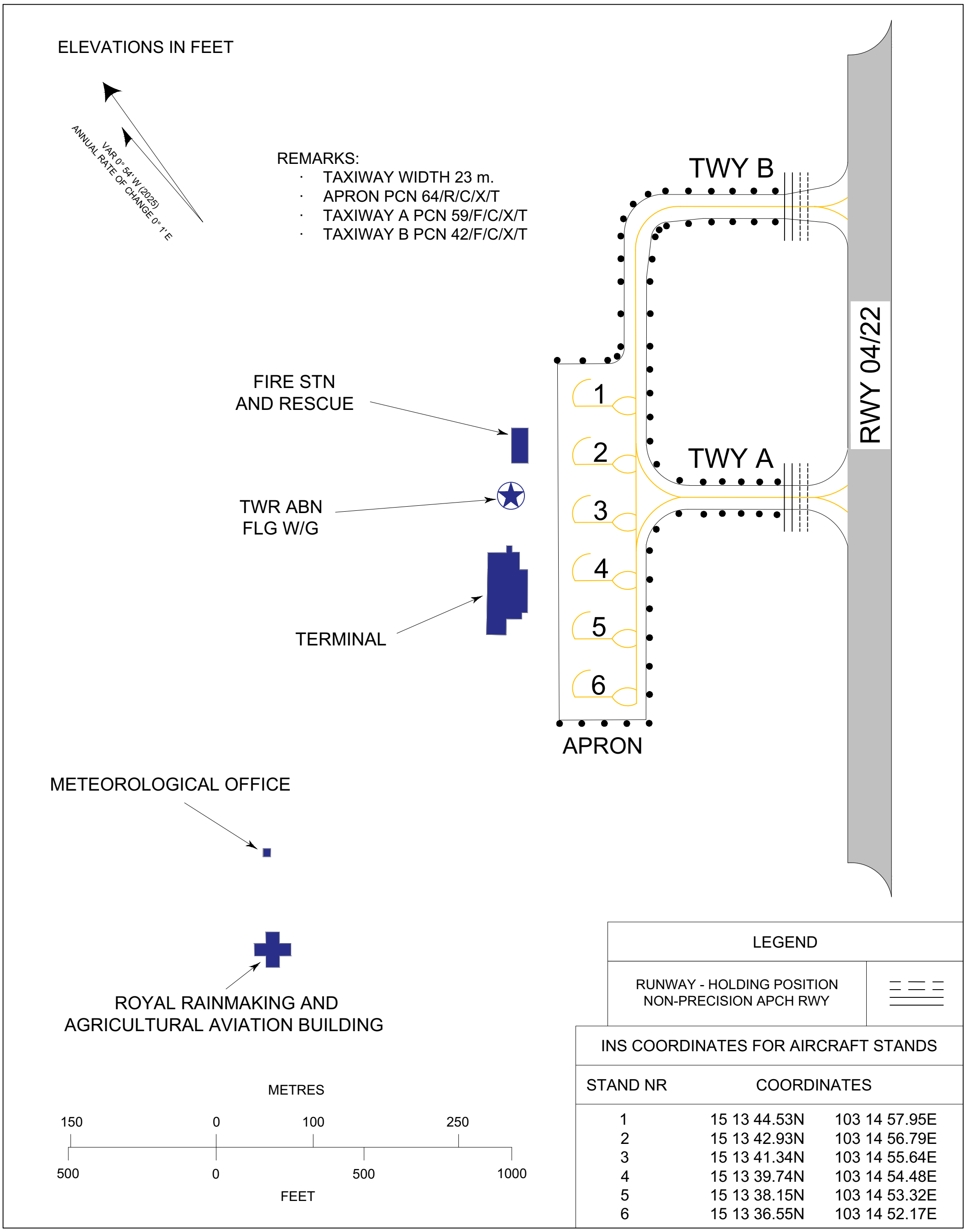
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV 599 FT

TWR 118.05 236.6

BURI RAM / Buri Ram



LEGEND	
RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	

INS COORDINATES FOR AIRCRAFT STANDS

STAND NR	COORDINATES	
1	15 13 44.53N	103 14 57.95E
2	15 13 42.93N	103 14 56.79E
3	15 13 41.34N	103 14 55.64E
4	15 13 39.74N	103 14 54.48E
5	15 13 38.15N	103 14 53.32E
6	15 13 36.55N	103 14 52.17E

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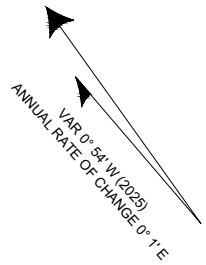
AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 599 FT

TWR 118.05
236.6

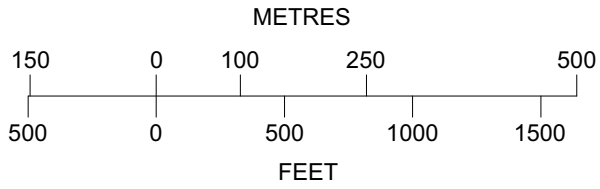
BURI RAM / Buri Ram

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC



REMARKS:

- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- TAXIWAY WIDTH 23 m.
- APRON PCN 64/R/C/X/T
- TAXIWAY A PCN 59/F/C/X/T
- TAXIWAY B PCN 42/F/C/X/T
- TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS



LEGEND

RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	

CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

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AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

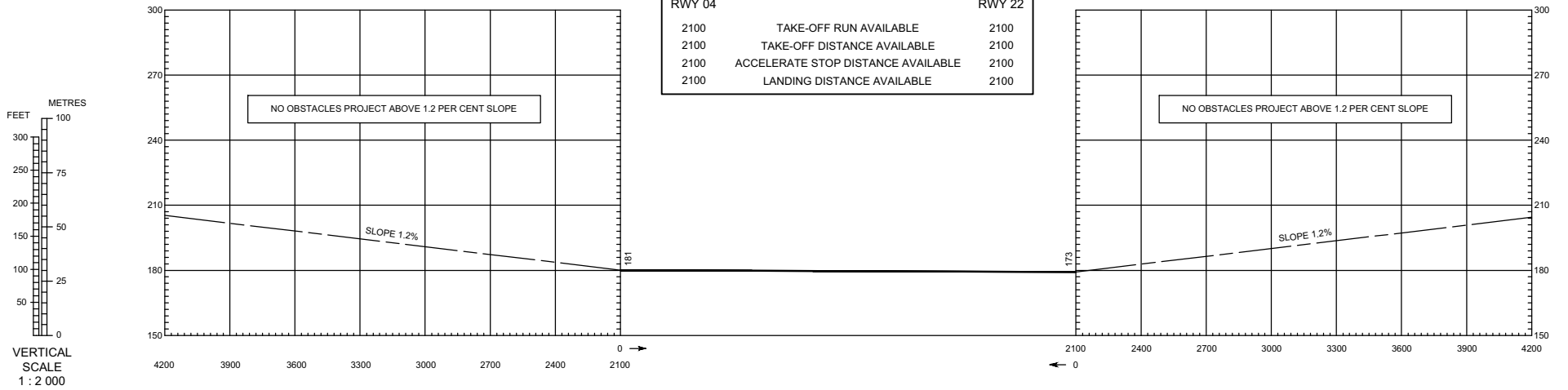
DIMENSIONS AND ELEVATIONS IN METRES

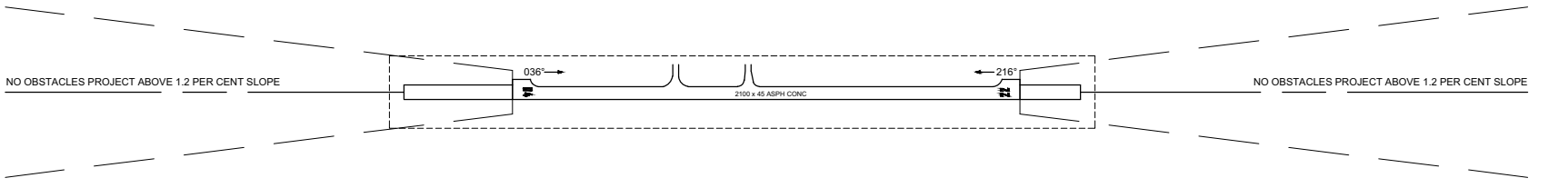
BURI RAM / Buri Ram Airport

MAGNETIC VARIATION 0° 54' W (2025)
ANNUAL RATE OF CHANGE 0° 1' E

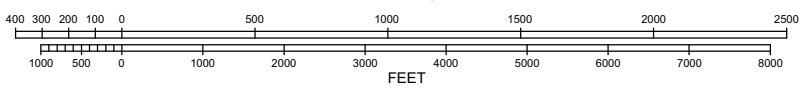
RWY 04 / 22

DECLARED DISTANCES		
RWY 04		RWY 22
2100	TAKE-OFF RUN AVAILABLE	2100
2100	TAKE-OFF DISTANCE AVAILABLE	2100
2100	ACCELERATE STOP DISTANCE AVAILABLE	2100
2100	LANDING DISTANCE AVAILABLE	2100





HORIZONTAL SCALE 1 : 20 000



ORDER OF ACCURACY
HORIZONTAL 0.5 m
VERTICAL 0.5 m

CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

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VTBL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBL - LOP BURI / KHOK KATHIAM AIRPORT

VTBL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

VTBL AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0000-1000 DAILY or on Request
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	0000-1000 DAILY or on Request
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	H24
7	ATS	0000-1000 DAILY or on Request
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

VTBL AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTBL AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city

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

VTBL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 6
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	Fire fighting service H 24

VTBL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Apron (201) (Flight line1) Surface: Asphalt Strength: PCR 420/F/A/X/T Apron Boundary: 145220.52N 1003913.12E 145216.94N 1003912.94E 145216.05N 1003919.43E145219.58N 1003919.93E 145220.52N 1003913.12E Apron (201) (Flight line2) Surface: Concrete Strength: PCR 330/R/A/W/T Apron Boundary: 145224.51N 1003922.44E 145222.47N 1003924.40E 145224.81N 1003926.69E 145226.74N 1003924.73E 145224.51N 1003922.44E Apron (201) (Flight line3) Surface: Concrete Strength: NIL Apron Boundary: 145229.70N 1003927.92E 145227.56N 1003930.19E 145224.94N 1003927.28E 145226.94N 1003925.34E 145229.70N 1003927.92E Apron (202) Surface: Concrete Strength: PCR 460/R/C/W/T Apron Boundary: 145246.82N 1003928.92E 145240.27N 1003931.29E 145240.82N 1003932.82E 145247.33N 1003930.45E 145246.82N 1003928.92E Apron (203) Surface: Concrete Strength: PCR 460/R/C/W/T Apron Boundary: 145259.85N 1003921.31E 145253.54N 1003923.71E 145254.63N 1003926.92E 145301.12N 1003924.61E 145259.85N 1003921.31E Base Operation Apron Surface: Asphalt Strength: PCR 420/F/A/X/T Apron Boundary: 145220.61N 1003911.45E 145220.38N 1003912.88E 145218.81N 1003912.69E 145218.98N 1003911.25E 145220.61N 1003911.45E

2	Taxiway width, surface and strength	TWY A Width: 30 m Surface: Concrete and asphalt Strength: PCR 460/F/B/X/T TWY B, F, G Width: 25 m Surface: Concrete Strength: PCR 460/R/C/W/T TWY C Width: 24 m Surface: Concrete Strength: PCR 500/R/B/W/T TWY D Width: 24 m Surface: Concrete Strength: PCR 500/R/B/W/T TWY E Width: 30 m Surface: Concrete Strength: PCR 460/R/C/W/T TWY H Width: 15 m Surface: Asphalt Strength: NIL
3	Altimeter checkpoint location and elevation	Location : Apron 201 (Flight line1) Elevation : 27.45 m / 90.05 ft Location : Apron 203 Elevation : 29.73 m / 97.53 ft Location : Base operation apron Elevation : 27.10 m / 88.92 ft
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTBL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	RWY and TWY markings and LGT	NIL
3	Stop bars	NIL
4	Remarks	NIL

VTBL AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
-	Radio Mast HGT 158 m	144935.0N 1004035.0E	Radio Mast HGT 115 m Painted red/white LGTD on top	145235.9N 1003824.5E	NIL
-	Radio Mast HGT 130 m Painted red/white LGTD on top	144801.3N 1003833.9E	Radio Mast HGT 65 m Painted red/white LGTD on top	145218.3N 1003824.6E	
-	Radio Mast HGT 60 m Painted red/white LGTD on top	145057.7N 1003955.6E	Phu-kha Mountain HGT 430 m	145537.4N 1004038.6E	
-	Radio Mast HGT 60 m Painted red/white LGTD on top	144809.1N 1003911.3E	Wong Phrachan Mountain HGT 644 m	145741.7N 1004237.0E	
-	Radio Mast 74.05 m (MSL) Painted red/white LGTD on top	145104.9N 1003837.5 E	Phu-Lon Mountain HGT 290 m	145448.1N 1004150.2E	
	Sam Yot Mountain HGT 432 m	145119.8N 1004058.1E	Sung Nam Mountain HGT 270 m	145237.8N 1004151.8E	
			Phra Ngam Mountain HGT 282 m	145415.7N 1003718.7E	

VTBL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	NIL
4	Type of landing forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Khok Kathiam TWR
10	Additional information (limitation of service, etc.)	NIL

VTBL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	160°	2200x45	PCR 460/F/A/X/T Asphalt	145301.99N 1003936.08E	103 ft
34	340°	2200x45	PCR 460/F/A/X/T Asphalt	145154.47N 1004000.75E	133 ft
05	047°	1340x45	PCR 500/R/A/W/T Concrete and asphalt	145209.96N 1003927.82E	106 ft
23	227°	1340x45	PCR 500/R/A/W/T Concrete and asphalt	145239.88N 1004000.49E	125 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	NIL	NIL	NIL
NIL	NIL	NIL	NIL	NIL	NIL
NIL	225x45	NIL	NIL	NIL	NIL
NIL	225x45	NIL	NIL	NIL	NIL

VTBL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2200	2200	2200	2200	NIL
34	2200	2200	2200	2200	NIL
05	1340	1340	1565	1340	NIL
23	1340	1340	1565	1340	NIL

VTBL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	NIL	Green	PAPI Left 3°	NIL	NIL	2200 m 60 m White	Red	NIL	NIL
34	NIL	Green	PAPI Left 3°	NIL	NIL	2200 m 60 m White	Red	NIL	NIL
05	NIL	Green	PAPI Left 3°	NIL	NIL	1340 m 60 m White	Red	NIL	NIL

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
23	NIL	Green	PAPI Left 3°	NIL	NIL	1340 m 60 m White	Red	NIL	NIL

VTBL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: at Tower building
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: TWY A, B, C, D, E Centre Line: NIL
4	Secondary power supply/switch-over time	By Generator
5	Remarks	NIL

VTBL 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

VTBL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 12 NM radius centred on 145228.7N 1003948.2E
2	Vertical limits	5500 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Khok Kathiam Tower English, Thai
5	Transition altitude	NIL
6	Remarks	NIL

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°52' W (2025)/0°2'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

VTCH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCH AD 2.22 FLIGHT PROCEDURES

NIL

VTCH AD 2.23 ADDITIONAL INFORMATION

NIL

VTCH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART-ICAO

19° 18' 06" N
097° 58' 30" E

ELEV 929 ft
283 m

TWR	122.3 236.6

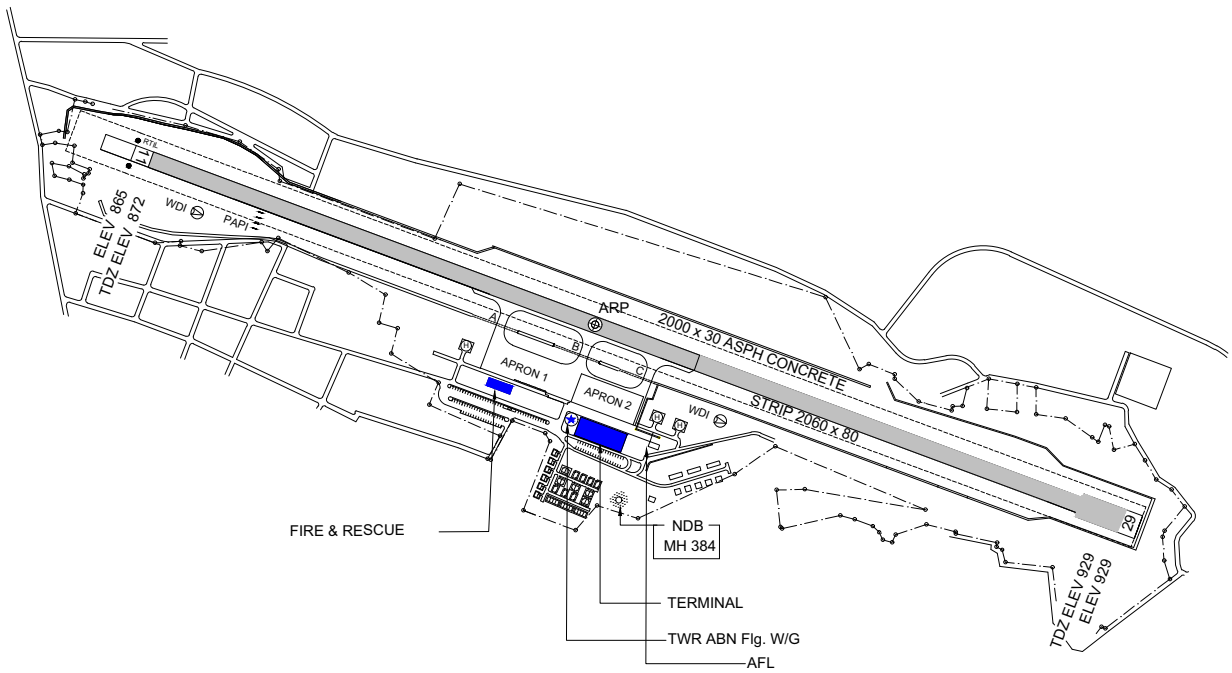
MAE HONG SON/Mae Hong Son

RWY	DIRECTION	THR	BEARING STRENGTH
11	110°	19° 18' 15" N 097° 58' 01" E	PCN 41/F/C/X/T
29	290°	19° 17' 55" N 097° 59' 06" E	
APRON 1			PCN 41/F/C/X/T
APRON 2			PCN 45/R/C/X/T

VAR 0° 52' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

ELEVATIONS IN FEET AND DIMENSIONS IN METRES

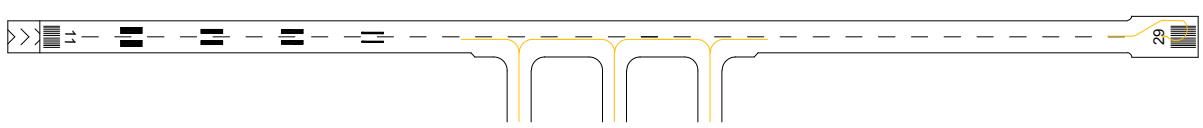
BEARINGS ARE MAGNETIC



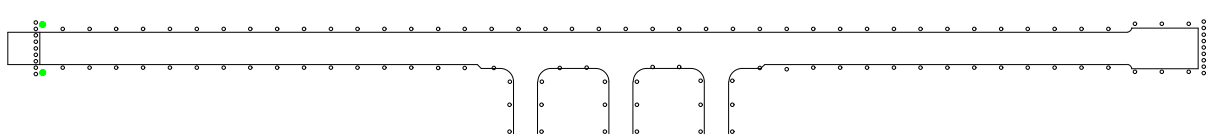
METRES
150 0 100 250 500
500 0 500 1000 1500
FEET

Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 11/29 AND EXIT TWY



LIGHTING AIDS RWY 11/29 AND EXIT TWY



CHANGE : REVISED CHART. RWY DIRECTION (TABULAR). MAG VAR. ANNUAL RATE OF CHANGE.

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VTUW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUW - NAKHON PHANOM / NAKHON PHANOM AIRPORT

VTUW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	172307N 1043831E
2	Direction and distance from (city)	15 km W from city
3	Elevation/Reference temperature	587 ft / 40 °C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	1°13' W (2025) /0°1' E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Nakhon Phanom Airport Nakhon Phanom Airport Tambon Nasai, Amphoe Muang Nakhon Phanom Province 48000 Thailand Tel: +664 253 1586 Fax: +664 253 1587 AFS: VTUWYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUW AD 2.3 OPERATIONAL HOURS

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

VTUW AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTUW AD 2.5 PASSENGER FACILITIES

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

VTUW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTUW AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 61/R/C/X/T
2	Taxiway width, surface and strength	TWY A, B, C, D and P Width: 23 m Surface: Asphaltic concrete Strength: PCN 41/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 571 ft (174 m)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUW 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: TWY CL, TWY Edge, RWY Holding Position and Intermediate Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTUW 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 33/APCH area RWY 15/TKOF area	DME 576 ft (176 m) Painted red/white LGTD	172219.3N 1043903.0E	AWOS 1 613 ft (187 m) Painted red/white LGTD	172322.1N 1043814.9E	NIL
	Telecommunication mast 685 ft (209 m) NIL / LGTD	172202.4N 1043931.4E	AWOS 2 616 ft (188 m) Painted red/white LGTD	172322.3N 1043814.7E	
			AWOS 3 587 ft (179 m) Painted red/white LGTD	172239.0N 1043846.7E	
			AWOS 4 588 ft (179m) Painted red/white LGTD	172239.1N 1043846.6E	
			AWOS 5 622 ft (190 m) Painted red/white LGTD	172322.0N 1043815.2E	
			AWOS 6 622 ft (190 m) Painted red/white LGTD	172322.1N 1043815.1E	
			DVOR/DME 620 ft (189 m) Painted red/white LGTD	172317.9N 1043818.1E	
			Glide slope 637 ft (194 m) Painted red/white LGTD	172324.5N 1043814.0E	

VTUW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Nakhon Phanom, Upper Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1400 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: +664 253 1532
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	Nakhon Phanom TWR
10	Additional information (limitation of service, etc.)	NIL

VTUW AD 2.24 CHARTS RELATED TO AN AERODROME

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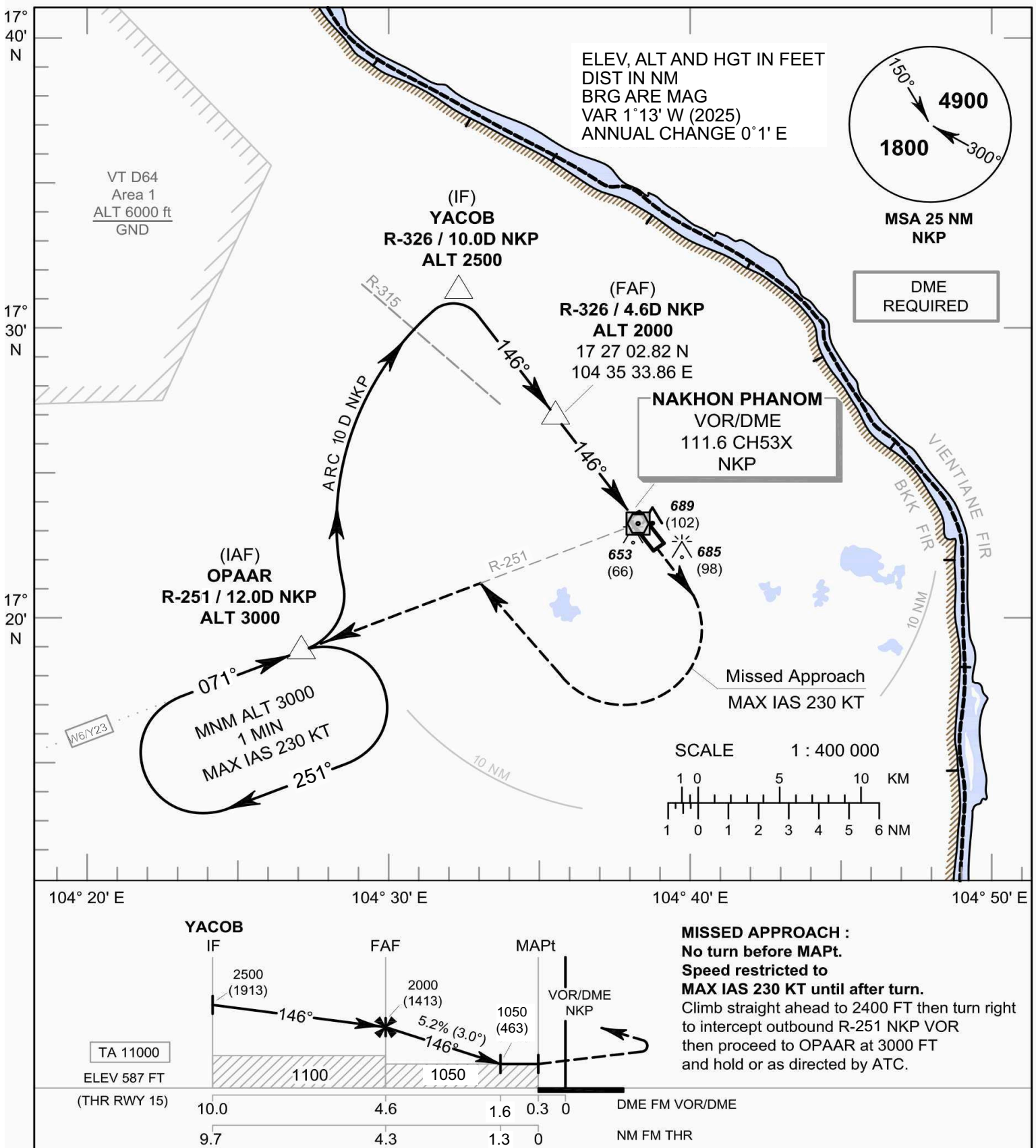
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 587 FT
HEIGHTS RELATED TO AERODROME ELEV

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

NAKHON PHANOM / Nakhon Phanom (VTUW)

VOR RWY15



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

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

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

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

CHANGE: MAG VAR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 587 FT
HEIGHTS RELATED TO AERODROME ELEV

NAKHON PHANOM / Nakhon Phanom (VTUW)

VOR RWY15

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

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

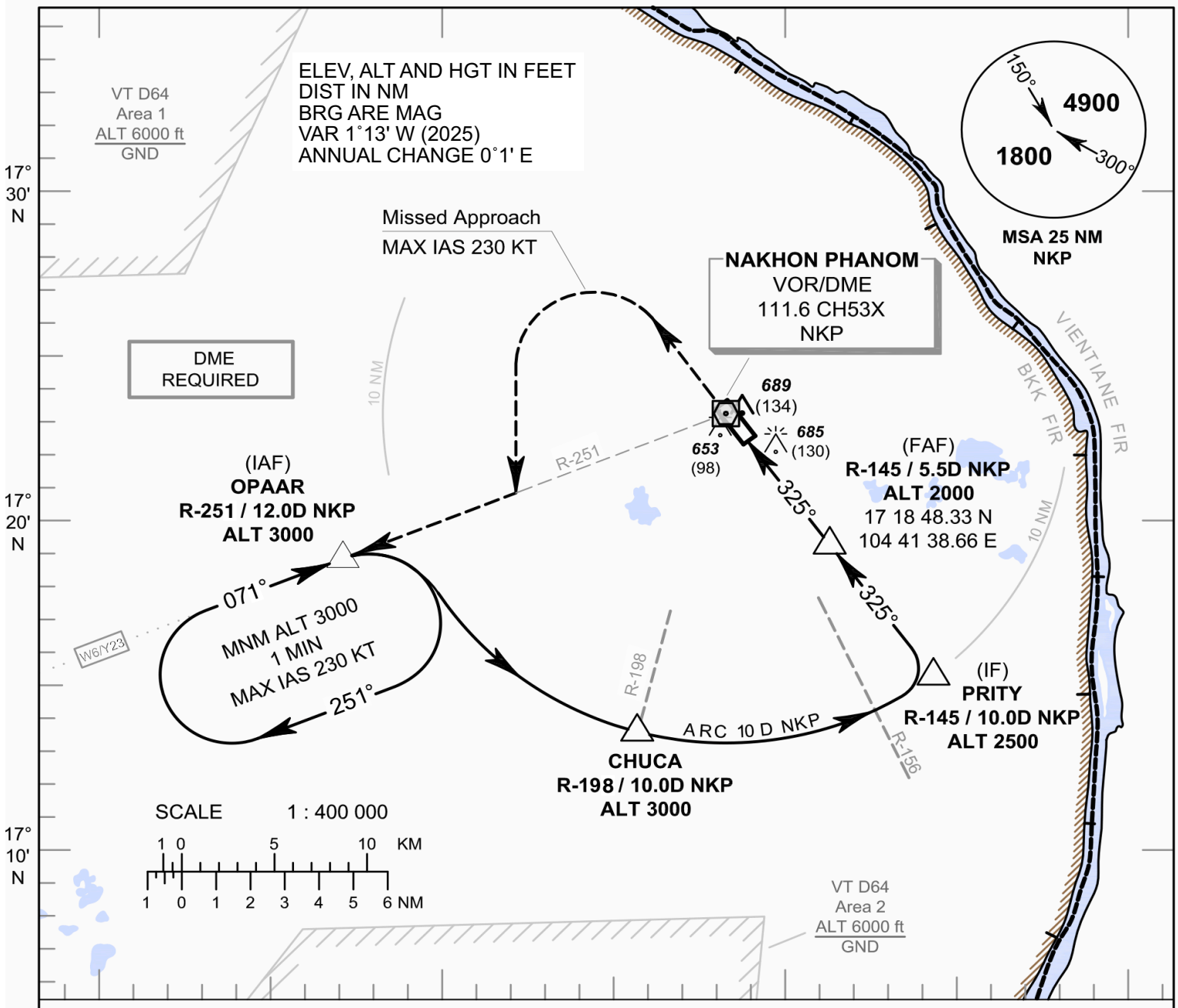
INSTRUMENT APPROACH CHART - ICAO

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

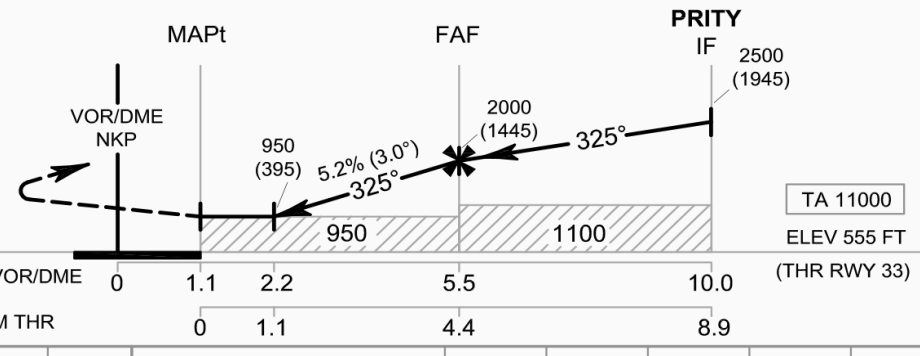
APP : 123.35 , 284.0
TWR : 122.15 , 236.6
GND : 121.9
ATIS : 128.85

NAKHON PHANOM / Nakhon Phanom (VTUW)

VOR RWY33



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



CHANGE: MAG VAR.

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

INSTRUMENT APPROACH CHART - ICAO

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

NAKHON PHANOM / Nakhon Phanom (VTUW)

VOR RWY33

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

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

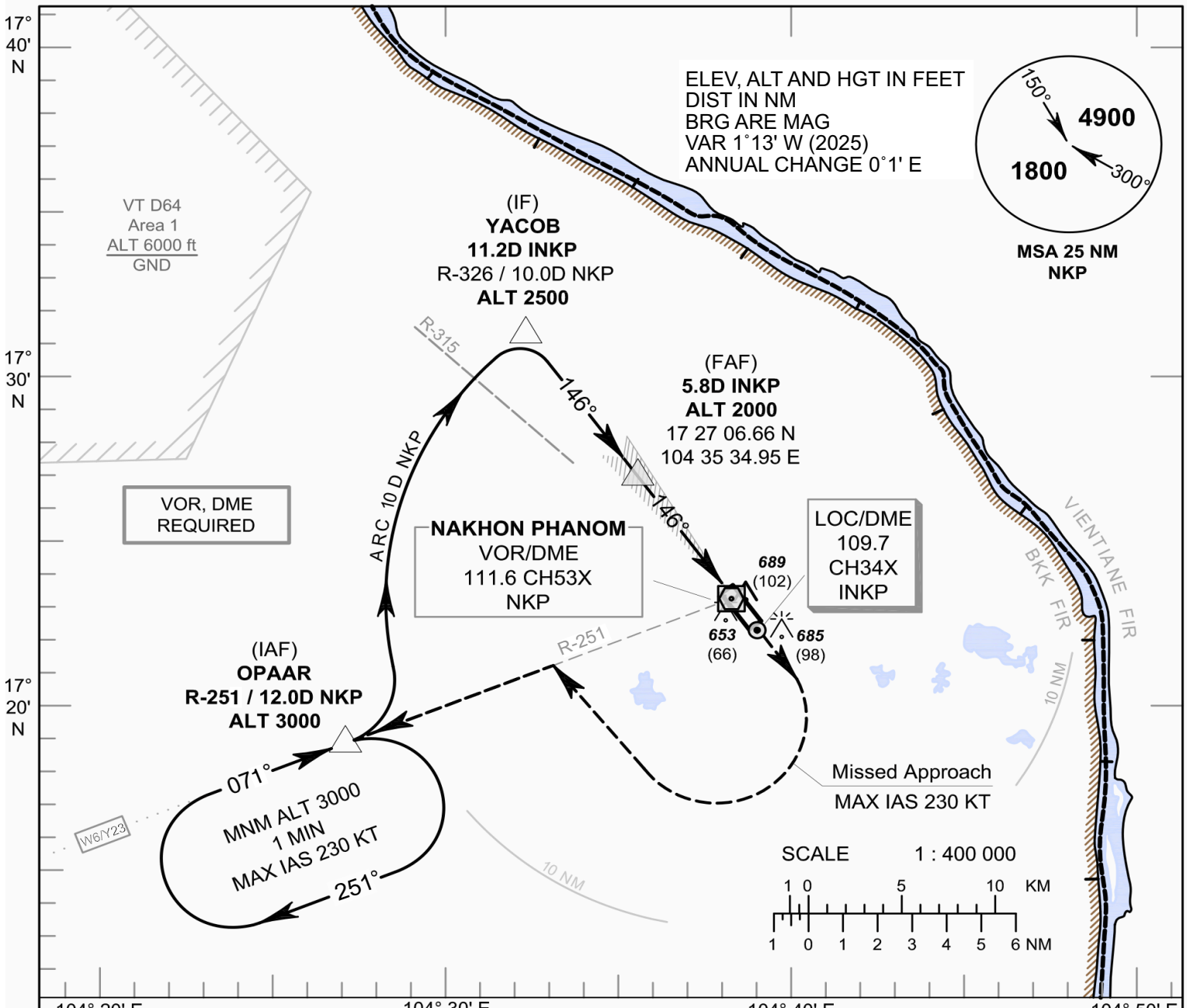
INSTRUMENT APPROACH CHART - ICAO

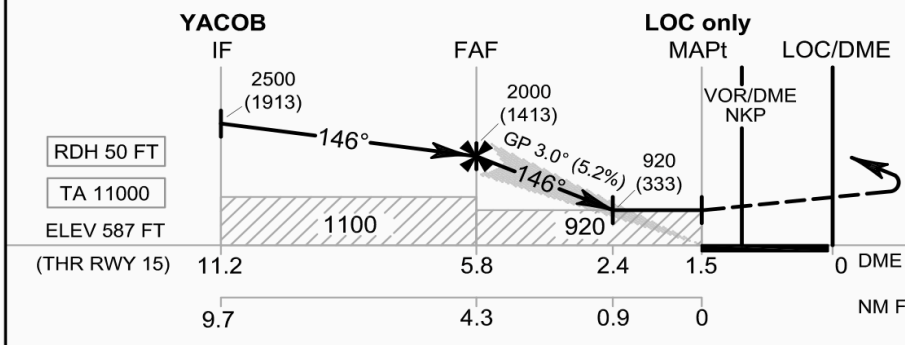
AERODROME ELEV 587 FT
HEIGHTS RELATED TO
THR RWY15 - ELEV 587 FT

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

NAKHON PHANOM / Nakhon Phanom (VTUW)

ILS or LOC RWY15





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

CHANGE: MAG VAR.

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

INSTRUMENT APPROACH CHART - ICAO

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

NAKHON PHANOM / Nakhon Phanom (VTUW)

ILS or LOC RWY15

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

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

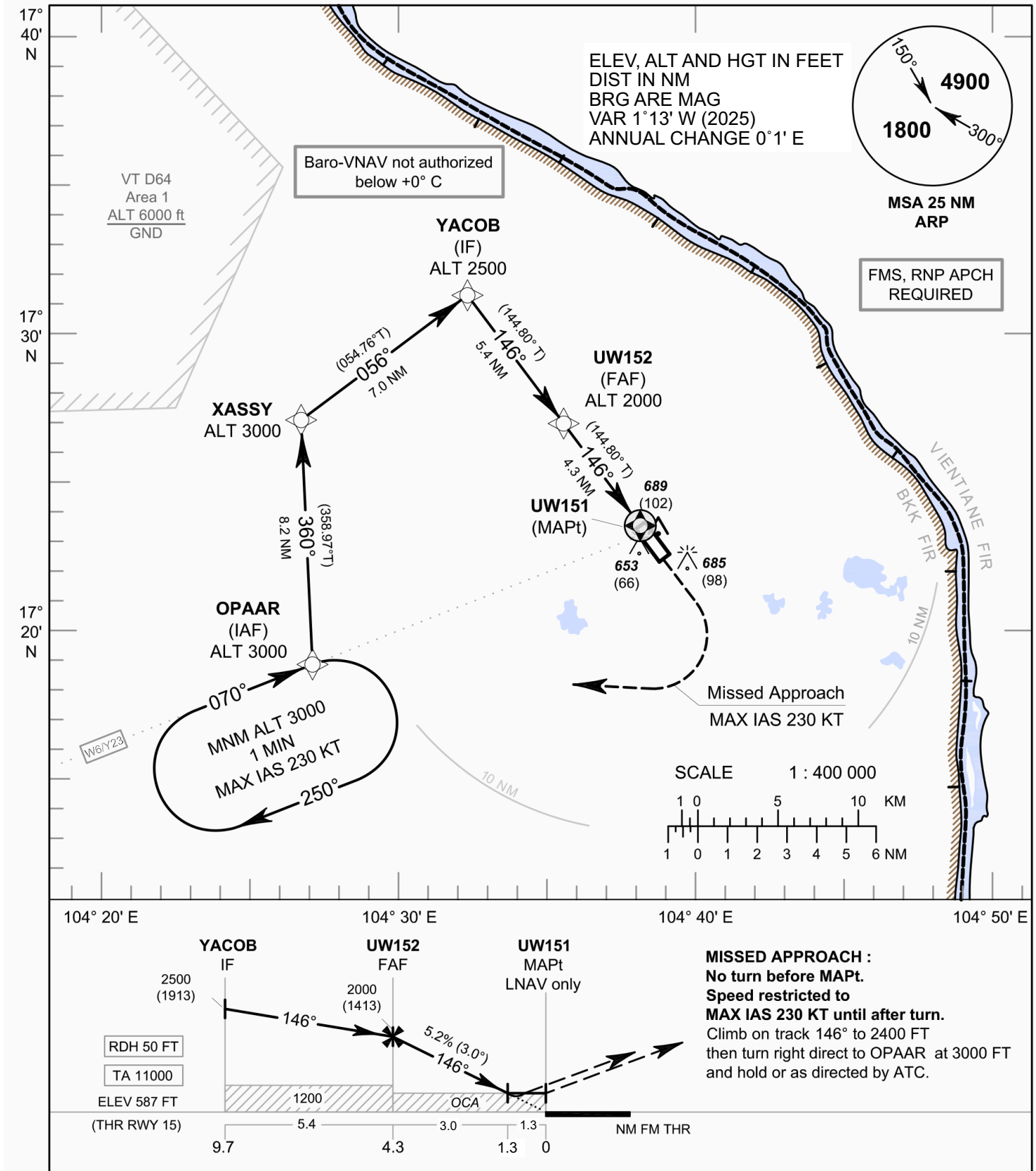
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 587 FT
HEIGHTS RELATED TO AERODROME ELEV

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

NAKHON PHANOM / Nakhon Phanom (VTUW)

RNP RWY15



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 230 KT until after turn.
Climb on track 146° to 2400 FT
then turn right direct to OPAAR at 3000 FT
and hold or as directed by ATC.

CHANGE: MAG VAR.

OCA/H	A	B	C	D	NM to NEXT WPT	FAF	4 NM	3 NM	2 NM	1.3 NM
LNAV/VNAV	850 (263)				Altitude (Height)	2000 (1413)	1900 (1313)	1585 (998)	1270 (683)	1050 (463)
LNAV	1050 (463)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1100 (513)		1300 (713)		Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 587 FT
HEIGHTS RELATED TO AERODROME ELEV

NAKHON PHANOM / Nakhon Phanom (VTUW)

RNP RWY15

TABULAR DESCRIPTION

RNP RWY15

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	OPAAR (IAF)	-	-	+1.2	-	-	@3000	-	-	RNP APCH
020	TF	XASSY	-	360°(358.97°)	+1.2	8.2	R	@3000	-	-	RNP APCH
030	TF	YACOB (IF)	-	056°(054.76°)	+1.2	7.0	-	@2500	-	-	RNP APCH
010	IF	YACOB (IF)	-	-	+1.2	-	-	@2500	-	-	RNP APCH
020	TF	UW152 (FAF)	-	146°(144.80°)	+1.2	5.4	-	@2000	-	-	RNP APCH
030	TF	UW151 (MAPt)	Y	146°(144.80°)	+1.2	4.3	-	@637	-	-3.0/50	RNP APCH
040	CA	-	-	146°(144.80°)	+1.2	-	-	+2400	-	-	RNP APCH
050	DF	OPAAR (IAF)	-	-	+1.2	-	R	@3000	-230	-	RNP APCH
060	HM	OPAAR (IAF)	Y	070°(068.52°)	+1.2	1 minute	R	@3000	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY15

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

CHANGE: MAG VAR.

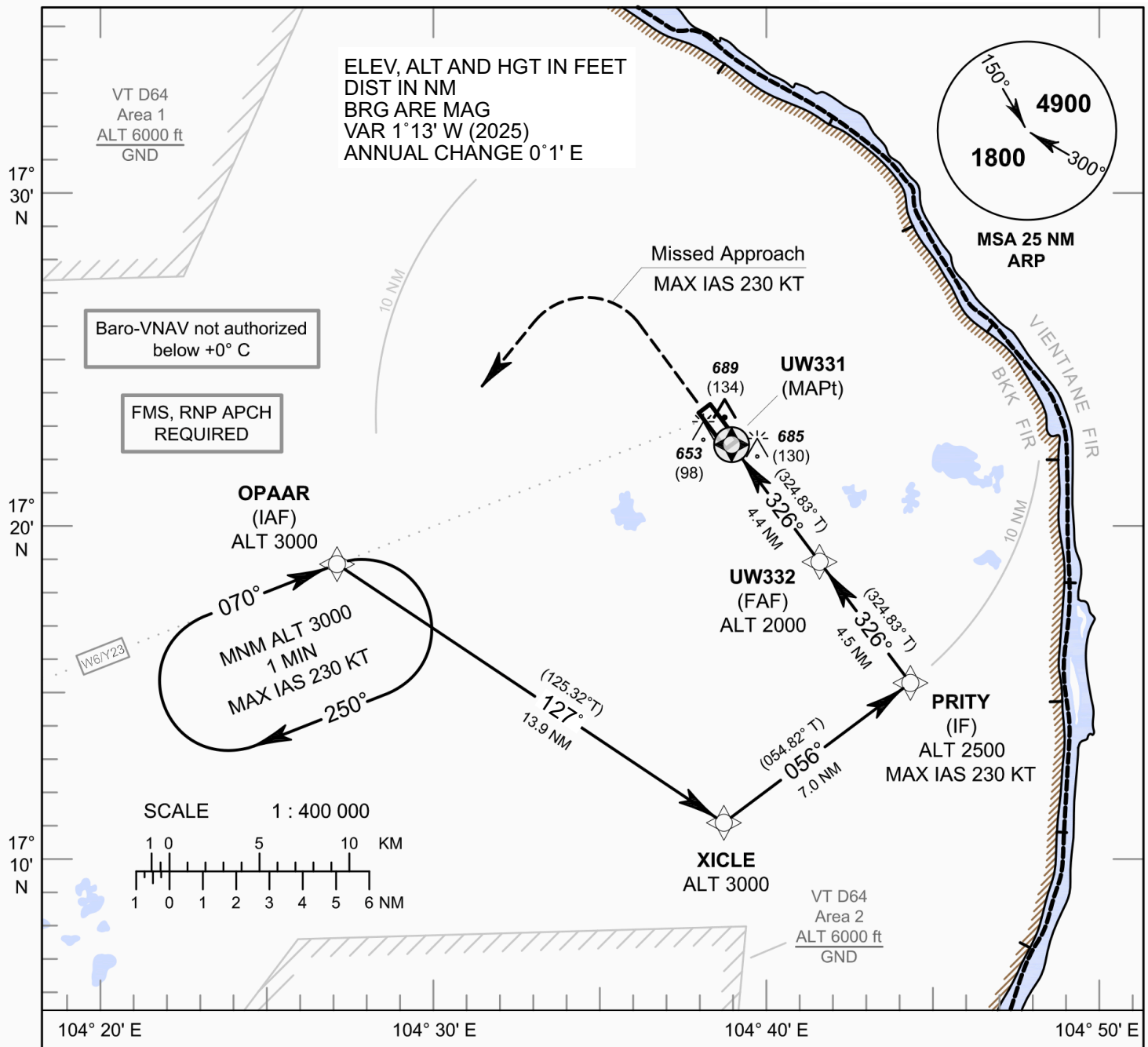
INSTRUMENT APPROACH CHART - ICAO

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

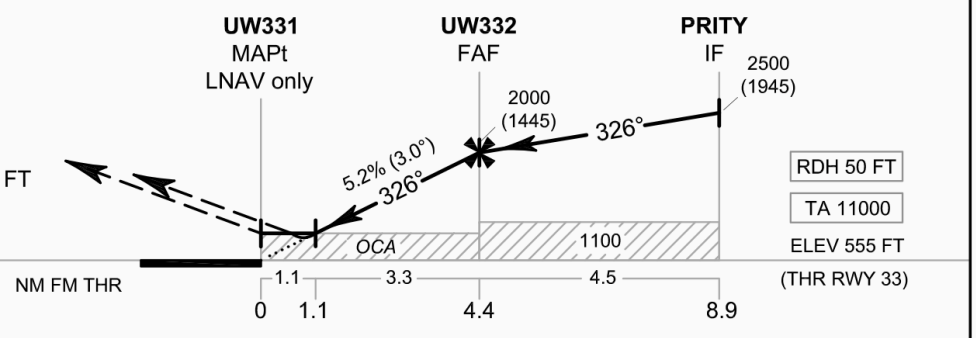
APP : 123.35 , 284.0
TWR : 122.15 , 236.6
GND : 121.9
ATIS : 128.85

NAKHON PHANOM / Nakhon Phanom (VTUW)

RNP RWY33



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



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

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

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

CHANGE: MAG VAR, COURSE OPAAR TO XICLE.

INSTRUMENT APPROACH CHART - ICAO

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

NAKHON PHANOM / Nakhon Phanom (VTUW)

RNP RWY33

TABULAR DESCRIPTION

RNP RWY33

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	OPAAR (IAF)	-	-	+1.2	-	-	@3000	-	-	RNP APCH
020	TF	XICLE	-	127˚(125.32˚)	+1.2	13.9	L	@3000	-	-	RNP APCH
030	TF	PRITY (IF)	-	056°(054.82°)	+1.2	7.0	-	@2500	-230	-	RNP APCH
010	IF	PRITY (IF)	-	-	+1.2	-	-	@2500	-230	-	RNP APCH
020	TF	UW332 (FAF)	-	326°(324.83°)	+1.2	4.5	-	@2000	-	-	RNP APCH
030	TF	UW331 (MAPt)	Y	326°(324.83°)	+1.2	4.4	-	@605	-	-3.0/50	RNP APCH
040	CA	-	-	326°(324.83°)	+1.2	-	-	+ 2400	-	-	RNP APCH
050	DF	OPAAR (IAF)	-	-	+1.2	-	L	@3000	-230	-	RNP APCH
060	HM	OPAAR (IAF)	Y	070°(068.52°)	+1.2	1 minute	R	@3000	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY33

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

CHANGE: MAG VAR, COURSE OPAAR TO XICLE.

VTSF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSF - NAKHON SI THAMMARAT / NAKHON SI THAMMARAT AIRPORT

VTSF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	083222.62N 0995641.01E Centre of RWY 1060 m. from THR RWY19
2	Direction and distance from (city)	10 km N, from city
3	Elevation/Reference temperature	4m (13 ft) /33°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°22' W (2025)/0°2'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Nakhon Si Thammarat Airport Nakhon Si Thammarat Airport Amphoe Muang Nakhon Si Thammarat 80000 Thailand Tel: +667 545 0544 +667 545 0545 +667 545 0541 Fax: +667 545 0549 AFS: VTSFYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTSF AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500
2	Customs and immigration	O/R
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1500
6	MET Briefing Office	NIL
7	ATS	2300-1500
8	Fuelling	0100-1000
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Surat Thani Air Traffic Control Centre (1st floor of tower building) Tel: +667 744 1008 +669 1010 1837 Fax: +667 744 1009

VTSF 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

VTSF AD 2.5 PASSENGER FACILITIES

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

VTSF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 7
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	For the removal of disable aircraft operated by the owner of aircraft and the removal equipment operated by contracted external resource, Please contact aerodrome coordinator: - Director of Nakhon Si Thammarat Airport Tel: +668 5041 0140 - Airport Safety Group Tel: +668 6591 0681 +667 545 0541 Fax: +667 545 0549 E-mail: Nakhon@airports.go.th
4	Remarks	NIL

VTSF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	APRON A (Aircraft stand no. 1-4) Surface: Concrete Strength: PCN 45/R/C/X/T APRON B (Aircraft stand no. 5-8) Surface: Concrete Strength: PCN 45/R/C/X/T

NAKHON SI THAMMARAT OMNI 19 Departure: Required climb gradient 395 ft per NM (6.5%) until 7,500 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.5%	(ft/min)	428	494	658	987	1316	1646	1975

No turn before DER.
After departure climb straight ahead until 4,000 ft (or altitude assigned by ATC between 4,000 ft – 6,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTSF AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSF AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART - ICAO

08° 32' 23" N
099° 56' 41" E

ELEV 13 FT

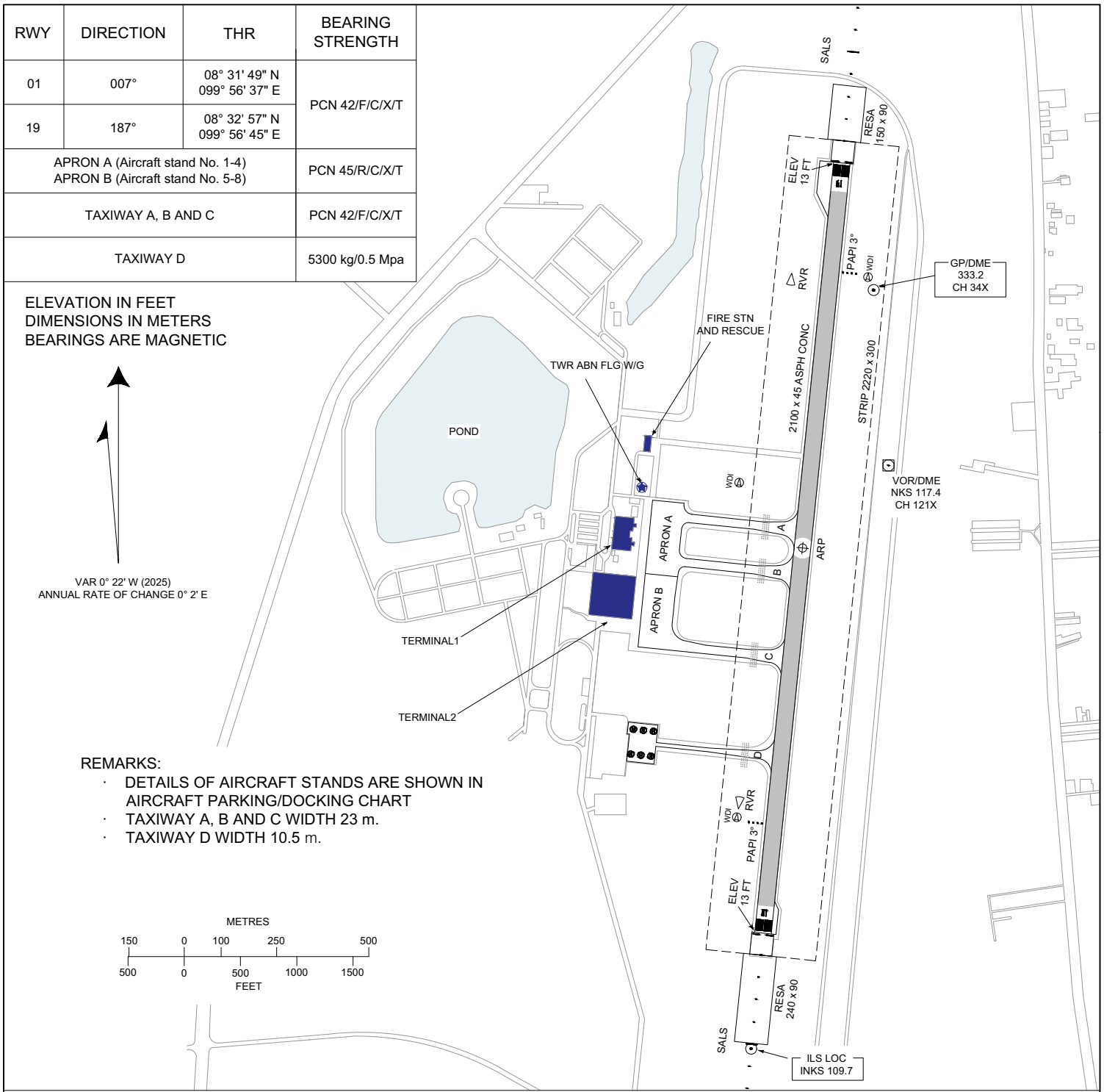
TWR 122.55, 236.6
GND 121.9

NAKHON SI THAMMARAT / Nakhon Si Thammarat

RWY	DIRECTION	THR	BEARING STRENGTH
01	007°	08° 31' 49" N 099° 56' 37" E	PCN 42/F/C/X/T
19	187°	08° 32' 57" N 099° 56' 45" E	
APRON A (Aircraft stand No. 1-4) APRON B (Aircraft stand No. 5-8)			PCN 45/R/C/X/T
TAXIWAY A, B AND C			PCN 42/F/C/X/T
TAXIWAY D			5300 kg/0.5 Mpa

ELEVATION IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

VAR 0° 22' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

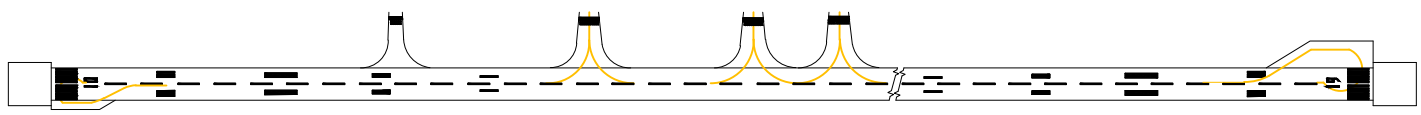


REMARKS:

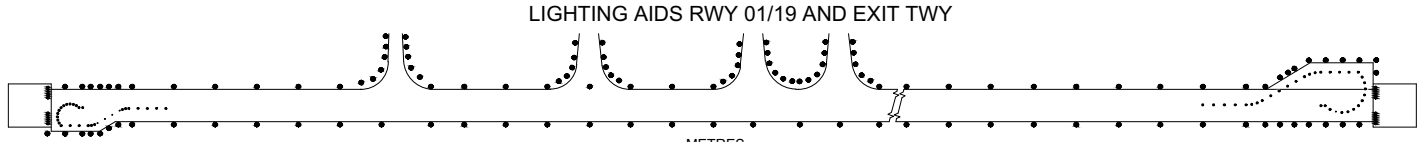
- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- TAXIWAY A, B AND C WIDTH 23 m.
- TAXIWAY D WIDTH 10.5 m.

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

MARKING AIDS RWY 01/19 AND EXIT TWY



LIGHTING AIDS RWY 01/19 AND EXIT TWY



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

CHANGE: REVISED CHART. RWY DIRECTION (TABULAR). MAG VAR. ANNUAL RATE OF CHANGE.

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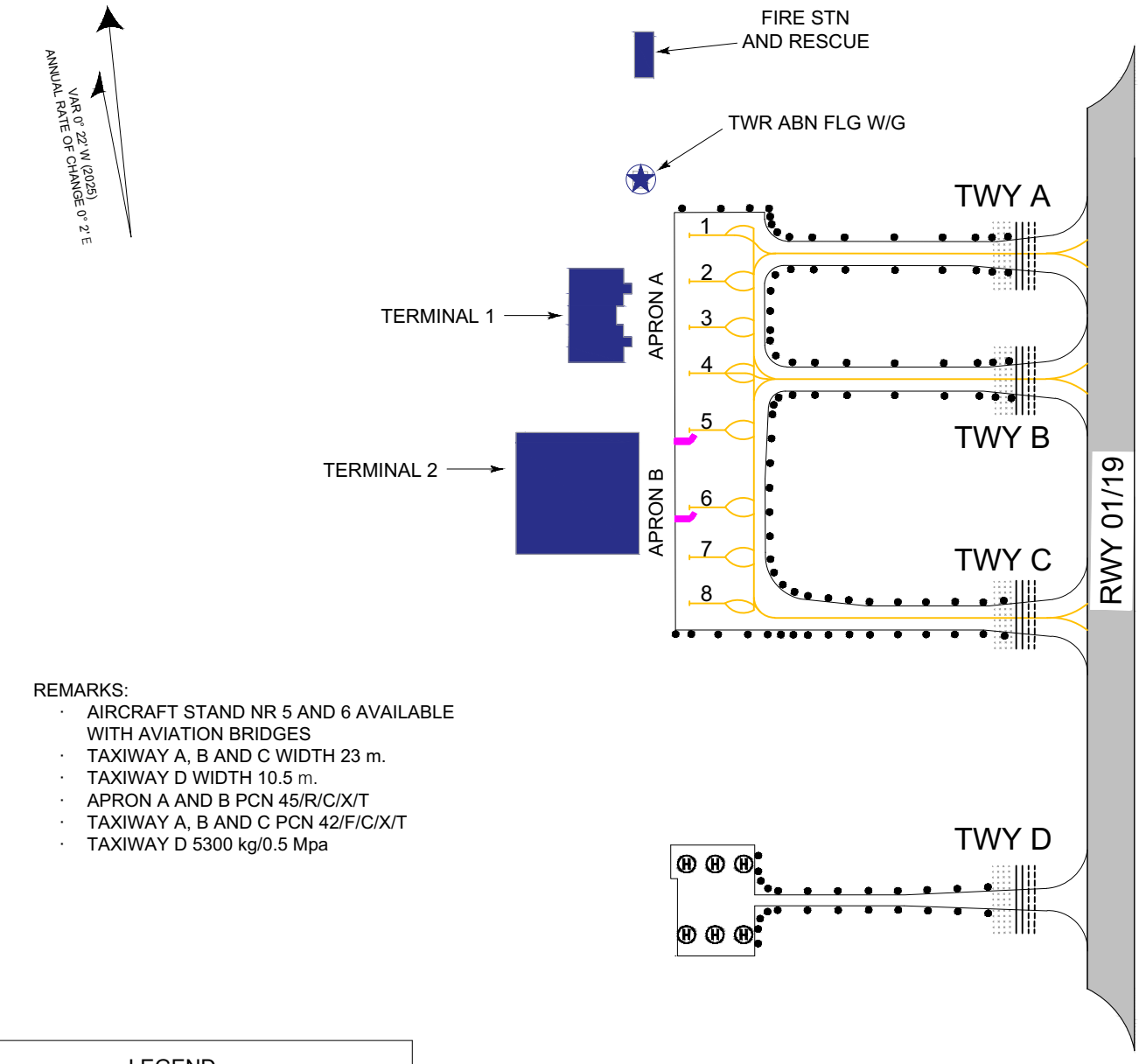
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
14 FT

TWR 122.55, 236.6
GND 121.9

NAKHON SI THAMMARAT / Nakhon Si Thammarat

ELEVATIONS IN FEET



REMARKS:

- AIRCRAFT STAND NR 5 AND 6 AVAILABLE WITH AVIATION BRIDGES
- TAXIWAY A, B AND C WIDTH 23 m.
- TAXIWAY D WIDTH 10.5 m.
- APRON A AND B PCN 45/R/C/X/T
- TAXIWAY A, B AND C PCN 42/F/C/X/T
- TAXIWAY D 5300 kg/0.5 Mpa

LEGEND	
RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	

INS COORDINATES FOR AIRCRAFT STANDS			
LOCATION	STAND NR	COORDINATES	
APRON A	1	08 32 26.09N	099 56 28.15E
	2	08 32 24.67N	099 56 28.00E
	3	08 32 23.24N	099 56 27.85E
	4	08 32 21.82N	099 56 27.70E
APRON B	5	08 32 20.12N	099 56 27.46E
	6	08 32 17.54N	099 56 27.19E
	7	08 32 16.12N	099 56 27.10E
	8	08 32 14.70N	099 56 26.95E

METRES
150 0 100 250
500 0 500 1000
FEET

CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

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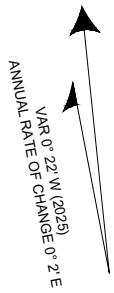
AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
14 FT

TWR 122.55, 236.6
GND 121.9

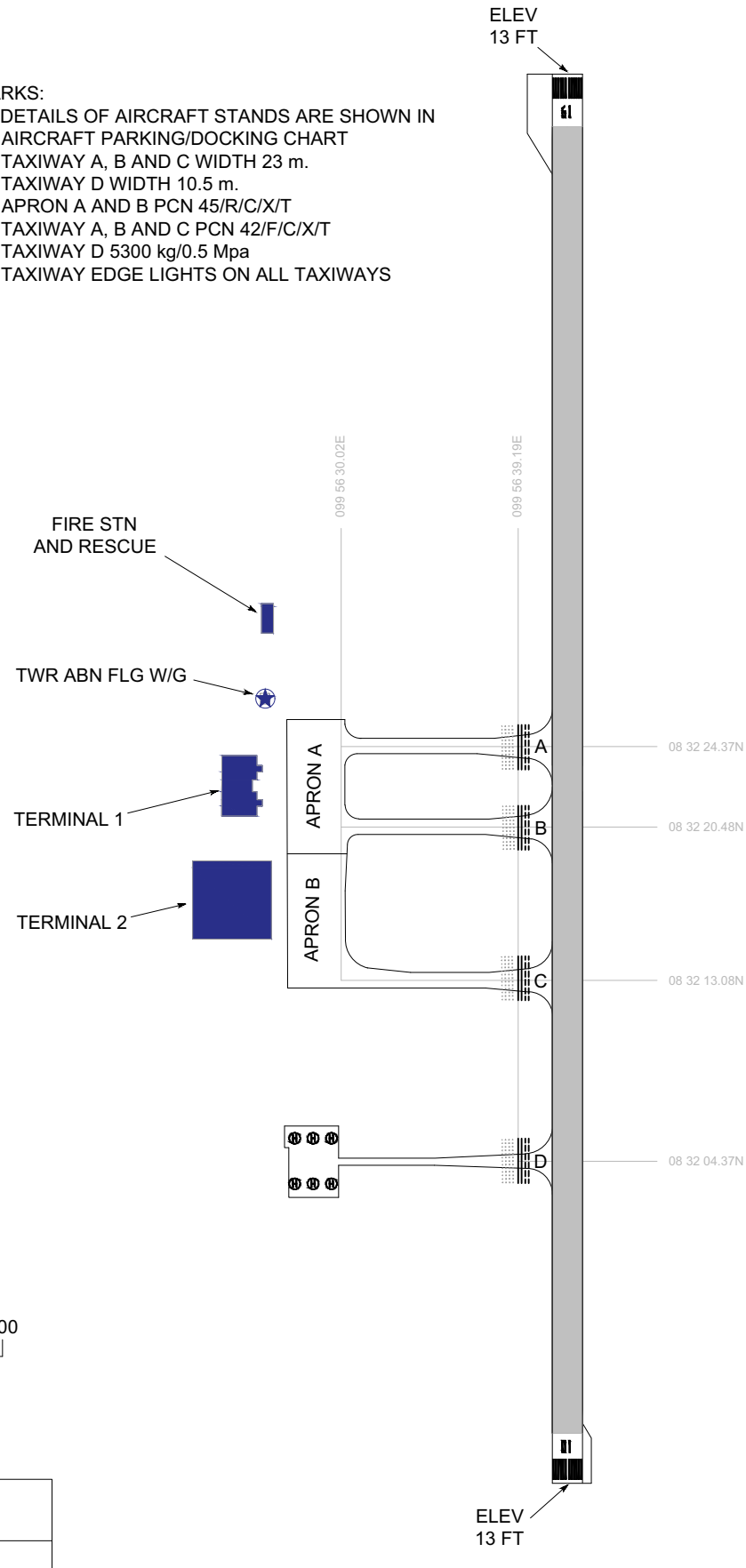
NAKHON SI THAMMARAT / Nakhon Si Thammarat

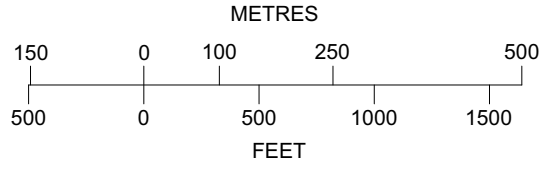
ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC



REMARKS:

- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- TAXIWAY A, B AND C WIDTH 23 m.
- TAXIWAY D WIDTH 10.5 m.
- APRON A AND B PCN 45/R/C/X/T
- TAXIWAY A, B AND C PCN 42/F/C/X/T
- TAXIWAY D 5300 kg/0.5 Mpa
- TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS





LEGEND	
RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	

CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

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AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

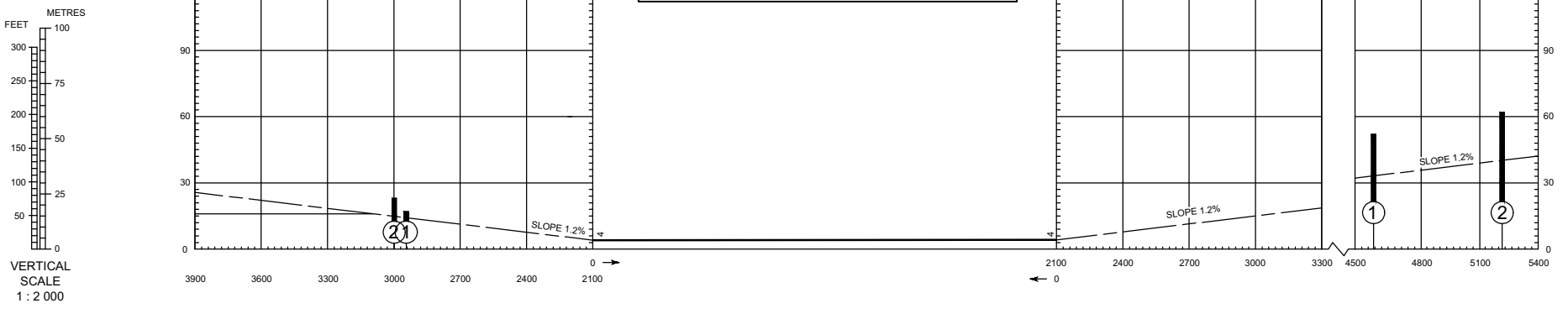
DIMENSIONS AND ELEVATIONS IN METRES

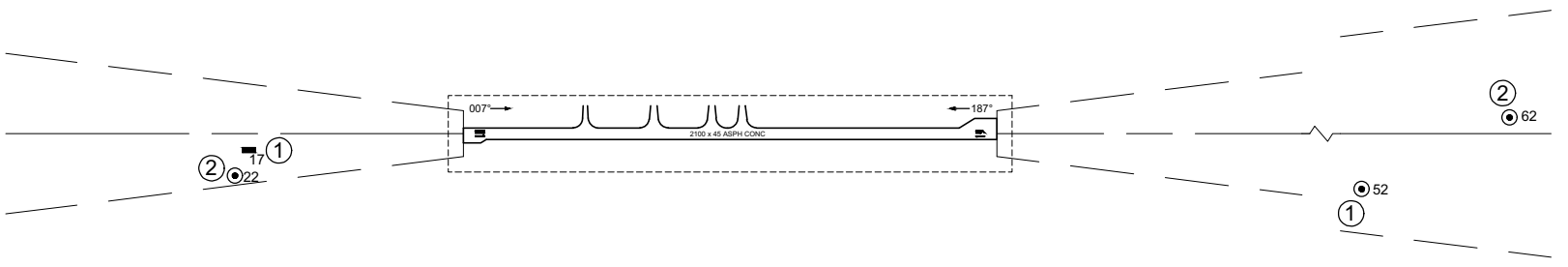
NAKHON SI THAMMARAT / Nakhon Si Thammarat Airport

MAGNETIC VARIATION 0° 22' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

RWY 01 / 19

DECLARED DISTANCES		
RWY 01		RWY 19
2100	TAKE-OFF RUN AVAILABLE	2100
2100	TAKE-OFF DISTANCE AVAILABLE	2100
2100	ACCELERATE STOP DISTANCE AVAILABLE	2100
2100	LANDING DISTANCE AVAILABLE	2100





LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC	⊙
BUILDING OR LARGE STRUCTURE	▬

HORIZONTAL SCALE 1 : 20 000

METRES
400 300 200 100 0 500 1000 1500 2000 2500

FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000

ORDER OF ACCURACY
HORIZONTAL 0.5 m
VERTICAL 0.5 m

CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

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VTCN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCN - NAN / NAN NAKHON AIRPORT

VTCN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	184828.49N 1004700.31E
2	Direction and distance from (city)	3 km N, from city
3	Elevation/Reference temperature	685 ft/29°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	1°1' W (2025)/0°1'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Nan Nakhon Airport Nan Nakhon Airport Nan-Thung Chang Road, Moo 2 Tambon pasing Amphoe Muang Nan 55000 Thailand Tel: +665 471 0270 +665 477 1650 Fax: +665 477 1308 AFS: VTCNYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTCN AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1300
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1300
6	MET Briefing Office	NIL
7	ATS	2300-1300
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Phitsanulok Airport (1st floor of airport building) Tel: +665 530 1078 +669 2262 3140 Fax: +665 530 1077

VTCN 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

VTCN AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Car rent, Taxi and motorbike taxi services
4	Medical facilities	First aid at AD and hospital in the city
5	Bank and Post Office	Automatic teller machine(ATM) available but bank and post office in the city
6	Tourist Office	NIL
7	Remarks	NIL

VTCN 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

VTCN AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTCN 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: 20 M Surface: Concrete and asphalt Strength: PCN 37/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

- 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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AERODROME CHART - ICAO

18 48 28 N
100 47 00 E

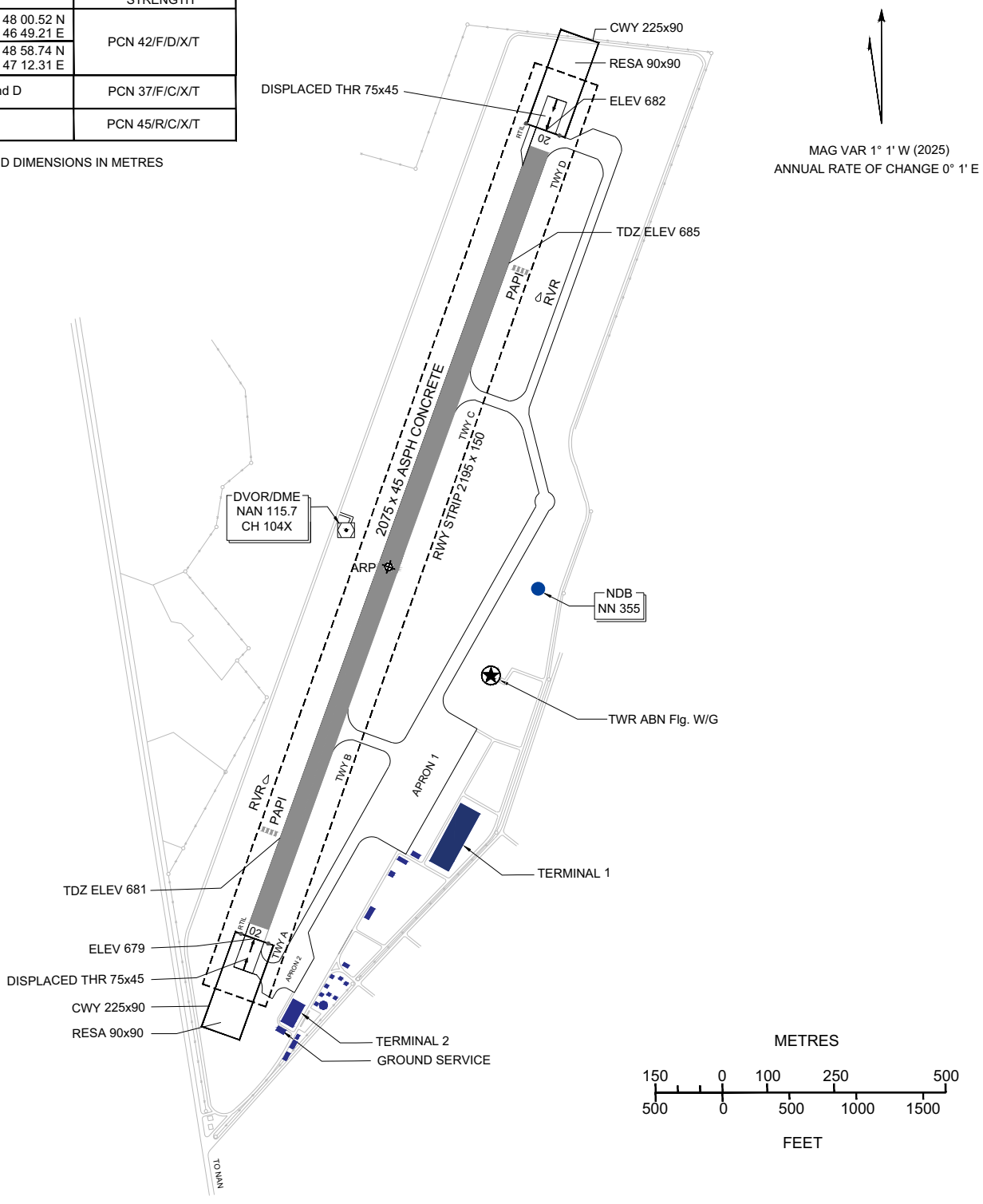
ELEV 685 FT

TWR 118.55 236.60

NAN / Nan Nakhon

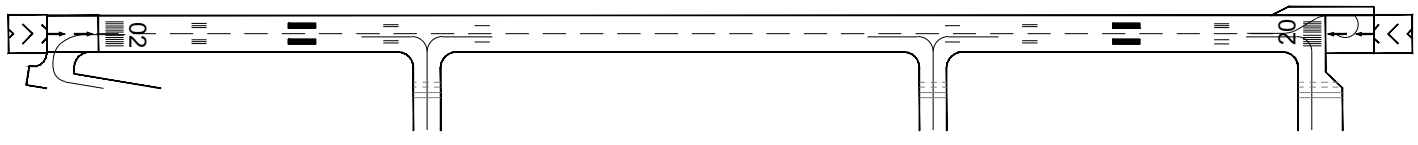
RWY	DIRECTION	THR	BEARING STRENGTH
02	021°	18 48 00.52 N 100 46 49.21 E	PCN 42/F/D/X/T
20	201°	18 48 58.74 N 100 47 12.31 E	
TAXIWAY A,B,C and D			PCN 37/F/C/X/T
APRON			PCN 45/R/C/X/T

ELEVATIONS IN FEET AND DIMENSIONS IN METRES

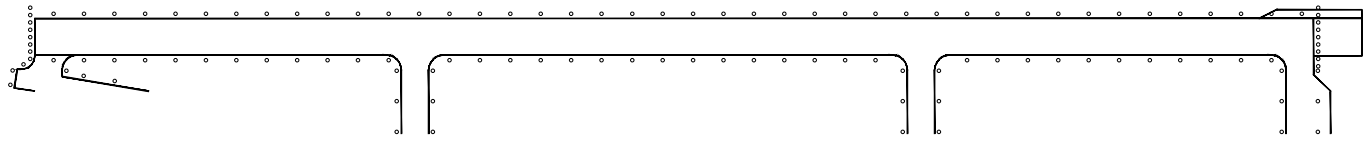


MAG VAR 1° 1' W (2025)
ANNUAL RATE OF CHANGE 0° 1' E

MARKING AIDS RWY 02/20 AND EXIT TWY



LIGHTING AIDS RWY 02/20 AND EXIT TWY



CHANGE : REVISED CHART. RWY DIRECTION (TABULAR). MAG VAR. ANNUAL RATE OF CHANGE.

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VTPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPP - PHITSANULOK / PHITSANULOK AIRPORT

VTPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	164658.59N 1001644.88E
2	Direction and distance from (city)	8 km SE, from city
3	Elevation/Reference temperature	148 ft/40°C
4	Geoid Undulation at AD ELEV PSN	-116 ft
5	MAG VAR/Annual change	0°51' W (2025)/ 0°2'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Phitsanulok Airport Phitsanulok Airport Phitsanulok Province Thailand Tel: +665 530 1010 Fax: +665 530 1009 AFS: VTPPYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTPP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0000-1300
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	0000-1300
6	MET Briefing Office	NIL
7	ATS	0000-1300
8	Fuelling	0100-1000
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Phitsanulok Airport (1st floor of airport building) Tel: +665 530 1078 +669 2262 3140 Fax: +665 530 1077 Fuelling: Overtime fuelling service available on request Tel: +666 2596 8000

VTPP AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTPP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine and car hire from the airport
4	Medical facilities	NIL
5	Bank and Post Office	Bank: NIL Post Office: In the city
6	Tourist Office	NIL
7	Remarks	NIL

VTPP 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

VTPP AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

5. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 14:
PHITSANULOK OMNI 14 Departure: Required climb gradient 201 ft per NM (3.3%) until 4,500 ft.

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

No turn before DER.
After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 ft – 3,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 32:
PHITSANULOK OMNI 32 Departure: Required climb gradient 201 ft per NM (3.3%) until 4,500 ft.

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

No turn before DER.
After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 ft – 3,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTPP AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTPP AD 2.24 CHARTS RELATED TO AN AERODROME

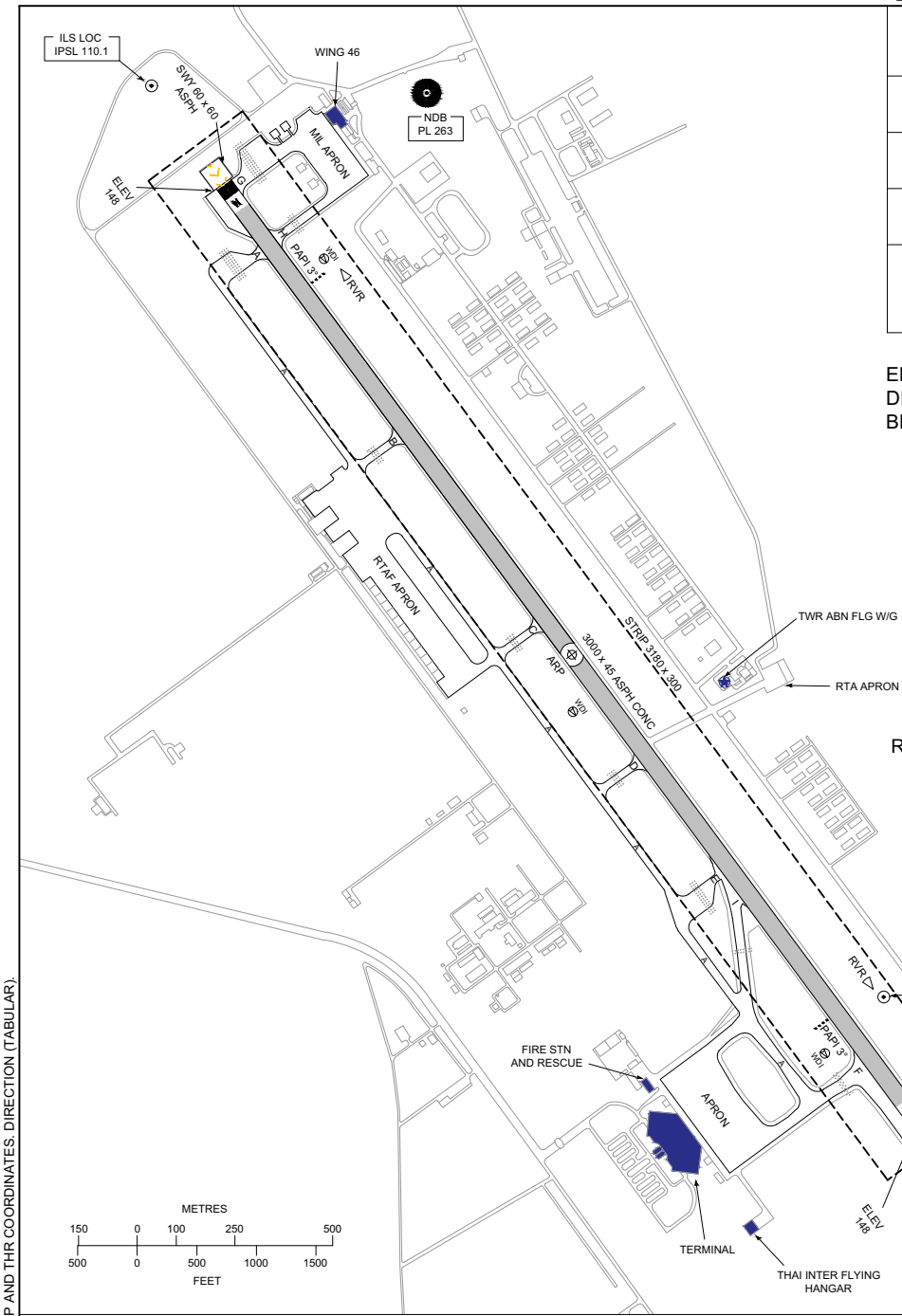
AERODROME CHART - ICAO

16° 46' 59"N
100° 16' 45"E

ELEV 148 FT

TWR 118.9, 236.6
GND 121.9

PHITSANULOK / Phitsanulok



RWY	DIRECTION	THR	BEARING STRENGTH
14	145°	16° 47' 38"N 100° 16' 15"E	PCN 61/F/C/X/T
32	325°	16° 46' 19"N 100° 17' 15"E	
APRON			PCN 57/R/C/X/T
TAXIWAY A, B, C, D AND E TAXIWAY F AND I TAXIWAY G AND H			PCN 45/F/C/X/T PCN 61/F/C/X/T NIL

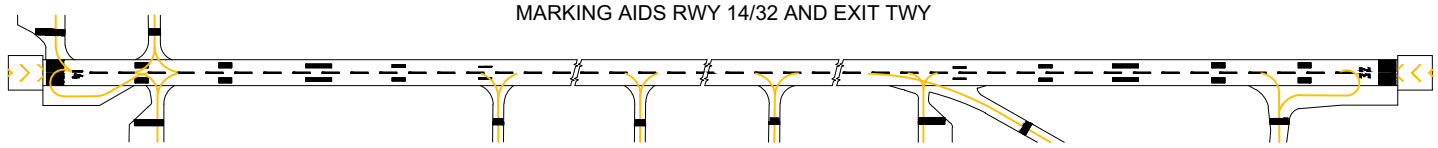
ELEVATION IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

VAR 0° 51' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

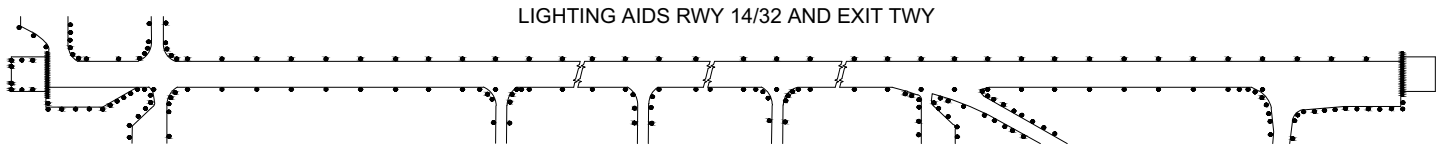
REMARKS:

- HOT SPOTS SHOWN IN AERODROME GROUND MOVEMENT CHART
- TAXIWAY A, B, C, D AND E WIDTH 19 m.
- TAXIWAY F AND I WIDTH 23 m.
- TAXIWAY G AND H WIDTH (NIL)

MARKING AIDS RWY 14/32 AND EXIT TWY



LIGHTING AIDS RWY 14/32 AND EXIT TWY



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

CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE. ARP AND THR COORDINATES. DIRECTION (TABULAR).

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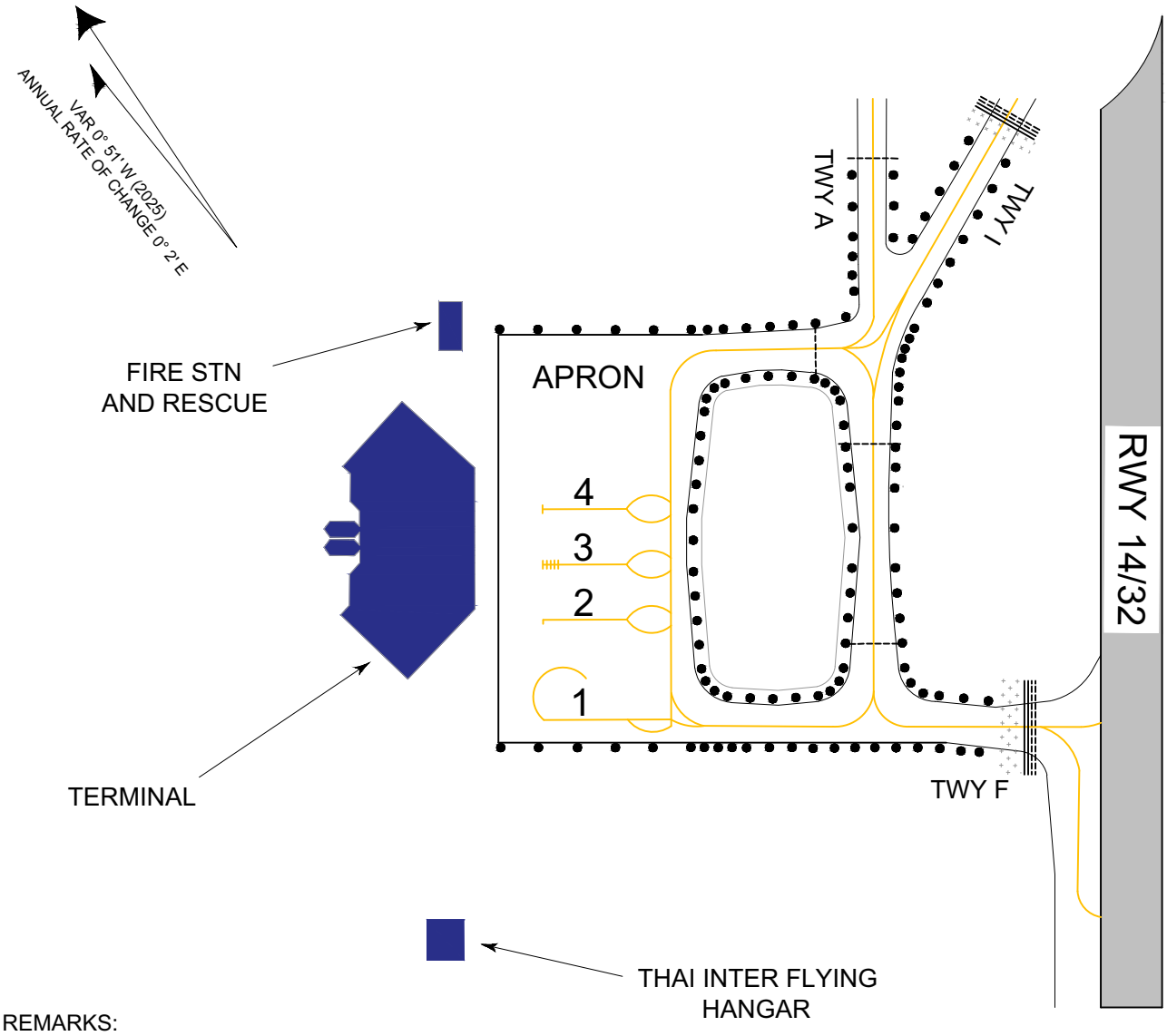
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV 150 FT

TWR 118.9, 236.6
GND 121.9

PHITSANULOK / Phitsanulok

ELEVATIONS IN FEET



REMARKS:

- AIRCRAFT STAND NR 3 AVAILABLE WITH AVIATION BRIDGES
- HOT SPOTS ARE SHOWN IN AERODROME GROUND MOVEMENT CHART
- TAXIWAY A, B, C, D AND E WIDTH 19 m
- TAXIWAY F AND I WIDTH 23 m.
- TAXIWAY G AND H WIDTH (NIL)
- APRON PCN 57/R/C/X/T
- TAXIWAY A, B, C, D AND E PCN 45/F/C/X/T
- TAXIWAY F AND I PCN 61/F/C/X/T
- TAXIWAY G AND H PCN (NIL)

LEGEND	
INTERMEDIATE HOLDING POSITION	– — –
RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	

METRES

150 0 100 250

500 0 500 1000

FEET

INS COORDINATES FOR AIRCRAFT STANDS		
STAND NR	COORDINATES	
1	16°46'16.47"N	100°16'58.91"E
2	16°46'18.51"N	100°16'57.61"E
3	16°46'19.03"N	100°16'56.02"E
4	16°46'20.50"N	100°16'55.80"E

CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

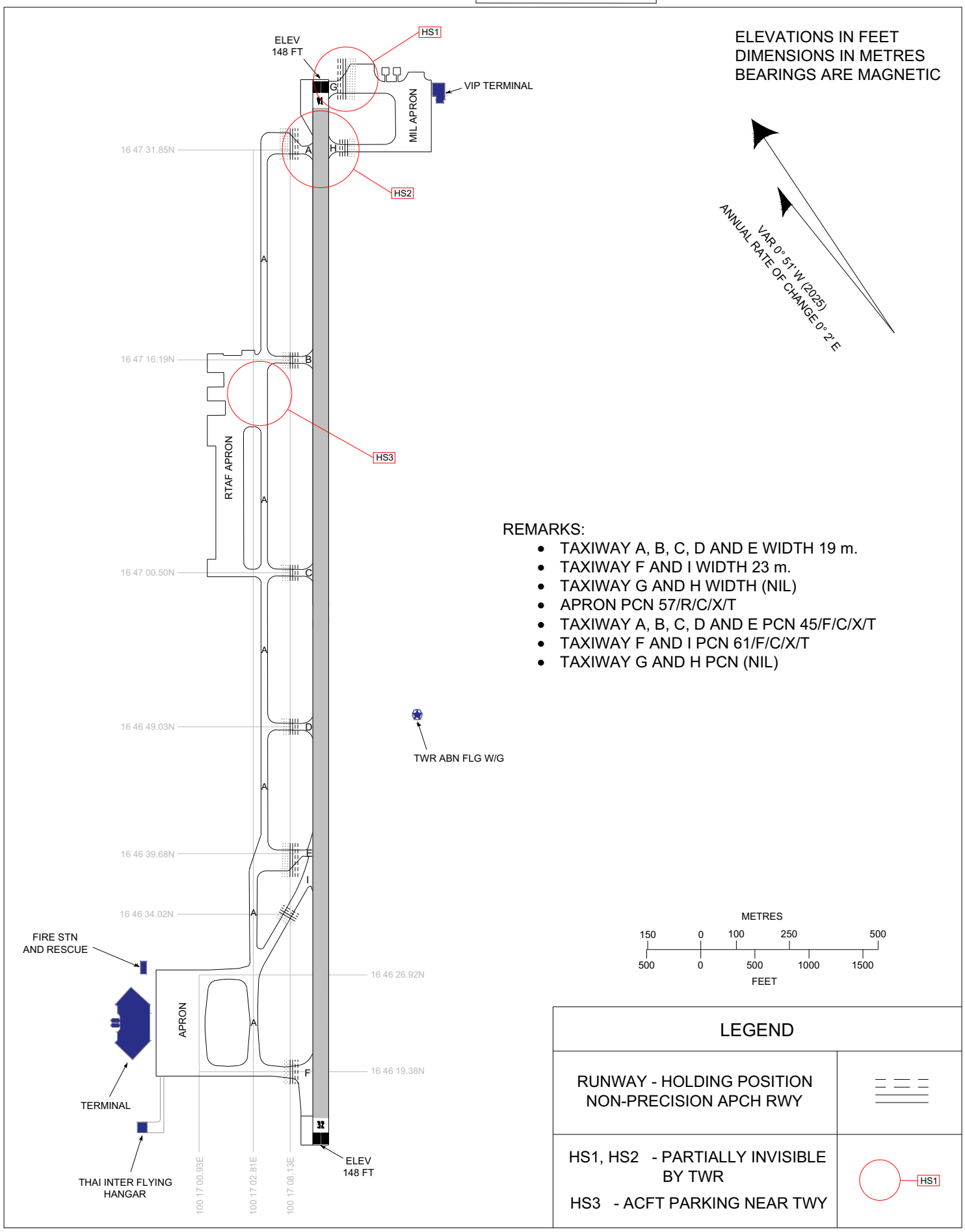
INTENTIONALLY BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
150 FT

TWR 118.9, 236.6
GND 121.9

PHITSANULOK / Phitsanulok



REMARKS:

- TAXIWAY A, B, C, D AND E WIDTH 19 m.
- TAXIWAY F AND I WIDTH 23 m.
- TAXIWAY G AND H WIDTH (NIL)
- APRON PCN 57/R/C/X/T
- TAXIWAY A, B, C, D AND E PCN 45/F/C/X/T
- TAXIWAY F AND I PCN 61/F/C/X/T
- TAXIWAY G AND H PCN (NIL)

LEGEND	
RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	
HS1, HS2 - PARTIALLY INVISIBLE BY TWR HS3 - ACFT PARKING NEAR TWY	HS1

CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

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VTCP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCP - PHRAE / PHRAE AIRPORT

VTCP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	180756N 1000953E
2	Direction and distance from (city)	3 km E, from city
3	Elevation/Reference temperature	540 ft/27°C
4	Geoid Undulation at AD ELEV PSN	-121ft
5	MAG VAR/Annual change	0°56' W (2025)/0°2'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Phrae Airport Phrae Airport 72 Chohae Road, Tambon Nachack Amphoe Muangphrae, Phrae Province 54000 Thailand Tel: +665 451 1184 +665 452 2706 Fax: +665 452 2705 AFS: VTCPYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTCP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0130-0930
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	0130-0930
6	MET Briefing Office	NIL
7	ATS	0130-0930
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Phitsanulok Airport (1st floor of airport building) Tel: +665 530 1078 +669 2262 3140 Fax: +665 530 1077

VTCP 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

VTCP 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

VTCP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTCP AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTCP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSTIONS DATA

1	Apron surface and strength	Surface: Asphaltic concrete Strength: PCN 20/F/C/X/T
2	Taxiway width, surface and strength	Width: 15 M Surface: Asphaltic concrete Strength: PCN 20/F/C/X/T
3	Altimeter checkpoint location and elevation	Location : At Apron Elevation : 534 FT (162.81 M)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

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

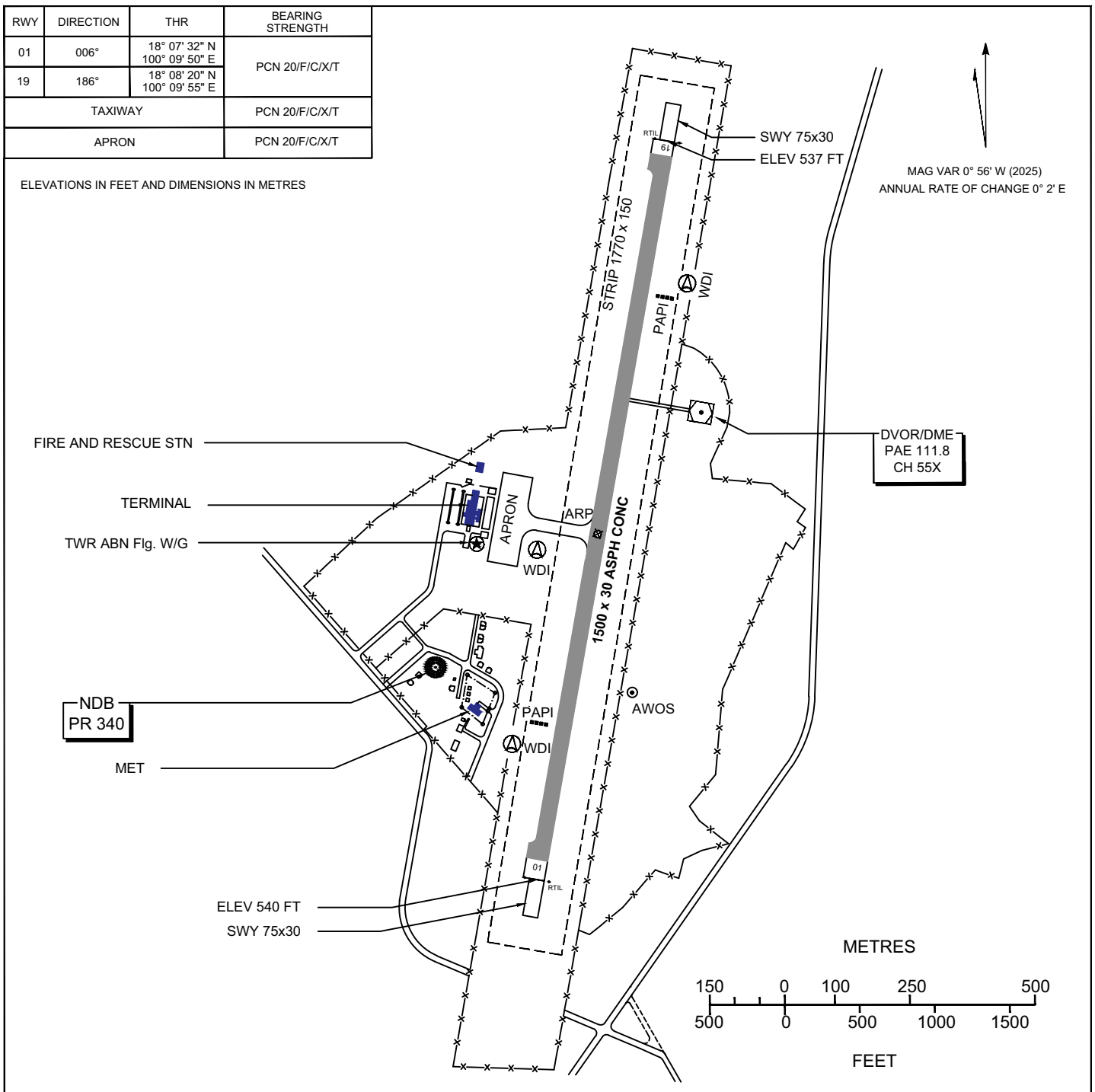
NIL

VTCP AD 2.24 CHARTS RELATED TO AN AERODROME

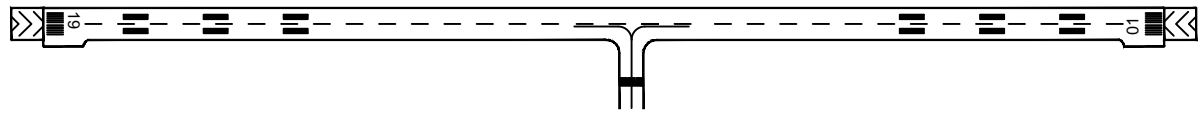
AERODROME CHART - ICAO | 18° 07' 56" N 100° 09' 53" E | ELEV 540 FT | TWR 118.60 236.60 | PHRAE / Phrae

RWY	DIRECTION	THR	BEARING STRENGTH
01	006°	18° 07' 32" N 100° 09' 50" E	PCN 20/F/C/X/T
19	186°	18° 08' 20" N 100° 09' 55" E	
TAXIWAY			PCN 20/F/C/X/T
APRON			PCN 20/F/C/X/T

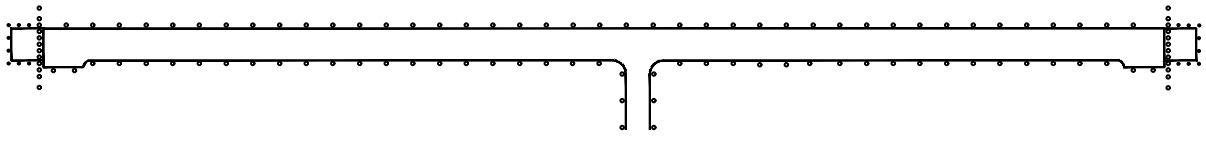
ELEVATIONS IN FEET AND DIMENSIONS IN METRES



MARKING AIDS RWY 01/19 AND EXIT TWY



LIGHTING AIDS RWY 01/19 AND EXIT TWY



CHANGE :REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

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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°36' W (2025) /0°2'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 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART - ICAO

12° 37' 49" N
99° 57' 13" E

ELEV 62 ft
19 m

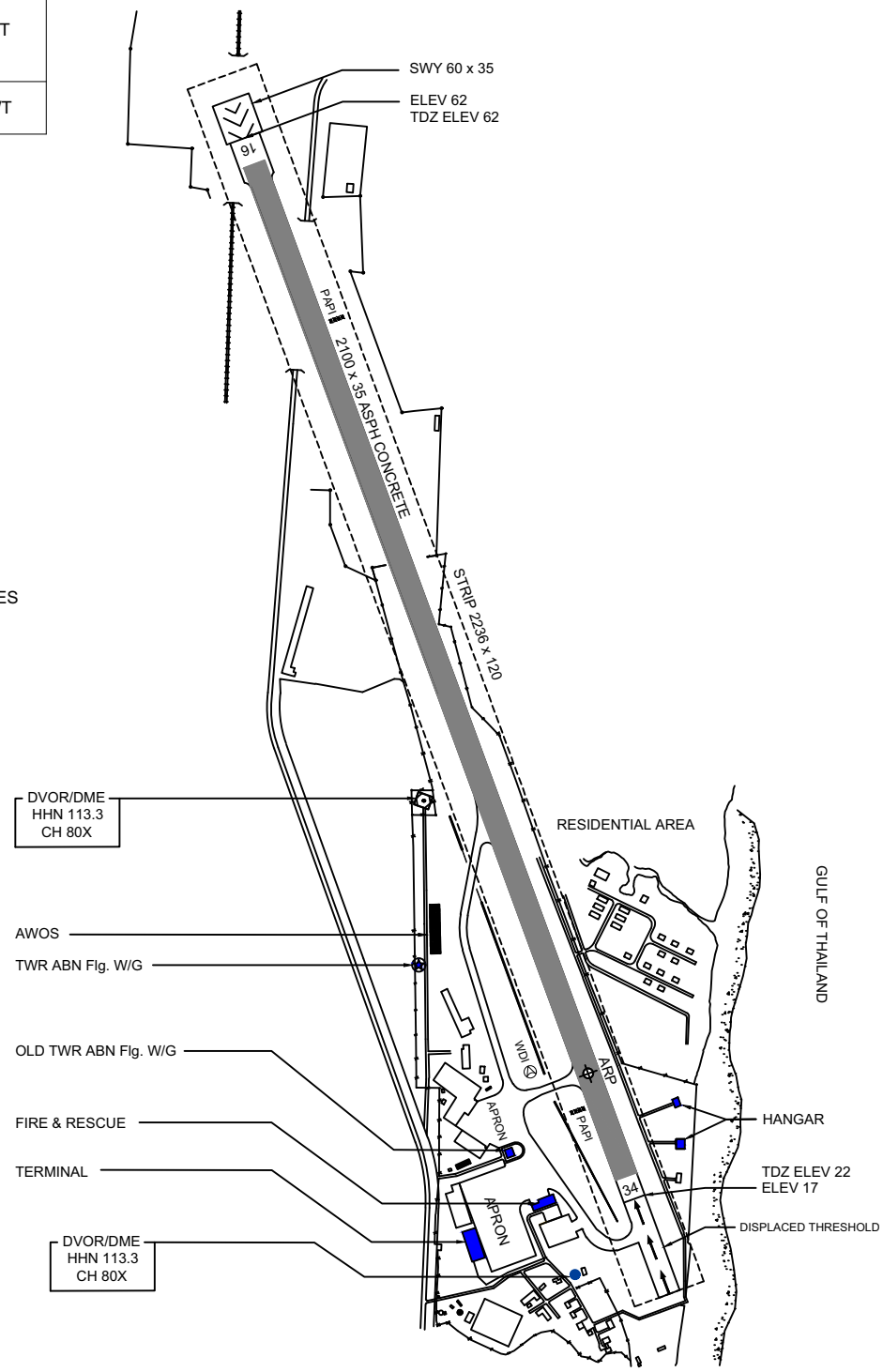
TWR 122.7

PRACHUAP KHIRI KHAN/Hua hin

RWY	DIRECTION	THR	BEARING STRENGTH
16	161°	12° 38' 41.01" N 99° 56' 52.76" E	PCN 42/F/B/Y/T
34	341°	12° 37' 41.54" N 99° 57' 15.28" E	
APRON			PCN 45/R/B/Y/T

MAG VAR 0° 36' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

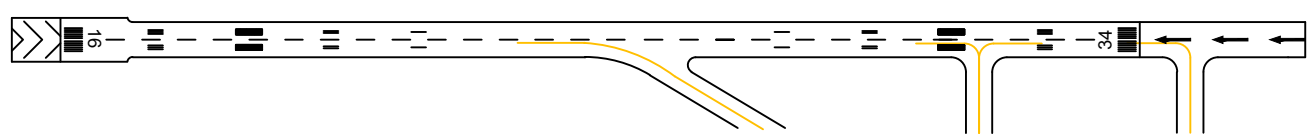
ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC



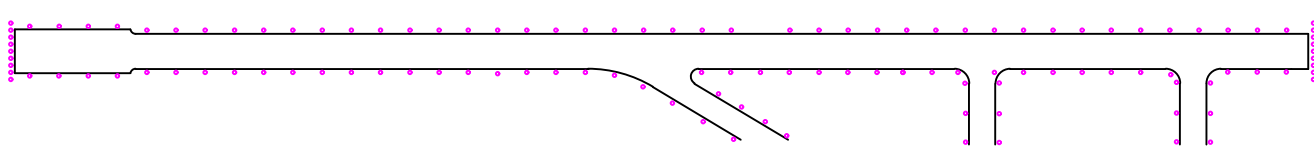
METRES
150 0 100 250 500
500 0 500 1000 1500
FEET

REMARK : COORDINATES ARE WGS-84

MARKING AIDS RWY 16/34 AND EXIT TWY



LIGHTING AIDS RWY 16/34 AND EXIT TWY



CHANGE : REVISED CHART. RWY DIRECTION (TABULAR). MAG VAR. ANNUAL RATE OF CHANGE.

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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

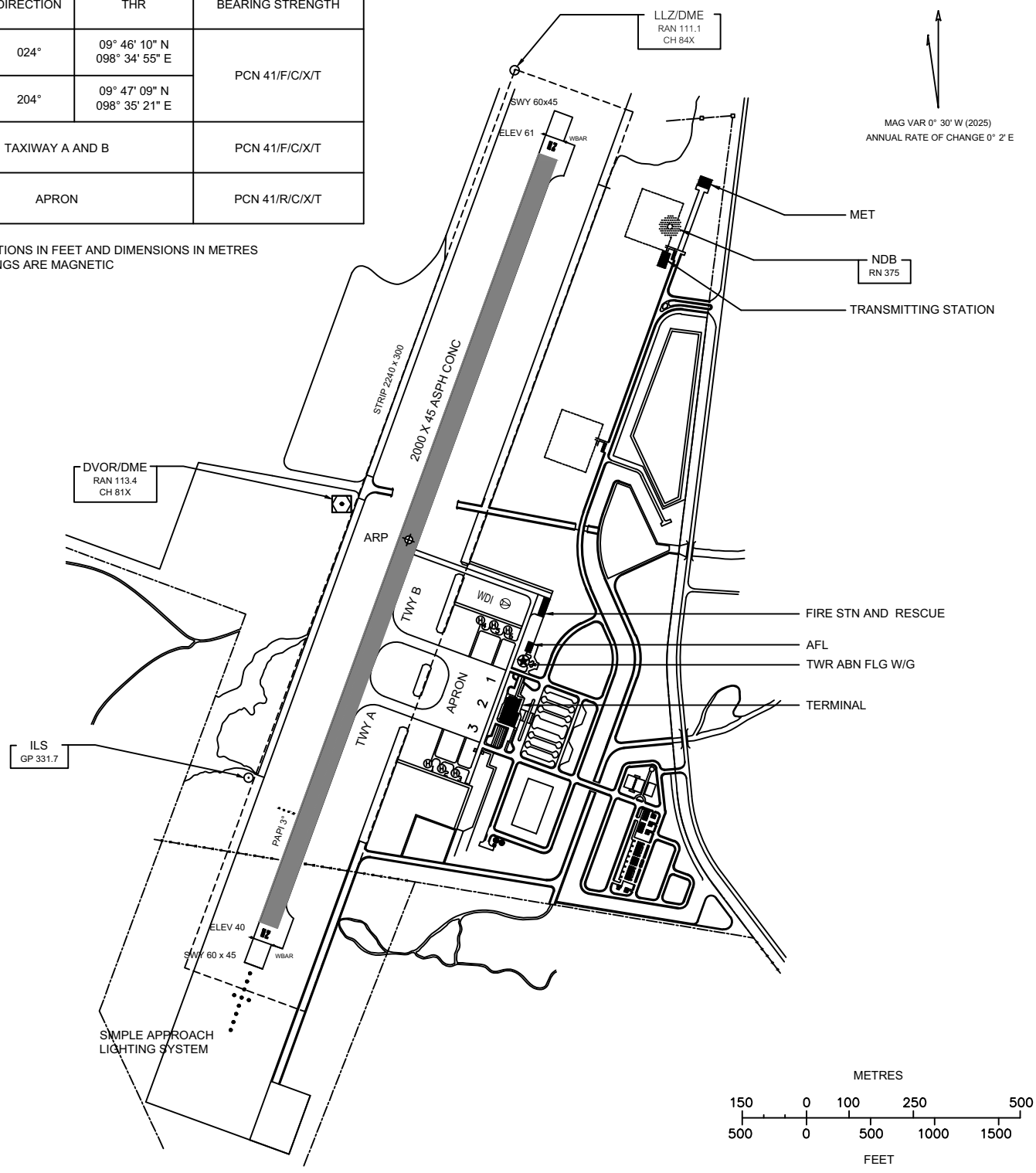
ELEV 61 FT

TWR 122.25 236.6

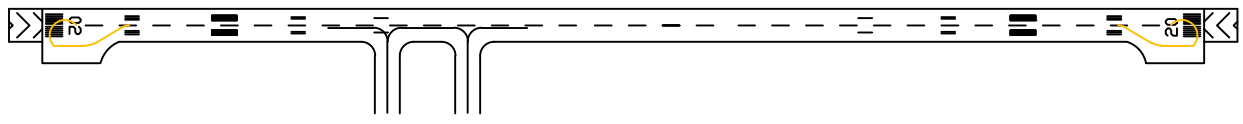
RANONG/Ranong

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

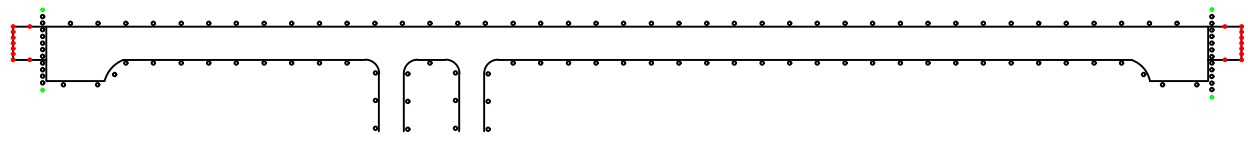
ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 02/20 AND EXIT TWY



LIGHTING AIDS RWY 02/20 AND EXIT TWY



CHANGE: REVISED CHART. THR ELEV 02/20 AMENDED. TDZ ELEV 02/20 DELETED.

INTENTIONALLY BLANK

No turn before DER.
After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 ft – 2,000 ft), then comply with ATC clearanceissued (or as directed by ATC).

VTUV AD 2.23 ADDITIONAL INFORMATION

- Birds concentration on and in the vicinity of an Aerodrome.

VTUV AD 2.24 CHARTS RELATED TO AN AERODROME

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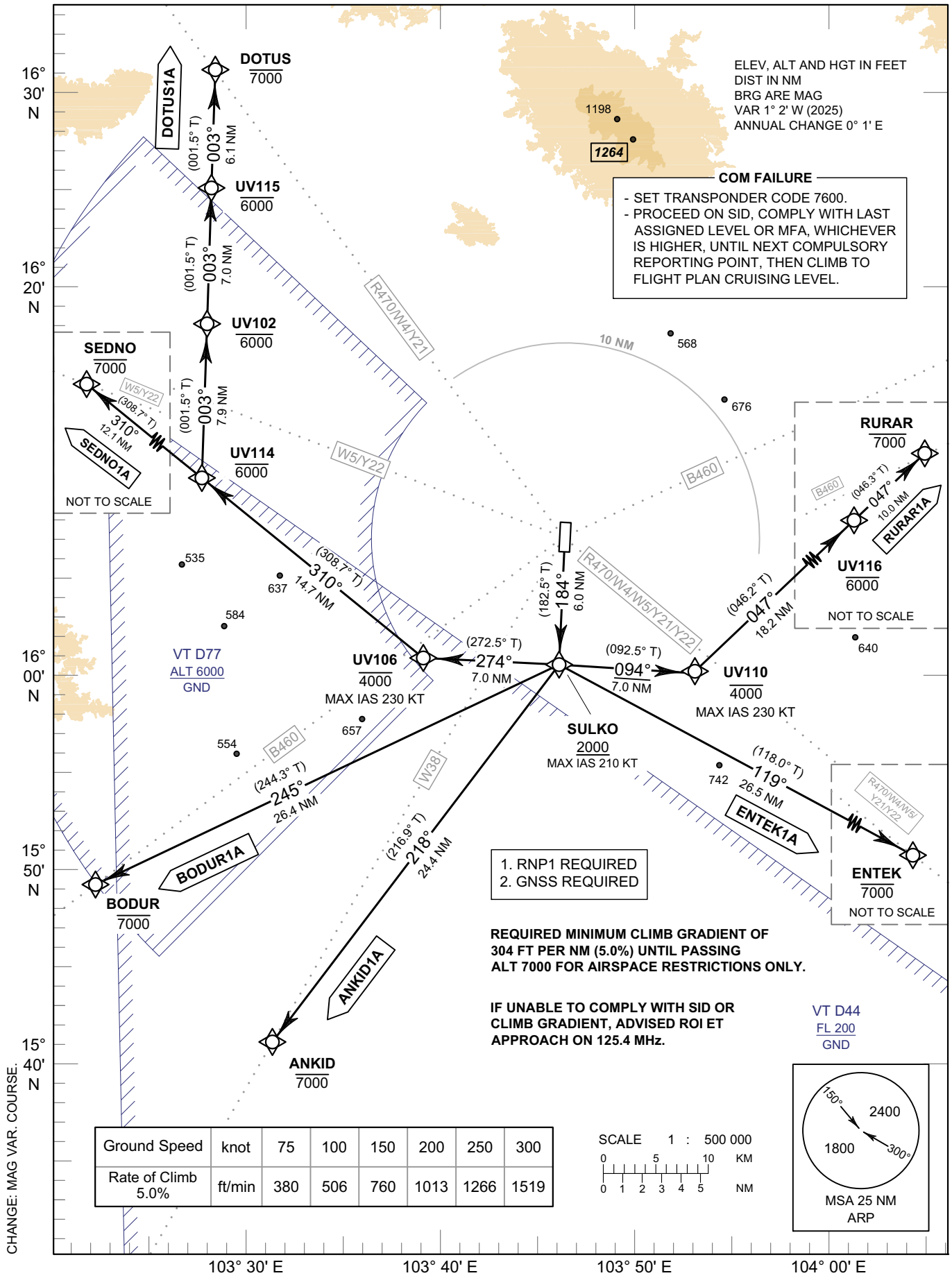
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 125.4
TWR : 119.75 , 236.6
ATIS : 128.275

ROI ET / Roi Et (VTUV)
RNAV RWY18

ANKID1A BODUR1A DOTUS1A
ENTEK1A RURAR1A SEDNO1A



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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

ROI ET / Roi Et (VTUV)
RNAV RWY18

ANKID1A BODUR1A DOTUS1A
ENTEK1A RURAR1A SEDNO1A

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
ANKID1A											
010	-	DER RWY18	-	-	+1.0	-	-	-	-	-	RNP 1
020	CF	SULKO	-	184°(182.5°)	+1.0	6.0	R	+2000	-210	-	RNP 1
030	TF	ANKID	-	218°(216.9°)	+1.0	24.4	-	-7000	-	-	RNP 1
BODUR1A											
010	-	DER RWY18	-	-	+1.0	-	-	-	-	-	RNP 1
020	CF	SULKO	-	184°(182.5°)	+1.0	6.0	R	+2000	-210	-	RNP 1
030	TF	BODUR	-	245°(244.3°)	+1.0	26.4	-	-7000	-	-	RNP 1
DOTUS1A											
010	-	DER RWY18	-	-	+1.0	-	-	-	-	-	RNP 1
020	CF	SULKO	-	184°(182.5°)	+1.0	6.0	R	+2000	-210	-	RNP 1
030	TF	UV106	-	274°(272.5°)	+1.0	7.0	R	-4000	-230	-	RNP 1
040	TF	UV114	-	310°(308.7°)	+1.0	14.7	R	-6000	-	-	RNP 1
050	TF	UV102	-	003°(001.5°)	+1.0	7.9	-	-6000	-	-	RNP 1
060	TF	UV115	-	003°(001.5°)	+1.0	7.0	-	-6000	-	-	RNP 1
070	TF	DOTUS	-	003°(001.5°)	+1.0	6.1	-	-7000	-	-	RNP 1
ENTEK1A											
010	-	DER RWY18	-	-	+1.0	-	-	-	-	-	RNP 1
020	CF	SULKO	-	184°(182.5°)	+1.0	6.0	L	+2000	-210	-	RNP 1
030	TF	ENTEK	-	119°(118.0°)	+1.0	26.5	-	-7000	-	-	RNP 1
RURAR1A											
010	-	DER RWY18	-	-	+1.0	-	-	-	-	-	RNP 1
020	CF	SULKO	-	184°(182.5°)	+1.0	6.0	L	+2000	-210	-	RNP 1
030	TF	UV110	-	094°(092.5°)	+1.0	7.0	L	-4000	-230	-	RNP 1
040	TF	UV116	-	047°(046.2°)	+1.0	18.2	-	-6000	-	-	RNP 1
050	TF	RURAR	-	047°(046.3°)	+1.0	10.0	-	-7000	-	-	RNP 1
SEDNO1A											
010	-	DER RWY18	-	-	+1.0	-	-	-	-	-	RNP 1
020	CF	SULKO	-	184°(182.5°)	+1.0	6.0	R	+2000	-210	-	RNP 1
030	TF	UV106	-	274°(272.5°)	+1.0	7.0	R	-4000	-230	-	RNP 1
040	TF	UV114	-	310°(308.7°)	+1.0	14.7	-	-6000	-	-	RNP 1
050	TF	SEDNO	-	310°(308.7°)	+1.0	12.1	-	-7000	-	-	RNP 1

CHANGE: MAG VAR. COURSE.

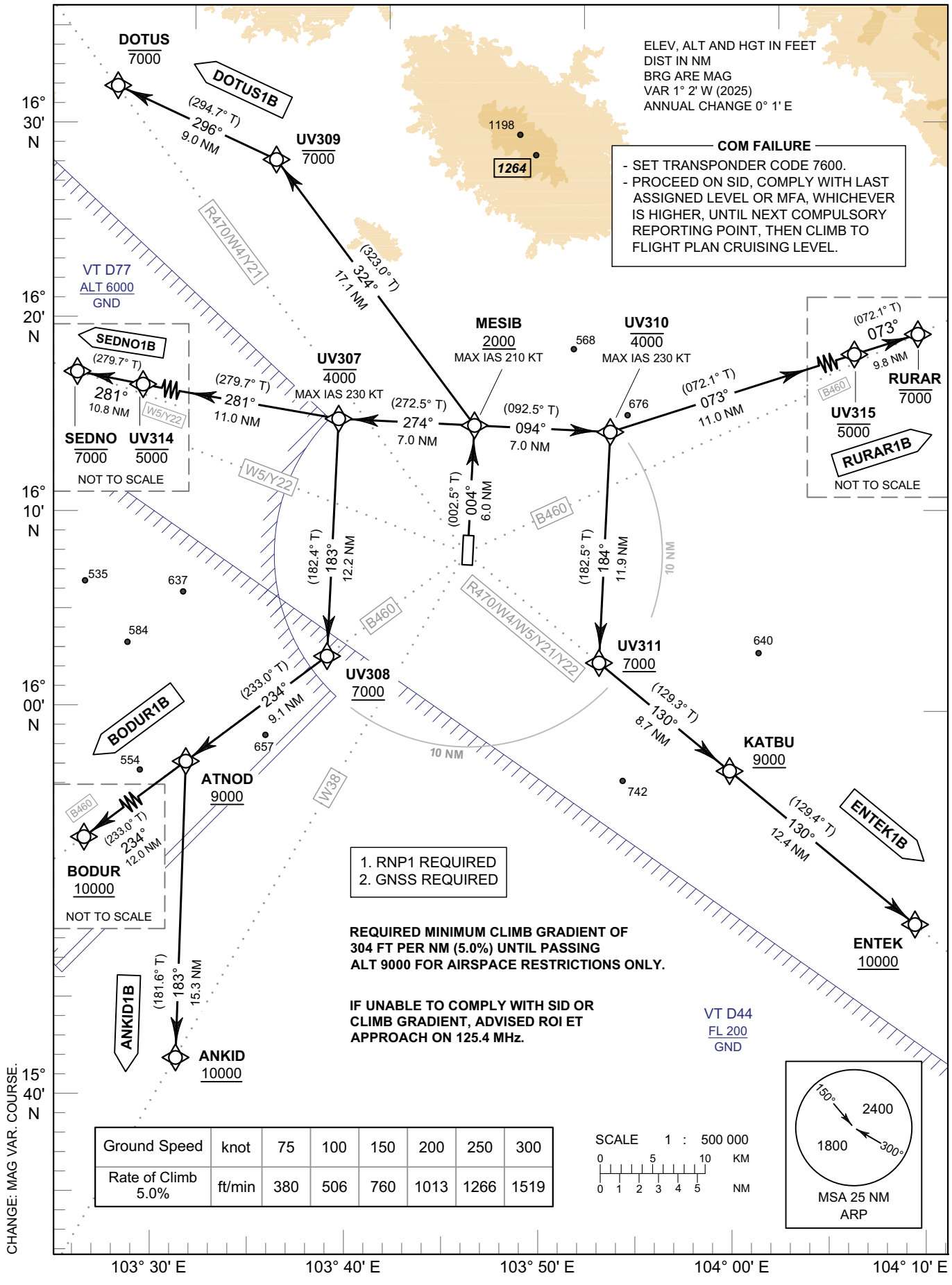
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 125.4
TWR : 119.75 , 236.6
ATIS : 128.275

ROI ET / Roi Et (VTUV)
RNAV RWY36

ANKID1B BODUR1B DOTUS1B
ENTEK1B RURAR1B SEDNO1B



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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

ROI ET / Roi Et (VTUV)
RNAV RWY36

ANKID1B BODUR1B DOTUS1B
ENTEK1B RURAR1B SEDNO1B

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
ANKID1B											
010	-	DER RWY36	-	-	+1.0	-	-	-	-	-	RNP 1
020	CF	MESIB	-	004°(002.5°)	+1.0	6.0	L	+2000	-210	-	RNP 1
030	TF	UV307	-	274°(272.5°)	+1.0	7.0	L	-4000	-230	-	RNP 1
040	TF	UV308	-	183°(182.4°)	+1.0	12.2	R	+7000	-	-	RNP 1
050	TF	ATNOD	-	234°(233.0°)	+1.0	9.1	L	+9000	-	-	RNP 1
060	TF	ANKID	-	183°(181.6°)	+1.0	15.3	-	+10000	-	-	RNP 1
BODUR1B											
010	-	DER RWY36	-	-	+1.0	-	-	-	-	-	RNP 1
020	CF	MESIB	-	004°(002.5°)	+1.0	6.0	L	+2000	-210	-	RNP 1
030	TF	UV307	-	274°(272.5°)	+1.0	7.0	L	-4000	-230	-	RNP 1
040	TF	UV308	-	183°(182.4°)	+1.0	12.2	R	+7000	-	-	RNP 1
050	TF	ATNOD	-	234°(233.0°)	+1.0	9.1	-	+9000	-	-	RNP 1
060	TF	BODUR	-	234°(233.0°)	+1.0	12.0	-	+10000	-	-	RNP 1
DOTUS1B											
010	-	DER RWY36	-	-	+1.0	-	-	-	-	-	RNP 1
020	CF	MESIB	-	004°(002.5°)	+1.0	6.0	L	+2000	-210	-	RNP 1
030	TF	UV309	-	324°(323.0°)	+1.0	17.1	L	-7000	-	-	RNP 1
040	TF	DOTUS	-	296°(294.7°)	+1.0	9.0	-	-7000	-	-	RNP 1
ENTEK1B											
010	-	DER RWY36	-	-	+1.0	-	-	-	-	-	RNP 1
020	CF	MESIB	-	004°(002.5°)	+1.0	6.0	R	+2000	-210	-	RNP 1
030	TF	UV310	-	094°(092.5°)	+1.0	7.0	R	-4000	-230	-	RNP 1
040	TF	UV311	-	184°(182.5°)	+1.0	11.9	L	+7000	-	-	RNP 1
050	TF	KATBU	-	130°(129.3°)	+1.0	8.7	-	+9000	-	-	RNP 1
060	TF	ENTEK	-	130°(129.4°)	+1.0	12.4	-	+10000	-	-	RNP 1
RURAR1B											
010	-	DER RWY36	-	-	+1.0	-	-	-	-	-	RNP 1
020	CF	MESIB	-	004°(002.5°)	+1.0	6.0	R	+2000	-210	-	RNP 1
030	TF	UV310	-	094°(092.5°)	+1.0	7.0	L	-4000	-230	-	RNP 1
040	TF	UV315	-	073°(072.1°)	+1.0	11.0	-	-5000	-	-	RNP 1
050	TF	RURAR	-	073°(072.1°)	+1.0	9.8	-	-7000	-	-	RNP 1
SEDNO1B											
010	-	DER RWY36	-	-	+1.0	-	-	-	-	-	RNP 1
020	CF	MESIB	-	004°(002.5°)	+1.0	6.0	L	+2000	-210	-	RNP 1
030	TF	UV307	-	274°(272.5°)	+1.0	7.0	R	-4000	-230	-	RNP 1
040	TF	UV314	-	281°(279.7°)	+1.0	11.0	-	-5000	-	-	RNP 1
050	TF	SEDNO	-	281°(279.7°)	+1.0	10.8	-	-7000	-	-	RNP 1

CHANGE: MAG VAR. COURSE.

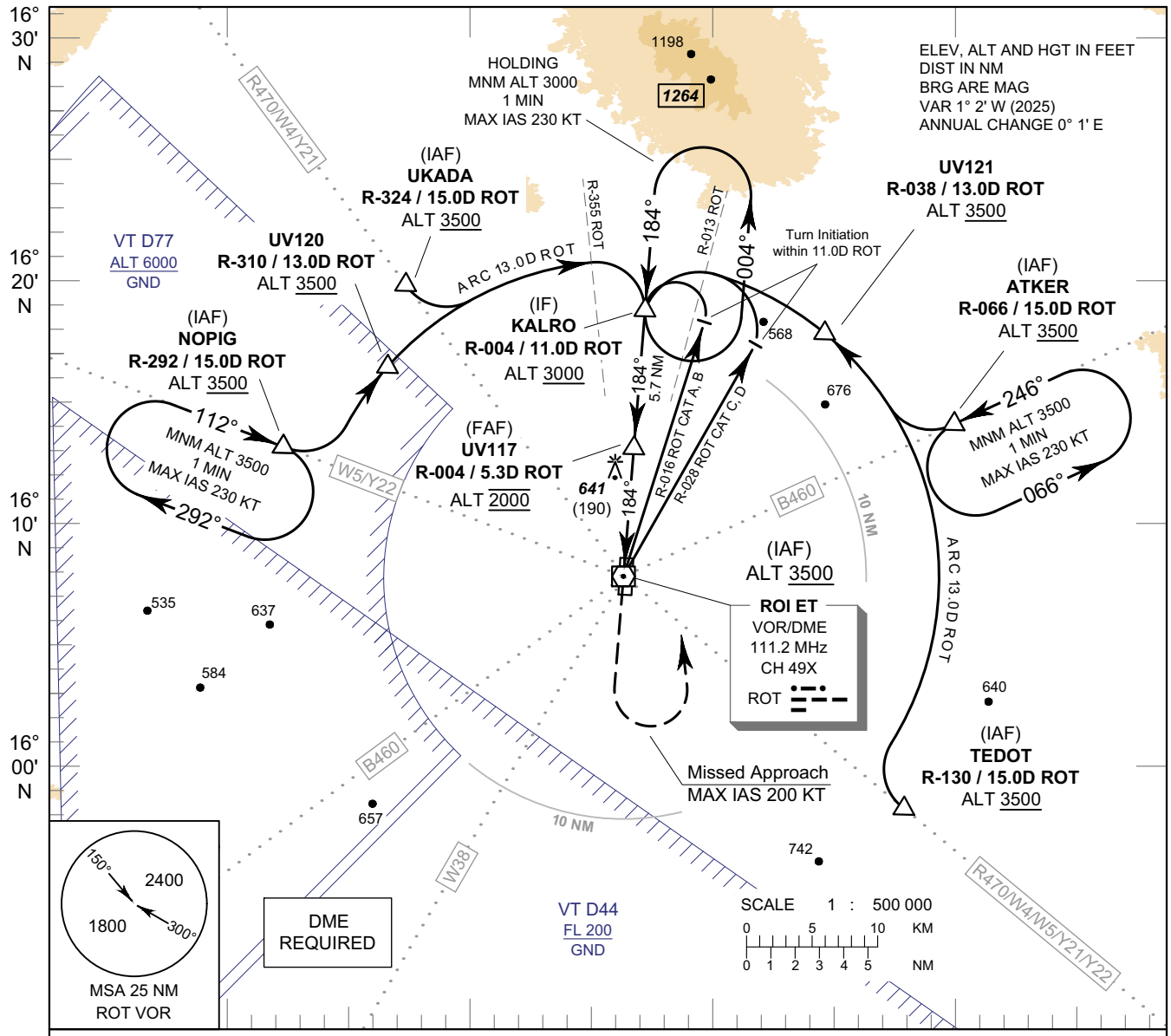
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 451 FT
HEIGHTS RELATED TO AERODROME ELEV

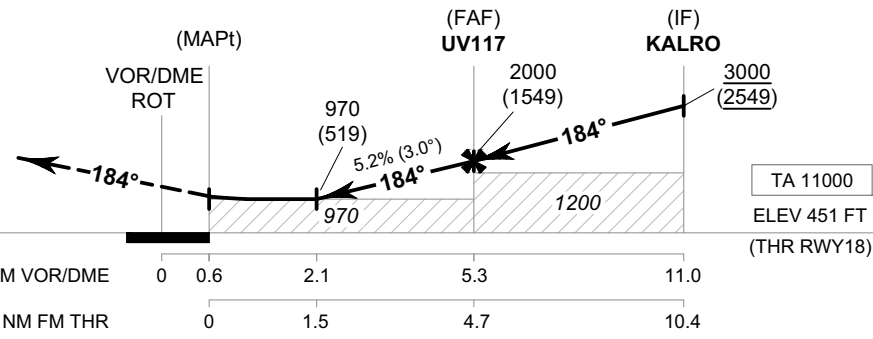
APP : 125.4
TWR : 119.75 , 236.6
ATIS : 128.275

ROI ET / Roi Et (VTUV)

VOR RWY18



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb on track 184° to 1500 FT, then turn left to intercept outbound R-004 ROT VOR and proceed to KALRO at minimum 3000 FT and hold or as directed by ATC.



OCA/H	A	B	C	D
Straight - in Approach	970 (519)			
Circling (OCH AAL)	1200 (749)			

Distance (ROT)		2.1D	3D	4D	5D	FAF
Altitude (Height)		970 (519)	1260 (809)	1575 (1124)	1890 (1439)	2000 (1549)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: MAG VAR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 451 FT
HEIGHTS RELATED TO AERODROME ELEV

ROI ET / Roi Et (VTUV)

VOR RWY18

FIX/POINT		COORDINATES	
(IAF) VOR	ROT	16° 07' 00.61" N	103° 46' 19.51" E
(IAF) UKADA	R-324 / 15.0D ROT	16° 19' 02.02" N	103° 36' 56.08" E
UV120	R-310 / 13.0D ROT	16° 15' 14.73" N	103° 35' 50.59" E
(IAF) NOPIG	R-292 / 15.0D ROT	16° 12' 17.45" N	103° 31' 43.71" E
(IAF) TEDOT	R-130 / 15.0D ROT	15° 57' 27.97" N	103° 58' 22.45" E
(IAF) ATKER	R-066 / 15.0D ROT	16° 13' 22.29" N	104° 00' 27.10" E
UV121	R-038 / 13.0D ROT	16° 17' 24.80" N	103° 54' 29.08" E
(IF) KALRO	R-004 / 11.0D ROT	16° 18' 02.16" N	103° 47' 00.15" E
(FAF) UV117	R-004 / 5.3D ROT	16° 12' 17.48" N	103° 46' 38.93" E
(MAPt)	R-004 / 0.6D ROT	16° 07' 34.81" N	103° 46' 21.55" E

CHANGE : VOR COORDINATE

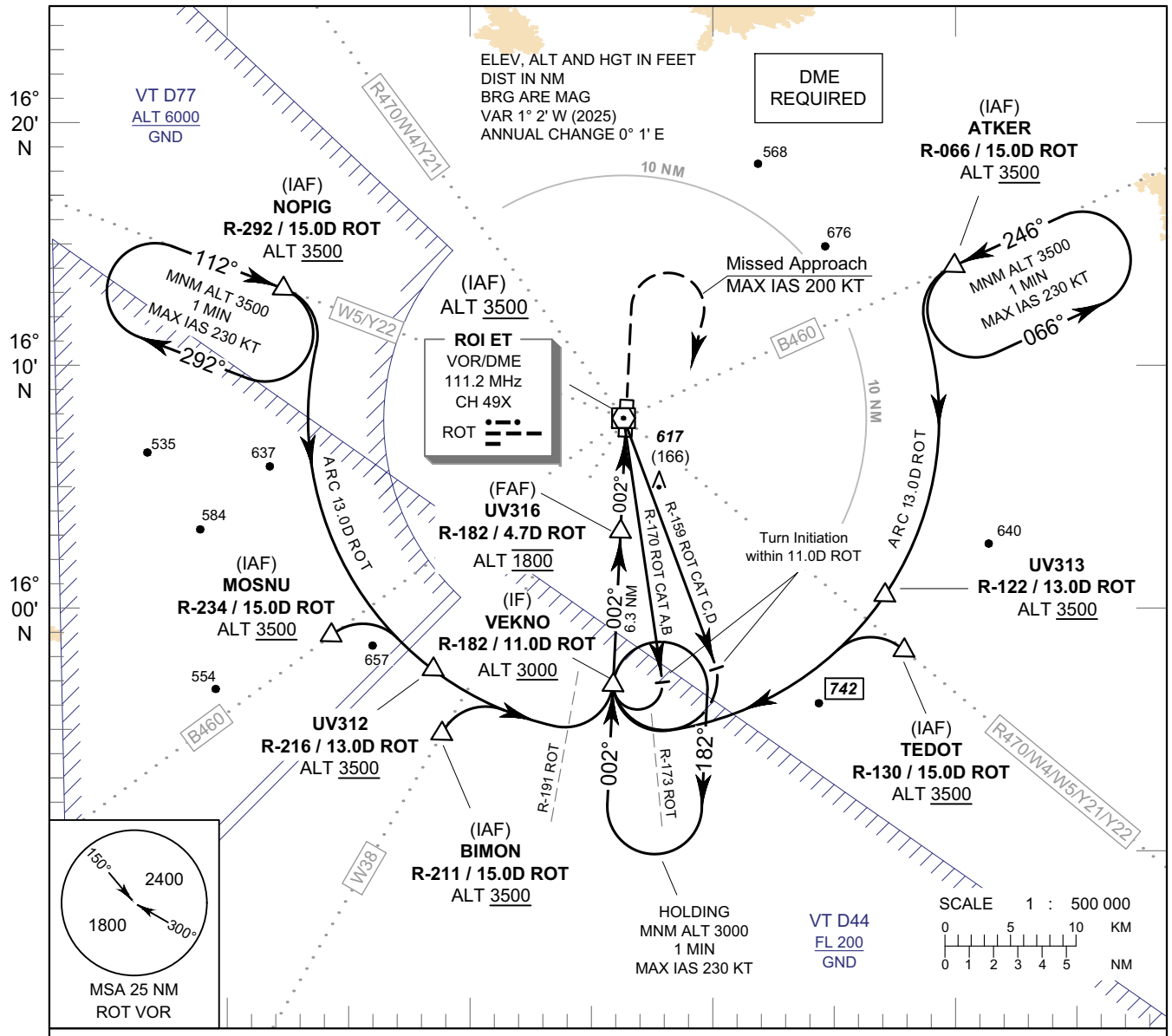
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 451 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 125.4
TWR : 119.75 , 236.6
ATIS : 128.275

ROI ET / Roi Et (VTUV)

VOR RWY36



CHANGE: MAG VAR.

OCA/H	A	B	C	D
Straight - in Approach	970 (519)			
Circling (OCH AAL)	1200 (749)			

Distance (ROT)		FAF	4D	3D	2.1D
Altitude (Height)		1800 (1349)	1575 (1124)	1260 (809)	970 (519)
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 451 FT
HEIGHTS RELATED TO AERODROME ELEV

ROI ET / Roi Et (VTUV)

VOR RWY36

FIX/POINT		COORDINATES	
(IAF) VOR	ROT	16° 07' 00.61" N	103° 46' 19.51" E
(IAF) NOPIG	R-292 / 15.0D ROT	16° 12' 17.45" N	103° 31' 43.71" E
(IAF) MOSNU	R-234 / 15.0D ROT	15° 57' 57.11" N	103° 33' 52.77" E
UV312	R-216 / 13.0D ROT	15° 56' 19.95" N	103° 38' 33.51" E
(IAF) BIMON	R-211 / 15.0D ROT	15° 53' 54.78" N	103° 38' 37.93" E
(IAF) ATKER	R-066 / 15.0D ROT	16° 13' 22.29" N	104° 00' 27.10" E
UV313	R-122 / 13.0D ROT	16° 00' 15.24" N	103° 57' 52.55" E
(IAF) TEDOT	R-130 / 15.0D ROT	15° 57' 27.97" N	103° 58' 22.45" E
(IF) VEKNO	R-182 / 11.0D ROT	15° 55' 57.94" N	103° 46' 07.50" E
(FAF) UV316	R-182 / 4.7D ROT	16° 02' 19.31" N	103° 46' 14.37" E
(MAPt)	R-182 / 0.6D ROT	16° 06' 26.30" N	103° 46' 18.83" E

CHANGE : VOR COORDINATE

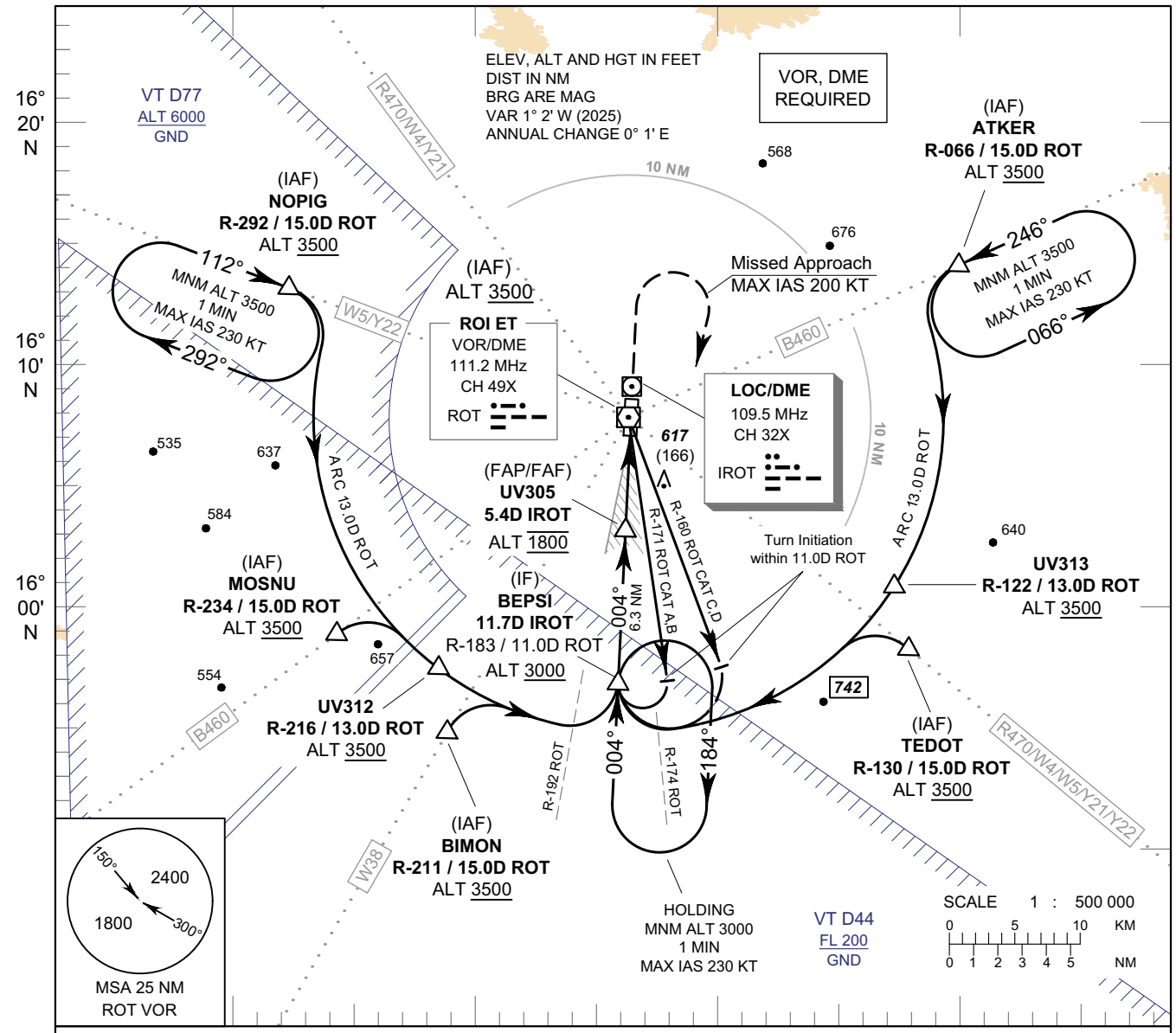
INSTRUMENT APPROACH CHART - ICAO

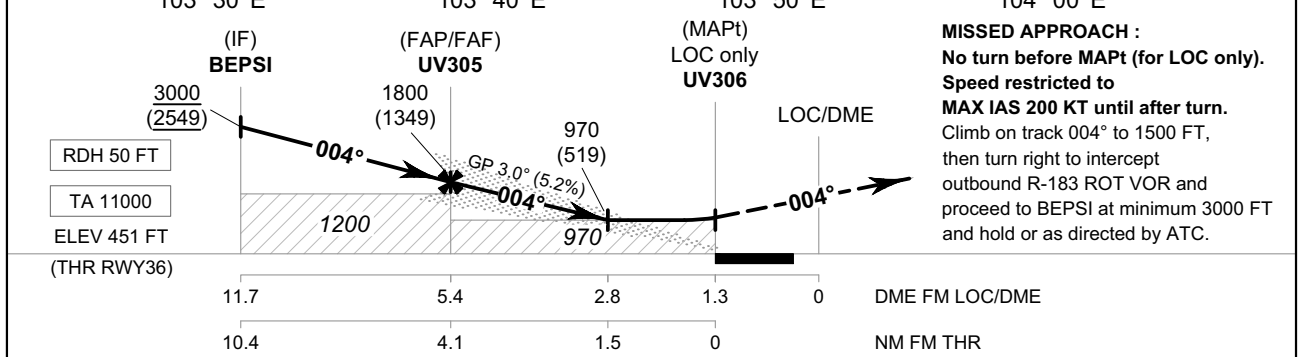
AERODROME ELEV 451 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 451 FT

APP : 125.4
TWR : 119.75 , 236.6
ATIS : 128.275

ROI ET / Roi Et (VTUV)

ILS or LOC y RWY36





OCA/H		A	B	C	D
Straight - in Approach	CAT I	660 (209)			
LOC only		970 (519)			
Circling (OCH AAL)		1200 (749)			

GS OUT							
Distance (IROT)		FAF	5D	4D	3D	2.8D	
Altitude (Height)		1800 (1349)	1670 (1219)	1355 (904)	1040 (589)	970 (519)	
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 BEPSI TO MAPt.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 451 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 451 FT

ROI ET / Roi Et (VTUV)

ILS or LOC y RWY36

FIX/POINT		COORDINATES	
(IAF) VOR	ROT	16° 07' 00.61" N	103° 46' 19.51" E
(IAF) NOPIG	R-292 / 15.0D ROT	16° 12' 17.45" N	103° 31' 43.71" E
(IAF) MOSNU	R-234 / 15.0D ROT	15° 57' 57.11" N	103° 33' 52.77" E
UV312	R-216 / 13.0D ROT	15° 56' 19.95" N	103° 38' 33.51" E
(IAF) BIMON	R-211 / 15.0D ROT	15° 53' 54.78" N	103° 38' 37.93" E
(IAF) ATKER	R-066 / 15.0D ROT	16° 13' 22.29" N	104° 00' 27.10" E
UV313	R-122 / 13.0D ROT	16° 00' 15.24" N	103° 57' 52.55" E
(IAF) TEDOT	R-130 / 15.0D ROT	15° 57' 27.97" N	103° 58' 22.45" E
(IF) BEPSI	11.7D IROT	15° 55' 58.22" N	103° 45' 56.13" E
(FAP/FAF) UV305	5.4D IROT	16° 02' 19.35" N	103° 46' 13.13" E
MAPt (LOC only) THR RWY36	1.3D IROT	16° 06' 26.14" N	103° 46' 24.15" E
GP	-	16° 06' 35.75" N	103° 46' 20.59" E
LOC/DME	IROT	16° 07' 44.27" N	103° 46' 27.69" E

CHANGE : VOR, LOC/DME, GP COORDINATE

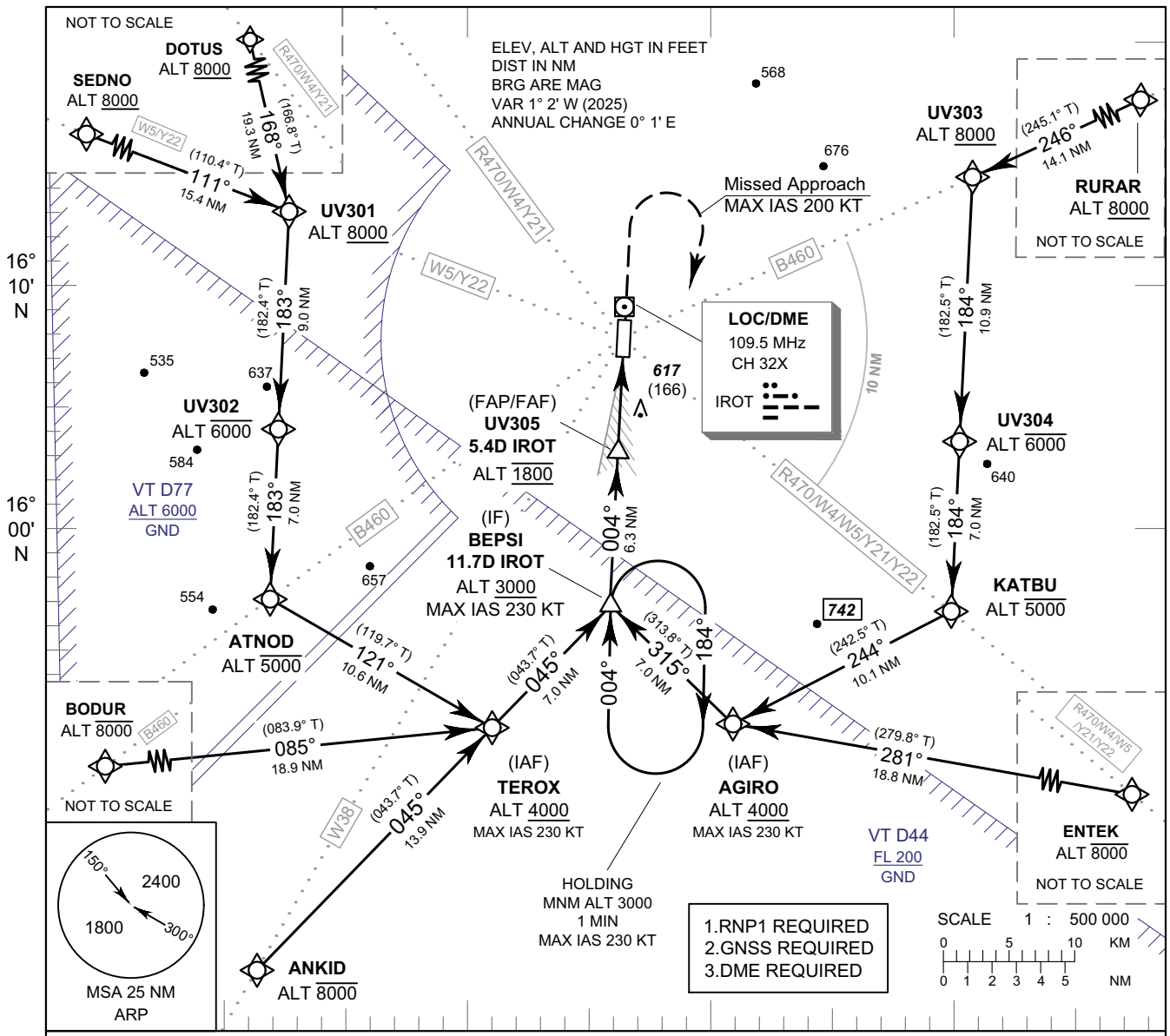
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 451 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 451 FT

APP : 125.4
TWR : 119.75 , 236.6
ATIS : 128.275

ROI ET / Roi Et (VTUV)

ILS or LOC z RWY36



OCA/H		A	B	C	D
Straight - in Approach	CAT I	660 (209)			
LOC only		970 (519)			
Circling (OCH AAL)		1200 (749)			

GS OUT		FAF	5D	4D	3D	2.8D
Distance (IROT)						
Altitude (Height)		1800 (1349)	1670 (1219)	1355 (904)	1040 (589)	970 (519)
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 451 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 451 FT

ROI ET / Roi Et (VTUV)

ILS or LOC z RWY36

TABULAR DESCRIPTION

ILS or LOC z RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
010	IF	ANKID	-	-	+1.0	-	-	-8000	-	-	RNP 1
020	TF	(IAF) TEROX	-	045°(043.7°)	+1.0	13.9	-	+4000	-230	-	RNP 1
030	TF	(IF) BEPSI	-	045°(043.7°)	+1.0	7.0	-	+3000	-230	-	RNP 1
010	IF	BODUR	-	-	+1.0	-	-	-8000	-	-	RNP 1
020	TF	(IAF) TEROX	-	085°(083.9°)	+1.0	18.9	L	+4000	-230	-	RNP 1
030	TF	(IF) BEPSI	-	045°(043.7°)	+1.0	7.0	-	+3000	-230	-	RNP 1
010	IF	SEDNO	-	-	+1.0	-	-	+8000	-	-	RNP 1
020	TF	UV301	-	111°(110.4°)	+1.0	15.4	R	+8000	-	-	RNP 1
030	TF	UV302	-	183°(182.4°)	+1.0	9.0	-	-6000	-	-	RNP 1
040	TF	ATNOD	-	183°(182.4°)	+1.0	7.0	L	-5000	-	-	RNP 1
050	TF	(IAF) TEROX	-	121°(119.7°)	+1.0	10.6	L	+4000	-230	-	RNP 1
060	TF	(IF) BEPSI	-	045°(043.7°)	+1.0	7.0	-	+3000	-230	-	RNP 1
010	IF	DOTUS	-	-	+1.0	-	-	+8000	-	-	RNP 1
020	TF	UV301	-	168°(166.8°)	+1.0	19.3	R	+8000	-	-	RNP 1
030	TF	UV302	-	183°(182.4°)	+1.0	9.0	-	-6000	-	-	RNP 1
040	TF	ATNOD	-	183°(182.4°)	+1.0	7.0	L	-5000	-	-	RNP 1
050	TF	(IAF) TEROX	-	121°(119.7°)	+1.0	10.6	L	+4000	-230	-	RNP 1
060	TF	(IF) BEPSI	-	045°(043.7°)	+1.0	7.0	-	+3000	-230	-	RNP 1
010	IF	ENTEK	-	-	+1.0	-	-	-8000	-	-	RNP 1
020	TF	(IAF) AGIRO	-	281°(279.8°)	+1.0	18.8	R	+4000	-230	-	RNP 1
030	TF	(IF) BEPSI	-	315°(313.8°)	+1.0	7.0	-	+3000	-230	-	RNP 1
010	IF	RURAR	-	-	+1.0	-	-	+8000	-	-	RNP 1
020	TF	UV303	-	246°(245.1°)	+1.0	14.1	L	+8000	-	-	RNP 1
030	TF	UV304	-	184°(182.5°)	+1.0	10.9	-	-6000	-	-	RNP 1
040	TF	KATBU	-	184°(182.5°)	+1.0	7.0	R	-5000	-	-	RNP 1
050	TF	(IAF) AGIRO	-	244°(242.5°)	+1.0	10.1	R	+4000	-230	-	RNP 1
060	TF	(IF) BEPSI	-	315°(313.8°)	+1.0	7.0	-	+3000	-230	-	RNP 1
010	IF	(IF) BEPSI	-	-	+1.0	-	-	+3000	-230	-	RNP 1
TRANSITION TO ILS or LOC											
020	TF	(FAP/FAF) UV305	-	004°(002.5°)	+1.0	6.3	-	@1800	-	-	ILS
030	TF	(MAPt@THR36) UV306	Y	004°(002.5°)	+1.0	4.1	-	@501	-	-3.0/50	ILS
040	CA	-	-	004°(002.5°)	+1.0	-	-	+1500	-200	-	RNP 1
050	DF	(IF) BEPSI	-	-	+1.0	-	R	+3000	-200	-	RNP 1
060	HM	(IF) BEPSI	Y	004°(002.5°)	+1.0	1 minute	R	+3000	-230	-	RNP 1

CHANGE: MAG VAR. COURSE.

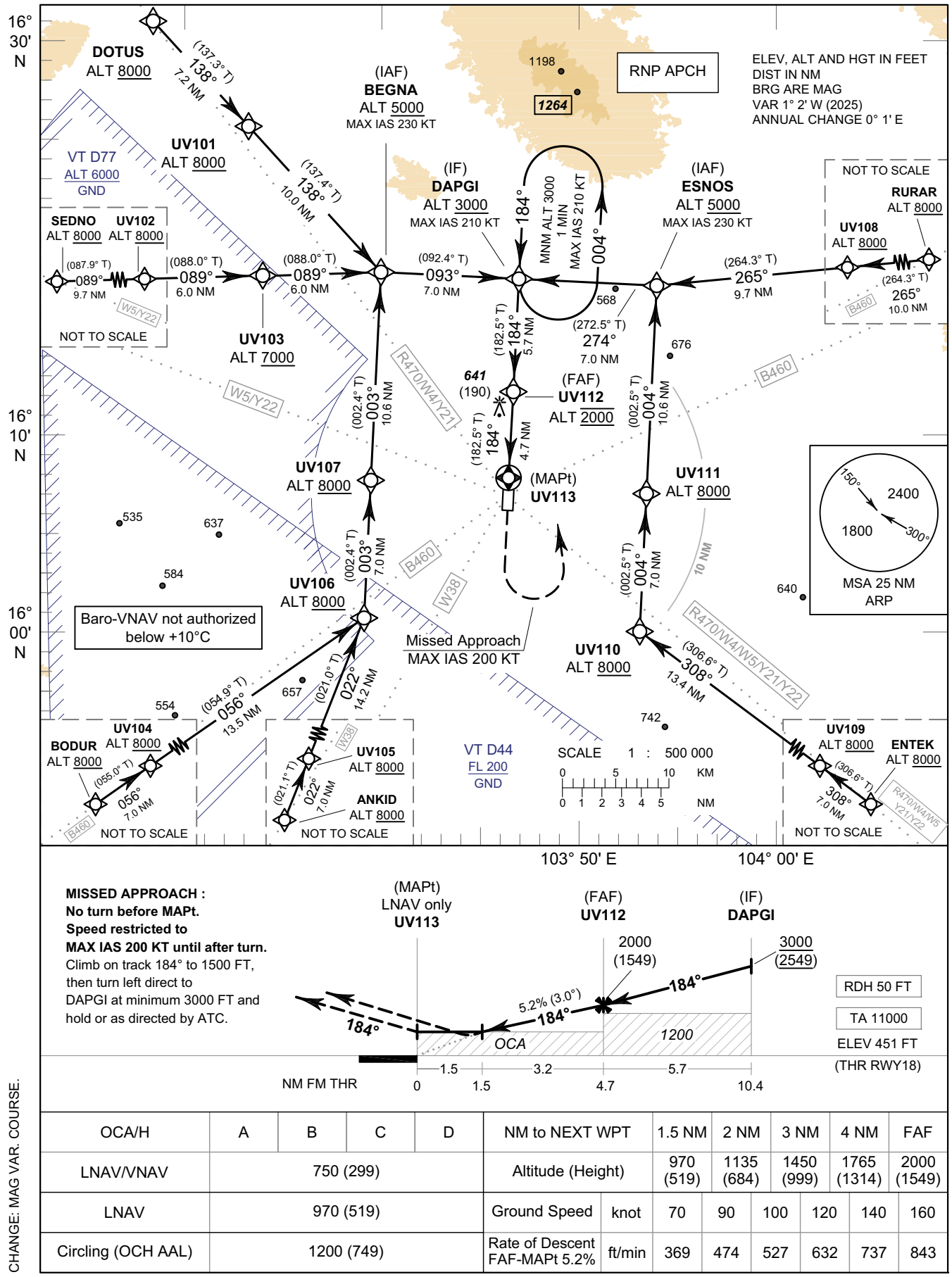
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 451 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 451 FT

APP : 125.4
TWR : 119.75 , 236.6
ATIS : 128.275

ROI ET / Roi Et (VTUV)

RNP RWY18



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb on track 184° to 1500 FT, then turn left direct to DAPGI at minimum 3000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	NM to NEXT WPT		1.5 NM	2 NM	3 NM	4 NM	FAF
LNAV/VNAV	750 (299)				Altitude (Height)		970 (519)	1135 (684)	1450 (999)	1765 (1314)	2000 (1549)
LNAV	970 (519)				Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1200 (749)				Rate of Descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: MAG VAR. COURSE.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 451 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 451 FT

ROI ET / Roi Et (VTUV)

RNP RWY18

TABULAR DESCRIPTION (1)

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	DOTUS	-	-	+1.0	-	-	+8000	-	-	RNP APCH
020	TF	UV101	-	138°(137.3°)	+1.0	7.2	-	+8000	-	-	RNP APCH
030	TF	(IAF) BEGNA	-	138°(137.4°)	+1.0	10.0	L	+5000	-230	-	RNP APCH
040	TF	(IF) DAPGI	-	093°(092.4°)	+1.0	7.0	-	+3000	-210	-	RNP APCH
010	IF	SEDNO	-	-	+1.0	-	-	+8000	-	-	RNP APCH
020	TF	UV102	-	089°(087.9°)	+1.0	9.7	-	+8000	-	-	RNP APCH
030	TF	UV103	-	089°(088.0°)	+1.0	6.0	-	+7000	-	-	RNP APCH
040	TF	(IAF) BEGNA	-	089°(088.0°)	+1.0	6.0	R	+5000	-230	-	RNP APCH
050	TF	(IF) DAPGI	-	093°(092.4°)	+1.0	7.0	-	+3000	-210	-	RNP APCH
010	IF	BODUR	-	-	+1.0	-	-	+8000	-	-	RNP APCH
020	TF	UV104	-	056°(055.0°)	+1.0	7.0	-	+8000	-	-	RNP APCH
030	TF	UV106	-	056°(054.9°)	+1.0	13.5	L	+8000	-	-	RNP APCH
040	TF	UV107	-	003°(002.4°)	+1.0	7.0	-	+8000	-	-	RNP APCH
050	TF	(IAF) BEGNA	-	003°(002.4°)	+1.0	10.6	R	+5000	-230	-	RNP APCH
060	TF	(IF) DAPGI	-	093°(092.4°)	+1.0	7.0	-	+3000	-210	-	RNP APCH
010	IF	ANKID	-	-	+1.0	-	-	+8000	-	-	RNP APCH
020	TF	UV105	-	022°(021.1°)	+1.0	7.0	-	+8000	-	-	RNP APCH
030	TF	UV106	-	022°(021.0°)	+1.0	14.2	L	+8000	-	-	RNP APCH
040	TF	UV107	-	003°(002.4°)	+1.0	7.0	-	+8000	-	-	RNP APCH
050	TF	(IAF) BEGNA	-	003°(002.4°)	+1.0	10.6	R	+5000	-230	-	RNP APCH
060	TF	(IF) DAPGI	-	093°(092.4°)	+1.0	7.0	-	+3000	-210	-	RNP APCH
010	IF	ENTEK	-	-	+1.0	-	-	+8000	-	-	RNP APCH
020	TF	UV109	-	308°(306.6°)	+1.0	7.0	-	+8000	-	-	RNP APCH
030	TF	UV110	-	308°(306.6°)	+1.0	13.4	R	+8000	-	-	RNP APCH
040	TF	UV111	-	004°(002.5°)	+1.0	7.0	-	+8000	-	-	RNP APCH
050	TF	(IAF) ESNOS	-	004°(002.5°)	+1.0	10.6	L	+5000	-230	-	RNP APCH
060	TF	(IF) DAPGI	-	274°(272.5°)	+1.0	7.0	-	+3000	-210	-	RNP APCH

CHANGE: MAG VAR. COURSE.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 451 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 451 FT

ROI ET / Roi Et (VTUV)

RNP RWY18

TABULAR DESCRIPTION (2)

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	RURAR	-	-	+1.0	-	-	+8000	-	-	RNP APCH
020	TF	UV108	-	265°(264.3°)	+1.0	10.0	-	+8000	-	-	RNP APCH
030	TF	(IAF) ESNOS	-	265°(264.3°)	+1.0	9.7	R	+5000	-230	-	RNP APCH
040	TF	(IF) DAPGI	-	274°(272.5°)	+1.0	7.0	-	+3000	-210	-	RNP APCH
010	IF	(IF) DAPGI	-	-	+1.0	-	-	+3000	-210	-	RNP APCH
020	TF	(FAF) UV112	-	184°(182.5°)	+1.0	5.7	-	@2000	-	-	RNP APCH
030	TF	(MAPt@THR18) UV113	Y	184°(182.5°)	+1.0	4.7	-	@501	-	-3.0/50	RNP APCH
040	CA	-	-	184°(182.5°)	+1.0	-	-	+1500	-200	-	RNP APCH
050	DF	(IF) DAPGI	-	-	+1.0	-	L	+3000	-200	-	RNP APCH
060	HM	(IF) DAPGI	Y	184°(182.5°)	+1.0	1 minute	L	+3000	-210	-	RNP APCH

WAYPOINT LIST

RNP RWY18			
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ANKID	15° 40' 48.67" N 103° 30' 57.40" E	UV103	16° 18' 07.60" N 103° 33' 24.87" E
BEGNA	16° 18' 20.39" N 103° 39' 38.95" E	UV104	15° 52' 54.95" N 103° 27' 24.01" E
BODUR	15° 48' 52.90" N 103° 21' 27.21" E	UV105	15° 47' 22.23" N 103° 33' 33.97" E
DAPGI	16° 18' 02.38" N 103° 46' 55.25" E	UV106	16° 00' 42.97" N 103° 38' 52.38" E
DOTUS	16° 31' 03.01" N 103° 27' 31.56" E	UV107	16° 07' 44.34" N 103° 39' 10.92" E
ENTEK	15° 47' 54.67" N 104° 10' 24.31" E	UV108	16° 18' 42.99" N 104° 04' 14.85" E
ESNOS	16° 17' 44.13" N 103° 54' 11.52" E	UV109	15° 52' 06.05" N 104° 04' 34.48" E
RURAR	16° 19' 43.04" N 104° 14' 35.65" E	UV110	16° 00' 06.74" N 103° 53' 23.67" E
SEDNO	16° 17' 33.31" N 103° 17' 07.18" E	UV111	16° 07' 08.09" N 103° 53' 42.72" E
UV101	16° 25' 43.72" N 103° 32' 36.37" E	UV112	16° 12' 17.45" N 103° 46' 39.83" E
UV102	16° 17' 54.63" N 103° 27' 10.81" E	UV113	16° 07' 34.53" N 103° 46' 27.20" E

CHANGE: MAG VAR. COURSE.

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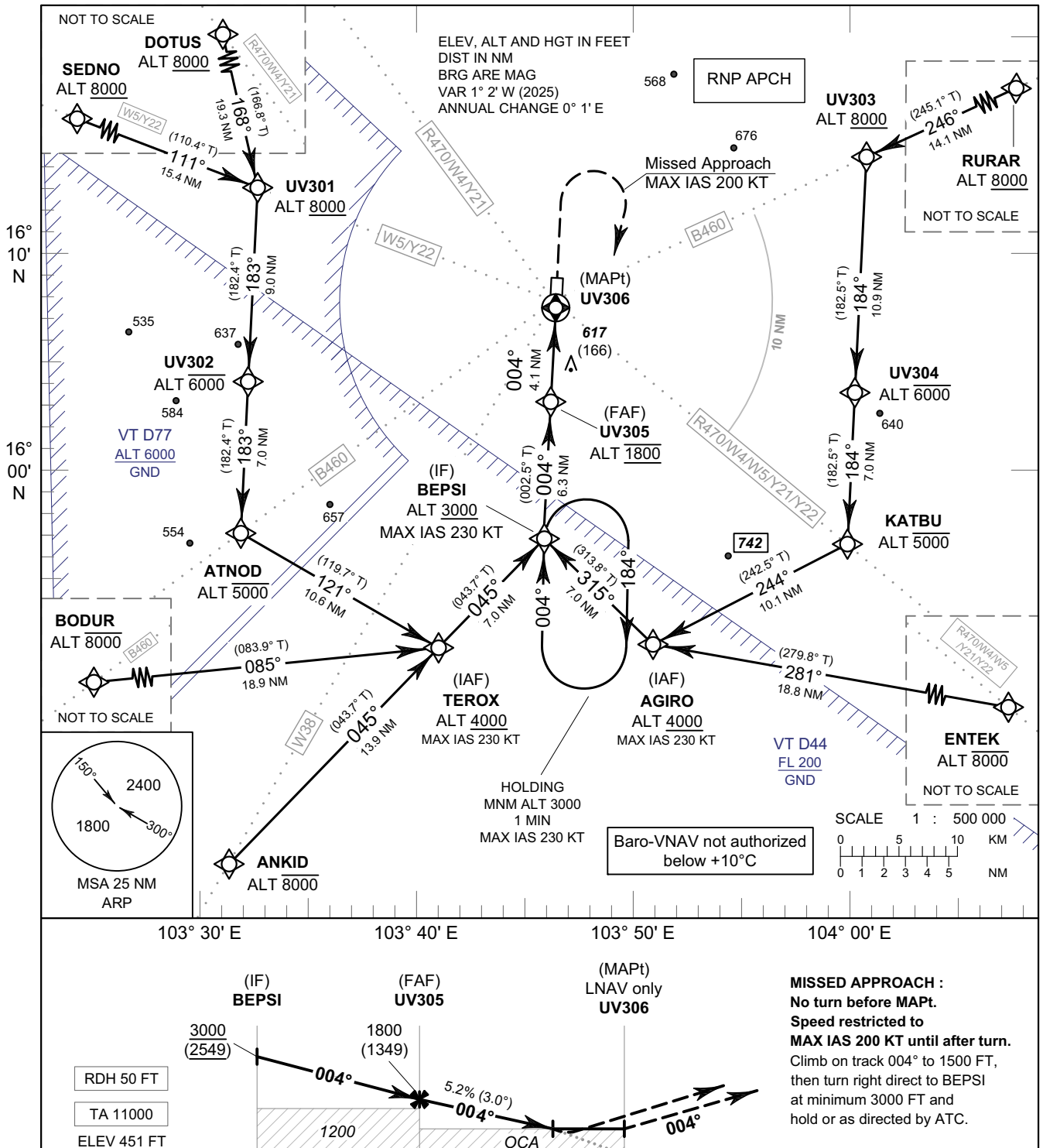
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 451 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 451 FT

APP : 125.4
TWR : 119.75 , 236.6
ATIS : 128.275

ROI ET / Roi Et (VTUV)

RNP RWY36



OCA/H	A	B	C	D	NM to NEXT WPT		FAF	4 NM	3 NM	2 NM	1.5 NM
LNAV/VNAV	800 (349)				Altitude (Height)		1800 (1349)	1765 (1314)	1450 (999)	1135 (684)	970 (519)
LNAV	970 (519)				Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1200 (749)				Rate of Descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: MAG VAR, COURSE.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 451 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 451 FT

ROI ET / Roi Et (VTUV)

RNP RWY36

TABULAR DESCRIPTION

RNP RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	ANKID	-	-	+1.0	-	-	-8000	-	-	RNP APCH
020	TF	(IAF) TEROX	-	045°(043.7°)	+1.0	13.9	-	+4000	-230	-	RNP APCH
030	TF	(IF) BEPSI	-	045°(043.7°)	+1.0	7.0	-	+3000	-230	-	RNP APCH
010	IF	BODUR	-	-	+1.0	-	-	-8000	-	-	RNP APCH
020	TF	(IAF) TEROX	-	085°(083.9°)	+1.0	18.9	L	+4000	-230	-	RNP APCH
030	TF	(IF) BEPSI	-	045°(043.7°)	+1.0	7.0	-	+3000	-230	-	RNP APCH
010	IF	SEDNO	-	-	+1.0	-	-	+8000	-	-	RNP APCH
020	TF	UV301	-	111°(110.4°)	+1.0	15.4	R	+8000	-	-	RNP APCH
030	TF	UV302	-	183°(182.4°)	+1.0	9.0	-	-6000	-	-	RNP APCH
040	TF	ATNOD	-	183°(182.4°)	+1.0	7.0	L	-5000	-	-	RNP APCH
050	TF	(IAF) TEROX	-	121°(119.7°)	+1.0	10.6	L	+4000	-230	-	RNP APCH
060	TF	(IF) BEPSI	-	045°(043.7°)	+1.0	7.0	-	+3000	-230	-	RNP APCH
010	IF	DOTUS	-	-	+1.0	-	-	+8000	-	-	RNP APCH
020	TF	UV301	-	168°(166.8°)	+1.0	19.3	R	+8000	-	-	RNP APCH
030	TF	UV302	-	183°(182.4°)	+1.0	9.0	-	-6000	-	-	RNP APCH
040	TF	ATNOD	-	183°(182.4°)	+1.0	7.0	L	-5000	-	-	RNP APCH
050	TF	(IAF) TEROX	-	121°(119.7°)	+1.0	10.6	L	+4000	-230	-	RNP APCH
060	TF	(IF) BEPSI	-	045°(043.7°)	+1.0	7.0	-	+3000	-230	-	RNP APCH
010	IF	ENTEK	-	-	+1.0	-	-	-8000	-	-	RNP APCH
020	TF	(IAF) AGIRO	-	281°(279.8°)	+1.0	18.8	R	+4000	-230	-	RNP APCH
030	TF	(IF) BEPSI	-	315°(313.8°)	+1.0	7.0	-	+3000	-230	-	RNP APCH
010	IF	RURAR	-	-	+1.0	-	-	+8000	-	-	RNP APCH
020	TF	UV303	-	246°(245.1°)	+1.0	14.1	L	+8000	-	-	RNP APCH
030	TF	UV304	-	184°(182.5°)	+1.0	10.9	-	-6000	-	-	RNP APCH
040	TF	KATBU	-	184°(182.5°)	+1.0	7.0	R	-5000	-	-	RNP APCH
050	TF	(IAF) AGIRO	-	244°(242.5°)	+1.0	10.1	R	+4000	-230	-	RNP APCH
060	TF	(IF) BEPSI	-	315°(313.8°)	+1.0	7.0	-	+3000	-230	-	RNP APCH
010	IF	BEPSI (IF)	-	-	+1.0	-	-	+3000	-230	-	RNP APCH
020	TF	(FAF) UV305	-	004°(002.5°)	+1.0	6.3	-	@1800	-	-	RNP APCH
030	TF	(MAPt@THR36) UV306	Y	004°(002.5°)	+1.0	4.1	-	@501	-	-3.0/50	RNP APCH
040	CA	-	-	004°(002.5°)	+1.0	-	-	+1500	-200	-	RNP APCH
050	DF	(IF) BEPSI	-	-	+1.0	-	R	+3000	-200	-	RNP APCH
060	HM	(IF) BEPSI	Y	004°(002.5°)	+1.0	1 minute	R	+3000	-230	-	RNP APCH

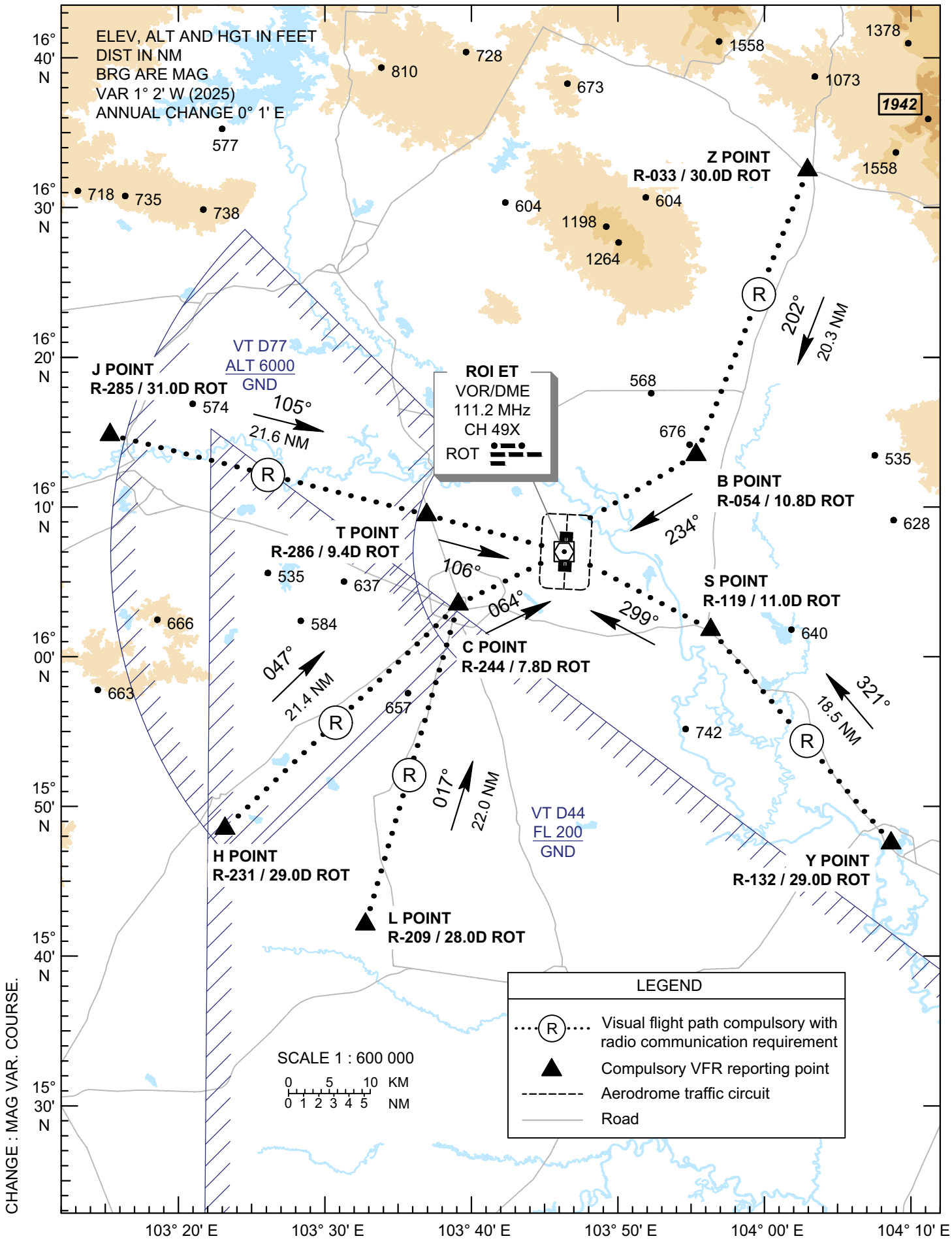
CHANGE: MAG VAR. COURSE.

VFR ENTRY PROCEDURE CHART

AERODROME ELEV 451 FT
HEIGHT RELATED TO AERODROME ELEV

APP : 125.4
TWR : 119.75 , 236.6
ATIS : 128.275

ROI ET / Roi Et (VTUV) RWY 18/36



VFR ENTRY PROCEDURE CHART

AERODROME ELEV 451 FT
HEIGHT RELATED TO AERODROME ELEV

ROI ET / Roi Et (VTUV) RWY 18/36

ARR-RWY18/36 (From VTUK)
Enter via most direct route through the J POINT , then heading 105° to T POINT , then join aerodrome traffic circuit when direct by ATC.

ARR-RWY18/36 (From VTUQ)
Enter via most direct route through the H POINT , then heading 047° to C POINT , then join aerodrome traffic circuit when direct by ATC.

ARR-RWY18/36 (From VTUO)
Enter via most direct route through the L POINT , then heading 017° to C POINT , then join aerodrome traffic circuit when direct by ATC.

ARR-RWY18/36 (From VTUW)
Enter via most direct route through the Z POINT , then heading 202° to B POINT , then join aerodrome traffic circuit when direct by ATC.

ARR-RWY18/36 (From VTUU)
Enter via most direct route through the Y POINT , then heading 320° to S POINT , then join aerodrome traffic circuit when direct by ATC.

Reporting Points	Visual Reference	Radial / DME	Coordinates	
			Latitude	Longtitude
"B" or BRAVO Point	Pho Si Sawang intersection	R-054 / 10.8D ROT	16° 13' 29.60" N	103° 55' 21.37" E
"C" or CHALIE Point	Planchai Swamp	R-244 / 7.8D ROT	16° 03' 28.55" N	103° 39' 04.13" E
"H" or HOTEL Point	Hexagon Pond	R-231 / 29.0D ROT	15° 48' 28.63" N	103° 23' 10.46" E
"J" or JULIET Point	Mahasarakham University	R-285 / 31.0D ROT	16° 14' 33.17" N	103° 15' 03.57" E
"L" or LIMA Point	Lao Luang Temple	R-209 / 28.0D ROT	15° 42' 06.02" N	103° 32' 48.97" E
"S" or SIERRA Point	Salaloi Lake	R-119 / 11.0D ROT	16° 01' 53.12" N	103° 56' 24.99" E
"T" or TANGO Point	Wat Bueng Sai Thong	R-286 / 9.4D ROT	16° 09' 23.79" N	103° 36' 51.83" E
"Y" or YANKEE Point	Mueang Yasothon	R-132 / 29.0D ROT	15° 47' 45.62" N	104° 08' 52.16" E
"Z" or ZULU Point	Lerng Sew Lake	R-033 / 30.0D ROT	16° 32' 31.41" N	104° 02' 54.65" E
ROI ET VOR/DME (ROT)	ROI ET VOR/DME Station	-	16° 07' 00.59" N	103° 46' 19.45" E

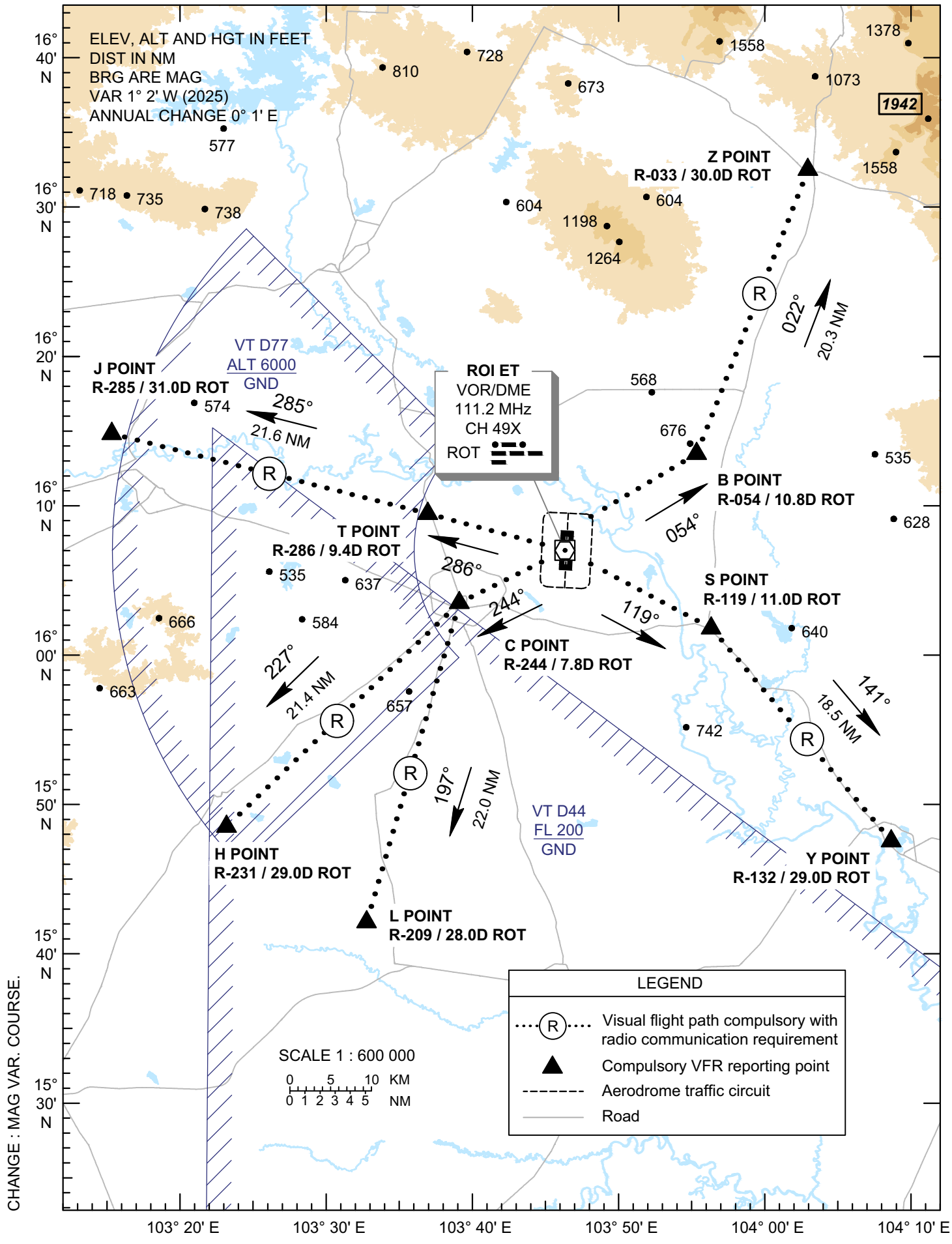
CHANGE : NEW CHART.

VFR EXIT PROCEDURE CHART

AERODROME ELEV 451 FT
HEIGHT RELATED TO AERODROME ELEV

APP : 125.4
TWR : 119.75 , 236.6
ATIS : 128.275

ROI ET /
Roi Et (VTUV)
RWY 18/36



VFR EXIT PROCEDURE CHART

AERODROME ELEV 451 FT
HEIGHT RELATED TO AERODROME ELEV

ROI ET / Roi Et (VTUV) RWY 18/36

DEP-RWY18/36 (To VTUK)
Outbound to T POINT, then heading 285° to J POINT, then proceed to destination.

DEP-RWY18/36 (To VTUQ)
Outbound to C POINT, then heading 227° to H POINT, then proceed to destination.

DEP-RWY18/36 (To VTUO)
Outbound to C POINT, then heading 197° to L POINT, then proceed to destination.

DEP-RWY18/36 (To VTUW)
Outbound to B POINT, then heading 022° to Z POINT, then proceed to destination.

DEP-RWY18/36 (To VTUU)
Outbound to S POINT, then heading 140° to Y POINT, then proceed to destination.

Reporting Points	Visual Reference	Radial / DME	Coordinates	
			Latitude	Longtitude
"B" or BRAVO Point	Pho Si Sawang intersection	R-054 / 10.8D ROT	16° 13' 29.60" N	103° 55' 21.37" E
"C" or CHALIE Point	Planchai Swamp	R-244 / 7.8D ROT	16° 03' 28.55" N	103° 39' 04.13" E
"H" or HOTEL Point	Hexagon Pond	R-231 / 29.0D ROT	15° 48' 28.63" N	103° 23' 10.46" E
"J" or JULIET Point	Mahasarakham University	R-285 / 31.0D ROT	16° 14' 33.17" N	103° 15' 03.57" E
"L" or LIMA Point	Lao Luang Temple	R-209 / 28.0D ROT	15° 42' 06.02" N	103° 32' 48.97" E
"S" or SIERRA Point	Salaloi Lake	R-119 / 11.0D ROT	16° 01' 53.12" N	103° 56' 24.99" E
"T" or TANGO Point	Wat Bueng Sai Thong	R-286 / 9.4D ROT	16° 09' 23.79" N	103° 36' 51.83" E
"Y" or YANKEE Point	Mueang Yasothon	R-132 / 29.0D ROT	15° 47' 45.62" N	104° 08' 52.16" E
"Z" or ZULU Point	Lerng Sew Lake	R-033 / 30.0D ROT	16° 32' 31.41" N	104° 02' 54.65" E
ROI ET VOR/DME (ROT)	ROI ET VOR/DME Station	-	16° 07' 00.59" N	103° 46' 19.45" E

CHANGE : NEW CHART.

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

VTUI AD 2.18 ATS COMMUNICATION FACILITIES

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

VTUI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	SN	365 KHz	H24	171149.1N 1040653.4E	NIL	Data refer from commissioning checked as follows: 1. Bearing 181°-360° 50 NM. orbit altitude should not below 3 000 ft. 2. Bearing 001°-140° 50 NM. orbit unable to check due to border limited 3. Bearing 141°-180° unusable beyond 15 NM.
DVOR/DME	SKN	114.2 MHz CH 89X	H24	171250.8N 1040812.3E	180 m (600 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: 1. 30 NM. orbit (Due to border limited) – Radial 000º-130º altitude should not below 2 100 ft. 2. 40 NM. orbit – Radial 131º-280º altitude should not below 5 500 ft. – Radial 281º-359º altitude should not below 2 100 ft.
IILS CAT I LOC 23	ISKN	110.3 MHz CH40X	H24	171107.7N 1040630.9E	NIL	Designated operation coverage 18 NM. ALT 6800 ft/AMSL.
DME 23				171106.0N 1040632.6E	180 m (600 ft)	Paired with LOC FREQ
GP 23		335.0 MHz	H24	171208.1N 1040728.9E	NIL	3 DEG REF Datum height 50 ft.

VTUI AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

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

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

2. 180 DEGREES TURN ON THE RUNWAY

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

VTUI AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUI AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure

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

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 05:

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

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

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

- Runway 23:

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

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

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

VTUI AD 2.23 ADDITIONAL INFORMATION

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

VTUI AD 2.24 CHARTS RELATED TO AN AERODROME

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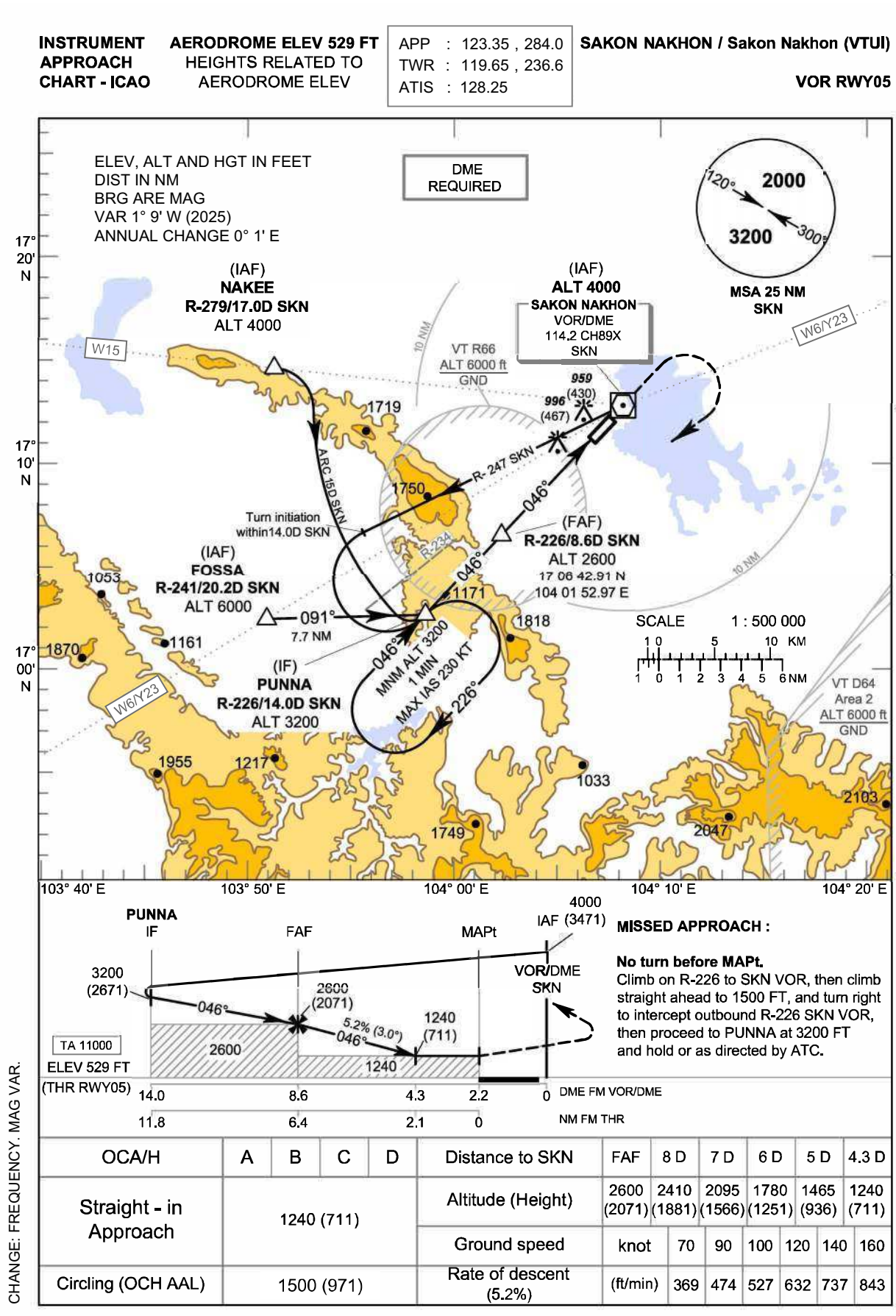
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

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

SAKON NAKHON / Sakon Nakhon (VTUI)

VOR RWY05



CHANGE: FREQUENCY. MAG VAR.

OCA/H	A	B	C	D
Straight - in Approach	1240 (711)			
Circling (OCH AAL)	1500 (971)			

Distance to SKN	FAF	8 D	7 D	6 D	5 D	4.3 D
Altitude (Height)	2600 (2071)	2410 (1881)	2095 (1566)	1780 (1251)	1465 (936)	1240 (711)
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 529 FT
HEIGHTS RELATED TO AERODROME ELEV

SAKON NAKHON / Sakon Nakhon (VTUI)

VOR RWY05

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

CHANGE: VOR AND MAPt COORDINATES.

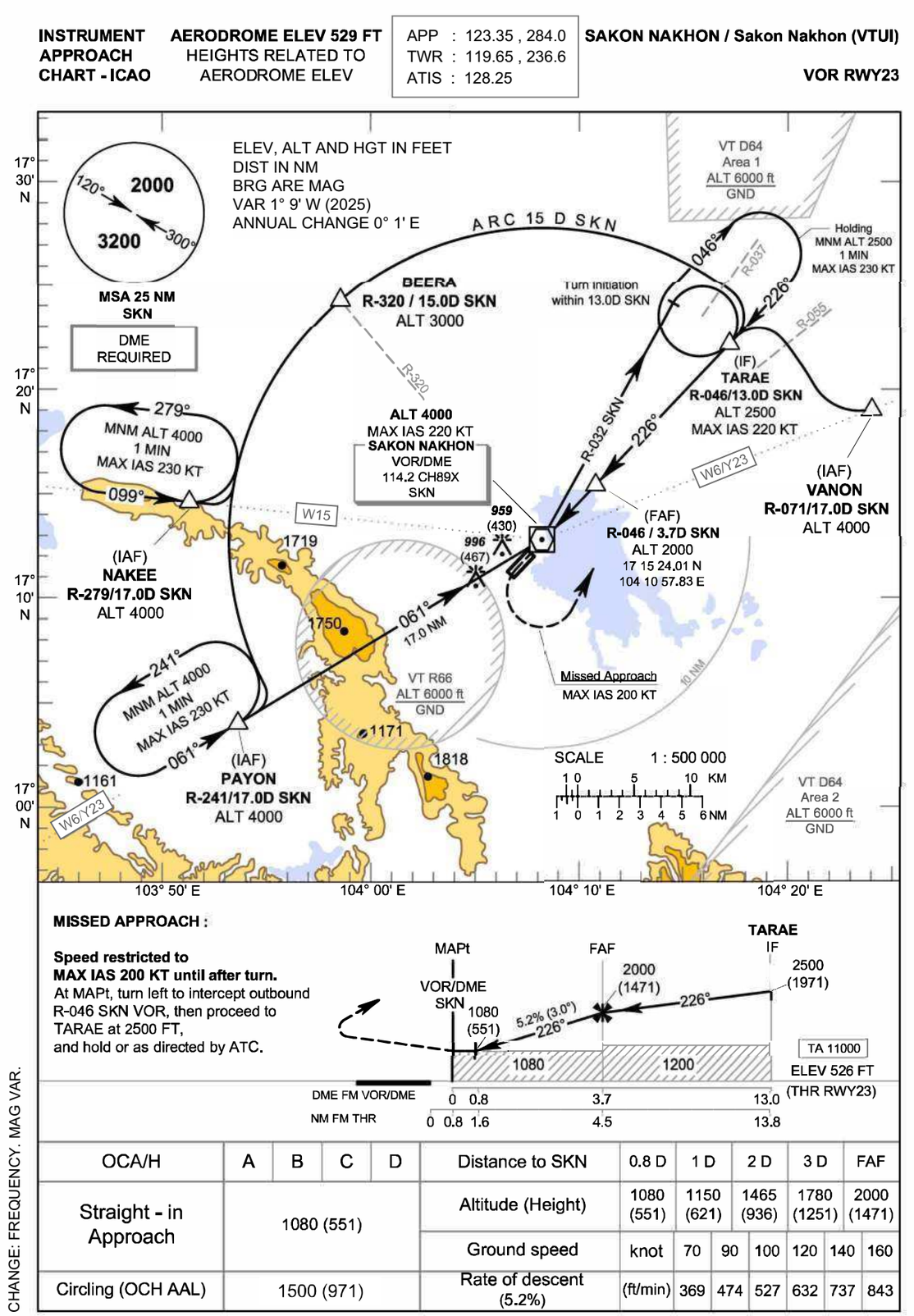
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

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

SAKON NAKHON / Sakon Nakhon (VTUI)

VOR RWY23



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

CHANGE: FREQUENCY. MAG VAR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

SAKON NAKHON / Sakon Nakhon (VTUI)

VOR RWY23

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

CHANGE: VOR AND FAF COORDINATES.

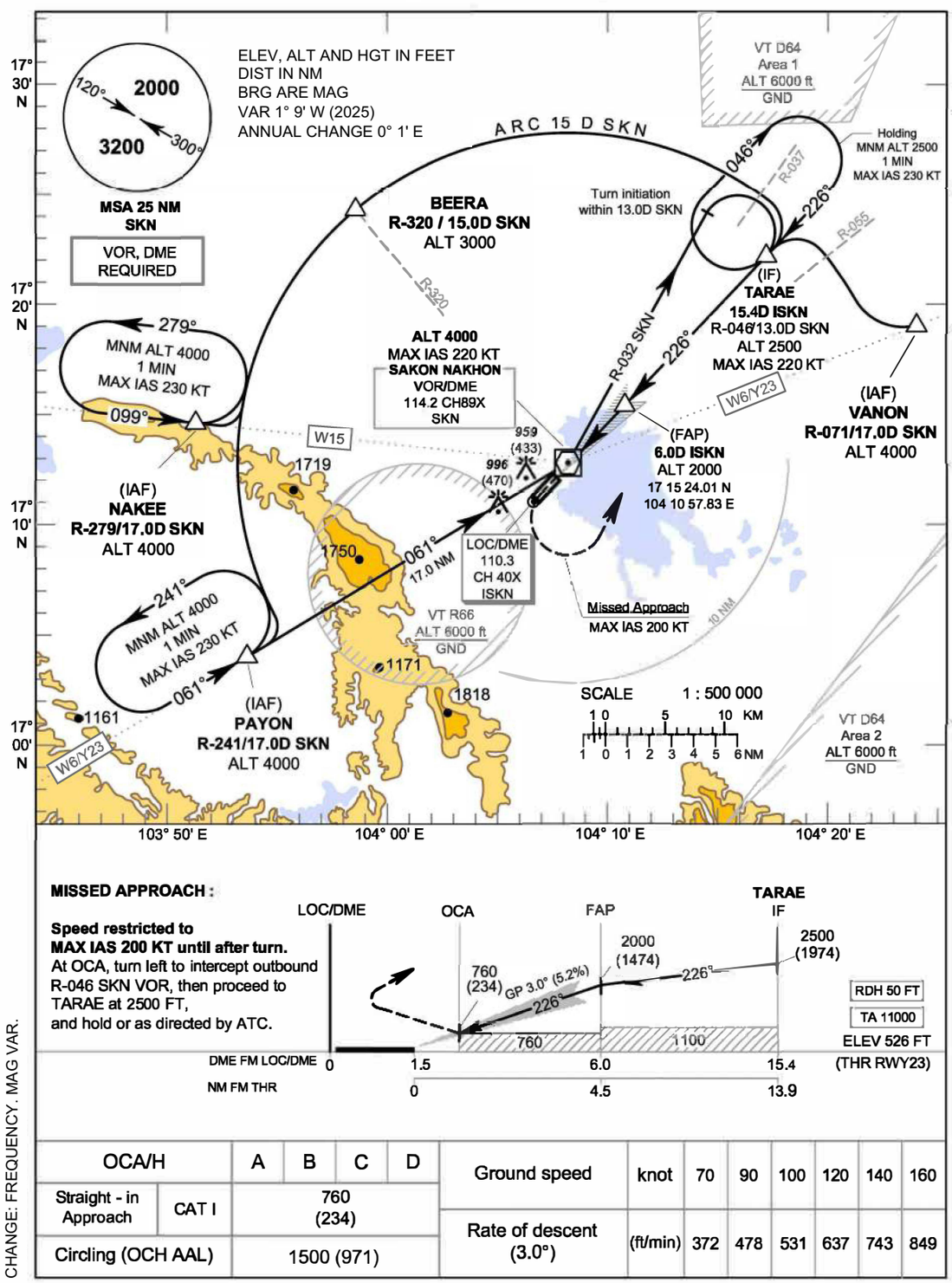
INSTRUMENT APPROACH CHART - ICAO

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

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

SAKON NAKHON / Sakon Nakhon (VTUI)

ILS RWY23



MISSED APPROACH :

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

OCA/H		A	B	C	D
Straight - in Approach	CAT I	760 (234)			
Circling (OCH AAL)		1500 (971)			

Ground speed	knot	70	90	100	120	140	160
Rate of descent (3.0°)	(ft/min)	372	478	531	637	743	849

CHANGE: FREQUENCY. MAG VAR.

INSTRUMENT APPROACH CHART - ICAO

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

SAKON NAKHON / Sakon Nakhon (VTUI)

ILS RWY23

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

CHANGE: VOR AND LOC COORDIANTES. TARAE DISTANCE.

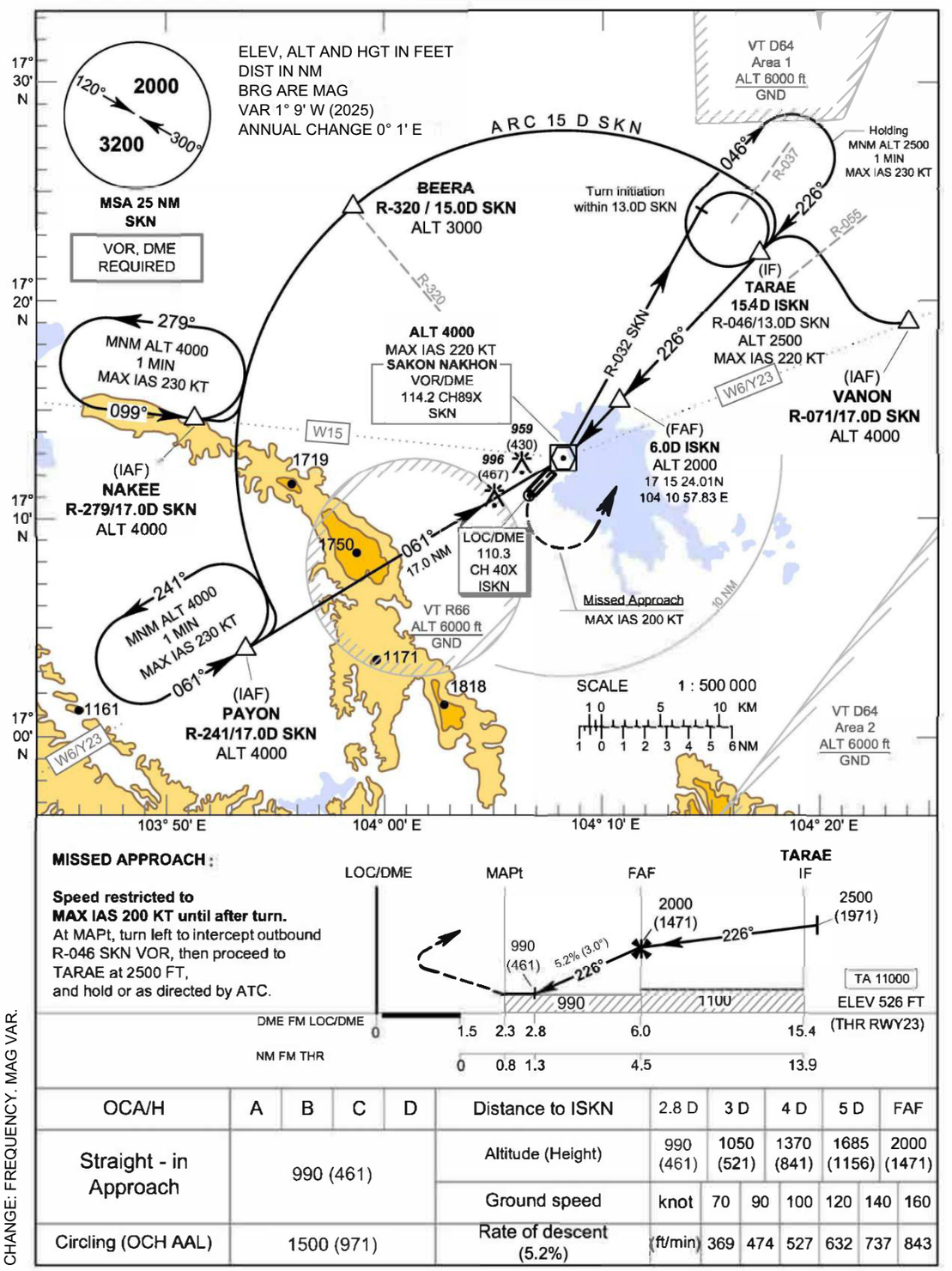
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

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

SAKON NAKHON / Sakon Nakhon (VTUI)

LOC RWY23



MISSED APPROACH :

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

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

CHANGE: FREQUENCY. MAG VAR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

SAKON NAKHON / Sakon Nakhon (VTUI)

LOC RWY23

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

CHANGE: VOR AND LOC COORDIANTES. TARAE DISTANCE.

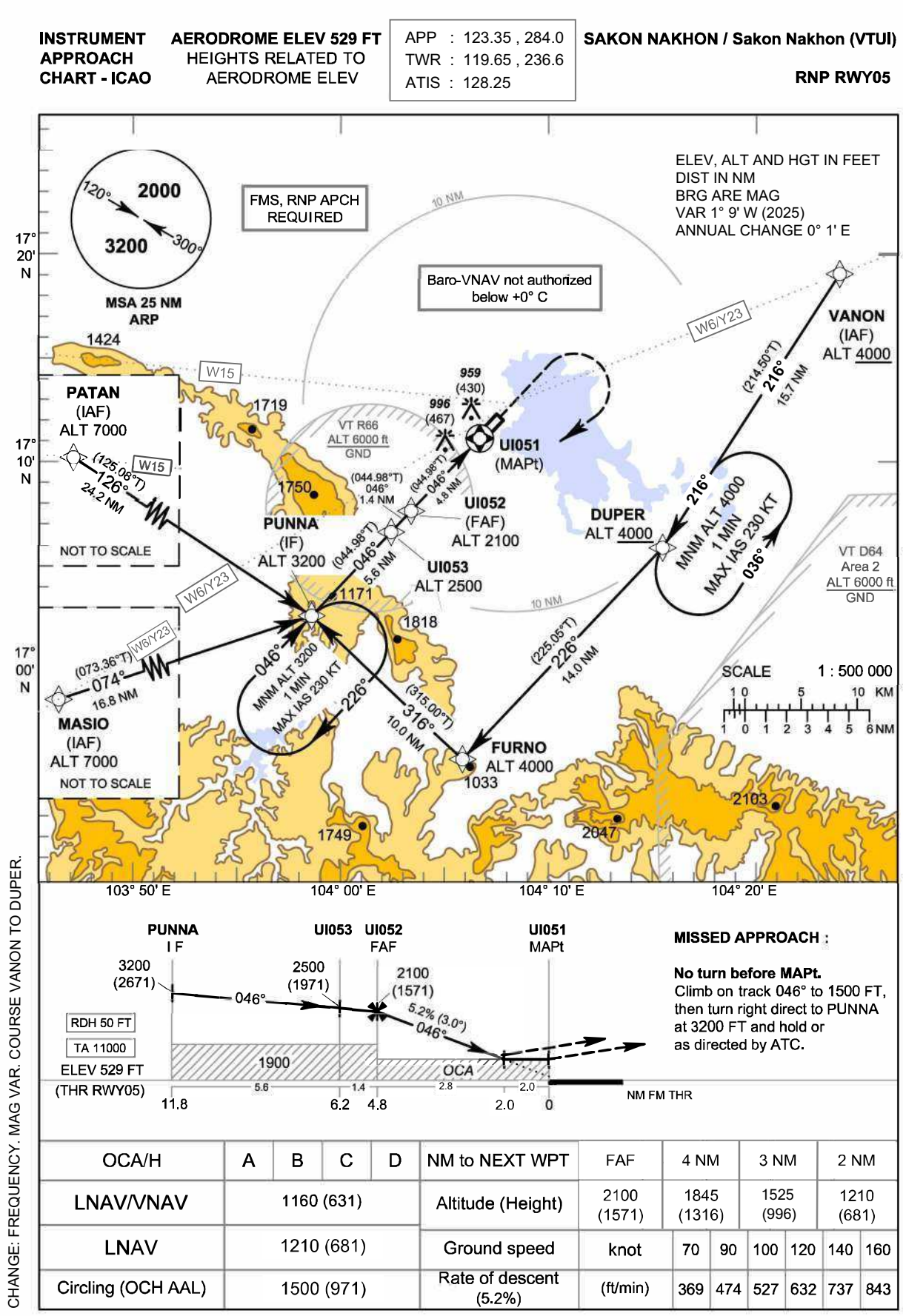
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

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

SAKON NAKHON / Sakon Nakhon (VTUI)

RNP RWY05



CHANGE: FREQUENCY. MAG VAR. COURSE VANON TO DUPER.

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

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO
AERODROME ELEV

SAKON NAKHON / Sakon Nakhon (VTUI)

RNP RWY05

CHANGE: MAG VAR. COURSE VANON TO DUPER.

TABULAR DESCRIPTION

RNP RWY05

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	VANON (IAF)	-	-	+1.1	-	-	+4000	-	-	RNP APCH
020	TF	DUPER	-	216°(214.50°)	+1.1	15.7	R	+4000	-	-	RNP APCH
030	TF	FURNO	-	226°(225.05°)	+1.1	14.0	R	@4000	-	-	RNP APCH
040	TF	PUNNA (IF)	-	316°(315.00°)	+1.1	10.0	-	@3200	-	-	RNP APCH
010	IF	MASIO (IAF)	-	-	+1.1	-	-	@7000	-	-	RNP APCH
020	TF	PUNNA (IF)	-	074°(073.36°)	+1.1	16.8	-	@3200	-	-	RNP APCH
010	IF	PATAN (IAF)	-	-	+1.1	-	-	@7000	-	-	RNP APCH
020	TF	PUNNA (IF)	-	126°(125.08°)	+1.1	24.2	-	@3200	-	-	RNP APCH
010	IF	PUNNA (IF)	-	-	+1.1	-	-	@3200	-	-	RNP APCH
020	TF	UI053	-	046°(044.98°)	+1.1	5.6	-	@2500	-	-	RNP APCH
030	TF	UI052 (FAF)	-	046°(044.98°)	+1.1	1.4	-	@2100	-	-	RNP APCH
040	TF	UI051 (MAPt)	Y	046°(044.98°)	+1.1	4.8	-	@579	-	-3.0/50	RNP APCH
050	CA	-	-	046°(044.98°)	+1.1	-	-	+ 1500	-	-	RNP APCH
060	DF	PUNNA (IF)	-	-	+1.1	-	R	+ 3200	-	-	RNP APCH
070	HM	PUNNA (IF)	Y	046°(044.98°)	+1.1	1 minute	R	+ 3200	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY05

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

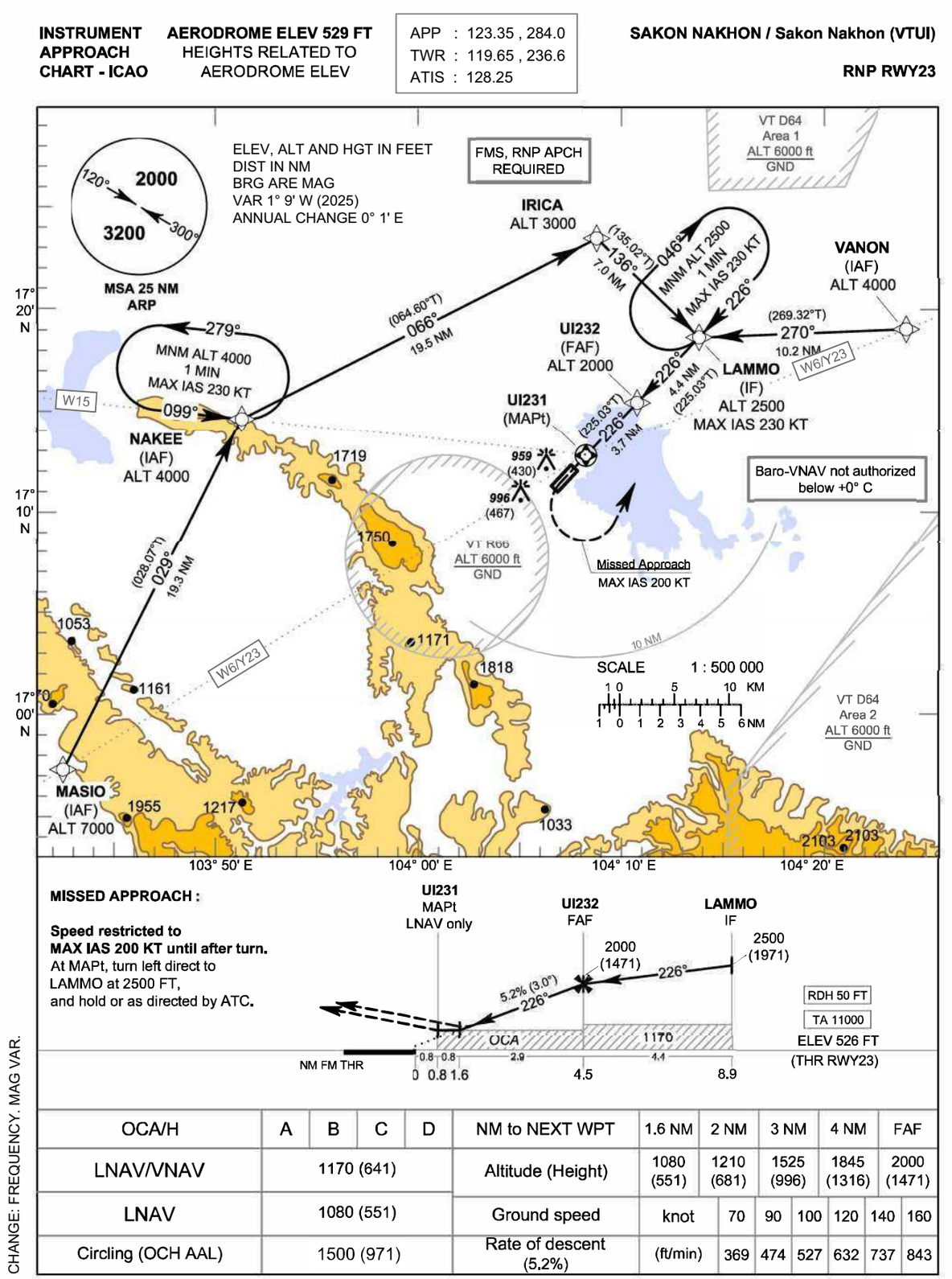
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO AERODROME ELEV

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

SAKON NAKHON / Sakon Nakhon (VTUI)

RNP RWY23



MISSED APPROACH :

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

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

CHANGE: FREQUENCY. MAG VAR.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 529 FT
HEIGHTS RELATED TO
AERODROME ELEV

SAKON NAKHON / Sakon Nakhon (VTUI)

RNP RWY23

TABULAR DESCRIPTION

RNP RWY23

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	MASIO (IAF)	-	-	+1.1	-	-	@7000	-	-	RNP APCH
020	TF	NAKEE (IAF)	-	029°(028.07°)	+1.1	19.3	R	@4000	-	-	RNP APCH
030	TF	IRICA	-	066°(064.60°)	+1.1	19.5	R	@3000	-	-	RNP APCH
040	TF	LAMMO (IF)	-	136°(135.02°)	+1.1	7.0	-	@2500	-230	-	RNP APCH
010	IF	NAKEE (IAF)	-	-	+1.1	-	-	@4000	-	-	RNP APCH
020	TF	IRICA	-	066°(064.60°)	+1.1	19.5	R	@3000	-	-	RNP APCH
030	TF	LAMMO (IF)	-	136°(135.02°)	+1.1	7.0	-	@2500	-230	-	RNP APCH
010	IF	VANON (IAF)	-	-	+1.1	-	-	@4000	-	-	RNP APCH
020	TF	LAMMO (IF)	-	270°(269.32°)	+1.1	10.2	-	@2500	-230	-	RNP APCH
010	IF	LAMMO (IF)	-	-	+1.1	-	-	@2500	-230	-	RNP APCH
020	TF	UI232 (FAF)	-	226°(225.03°)	+1.1	4.4	-	@2000	-	-	RNP APCH
030	TF	UI231 (MAPt)	Y	226°(225.03°)	+1.1	3.7	L	@830	-	-3.0/50	RNP APCH
040	DF	LAMMO (IF)	-	-	+1.1	-	-	+ 2500	-200	-	RNP APCH
050	HM	LAMMO (IF)	Y	226°(225.03°)	+1.1	1 minute	R	+ 2500	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY23

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

CHANGE: MAG VAR.

VTSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSM - SURAT THANI / SAMUI AIRPORT

VTSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

VTSM AD 2.3 OPERATIONAL HOURS

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

VTSM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A1
3	Fuelling facilities/capacity	Bangkok Aviation Fuel Service Public Co.,Ltd. (BAFS) Website: www.bafsthai.com Tel: +662 834 8954 Regional Airport Manager Email: apisak@bafs.co.th Tel. +669 4942 8778 1 Fuel Truck @ 15,000 L 2 Fuel Trucks @ 12,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	The airport has provided ground handling agent including ambulance services for Medevac flight in cooperation with Bangkok Hospital Samui as following: Bangkok Airways Ground Services Co., Ltd (PGGS) Ground Handling Inquiry E-mail: office@pg-gs.com, phuwanai@pg-gs.com, phornphan@pg-gs.com Phone: +668 1065 8400 and +666 5269 1515

VTSM AD 2.5 PASSENGER FACILITIES

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

VTSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTSM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

VTSM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxi guidance signs and guide lines at TWY and Apron
2	RWY and TWY markings and LGT	RWY: Marked and lighted
3	Stop bars	NIL
4	Remarks	NIL

VTSM AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
RWY17/APCH	Building 94 ft No Markings No LGT	093335.2N 1000346.2E	Hill 630 m	093324N 1000423E	See Aerodrome obstacle chart type A for details
RWY35/TKOF	Building 40 m (131 ft) No Markings No LGT	093415.2N 1000334.6E			

VTSM AD 2.16 HELICOPTER LANDING AREA

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

VTSM AD 2.17 ATS AIRSPACE

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

VTSM AD 2.18 ATS COMMUNICATION FACILITIES

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

VTSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	SMU	117.6 MHz CH123X	H24	093249.4N 1000342.3E	30 m (100 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: – Radial 000º-015º beyond 25 NM altitude should not below 4 000 ft. – Radial 016º-040º beyond 25 NM altitude should not below 6 000 ft. – Radial 041º-060º beyond 20 NM altitude should not below 11 000 ft. – Radial 061º-070º beyond 25 NM altitude should not below 9 000 ft. – Radial 071º-120º beyond 40 NM altitude should not below 11 000 ft. – Radial 121º-180º beyond 40 NM altitude should not below 5 000 ft. – Radial 181º-210º beyond 25 NM altitude should not below 8 000 ft. – Radial 211º-260º beyond 20 NM altitude should not below 9 000 ft. – Radial 261º-280º beyond 25 NM altitude should not below 7 000 ft. – Radial 281º-360º beyond 40 NM altitude should not below 8 000 ft.

VTSM AD 2.20 LOCAL AERODROME REGULATIONS

1. Runway Utilization Procedures

1.1 180 Degree Turn on the Runway
To prevent runway pavement damage, all aircraft with Maximum Takeoff Weight (MTOW) more than 25000 KG are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turn pad at the end of runway 17 and RWY 35 only.

1.2 Runway Occupancy Time

1.2.1 All Arrival Aircraft using Runway 17 and Runway 35:
Aircraft must vacate the Runway within 210 seconds (3.30 minutes) from aircraft crossing Runway Threshold until vacated.

1.2.2 Departure Aircraft using Runway 17:

a) When no other aircraft is on the runway, an aircraft shall commence its take-off run within 200 seconds (3.20 minutes) from the time it enters the runway.
b) When another aircraft is on the runway, an aircraft shall commence its take-off run within 240 seconds (4 minutes) from the time it enters the runway.

1.2.3 Departure Aircraft using Runway 35:
Aircraft must commence takeoff roll within 260 seconds (4.20 minutes) from aircraft entering the Runway.

VTSM AD 2.21 NOISE ABATEMENT PROCEDURES

1. ICAO Noise Abatement Departure Procedure RWY17/35

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

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

2 provides noise reduction to areas more distant from the runway end.

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

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

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

2. Noise Mitigating Measures

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

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

2.2 Preferential use of Runway

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

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

2.3 APU Restrictions

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

2.4 Reverse Thrust Use

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

3. Noise Level Limits

3.1 Noise Operating Restrictions

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

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

3.2 Marginally Compliant Chapter 3 (MCC3) Aircraft

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

3.3 Exempted MCC3 Aircraft

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

VTSM AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN SAMUI TMA

a) All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 ft AMSL are subject to fly not faster than indicated air speed 250 knots unless authorized by ATC.
b) Speed will be reduced to 220 knots during 20-25 track miles from touchdown.
c) 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
d) 150 to 160 knots at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extent determined by ATC.
e) Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.

f) ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase “NO SPEED RESTRICTIONS”. An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase “RESUME NORMAL SPEED” will be used.
g) All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
h) If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

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

2. IFR DEPARTURES OTHER THAN VIA SID

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

3. VISUAL DEPARTURES

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

To execute a visual departure

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

4. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 17:

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

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

No turn before DER.
After departure climb on heading 160° until 3,000 ft, then comply with ATC clearance issued (or as directed by ATC).

- Runway 35:

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

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

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

VTSM AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

1.1 Bird concentrations in the vicinity of Samui International Airport.

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

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

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

3. Voluntary Safety Report Channel

Voluntary reporting of any defect, fault, safety hazard, safety accident, serious incident and occurrence should be reported to the aerodrome operator on the following:
email: vtsm-safetyreports@bangkokairportmanagement.co.th

VTSM AD 2.24 CHARTS RELATED TO AN AERODROME

VTPM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPM - TAK / MAE SOT AIRPORT

VTPM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	164159.73N 0983300.44E
2	Direction and distance from (city)	5 km W, from city
3	Elevation/Reference temperature	693 ft / 37°C
4	Geoid Undulation at AD ELEV PSN	-128 ft
5	MAG VAR/Annual change	0°47' W(2025)/0°2'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Mae Sot Airport Mae Sot Airport Amphoe Mae Sot Tak Province Thailand Tel: +665 556 3620 Fax: +665 554 4593 AFS: VTPMYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTPM 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 Phitsanulok Airport (1st floor of airport building) Tel: +665 530 1078 +669 2262 3140 Fax: +665 530 1077

VTPM 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

VTPM AD 2.5 PASSENGER FACILITIES

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

VTPM 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

VTPM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Apron 1 Surface: Asphaltic concrete Strength: PCN 34/F/C/X/T Apron 2 Surface: Concrete Strength: PCN 42/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A Width: 23 M Surface: Asphaltic concrete Strength: PCN 34/F/C/X/T Taxiway B and Taxiway C Width: 23 M Surface: Asphaltic concrete Strength: PCN 42/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 690 FT
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

- 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

AERODROME CHART - ICAO

16° 42' 00" N
098° 33' 00" E

ELEV 693 FT

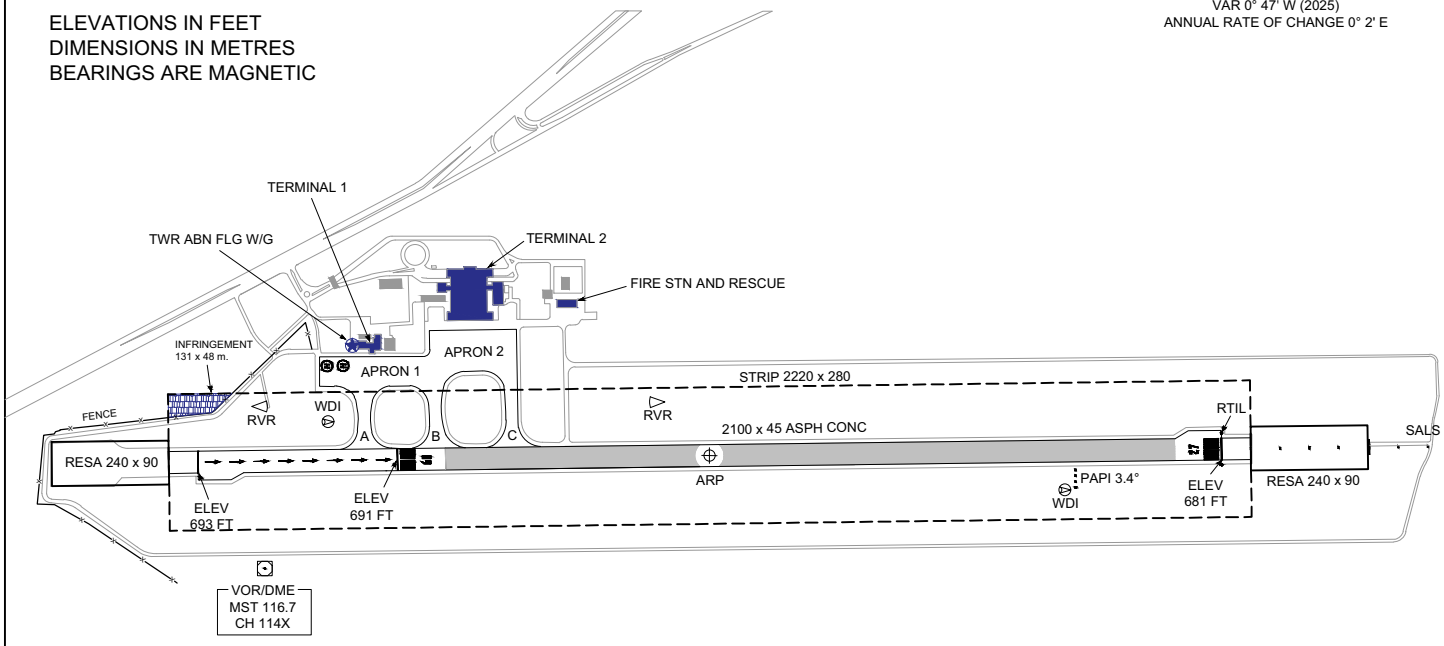
TWR 118.35
236.6

TAK / Mae Sot

RWY	DIRECTION	THR	BEARING STRENGTH
09	090°	16° 41' 59" N 098° 32' 39" E	PCN 42/F/C/X/T
27	270°	16° 42' 00" N 098° 33' 36" E	
APRON 1 APRON 2			PCN 34/F/C/X/T PCN 42/R/C/X/T
TAXIWAY A TAXIWAY B AND C			PCN 34/F/C/X/T PCN 42/F/C/X/T

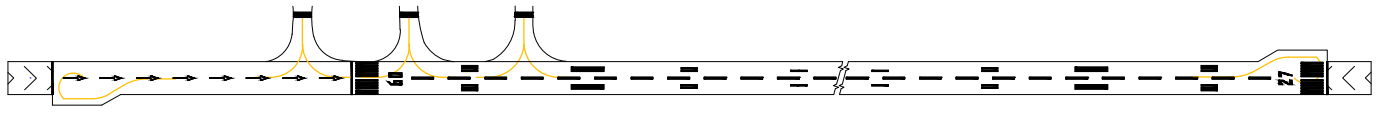
ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

VAR 0° 47' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

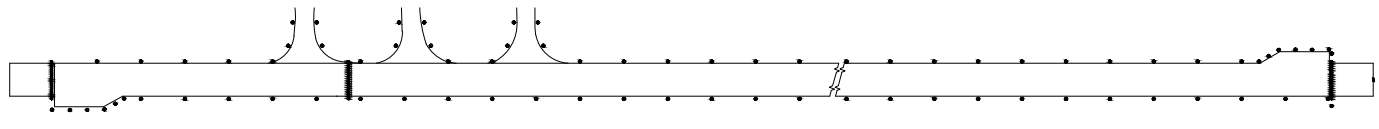


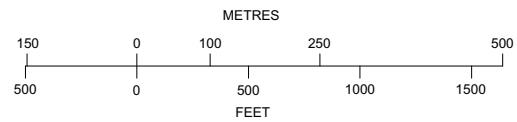
REMARKS:
- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- TAXIWAY WIDTH 23 m.

MARKING AIDS RWY 09/27 AND EXIT TWY



LIGHTING AIDS RWY 09/27 AND EXIT TWY





CHANGE: REVISED CHART. MAG VAR, ANNUAL RATE OF CHANGE, ARP AND THR COORDINATES.

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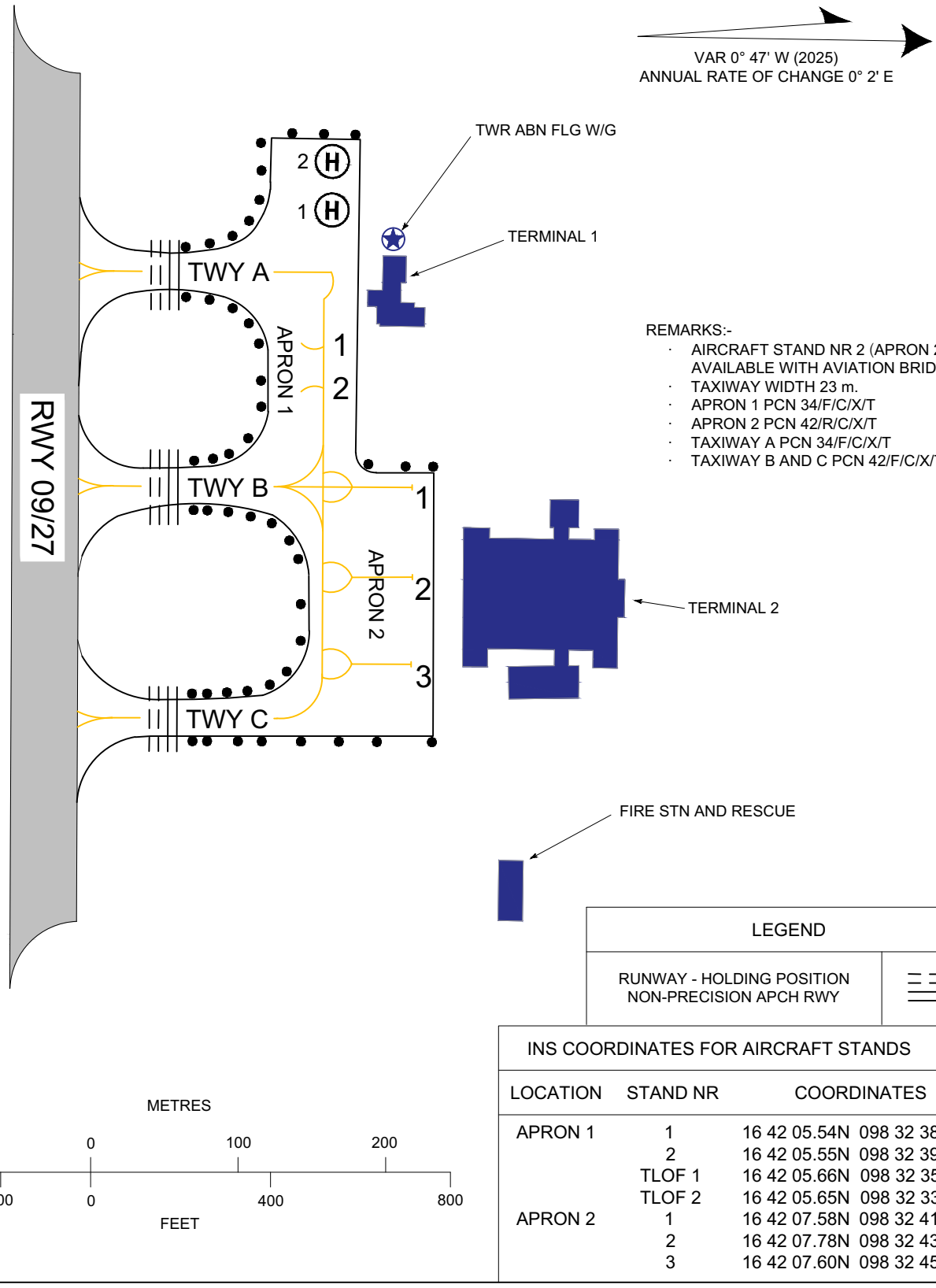
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV 690 FT

TWR 118.35 236.6

TAK / Mae Sot

ELEVATIONS IN FEET



CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

INS COORDINATES FOR AIRCRAFT STANDS

LOCATION	STAND NR	COORDINATES
APRON 1	1	16 42 05.54N 098 32 38.20E
	2	16 42 05.55N 098 32 39.15E
	TLOF 1	16 42 05.66N 098 32 35.07E
	TLOF 2	16 42 05.65N 098 32 33.96E
APRON 2	1	16 42 07.58N 098 32 41.66E
	2	16 42 07.78N 098 32 43.50E
	3	16 42 07.60N 098 32 45.43E

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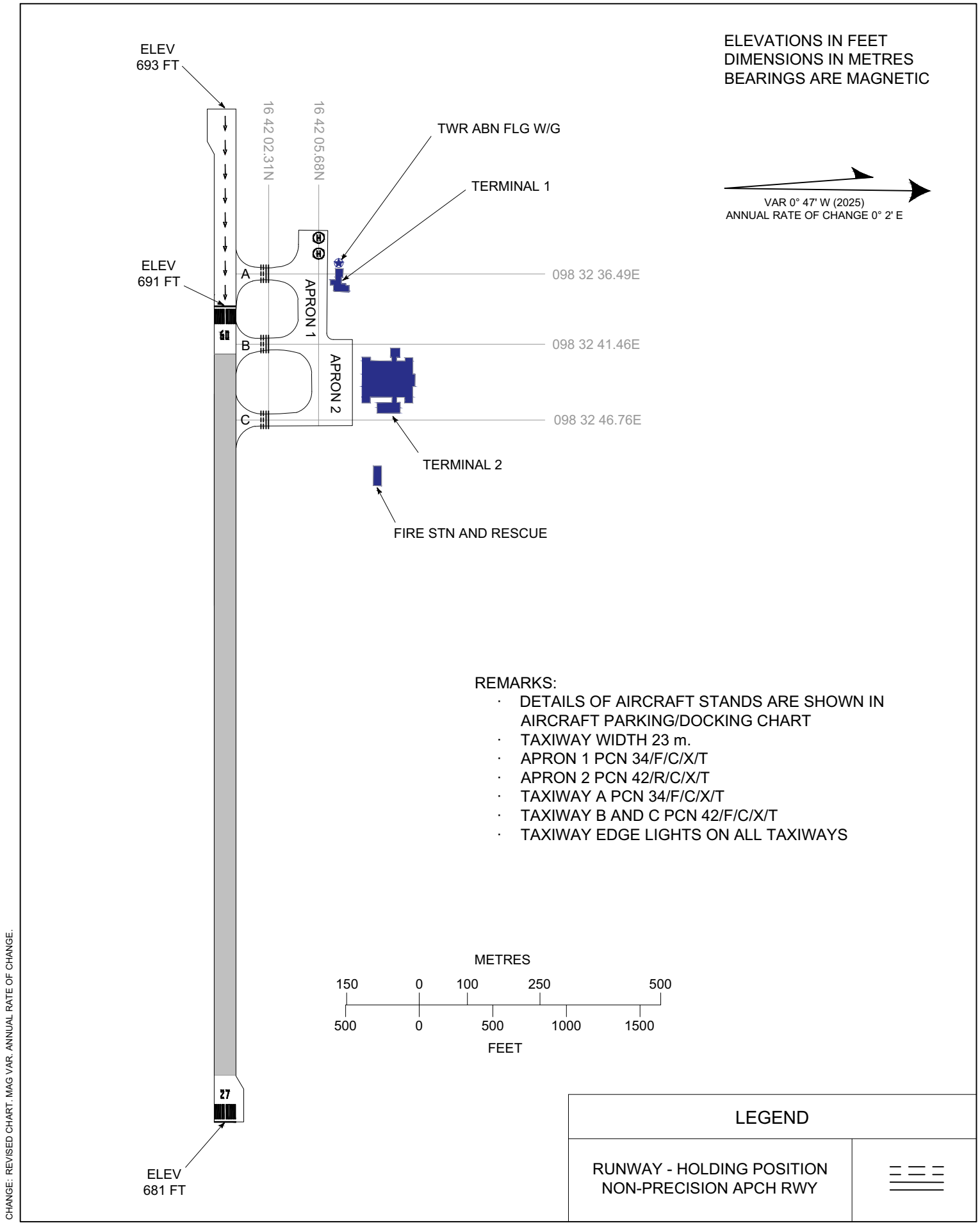
AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 690 FT

TWR 118.35
236.6

TAK / Mae Sot



CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

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AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

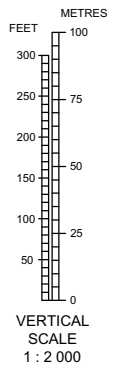
DIMENSIONS AND ELEVATIONS IN METRES

MAE SOT / Mae Sot

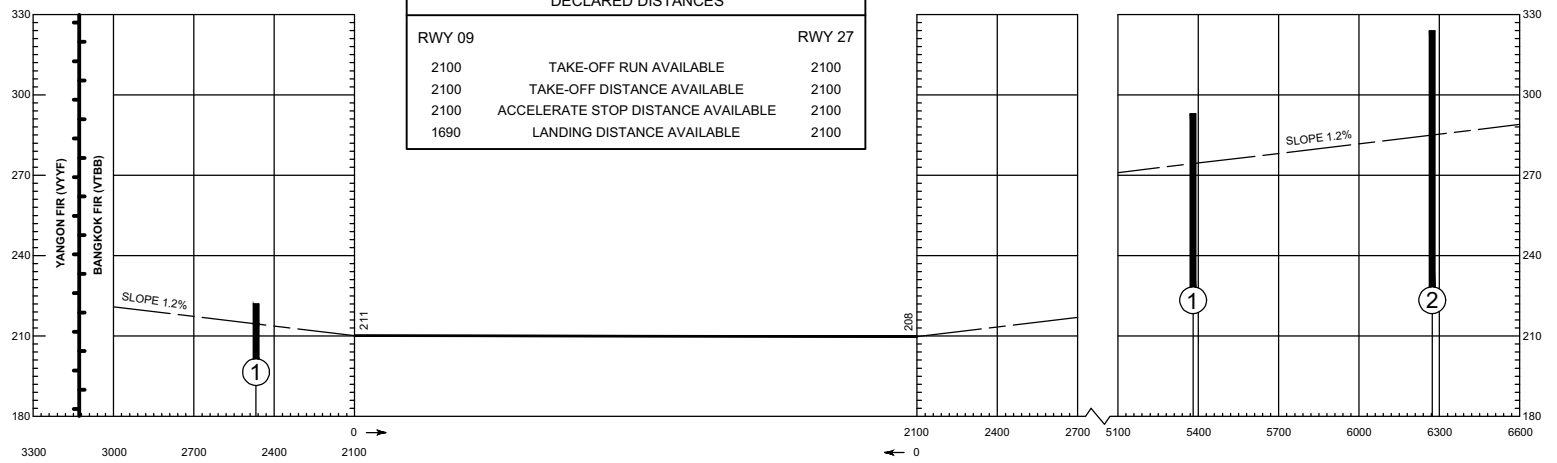
MAGNETIC VARIATION 0° 47' W (2025)
ANNUAL RATE OF CHANGE 0° 2' E

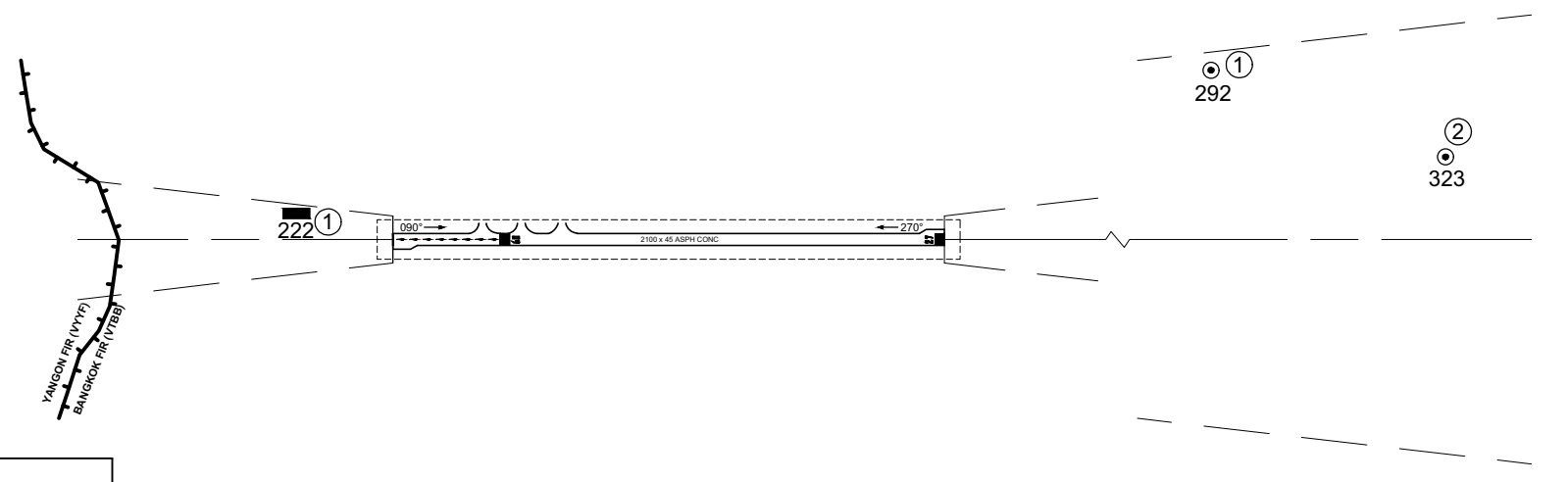
RWY 09 / 27

DECLARED DISTANCES		
RWY 09		RWY 27
2100	TAKE-OFF RUN AVAILABLE	2100
2100	TAKE-OFF DISTANCE AVAILABLE	2100
2100	ACCELERATE STOP DISTANCE AVAILABLE	2100
1690	LANDING DISTANCE AVAILABLE	2100



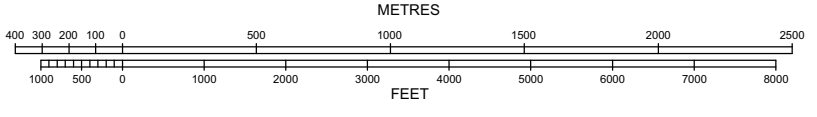
VERTICAL
SCALE
1 : 2 000





LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC	⊙
BUILDING OR LARGE STRUCTURE	▬
FLIGHT INFORMATION REGION (FIR)	~

HORIZONTAL SCALE 1 : 20 000



ORDER OF ACCURACY
HORIZONTAL 0.5 m
VERTICAL 0.5 m

CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

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VTUZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUZ - KHON-KAEN / NAM PHONG

VTUZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	163910N 1025804E
2	Direction and distance from (city)	7 NM SE of Nam Phong District
3	Elevation/Reference temperature	750 ft / 28°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	NIL
6	AD Administration, address, telephone, telefax, telex, AFS	Nam Phong AFB, Nam Phong District Khon Kaen Province Thailand Tel: +668 1936 7110 AFS: VTUZYXYX VTUZZTZX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Royal Thai Air Force

VTUZ AD 2.3 OPERATIONAL HOURS

1	AD Administration	NIL
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	Operational hours will active by NOTAM Arriving aircraft is required to obtain prior permission from RTAF before entering/landing.

VTUZ 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

VTUZ AD 2.5 PASSENGER FACILITIES

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

VTUZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTUZ AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTUZ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 75/R/C/W/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Asphaltic Concrete Strength: PCN 65/F/B/X/T
3	Altimeter checkpoint location and elevation	Location: NIL Elevation: NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUZ 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: RWY edge light, THR wing bar, THR/END light, distance marker, PAPI TWY: TWY edge light, TWY guidance sign, RWY guard light
3	Stop bars	NIL
4	Remarks	NIL

VTUZ AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	NIL	NIL	NIL	NIL	NIL

VTUZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Met Section, Nam Phong Air Force Base
2	Hours of service MET Office outside hours	0100-0900 MON-FRI (Except public holiday)
3	Office responsible for TAF preparation Periods of validity	NIL
4	Type of landing forecast Interval of issuance	TEMPO
5	Briefing/consultation provided	Personal Consultation
6	Flight documentation Language(s) used	Charts, plain language text. Thai
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	Tel: +662 534 6000 ext. 42302
9	ATS units provided with information	Nam Phong TWR
10	Additional information (limitation of service, etc.)	NIL

VTUZ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	NIL	3050x45	PCN 65/F/B/X/T Asphaltic Concrete	163820.70N 1025757.89E	705 ft
19	NIL	3050x45	PCN 65/F/B/X/T Asphaltic Concrete	163959.18N 1025810.43E	797 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
+0.91%	300x45	NIL	NIL	NIL	NIL
-0.91%	300x45	NIL	NIL	NIL	NIL

VTUZ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	3050	3050	3350	3050	NIL
19	3050	3050	3350	3050	NIL

VTUZ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	NIL	Green	PAPI Both 3°	NIL	NIL	3050 M 30 M White	Red	NIL	NIL
19	NIL	Green	PAPI Both 3°	NIL	NIL	3050 M 30 M White	Red	NIL	NIL

VTUZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

VTUZ AD 2.16 HELICOPTER LANDING AREA

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

VTUZ AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	KHON KAEN / NAM PHONG Aerodrome Traffic Zone (ATZ) a circle, 5 NM centred on 163901.02N 1025747.19E (ARP)
2	Vertical limits	SFC to 2000 FT.AGL
3	Airspace classification	