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AIRAC AIP - THAILAND
Amendment 08/26
25 JUN 26

This AIRAC AIP AMDT 08/26 contains:

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GEN 0.4	CHECKLIST OF AIP PAGES
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AD 2-VTSG-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 (Tabular description) Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 (Waypoint list table)
AD 2-VTSG-8	Instrument Approach Chart - ICAO - VOR RWY 32 Instrument Approach Chart - ICAO - LOC RWY 32 Instrument Approach Chart - ICAO - ILS RWY 32 Instrument Approach Chart - ICAO - RNP RWY 32 Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description)
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AD 2-VTPP-2	Aerodrome Chart - ICAO Aircraft Parking/Docking Chart - ICAO Aerodrome Ground Movement Chart - ICAO
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AD 2-VTUU-2	Aerodrome Chart - ICAO Aircraft Parking/Docking Chart - ICAO Aerodrome Ground Movement Chart - ICAO
AD 2-VTUU-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 23 - ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A
AD 2-VTUD-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUD-2	Aerodrome Chart - ICAO Aircraft Parking/Docking Chart - ICAO

1.

DESTROY			INSERT		
GEN	0.2-3	9 JUL 2026	GEN	0.2-3	6 AUG 2026
	0.4-1	9 JUL 2026		0.4-1	6 AUG 2026
	0.4-2	9 JUL 2026		0.4-2	6 AUG 2026
	0.4-3	9 JUL 2026		0.4-3	6 AUG 2026
	0.4-4	9 JUL 2026		0.4-4	6 AUG 2026
	0.4-5	9 JUL 2026		0.4-5	6 AUG 2026
	0.4-6	9 JUL 2026		0.4-6	6 AUG 2026
	0.4-7	9 JUL 2026		0.4-7	6 AUG 2026
	0.4-8	9 JUL 2026		0.4-8	6 AUG 2026
	0.4-9	9 JUL 2026		0.4-9	6 AUG 2026
	0.4-10	9 JUL 2026		0.4-10	6 AUG 2026

DESTROY			INSERT		
ENR	0.4-11	9 JUL 2026	ENR	0.4-11	6 AUG 2026
	3.2-3	9 JUL 2026		3.2-3	6 AUG 2026
	3.2-4	9 JUL 2026		3.2-4	6 AUG 2026
	3.2-5	9 JUL 2026		3.2-5	6 AUG 2026
	3.2-6	9 JUL 2026		3.2-6	6 AUG 2026
	3.2-13	14 MAY 2026		3.2-13	6 AUG 2026
	3.2-18	9 JUL 2026		3.2-18	6 AUG 2026
	4.1-2	4 SEP 2025		4.1-2	6 AUG 2026
	4.1-3	4 SEP 2025		4.1-3	6 AUG 2026
	1.8-1	30 DEC 2021		1.8-1	6 AUG 2026
	1.8-2	18 APR 2024		1.8-2	6 AUG 2026
	1.8-3	18 APR 2024		1.8-3	6 AUG 2026
	1.8-4	30 DEC 2021		1.8-4	6 AUG 2026
	1.8-5	30 DEC 2021		1.8-5	6 AUG 2026
	1.8-7	18 APR 2024		1.8-7	6 AUG 2026
	1.8-8	18 APR 2024		1.8-8	6 AUG 2026
	1.8-9	10 JUL 2025		1.8-9	6 AUG 2026
	1.8-10	10 JUL 2025		1.8-10	6 AUG 2026
	-	-		1.8-11	6 AUG 2026
	1.9-8	4 SEP 2025		1.9-8	6 AUG 2026
	1.9-9	4 SEP 2025		1.9-9	6 AUG 2026
AD	2-VTBD-1-23	22 JAN 2026	AD	2-VTBD-1-23	6 AUG 2026
	2-VTBD-1-27	22 JAN 2026		2-VTBD-1-27	6 AUG 2026
	2-VTBD-1-28	22 JAN 2026		2-VTBD-1-28	6 AUG 2026
	2-VTBD-1-36	22 JAN 2026		2-VTBD-1-36	6 AUG 2026
	2-VTCT-1-1	7 AUG 2025		2-VTCT-1-1	6 AUG 2026
	2-VTCT-1-4	19 MAR 2026		2-VTCT-1-4	6 AUG 2026
	2-VTCT-1-5	7 AUG 2025		2-VTCT-1-5	6 AUG 2026
	2-VTBS-1-2	12 JUN 2025		2-VTBS-1-2	6 AUG 2026
	2-VTBS-1-3	12 JUN 2025		2-VTBS-1-3	6 AUG 2026
	2-VTBS-1-30	2 OCT 2025		2-VTBS-1-30	6 AUG 2026
	2-VTBS-1-31	2 OCT 2025		2-VTBS-1-31	6 AUG 2026
	2-VTSS-1-2	30 OCT 2025		2-VTSS-1-2	6 AUG 2026
	2-VTSS-1-3	7 AUG 2025		2-VTSS-1-3	6 AUG 2026
	2-VTSS-1-6	9 JUL 2026		2-VTSS-1-6	6 AUG 2026
	2-VTSE-1-6	10 JUL 2025		2-VTSE-1-6	6 AUG 2026
	2-VTSG-1-1	14 MAY 2026		2-VTSG-1-1	6 AUG 2026
	2-VTSG-1-3	7 AUG 2025		2-VTSG-1-3	6 AUG 2026
	2-VTSG-1-6	14 MAY 2026		2-VTSG-1-6	6 AUG 2026
	2-VTSG-1-7	14 MAY 2026		2-VTSG-1-7	6 AUG 2026
	2-VTSG-2-1	2 OCT 2025		2-VTSG-2-1	6 AUG 2026

DESTROY		INSERT	
2-VTSG-6-6	18 JUL 2019	2-VTSG-6-6	6 AUG 2026
2-VTSG-6-9	18 JUL 2019	2-VTSG-6-9	6 AUG 2026
2-VTSG-8-1	16 APR 2026	2-VTSG-8-1	6 AUG 2026
2-VTSG-8-3	16 APR 2026	2-VTSG-8-3	6 AUG 2026
2-VTSG-8-5	16 APR 2026	2-VTSG-8-5	6 AUG 2026
2-VTSG-8-7	16 APR 2026	2-VTSG-8-7	6 AUG 2026
2-VTSG-8-8	17 JUN 2021	2-VTSG-8-8	6 AUG 2026
2-VTCL-1-11	11 JUN 2026	2-VTCL-1-11	6 AUG 2026
2-VTCL-3-1	30 OCT 2025	2-VTCL-3-1	6 AUG 2026
2-VTSF-1-8	7 AUG 2025	2-VTSF-1-8	6 AUG 2026
2-VTPP-1-1	9 JUL 2026	2-VTPP-1-1	6 AUG 2026
2-VTPP-1-3	12 JUN 2025	2-VTPP-1-3	6 AUG 2026
2-VTPP-1-4	8 AUG 2024	2-VTPP-1-4	6 AUG 2026
2-VTPP-1-5	8 AUG 2024	2-VTPP-1-5	6 AUG 2026
2-VTPP-1-7	14 MAY 2026	2-VTPP-1-7	6 AUG 2026
2-VTPP-1-12	9 JUL 2026	2-VTPP-1-12	6 AUG 2026
2-VTPP-2-1	9 JUL 2026	2-VTPP-2-1	6 AUG 2026
2-VTPP-2-3	9 JUL 2026	2-VTPP-2-3	6 AUG 2026
2-VTPP-2-5	9 JUL 2026	2-VTPP-2-5	6 AUG 2026
2-VTUI-1-1	11 JUN 2026	2-VTUI-1-1	6 AUG 2026
2-VTUI-1-11	9 JUL 2026	2-VTUI-1-11	6 AUG 2026
2-VTUI-2-1	31 OCT 2024	2-VTUI-2-1	6 AUG 2026
2-VTPO-1-1	19 FEB 2026	2-VTPO-1-1	6 AUG 2026
2-VTPO-1-5	11 JUN 2026	2-VTPO-1-5	6 AUG 2026
2-VTPO-1-8	11 JUN 2026	2-VTPO-1-8	6 AUG 2026
-	-	2-VTPO-1-9	6 AUG 2026
2-VTPO-2-1	11 JUN 2026	2-VTPO-2-1	6 AUG 2026
2-VTPO-2-3	11 JUN 2026	2-VTPO-2-3	6 AUG 2026
2-VTSB-1-5	10 JUL 2025	2-VTSB-1-5	6 AUG 2026
2-VTPM-1-2	26 JAN 2023	2-VTPM-1-2	6 AUG 2026
2-VTPM-1-3	11 JUN 2026	2-VTPM-1-3	6 AUG 2026
2-VTBO-1-2	27 NOV 2025	2-VTBO-1-2	6 AUG 2026
2-VTBO-1-7	19 FEB 2026	2-VTBO-1-7	6 AUG 2026
-	-	2-VTBO-1-8	6 AUG 2026
2-VTBO-2-1	19 FEB 2026	2-VTBO-2-1	6 AUG 2026
2-VTUU-1-1	10 JUL 2025	2-VTUU-1-1	6 AUG 2026
2-VTUU-1-13	25 DEC 2025	2-VTUU-1-13	6 AUG 2026
2-VTUU-2-1	10 JUL 2025	2-VTUU-2-1	6 AUG 2026
2-VTUU-2-3	10 JUL 2025	2-VTUU-2-3	6 AUG 2026
2-VTUU-2-5	10 JUL 2025	2-VTUU-2-5	6 AUG 2026
2-VTUU-6-3	7 AUG 2025	2-VTUU-6-3	6 AUG 2026

DESTROY			INSERT	
2-VTUD-1-1	11 JUN 2026		2-VTUD-1-1	6 AUG 2026
2-VTUD-1-12	11 JUN 2026		2-VTUD-1-12	6 AUG 2026
2-VTUD-2-1	21 APR 2022		2-VTUD-2-1	6 AUG 2026
2-VTUD-2-3	13 JUN 2024		2-VTUD-2-3	6 AUG 2026

2. Hand amendments

NIL

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

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

AIP SUP NIL

AIC NIL

NOTAM NIL

- END -

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

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GEN 0.4 CHECKLIST OF AIP PAGES

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PART 1 - GENERAL (GEN)					
GEN 0.		2.2-7	12 SEP 19	3.4-3	22 JAN 26
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0.1-2	13 JUN 24	2.2-9	12 SEP 19	3.4-5	9 JUL 26
0.1-3	18 JUL 19	2.2-10	12 SEP 19	3.5-1	10 JUL 25
0.2-1	21 APR 22	2.2-11	12 SEP 19	3.5-2	10 JUL 25
0.2-2	20 FEB 25	2.2-12	12 SEP 19	3.5-3	30 NOV 23
0.2-3	6 AUG 26	2.2-13	12 SEP 19	3.5-4	7 AUG 25
0.3-1	2 NOV 23	2.2-14	12 SEP 19	3.5-5	30 NOV 23
0.3-2	2 NOV 23	2.2-15	12 SEP 19	3.6-1	19 MAR 26
0.3-3	2 NOV 23	2.2-16	12 SEP 19	3.6-2	18 JUL 19
0.3-4	2 NOV 23	2.2-17	12 SEP 19	3.6-3	18 JUL 19
0.3-5	2 NOV 23	2.2-18	12 SEP 19	3.7-1	23 JAN 25
0.4-1	6 AUG 26	2.3-1	18 JUL 19	3.7-2	23 JAN 25
0.4-2	6 AUG 26	2.3-2	18 JUL 19		
0.4-3	6 AUG 26	2.4-1	25 JAN 24	GEN 4.	
0.4-4	6 AUG 26	2.4-2	25 JAN 24	4.1-1	9 JUL 26
0.4-5	6 AUG 26	2.4-3	25 JAN 24	4.1-2	6 AUG 26
0.4-6	6 AUG 26	2.5-1	10 JUL 25	4.1-3	6 AUG 26
0.4-7	6 AUG 26	2.5-2	10 JUL 25	4.2-1	17 APR 25
0.4-8	6 AUG 26	2.5-3	4 SEP 25	4.2-2	17 APR 25
0.4-9	6 AUG 26	2.6-1	18 JUL 19	4.2-3	17 APR 25
0.4-10	6 AUG 26	2.6-2	18 JUL 19	4.3-1	19 FEB 26
0.4-11	6 AUG 26	2.6-3	18 JUL 19		
0.5-1	18 JUL 19	2.7-1	18 JUL 19	PART 2 - EN-ROUTE (ENR)	
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		GEN 3.		0.6-1	30 DEC 21
		3.1-1	27 NOV 25	0.6-2	18 JUL 19
GEN 1.		3.1-2	12 SEP 19		
1.1-1	10 JUL 25	3.1-3	12 SEP 19	ENR 1.	
1.1-2	20 FEB 25	3.1-4	18 JUN 20	1.1-1	18 JUL 19
1.1-3	20 FEB 25	3.1-5	27 NOV 25	1.2-1	7 AUG 25
1.1-4	20 FEB 25	3.1-6	27 NOV 25	1.2-2	28 DEC 23
1.2-1	20 MAR 25	3.1-7	22 JAN 26	1.2-3	28 DEC 23
1.2-2	20 MAR 25	3.2-1	8 AUG 24	1.2-4	28 DEC 23
1.2-3	20 MAR 25	3.2-2	8 AUG 24	1.3-1	18 JUL 19
1.2-4	20 MAR 25	3.2-3	6 AUG 26	1.4-1	28 DEC 23
1.2-5	20 MAR 25	3.2-4	6 AUG 26	1.4-2	28 DEC 23
1.2-6	20 MAR 25	3.2-5	6 AUG 26	1.5-1	18 JUL 19
1.2-7	20 MAR 25	3.2-6	6 AUG 26	1.6-1	3 OCT 24
1.2-8	20 MAR 25	3.2-7	14 MAY 26	1.6-2	3 OCT 24
1.3-1	18 JUL 19	3.2-8	14 MAY 26	1.6-3	2 OCT 25
1.3-2	18 JUL 19	3.2-9	14 MAY 26	1.6-4	2 OCT 25
1.3-3	18 JUL 19	3.2-10	14 MAY 26	1.6-5	3 OCT 24
1.3-4	18 JUL 19	3.2-11	11 JUN 26	1.6-6	2 OCT 25
1.3-5	18 JUL 19	3.2-12	9 JUL 26	1.6-7	3 OCT 24
1.4-1	5 NOV 20	3.2-13	6 AUG 26	1.6-8	3 OCT 24
1.4-2	20 FEB 25	3.2-14	14 MAY 26	1.6-9	3 OCT 24
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1.4-4	31 DEC 20	3.2-16	14 MAY 26	1.6-11	3 OCT 24
1.4-5	31 DEC 20	3.2-17	9 JUL 26	1.6-12	3 OCT 24
1.5-1	3 DEC 20	3.2-18	6 AUG 26	1.6-13	3 OCT 24
1.6-1	8 OCT 20	3.2-19	9 JUL 26	1.6-14	3 OCT 24
1.6-2	8 OCT 20	3.2-20	9 JUL 26	1.6-15	3 OCT 24
1.6-3	8 OCT 20	3.2-21	9 JUL 26	1.6-16	3 OCT 24
1.7-1	19 FEB 26	3.2-22	11 JUN 26	1.6-17	3 OCT 24
1.7-2	19 FEB 26	3.2-23	9 JUL 26	1.6-18	3 OCT 24
1.7-3	19 FEB 26	3.2-24	9 JUL 26	1.6-19	3 OCT 24
1.7-4	30 OCT 25	3.3-1	10 JUL 25	1.6-20	3 OCT 24
		3.3-2	30 OCT 25	1.6-21	3 OCT 24
GEN 2.		3.3-3	30 OCT 25	1.6-22	3 OCT 24
2.1-1	16 APR 26	3.3-4	30 OCT 25	1.6-23	3 OCT 24
2.1-2	20 FEB 25	3.3-5	30 OCT 25	1.6-24	3 OCT 24
2.1-3	11 JUN 26	3.3-6	30 OCT 25	1.6-25	3 OCT 24
2.2-1	28 NOV 24	3.3-7	30 OCT 25	1.6-26	3 OCT 24
2.2-2	12 SEP 19	3.3-8	30 OCT 25	1.6-27	3 OCT 24
2.2-3	12 SEP 19	3.3-9	27 NOV 25	1.6-28	3 OCT 24
2.2-4	12 SEP 19	3.3-10	27 NOV 25	1.6-29	2 OCT 25
2.2-5	23 MAR 23	3.4-1	22 FEB 24	1.6-30	2 OCT 25
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1.7-2	18 JUL 19	2.1-4	14 MAY 26	3.1-42	7 AUG 25
1.7-3	18 JUL 19	2.1-5	14 MAY 26	3.1-43	7 AUG 25
1.8-1	6 AUG 26	2.1-6	14 MAY 26	3.1-44	7 AUG 25
1.8-2	6 AUG 26	2.1-7	14 MAY 26	3.1-45	7 AUG 25
1.8-3	6 AUG 26	2.1-8	14 MAY 26	3.1-46	7 AUG 25
1.8-4	6 AUG 26	2.1-9	14 MAY 26	3.1-47	7 AUG 25
1.8-5	6 AUG 26	2.1-10	14 MAY 26	3.1-48	7 AUG 25
1.8-6	18 APR 24	2.1-11	14 MAY 26	3.1-49	7 AUG 25
1.8-7	6 AUG 26	2.1-12	14 MAY 26	3.1-50	7 AUG 25
1.8-8	6 AUG 26	2.1-13	14 MAY 26	3.1-51	7 AUG 25
1.8-9	6 AUG 26	2.1-14	14 MAY 26	3.1-52	7 AUG 25
1.8-10	6 AUG 26	2.1-15	14 MAY 26	3.1-53	7 AUG 25
1.8-11	6 AUG 26	2.1-16	14 MAY 26	3.1-54	7 AUG 25
1.9-1	30 OCT 25	2.1-17	14 MAY 26	3.1-55	7 AUG 25
1.9-2	30 OCT 25	2.1-18	14 MAY 26	3.1-56	7 AUG 25
1.9-3	27 NOV 25	2.1-19	14 MAY 26	3.1-57	7 AUG 25
1.9-4	30 OCT 25	2.1-20	14 MAY 26	3.1-58	7 AUG 25
1.9-5	30 OCT 25	2.1-21	14 MAY 26	3.1-59	7 AUG 25
1.9-6	30 OCT 25	2.1-22	14 MAY 26	3.1-60	7 AUG 25
1.9-7	4 SEP 25	2.1-23	14 MAY 26	3.1-61	11 JUN 26
1.9-8	6 AUG 26	2.1-24	14 MAY 26	3.1-62	7 AUG 25
1.9-9	6 AUG 26	2.1-25	14 MAY 26	3.1-63	7 AUG 25
1.9-10	4 SEP 25	2.1-26	14 MAY 26	3.1-64	7 AUG 25
1.9-11	4 SEP 25	2.1-27	14 MAY 26	3.1-65	7 AUG 25
1.10-1	23 JAN 25	2.1-28	9 JUL 26	3.1-66	7 AUG 25
1.10-2	23 JAN 25	2.1-29	2 OCT 25	3.1-67	7 AUG 25
1.10-3	23 JAN 25	2.1-30	2 OCT 25	3.1-68	7 AUG 25
1.10-4	23 JAN 25	2.2-1	28 NOV 24	3.1-69	7 AUG 25
1.10-5	23 JAN 25			3.1-70	7 AUG 25
1.10-6	7 AUG 25	ENR 3.		3.1-71	7 AUG 25
1.10-7	23 JAN 25	3.1-1	7 AUG 25	3.1-72	7 AUG 25
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2-VTSP-6-2	16 APR 26	2-VTBS-1-35	2 OCT 25	2-VTBS-6-11	2 OCT 25
2-VTSP-6-3	16 APR 26	2-VTBS-1-36	2 OCT 25	2-VTBS-6-12	2 OCT 25
2-VTSP-6-4	16 APR 26	2-VTBS-1-37	2 OCT 25	2-VTBS-6-13	2 OCT 25
2-VTSP-6-5	16 APR 26	2-VTBS-1-38	2 OCT 25	2-VTBS-6-15	14 MAY 26
2-VTSP-6-6	16 APR 26	2-VTBS-1-39	2 OCT 25	2-VTBS-6-16	14 MAY 26
2-VTSP-6-7	16 APR 26	2-VTBS-1-40	2 OCT 25	2-VTBS-6-17	10 JUL 25
2-VTSP-6-8	16 APR 26	2-VTBS-1-41	12 JUN 25	2-VTBS-6-18	2 OCT 25
2-VTSP-7-1	16 APR 26	2-VTBS-1-42	12 JUN 25	2-VTBS-6-19	2 OCT 25
2-VTSP-7-2	16 APR 26	2-VTBS-1-43	7 AUG 25	2-VTBS-6-20	2 OCT 25
2-VTSP-7-3	16 APR 26	2-VTBS-1-44	7 AUG 25	2-VTBS-6-21	2 OCT 25
2-VTSP-7-4	16 APR 26	2-VTBS-1-45	12 JUN 25	2-VTBS-6-22	2 OCT 25
2-VTSP-7-5	18 JUL 19	2-VTBS-1-46	7 AUG 25	2-VTBS-6-23	2 OCT 25
2-VTSP-7-7	16 APR 26	2-VTBS-1-47	7 AUG 25	2-VTBS-6-24	2 OCT 25
2-VTSP-7-8	16 APR 26	2-VTBS-1-48	7 AUG 25	2-VTBS-6-25	2 OCT 25
2-VTSP-7-9	16 APR 26	2-VTBS-1-49	12 JUN 25	2-VTBS-6-26	2 OCT 25
2-VTSP-7-10	16 APR 26	2-VTBS-1-50	12 JUN 25	2-VTBS-6-27	2 OCT 25
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2-VTSP-8-3	16 APR 26	2-VTBS-1-53	7 AUG 25	2-VTBS-6-31	10 JUL 25
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2-VTSP-8-9	16 APR 26	2-VTBS-1-56	2 OCT 25	2-VTBS-6-34	2 OCT 25
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2-VTBS-6-41	14 MAY 26	2-VTBS-6-115	2 OCT 25	2-VTBU-1-2	7 AUG 25
2-VTBS-6-42	14 MAY 26	2-VTBS-6-116	2 OCT 25	2-VTBU-1-3	19 FEB 26
2-VTBS-6-43	10 JUL 25	2-VTBS-6-117	2 OCT 25	2-VTBU-1-4	19 FEB 26
2-VTBS-6-44	2 OCT 25	2-VTBS-6-118	2 OCT 25	2-VTBU-1-5	14 MAY 26
2-VTBS-6-45	2 OCT 25	2-VTBS-6-119	14 MAY 26	2-VTBU-1-6	14 MAY 26
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2-VTBS-6-47	2 OCT 25	2-VTBS-6-121	2 OCT 25	2-VTBU-1-8	7 AUG 25
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2-VTBS-6-51	2 OCT 25	2-VTBS-6-125	2 OCT 25	2-VTBU-2-3	4 SEP 25
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2-VTBS-6-53	2 OCT 25	2-VTBS-7-1	14 MAY 26	2-VTBU-3-1	19 FEB 26
2-VTBS-6-54	2 OCT 25	2-VTBS-7-2	7 AUG 25	2-VTBU-6-1	19 MAR 26
2-VTBS-6-55	14 MAY 26	2-VTBS-7-3	7 AUG 25	2-VTBU-6-2	19 MAR 26
2-VTBS-6-56	14 MAY 26	2-VTBS-7-4	2 OCT 25	2-VTBU-6-3	19 MAR 26
2-VTBS-6-57	10 JUL 25	2-VTBS-7-5	2 OCT 25	2-VTBU-6-4	19 MAR 26
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2-VTBS-6-59	2 OCT 25	2-VTBS-7-7	2 OCT 25	2-VTBU-8-3	19 MAR 26
2-VTBS-6-60	2 OCT 25	2-VTBS-7-8	2 OCT 25	2-VTBU-8-4	19 MAR 26
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2-VTBS-6-62	2 OCT 25	2-VTBS-7-10	7 AUG 25	2-VTBU-8-6	10 JUL 25
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2-VTBS-6-64	2 OCT 25	2-VTBS-7-12	14 MAY 26	2-VTBU-8-8	19 MAR 26
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2-VTBS-6-66	2 OCT 25	2-VTBS-7-14	2 OCT 25	2-VTBU-8-10	10 JUL 25
2-VTBS-6-67	14 MAY 26	2-VTBS-7-15	2 OCT 25	2-VTBU-8-11	19 MAR 26
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2-VTBS-6-75	2 OCT 25	2-VTBS-8-3	10 JUL 25	2-VTSS-1-2	6 AUG 26
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2-VTBS-6-78	2 OCT 25	2-VTBS-8-7	10 JUL 25	2-VTSS-1-5	7 AUG 25
2-VTBS-6-79	14 MAY 26	2-VTBS-8-9	9 JUL 26	2-VTSS-1-6	6 AUG 26
2-VTBS-6-80	27 NOV 25	2-VTBS-8-10	4 SEP 25	2-VTSS-1-7	14 MAY 26
2-VTBS-6-81	2 OCT 25	2-VTBS-8-11	10 JUL 25	2-VTSS-1-8	30 OCT 25
2-VTBS-6-82	2 OCT 25	2-VTBS-8-13	9 JUL 26	2-VTSS-1-9	30 OCT 25
2-VTBS-6-83	2 OCT 25	2-VTBS-8-14	4 SEP 25	2-VTSS-1-10	7 AUG 25
2-VTBS-6-84	2 OCT 25	2-VTBS-8-15	10 JUL 25	2-VTSS-1-11	7 AUG 25
2-VTBS-6-85	2 OCT 25	2-VTBS-8-17	14 MAY 26	2-VTSS-1-12	12 SEP 19
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2-VTBS-6-89	2 OCT 25	2-VTBS-8-20	4 SEP 25	2-VTSS-1-15	30 OCT 25
2-VTBS-6-90	2 OCT 25	2-VTBS-8-21	14 MAY 26	2-VTSS-1-16	30 OCT 25
2-VTBS-6-91	2 OCT 25	2-VTBS-8-22	4 SEP 25	2-VTSS-1-17	14 MAY 26
2-VTBS-6-92	2 OCT 25	2-VTBS-8-23	9 JUL 26	2-VTSS-1-18	14 MAY 26
2-VTBS-6-93	2 OCT 25	2-VTBS-8-24	4 SEP 25	2-VTSS-2-1	7 AUG 25
2-VTBS-6-95	14 MAY 26	2-VTBS-8-25	9 JUL 26	2-VTSS-2-3	7 AUG 25
2-VTBS-6-96	27 NOV 25	2-VTBS-8-26	4 SEP 25	2-VTSS-2-5	7 AUG 25
2-VTBS-6-97	2 OCT 25	2-VTBS-8-27	9 JUL 26	2-VTSS-3-1	7 AUG 25
2-VTBS-6-98	2 OCT 25	2-VTBS-8-28	4 SEP 25	2-VTSS-5-1	20 FEB 25
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2-VTBS-6-100	2 OCT 25	2-VTBS-9-2	28 NOV 24	2-VTSS-6-2	14 MAY 26
2-VTBS-6-101	2 OCT 25	2-VTBS-9-3	28 NOV 24	2-VTSS-6-3	14 MAY 26
2-VTBS-6-103	14 MAY 26	2-VTBS-9-5	9 JUL 26	2-VTSS-6-5	14 MAY 26
2-VTBS-6-104	27 NOV 25	2-VTBS-9-6	28 NOV 24	2-VTSS-6-6	14 MAY 26
2-VTBS-6-105	2 OCT 25	2-VTBS-9-7	9 JUL 26	2-VTSS-6-7	14 MAY 26
2-VTBS-6-106	2 OCT 25	2-VTBS-9-8	28 NOV 24	2-VTSS-6-8	10 JUL 25
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2-VTSS-8-13	14 MAY 26	2-VTUK-1-3	30 OCT 25	2-VTCL-1-3	26 DEC 24
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2-VTUO-8-6	15 MAY 25	2-VTUK-8-8	11 JUN 26	2-VTCL-7-2	11 JUN 26
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2-VTUO-8-10	26 DEC 24	2-VTUK-8-13	11 JUN 26	2-VTCL-7-7	26 DEC 24
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2-VTSE-1-8	16 MAY 24	2-VTUK-9-9	11 JUN 26	2-VTCL-8-12	11 JUN 26
2-VTSE-1-9	14 MAY 26	2-VTUK-9-10	11 JUN 26	2-VTCL-8-13	26 DEC 24
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2-VTSE-2-6	20 APR 23	2-VTSG-1-3	6 AUG 26	2-VTUL-1-2	11 JUN 26
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2-VTSE-8-1	14 MAY 26	2-VTSG-1-5	14 MAY 26	2-VTUL-1-4	11 JUN 26
2-VTSE-8-3	14 MAY 26	2-VTSG-1-6	6 AUG 26	2-VTUL-1-5	11 JUN 26
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2-VTUL-8-2	15 MAY 25
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2-VTBL-1-2	9 JUL 26
2-VTBL-1-3	9 JUL 26
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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
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2-VTBL-2-1	17 APR 25
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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
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2-VTCH-8-1	20 FEB 25
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MAE HONG SON / PAI AIRPORT

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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

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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

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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	6 AUG 26
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

Page	Date
2-VTCN-8-1	11 JUN 26
2-VTCN-8-2	23 MAR 23
2-VTCN-8-3	11 JUN 26
2-VTCN-8-4	26 DEC 24
2-VTCN-8-5	11 JUN 26
2-VTCN-8-6	26 DEC 24
2-VTCN-8-7	11 JUN 26
2-VTCN-8-8	23 MAR 23
2-VTCN-8-9	11 JUN 26
2-VTCN-8-10	23 MAR 23

**NARATHIWAT / NARATHIWAT
AIRPORT**

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

PATTANI / PATTANI AIRPORT

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

**PHETCHABUN / PHETCHABUN
AIRPORT**

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

Page	Date
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	6 AUG 26
2-VTPP-1-2	7 OCT 21
2-VTPP-1-3	6 AUG 26
2-VTPP-1-4	6 AUG 26
2-VTPP-1-5	6 AUG 26
2-VTPP-1-6	16 APR 26
2-VTPP-1-7	6 AUG 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	6 AUG 26
2-VTPP-2-1	6 AUG 26
2-VTPP-2-3	6 AUG 26
2-VTPP-2-5	6 AUG 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

Page	Date
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

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

ROI ET / ROI ET AIRPORT

2-VTUV-1-1	16 APR 26
2-VTUV-1-2	7 AUG 25
2-VTUV-1-3	7 AUG 25
2-VTUV-1-4	7 AUG 25
2-VTUV-1-5	7 AUG 25
2-VTUV-1-6	7 AUG 25
2-VTUV-1-7	14 MAY 26
2-VTUV-1-8	7 AUG 25
2-VTUV-1-9	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 KAE0 / 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	6 AUG 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	6 AUG 26
2-VTUI-2-1	6 AUG 26
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	6 AUG 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	6 AUG 26
2-VTPO-1-6	11 JUN 26
2-VTPO-1-7	11 JUN 26
2-VTPO-1-8	6 AUG 26
2-VTPO-1-9	6 AUG 26
2-VTPO-2-1	6 AUG 26
2-VTPO-2-3	6 AUG 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	6 AUG 26
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	6 AUG 26
2-VTPM-1-3	6 AUG 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

Page	Date
2-VTPM-1-9	26 DEC 24
2-VTPM-1-10	9 JUL 26
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	6 AUG 26
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	6 AUG 26
2-VTBO-1-8	6 AUG 26
2-VTBO-2-1	6 AUG 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	6 AUG 26
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	6 AUG 26
2-VTUU-2-1	6 AUG 26
2-VTUU-2-3	6 AUG 26
2-VTUU-2-5	6 AUG 26
2-VTUU-6-1	7 AUG 25
2-VTUU-6-2	10 JUL 25
2-VTUU-6-3	6 AUG 26
2-VTUU-6-4	10 JUL 25

Page	Date
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	6 AUG 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	6 AUG 26
2-VTUD-2-1	6 AUG 26
2-VTUD-2-3	6 AUG 26
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

Page	Date
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-VTUD-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	6 AUG 2026
		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	6 AUG 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	6 AUG 2026
		Songkhla	AD 2-VTSH-2-1	In AIP	18 JUL 2019
	1 : 20,000	Sukhothai	AD 2-VTPO-2-1	In AIP	6 AUG 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	6 AUG 2026
		Ubon Ratchathani	AD 2-VTUU-2-1	In AIP	6 AUG 2026
		Udon Thani	AD 2-VTUD-2-1	In AIP	6 AUG 2026
		Betong	AD 2-VTSY-2-1	In AIP	30 OCT 2025

5.2 Aircraft Parking/Docking Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Aircraft Parking/ Docking Chart - ICAO		Don Mueang Intl	AD 2-VTBD-2-3	In AIP	7 AUG 2025
		Chiang Mai Intl	AD 2-VTCC-2-3	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-3	In AIP	19 MAR 2026
		Phuket Intl	AD 2-VTSP-2-3	In AIP	25 DEC 2025
		Suvarnabhumi Intl	AD 2-VTBS-2-3	In AIP	15 MAY 2025
		Hat Yai Intl	AD 2-VTSS-2-3	In AIP	7 AUG 2025
		Buri Ram	AD 2-VTUD-2-3	In AIP	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	6 AUG 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	6 AUG 2026
		Udon Thani	AD 2-VTUD-2-3	In AIP	6 AUG 2026

5.3 Aerodrome Ground Movement Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Aerodrome Ground Movement Chart - ICAO		Don Mueang Intl	AD 2-VTBD-2-5	In AIP	7 AUG 2025
		Chiang Mai Intl	AD 2-VTCC-2-5	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-5	In AIP	19 MAR 2026
		Phuket Intl	AD 2-VTSP-2-5	In AIP	25 DEC 2025
	1 : 15,000	U-Tapao Rayong Pattaya Intl	AD 2-VTBU-2-3	In AIP	4 SEP 2025
	1 : 10,000	Hat Yai Intl	AD 2-VTSS-2-5	In AIP	7 AUG 2025
		Buri Ram	AD 2-VTUU-2-5	In AIP	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	6 AUG 2026
	1 : 10,000	Samui	AD 2-VTSM-2-5	In AIP	19 FEB 2026
		Phitsanulok	AD 2-VTPP-2-5	In AIP	6 AUG 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	6 AUG 2026

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	6 AUG 2026
		Buri Ram			
	1 : 20,000	RWY 04/22	AD 2-VTUE-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
Standard Departure Chart - Instrument (SID) - ICAO		Ubon Ratchathani			
	1 : 750,000	RNAV RWY 05 - ASABO1B ENLEP1B POTEV1B SAGAL1B VENPO1B	AD 2-VTUU-6-1	In AIP	7 AUG 2025
	1 : 750,000	RNAV RWY 23 - ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A	AD 2-VTUU-6-3	In AIP	6 AUG 2026
		Udon Thani			
	1 : 500,000	RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SUR-GU1B TERCO1B	AD 2-VTUD-6-1	In AIP	21 APR 2022
	1 : 500,000	RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SUR-GU1D TERCO1D	AD 2-VTUD-6-5	In AIP	21 APR 2022
		Betong			
	1 : 500,000	RNAV RWY 07 - ERVES1A PETAC1A	AD 2-VTSY-6-1	In AIP	14 MAY 2026
	1 : 500,000	RNAV RWY 25 - ERVES1B PETAC1B	AD 2-VTSY-6-3	In AIP	14 MAY 2026

5.9 Standard Arrival Chart - Instrument (STAR) - ICAO

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Standard Arrival Chart - Instrument (STAR) - ICAO		Don Mueang Intl			
		RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A	AD 2-VTBD-7-1	In AIP	14 MAY 2026
		RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B	AD 2-VTBD-7-9	In AIP	14 MAY 2026
		Chiang Mai Intl			
	1 : 750,000	RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B	AD 2-VTCC-7-1	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 18 - ADLUS2X LAMUN2X VISES2X	AD 2-VTCC-7-7	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - ENBAT2A MARNI2A PANTA2A PUMAM2A	AD 2-VTCC-7-11	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A	AD 2-VTCC-7-15	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - LAMUN2A VISES2A	AD 2-VTCC-7-19	In AIP	14 MAY 2026
		Phuket Intl			
	1 : 800,000	RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C	AD 2-VTSP-7-1	In AIP	16 APR 2026
	1 : 800,000	RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D	AD 2-VTSP-7-7	In AIP	16 APR 2026
		Suvarnabhumi Intl			
		RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D	AD 2-VTBS-7-1	In AIP	14 MAY 2026
		RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C	AD 2-VTBS-7-11	In AIP	14 MAY 2026
		Hat Yai Intl			
	1 : 600,000	RNAV RWY08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIM- ER1B TAMOS1B TAXEB1B	AD 2-VTSS-7-1	In AIP	14 MAY 2026
	1 : 600,000	RNAV RWY26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIM- ER1A TAMOS1A TAXEB1A	AD 2-VTSS-7-5	In AIP	14 MAY 2026
		Krabi			
	1 : 600,000	RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E	AD 2-VTSG-7-1	In AIP	16 APR 2026

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
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-VTUU-8-1	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 04	AD 2-VTUU-8-3	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 22	AD 2-VTUU-8-5	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 04	AD 2-VTUU-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 22	AD 2-VTUU-8-10	In AIP	26 DEC 2024

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO		Chumphon			
	1 : 500,000	NDB RWY 06	AD 2-VTSE-8-1	In AIP	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	6 AUG 2026
	1 : 400,000	LOC RWY 32	AD 2-VTSG-8-3	In AIP	6 AUG 2026
	1 : 400,000	ILS RWY 32	AD 2-VTSG-8-5	In AIP	6 AUG 2026
	1 : 400,000	RNP RWY 32	AD 2-VTSG-8-7	In AIP	6 AUG 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

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, Nakhon Si 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. Advance Passenger Processing System (APPS)

Krabi Airport, Surat Thani Airport and Hua Hin Airport: not exceeding 35 Baht per passenger per journey on international flights, inclusive of 7% Value Added Tax (VAT).

5. Storage charges

5.1 Parking Rates

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

- 5.1.1 The rates of not exceeding 100 Baht per metric ton per day will be charged at Samui airport, Sukhothai airport, and Trat airport .
- 5.1.2 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.
- 5.1.3 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.

Note 2: Any fraction of a day (24 hours) is counted as a full day except the first day. The exceeding 3 hours is counted as a full day.

Reductions

- a) Aircraft used for domestic flight at aerodromes in **4.1.1**, **4.1.2**, **4.1.3**, the charges are not exceeding 50%
- b) Parking rates for private aircraft at aerodromes in **4.1.2** and **4.1.3**, the charges are not exceeding 25%; and
- c) Parking rates for Prachuap Khiri Khan/Hua Hin Airport, Khon Kaen Airport, Nakhon Ratchasima Airport and Phitsanulok Airport, the charges are not exceeding 25%.

Exemptions

- a) Foreign military aircraft of countries that exempt Thai military aircraft from parking 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.

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ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

The supplementary procedures in force are given in their entirety; "differences" are printed in capital letters.

1. Assignment of cruising level to IFR flights within controlled airspace

Unless otherwise specified in 10.5 or authorized by the area Air Traffic Services Units cruising levels to be assigned to IFR flight within controlled airspace will be as given in the table in Appendix 3 to Annex 2.

2. Reporting of position and air-to-ground watch

All aircraft on VFR flights and aircraft on IFR flights outside controlled airspace, must maintain a watch on a radio station furnishing communications for the Bangkok Area Control Centre and file that station information as to their position unless not equipped with suitable two-way radio communications or unless otherwise authorized. The last position reported before passing from Bangkok Flight Information Region to an adjacent Flight Information Region must also be addressed to the Air Traffic Services Unit providing Flight Information Service or Air Traffic Control Service within the Flight Information Region the aircraft is entering.

3. Alerting and search and rescue services

The procedures for "Alerting Service" detailed in the PANS-ATM (Doc 4444) are applicable to:

- a) all flights provided with air traffic control service; and
- b) all flights within uncontrolled airspace within the Bangkok Flight Information Region (BKK FIR), which shall be provided by the Air Traffic Control unit responsible for the area.

4. Flight Information Service

In so far as practicable Air Traffic Services units responsible for the provision of Flight Information Service over water areas must include, at the pilot's request, any available information regarding surface vessels such as radio call signs, positions, true track, speed etc. Responsibility for Flight Information Service passes from Centre to Centre at the time the aircraft crosses the Flight Information Region boundary. When adequate point-to-point communications do not exist with adjacent Flight Information Regions, Flight Information Service will be provided as far as practicable by the Centre to an aircraft leaving Bangkok FIR until reliable communication contact has been established with the Centre whose Flight Information Region it is entering

5. Air Traffic Service coordination

Coordination procedures are in accordance with Regional Supplementary Procedures, supported by detailed local Letters of Agreement.

6. Liaison with operating agencies

All instructions to aircraft from Air Traffic Services units, excluding aerodrome and approach control instructions, are transmitted by a communication network designated by the government. Instructions to aircraft from aerodrome and approach control Air Traffic Services units are routed through a government owned radio network. All area control service information or instructions issued to aircraft are made available to an operator or this designated representative as agreed between the operator and the Air Traffic Services units concerned.

7. Air Traffic Service Messages

Flight plan messages are transmitted to the appropriate Air Traffic Services units and communication stations immediately after the flight plan is filed. However, if certain elements of the flight plan require validation by the Flight Data Management Center (FDMC) prior to distribution, the flight plan shall be distributed only after such validation has been completed. Once validated, the flight plan for flights outbound from aerodromes within the Bangkok FIR (VTBB) shall be distributed to all addresses, including the departure aerodrome, destination aerodrome, and all FIRs through which the aircraft will fly. The flight plan for flights inbound to or transiting the Bangkok FIR (VTBB) shall be distributed only to the appropriate Air Traffic Services units within the Bangkok FIR. The departure message shall be transmitted only if it is reasonably certain that it will reach the addresses in good time; in such case, it shall be transmitted immediately after the departure of the aircraft to the same addresses as the flight plan message.

For a flight through an intermediate stop, a separate flight plan (FPL) shall be submitted for each individual flight segment. For flights involving more than one stop, each flight plan shall be originated by the flight operation or the Air Traffic Services unit at the aerodrome of initial departure to ensure accurate data processing and air traffic management.

When the departure of an aircraft is delayed for more than 30 minutes from the estimated off-block time (EOBT) or the estimated elapsed time (EET) contained in the flight plan, A delay message (DLA) shall be originated and transmitted to all addressees of the flight plan message.

A departure message (DEP) shall be transmitted upon departure of the aircraft to:

- the ATS unit at the aerodrome of destination; and
- all relevant Area Control Centres (ACCs) or Flight Information Centres (FICs).

In accordance with FPL 2012 standards, supplementary information such as fuel endurance and the number of persons on board (Item 19) must be provided during filing for SAR purposes but may not be transmitted in the initial flight plan message.

When an arrival report is received by the ATC Unit serving the aerodrome of destination, an arrival message (ARR) will be transmitted to the same addresses as the flight plan message, provided that adequate aeronautical communication facilities are available. Where communication facilities are not available, arrival reports may be filed at alternate locations; however, the transmission of arrival messages shall be subject to applicable procedures. It should be noted that all Air Traffic Services messages are distributed by the Flight Data Management Center (FDMC).

8. Altimeter setting procedures applicable to Air Traffic Services

Based on current and anticipated atmospheric pressure distribution, Bangkok ACC coordinates where required the lowest flight level to be used.

9. Weather deviation procedures

9.1 In order to indicate priority, the pilot may initiate communication by stating "WEATHER DEVIATION REQUIRED". The pilot retains the option of initiating the communications using the urgency call "PAN PAN" three times to alert all listening parties of a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

9.2 When a pilot requests clearance to deviate from track, the controller shall:

- a) issue a clearance to deviate from track, if there is no conflicting traffic in the lateral dimension; or
- b) establish vertical separation and issue a clearance to deviate from track, if there is conflicting traffic in the lateral dimension; or
- c) if unable to establish vertical separation, and there is conflicting traffic in the lateral dimension;
 - i. advise the pilot that clearance for the requested deviation is not available;
 - ii. provide traffic about, and to, all affected aircraft; and
 - iii. request pilot intentions.

Note: Position may be expressed as direction and distance, or actual or estimated location or ATS route/ track code

10. RVSM Procedures

10.1 Airworthiness and Operational Approval and Monitoring

10.1.1 APPROVAL PROCESS.

Operators must obtain airworthiness and operational approval from their States of Registry or States of Operator, as appropriate, to conduct RVSM operations.

Information regarding the process for RVSM approval is contained in, for commercial air transport operations, the Air Operator Certificate Requirements (AOCR) latest revision, or, Thailand Civil Aviation Regulation – Air Operations (TCAR OPS) Part - SPA latest revision, as applicable.

10.1.2 AIRCRAFT MONITORING.

Operators are required to participate in the RVSM aircraft monitoring program. This is an essential element of the RVSM implementation program in that it confirms that the aircraft altitude-keeping performance standard is being met.

The Guidance Material for the Continued Safety Monitoring of the Asia-Pacific RVSM Airspace is published by the Asia and Pacific Office of ICAO (<https://www.icao.int/APAC/apac-electronic-documents>). The purpose of this document is to describe safety monitoring activities for RVSM airspace, including the respective roles and responsibilities of States, Regional Monitoring Agencies (RMAs), and operators.

The full details on the monitoring requirements, procedures and available monitoring services are available from MAAR's website (<https://www.aerothai.co.th/maar>).

Monitoring accomplished for other regions can be used to fulfill the monitoring requirements for the Asia/Pacific region. There are a number of organizations worldwide who may be able to provide monitoring services. Operators should contact MAAR for confirmation if their monitoring plans/results are acceptable.

10.2 Area of Applicability

10.2.1 RVSM shall be applicable in that volume of airspace between FL 290 and FL 410 inclusive in the Bangkok FIR.

10.3 Prior to Departure

10.3.1 An operator shall ensure that, where the flight is intended to operate in Reduced Vertical Separation Minimum (RVSM) airspace, it has the required RVSM approval.

10.3.2 The letter "W" shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate that both the aircraft and operator

are RVSM approved.

10.3.3 The aircraft registration shall be inserted in Item 18 of the flight plan.

10.3.4 Operators of formation flights of State aircraft shall not insert the letter W in Item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned. Operators of formation flights of State aircraft intending to operate within the RVSM airspace specified in 10.2.1 shall include STS/NONRVSM in Item 18 of the ICAO flight plan form.

10.4 In-flight Procedures within RVSM Airspace

10.4.1 Before entering RVSM airspace, the pilot should review the status of required equipment. The following equipment should be operating normally:

- a) two primary altimetry systems. A cross-check between the primary altimeters should be made. A minimum of two will need to agree within $\pm 60\text{m}$ ($\pm 200\text{ft}$). Failure to meet this condition will require that the altimetry system be reported as defective and air traffic control (ATC) notified;
- b) one automatic altitude-keeping device;
- c) one altitude-alerting device; and
- d) one altitude operating transponder

10.4.2 The controller-pilot phraseologies used for in-flight RVSM operations are specified in ICAO PANS-ATM Doc 4444 (Chapter 12), as shown in the following table:

Message	Phraseology
For a controller to ascertain the RVSM approval status of an aircraft	(call sign) CONFIRM RVSM APPROVED
For a pilot to report RVSM approval status	AFFIRM RVSM
For a pilot to report non-RVSM approval status: i. on the initial call on any frequency within the RVSM airspace (controllers shall provide and readback with this same phrase), and ii. in all requests for flight level changes pertaining to flight levels within the RVSM airspace; and iii. in all read-backs to flight level clearances pertaining to flight levels within the RVSM airspace Additionally, except for State aircraft, pilot shall include this phrase to read back flight level clearances involving the vertical transit through FL 290 or FL 410	NEGATIVE RVSM
For a pilot of a non-RVSM approved State aircraft to report non-RVSM approval status, in response to the phrase (call sign) CONFIRM RVSM APPROVED .	NEGATIVE RVSM [(supplementary information, e.g. STATE AIRCRAFT)]
For a controller to deny of clearance into the RVSM airspace	(call sign) UNABLE ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO] (level)
For a pilot to report when severe turbulence affects the aircraft's capability to maintain the height-keeping requirements for RVSM.	UNABLE RVSM DUE TURBULENCE
For a pilot to report that the aircraft's equipment has degraded en-route below that required for flight within the RVSM airspace. (See Appendix A) <i>(This phrase is to be used to convey both the initial indication of the non-MASPS compliance, and henceforth, on initial contact on all frequencies within the lateral limits of the RVSM airspace until such time as the problem ceases to exist, or the aircraft has exited the RVSM airspace.)</i>	UNABLE RVSM DUE EQUIPMENT
For a controller to request an aircraft to provide information as soon as RVSM-approved status has been regained or the pilot is ready to resume RVSM operations	REPORT WHEN ABLE TO RESUME RVSM
For a controller to request confirmation that an aircraft has regained RVSM-approved status or a pilot is ready to resume RVSM operations	CONFIRM ABLE TO RESUME RVSM
For a pilot to report the ability to resume operations within the RVSM airspace after an equipment or weather-related contingency.	READY TO RESUME RVSM

Example 1:

A non-RVSM approved aircraft, maintaining FL 260, subsequently requests a climb to FL 320.

Pilot: (call sign) REQUEST FL 320, NEGATIVE RVSM

Controller: (call sign) CLIMB TO FL 320

Pilot: (call sign) CLIMB TO FL 320, NEGATIVE RVSM

Example 2:

A non-RVSM approved aircraft, maintaining FL 260, subsequently requests a climb to FL 430.

Pilot: (call sign) REQUEST FL 430, NEGATIVE RVSM

Controller: (call sign) CLIMB TO FL 430

Pilot: (call sign) CLIMB TO FL 430, NEGATIVE RVSM

Example 3:

A non-RVSM approved aircraft, maintaining FL 360, subsequently requests a climb to FL380.

Pilot: (call sign) REQUEST FL 380, NEGATIVE RVSM

Controller: (call sign) CLIMB TO FL 380

Pilot: (call sign) CLIMB TO FL 380, NEGATIVE RVSM

Example 4:

A non-RVSM approved civil aircraft, maintaining FL 280, subsequently requests a climb to FL320.

Pilot: (call sign) REQUEST FL 320, NEGATIVE RVSM

Controller: (call sign) UNABLE ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN FL 280

10.4.3 During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft (45m).

10.4.4 The pilot must notify ATC when the aircraft's equipment has degraded below the requirement in 10.4.1.

- a) When informed by the pilot of an RVSM-approved aircraft operating in RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, ATC shall consider the aircraft as non-RVSM-approved.
- b) The pilot shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM requirements.
- c) The first ACC to become aware of a change in an aircraft's RVSM status shall coordinate with adjacent ACCs, as appropriate.

Scenario 1: All automatic altitude control systems fail (e.g., Automatic Altitude Hold).

The Pilot should	ATC can be expected to
Initially , maintain CFL and evaluate the aircraft's capability to maintain altitude through manual control.	
Subsequently , watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
If considered necessary, alert nearby aircraft by 1. Making maximum use of exterior lights; 2. Broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used.)	
Notify ATC of the failure and intended course of action. Possible courses of action include:	Obtain pilot's intentions, and pass essential traffic information.
1. Maintaining the CFL and route, provided that the aircraft can maintain level. 2. Requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish lateral, longitudinal or conventional vertical separation. 3. Executing the contingency manoeuvre shown in 9.4, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.	1. If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum 2. If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible. 3. If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation. 4. Notify adjoining ATC facilities/sectors of the situation.

Scenario 2: Loss of redundancy in primary altimetry systems

The Pilot should	ATC can be expected to
If the remaining altimetry system is functioning normally, couple that system to the automatic altitude control system, notify ATC of the loss of redundancy and maintain vigilance of altitude keeping.	Acknowledge the situation and continue to monitor progress.

Scenario 3: All primary altimetry systems are considered unreliable or fail

The Pilot should	ATC can be expected to
Maintain CFL by reference to the standby altimeter (if the aircraft is so equipped).	
Alert nearby aircraft by 1. Making maximum use of exterior lights; 2. Broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used.)	
Consider declaring an emergency. Notify ATC of the failure and intended course of action. Possible courses of action include:	Obtain pilot's intentions, and pass essential traffic information.
1. Maintaining CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation. 2. Requesting ATC clearance to climb above or descend below RVSM airspace if ATC cannot establish adequate separation from other aircraft. 3. Executing the contingency manoeuvre shown in 9.4, if ATC clearance cannot be obtained.	1. If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum. 2. If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible. 3. If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation. 4. Notify adjoining ATC facilities/sectors of the situation.

Scenario 4: The primary altimeters diverge by more than 200 FT (60 m)

The Pilot should
Determine the defective system through the normal airplane integrated comparator warning system or in the absence of such a system, establish trouble-shooting procedures comparing the primary altimeters to the standby altimeter (corrected using the correction card)
If the defective system can be determined, couple the functioning altimeter to the altitude keeping device in use.
If the defective system cannot be determined, follow the guidance in Scenario 3 for failure or unreliable altimeter indications of all primary altimeters

10.4.5 When the aircraft encounters severe turbulence:

10.4.5.1 Forecast

- a) When a meteorological forecast is predicting severe turbulence, ATC shall determine whether RVSM should be suspended and, if so, for how long and for which specific flight level(s) and/or area.
- b) In cases where RVSM will be suspended, the ACC suspending RVSM shall coordinate with adjacent ACCs with regard to the flight levels appropriate for the transfer of traffic; unless a contingency flight level allocation scheme has been determined by letter of agreement. The ACC suspending RVSM shall also coordinate applicable sector capabilities with adjacent ACCs as appropriate.

10.4.5.2 Not forecast

- a) When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft's capability to maintain its cleared flight level, the pilot shall inform ATC. ATC shall establish either an appropriate horizontal separation or an increased minimum vertical separation.
- b) ATC shall, to the extent possible, accommodate pilot requests for flight level and/or route changes and shall pass on traffic information as required.
- c) ATC shall solicit reports from other aircraft to determine whether RVSM should be suspended entirely or within a specific flight level band and/or area.
- d) ACC suspending RVSM shall coordinate such suspension(s) with, and any required adjustments to, sector capabilities with adjacent ACCs, as appropriate, to ensure an orderly progression to the transfer of traffic.

Scenario 5: Turbulence (greater than moderate), which the pilot believes, will impact the aircraft's capability to maintain flight level.

The Pilot should	ATC can be expected to
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
If considered necessary, alert nearby aircraft by 1. Making maximum use of exterior lights; 2. Broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used.)	
Notify ATC of intended course of action as soon as possible. Possible courses of action include:	
1. Maintaining CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation. 2. Requesting flight level change, if necessary. 3. Executing the contingency manoeuvre shown in 9.4, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.	1. Assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum. 2. If unable to provide adequate separation, advise the pilot of essential traffic information and request pilot's intentions. 3. Notify other aircraft in the vicinity and continue to monitor the situation. 4. Notify adjoining ATC facilities/sectors of the situation.

10.5 Procedures for Operation of Non-RVSM Compliant Aircraft in RVSM airspace

10.5.1 RVSM approved aircraft will be given priority for level allocation over non-RVSM approved aircraft.

10.5.2 The vertical separation minimum between non-RVSM compliant aircraft operating in the RVSM stratum and all other aircraft is 2 000 ft.

10.5.3 Non-RVSM compliant aircraft operating in RVSM airspace should use the phraseology contained in ICAO PANS-ATM Doc 4444 (Chapter 12). A pilot of a non-RVSM approved State aircraft to report non-RVSM approval status, in response to the phrase (call sign) CONFIRM RVSM APPROVED, shall respond with **"NEGATIVE RVSM [(supplementary information, e.g. STATE AIRCRAFT)]"**

10.5.4 Non-RVSM compliant aircraft may be cleared to climb to and operate above FL410 or descend to and operate below FL290 provided that they:

- a) Do not climb or descend at less than the normal rate for the aircraft; and
- b) Do not level off at an intermediate level while passing through the RVSM stratum.

10.5.5 Non-RVSM compliant aircraft may not flight plan between FL290 and FL410 inclusive within RVSM airspace, except for the following situations:

- a) The aircraft is being initially delivered to the State of Registry or Operator; or
- b) The aircraft was RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval; or
- c) The aircraft is transporting a spare engine mounted under the wing; or
- d) The aircraft is being utilized for mercy or humanitarian purposes; or
- e) State aircraft (those aircraft used in military, custom and police services shall be deemed state aircraft)

Note: The procedures are intended exclusively for the purposes indicated and not as a means to circumvent the normal RVSM approval process.

10.5.6 The assignment of cruising levels to non-RVSM compliant aircraft shall be subjected to an ATC clearance. Aircraft operators shall include the **"STS/ Category of operations (i.e. FERRY/HUMANITARIAN/MILITARY/CUSTOMS/POLICE)/NONRVSM"** in Field 18 of the ICAO Flight Plan.

10.6 Procedures for Suspension of RVSM

10.6.1 Air traffic services will consider suspending RVSM procedures within affected areas of the Bangkok FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2 000 ft.

10.7 Flight Level Allocation Scheme (FLAS) For South China Sea Area

10.7.1 The following flight levels on the routes listed below can be used without pre-departure clearances from the downstream ATS units

(no-PDC levels):

ATS Route	No-Pre-Departure Coordination (No-PDC) Flight Levels Other levels available with prior approval
L880	FL330, FL370, FL410
M633	FL340
N891	SB – FL290, FL310, FL330 NB – ALL EVEN
A1	EB – FL330, FL370, FL410 WB – ALL EVEN
N506	FL270, FL330, FL410
P629	FL260, FL320
A202	EB – FL290, FL330, FL370, FL410 WB – ALL EVEN

10.8 Reporting of Large Height Deviation (LHD)

Civil Aviation Organisation and Operators shall submit safety reports in accordance with CIVIL AVIATION AUTHORITY OF THAILAND REQUIREMENT ON REPORTING OF CIVIL AVIATION OCCURRENCES. The List of Mandatory Occurrence Reporting under CAAT REQUIREMENT encompasses those occurrences which can be identified as LHDs such as

- level bust;
- malfunction or defect of any indication system when this results in misleading indications to the crew;
- unsafe ATC (Air Traffic Control) clearance;
- conflicting instructions from different ATS Units potentially leading to a loss of separation;
- intentional deviation from ATC instruction which has or could have endangered the aircraft, its occupants or any other person;
- uncontrollable cabin pressure;
- ACAS/TCAS RAs (Airborne/Traffic Collision Avoidance System, Resolution Advisory);
- wake-turbulence encounters; and
- call sign confusion related occurrences.

More details are available from MAAR's website (<https://www.aerothai.co.th/maar/safetylhd.php>).

11. TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA) AND RELATED OPERATING PROCEDURES

11.1 TIBA Procedures

11.1.1 Special procedures have been developed for pilot use in active contingency zones if communications are significantly degraded or unavailable. These TIBA procedures supersede and take the place of lost communication procedures that are outlined in Annex 2 to the Chicago Convention and PANS-ATM (DOC 4444) and will enable traffic information broadcasts by aircraft (TIBA) to be made as well as providing collision hazard information. When aircraft will enter designated airspace in which it is known in advance that normal communication is not available, pilots should maintain a listening watch on the TIBA frequency 10 minutes prior to entering that airspace until leaving the airspace.

11.1.2 For an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace listening watch should start as soon as appropriate after take-off and be maintained until leaving the airspace.

11.2 Times of Broadcast

When a loss of normal communications requires TIBA procedures to be implemented, pilots shall make broadcasts in English on 128.95 MHz as follows:

- At the time the loss of normal communications is recognized;
- 10 minutes before entering a designated airspace when it is known in advance that normal communications will not be available within that airspace or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate after take-off;
- 10 minutes prior to crossing a reporting point;
- 10 minutes prior to crossing or joining an ATS route;
- at 20 minutes intervals between distant reporting points;
- 2 to 5 minutes, where possible, before a change in flight level;
- at the of a change in flight level; and
- at any other time considered necessary by the pilot.

Note: Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

11.3 Broadcast Format

TIBA broadcasts should be made using the following phraseology:

- a) For other than those indicating changes in flight level:

ALL STATIONS (call sign) FLIGHT LEVEL (number) [of CLIMBING TO FLIGHT LEVEL (number)] (direction) (ATS route) [or DIRECT FROM (position) TO (position) POSITION] (position) AT (time) ESTIMATING (next reporting point, or the point of crossing or joining a designated ATS route) AT (time) (call sign) FLIGHT LEVEL (number) (direction)

Example: "ALL STATIONS WINDAR 671 FLIGHT LEVEL 380 NORTHWEST BOUND A464 POSITION 80 MILES SOUTH EAST OF KEVOK AT 2358 ESTIMATING KOBAS AT 0020 WINDAR 671 FLIGHT LEVEL 380 NORTHWEST BOUND OUT"

Note: For broadcasts made when the aircraft is not near an ATS significant point, the position should be given as accurately as possible and in any case to the nearest 30 minutes of latitude and longitude.

- b) Before a change in flight level:

ALL STATIONS (call sign) (direction) (ATS route) [or DIRECT FROM (position) TO (position)] LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (position and time)

- c) At the time of a change in flight level:

ALL STATIONS (call sign) (direction) (ATS route) [or DIRECT FROM (position) TO (position)] LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number) followed by: ALL STATIONS (call sign) MAINTAINING FLIGHT LEVEL (number)

- d) When reporting a temporary flight level change to avoid an imminent collision risk:

ALL STATIONS (call sign) LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number) followed as soon as practicable by: ALL STATIONS (call sign) RETURNING TO FLIGHT LEVEL (number) NOW

11.4 Acknowledgement of the Broadcasts

TIBA broadcasts should not be acknowledged unless a potential collision risk is perceived.

11.5 Cruising Level Changes

11.5.1 Cruising level changes should not be made within the designated airspace, unless considered necessary by pilots to avoid traffic conflicts, to climb to minimum en-route or safe altitudes, to overcome operational limitations, to avoid adverse weather, or in response to an operational emergency

11.5.2 When cruising level changes are unavoidable, all available aircraft lighting which would improve the visual detection of the aircraft should be displayed while changing levels.

11.6 Collision Avoidance

If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2 to the Chicago Convention, the pilot should:

- a) unless an alternative manoeuvre appears more appropriate, immediately descend 150 m (500 ft), or 300 m (1 000 ft) if above FL 290 in an area where a vertical separation minimum of 600 m (2 000 ft) is applied;
- b) display all available aircraft lighting which would improve the visual detection of the aircraft;
- c) as soon as possible, reply to the broadcast advising action being taken;
- d) notify the action taken on the appropriate ATS frequency and
- e) as soon as practicable, resume normal flight level, notifying the action on the appropriate ATS frequency.

11.7 Operation of Transponders

When implementing TIBA procedures, pilots shall operate aircraft transponders on Mode A and C at all time. In the absence of alternative instructions from the appropriate ATS unit, aircraft not assigned a discrete code should squawk code 3300.

11.8 Operation of TCAS

Unless otherwise directed by an appropriate authority, pilots should operate TCAS in TA/RA Mode at maximum range setting during the cruise phase of flight and at a range setting appropriate to the traffic situation when in the departure or terminal phases of flight.

11.9 Special Operations

Specific aircraft may need to be involved in special operations during the period when a FIR is an activated contingency zone. These aircraft may therefore be unable to utilize the contingency route structure for a significant period of their flights, Aircraft that will be classified as special operations are as follows:

- a) Special operations of State aircraft
- b) Aircraft in emergency situations or operating with significant reduction in operating efficiency
- c) Mercy flights and aircraft engaged in search and rescue, medical evacuation, and
- d) coastal surveillance operations.

11.10 Activation and Cancellation of TIBA Procedures

This procedure shall be included in AIP Supplements or NOTAM on TIBA procedures and will be cancelled by NOTAM.

12. OPERATING PROCEDURES FOR WESTBOUND FLIGHTS BETWEEN BANGKOK FIR AND YANGON FIR ON ROUTES L507, P646, N895, L524, L301, L301 DWI P762, M502 LALIT P762, M626, L515 AND L759

12.1 For a pair of outbound aircraft from the Bangkok FIR and transiting into the Yangon FIR, 50 NM longitudinal separation minima may be applied between suitably equipped aircraft which are approved for RNP10 operations utilizing ADS-C/CPDLC or VHF communications under the following conditions:

12.1.1 50 NM longitudinal separation may be applied between RNP10 approved aircraft with DCPC (VHF or CPDLC) operating on L507.

12.1.2 50 NM longitudinal separation may be applied between RNP10 approved aircraft, equipped with serviceable ADS-C/CPDLC, operating on L507, P646, N895, L524, L301, L301 DWI P762, M502 LALIT P762, M626 L515 AND L759.

a) To ensure ADS-C/CPDLC serviceability before applying 50 NM longitudinal separation, pilot of westbound traffic intending to operate on P646, N895, L524, L301, L301 DWI P762 AND M502 LALIT P762 shall log on to Yangon CPDLC (VYYF) at least 50 NM before entering Yangon FIR and inform Bangkok ATC upon CPDLC is successfully established with VYYF.

b) 50 NM longitudinal separation using ADS-C/CPDLC between a pair of aircraft may be applied, both aircraft shall ensure their ADS-C/CPDLC serviceability and successfully log on to Yangon CPDLC (VYYF).

c) For flights intended to land within Yangon FIR, ADS-C/CPDLC will not be required.

12.2 Pilots are to advise ATC of any deterioration or failure of navigation system below the navigation requirements for RNP10 or unavailability of CPDLC. ATC shall then provide alternate separation and/or alternative routing.

12.3 Aircraft meeting RNP10 navigation requirements shall indicate /R in item 10a and indicate PBN/A1 in item 18 of the ICAO flight plan format.

12.4 CPDLC-equipped aircraft shall indicate data link descriptors (/J1-7) in item 10a of ICAO flight plan format.

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Appendix A**BOBCAT USERNAME / CONTACT INFORMATION MODIFICATION FORM**

To be submitted to Bangkok ATFMU

SECTION I: ADD NEW USERS

Prefix	First Name	Last Name	Proposed Username Up to 20 characters	E-mail Address

SECTION II: REMOVE USERS

Prefix	First Name	Last Name	Username	E-mail Address

SECTION III: RESET PASSWORD

Prefix	First Name	Last Name	Username

SECTION IV: NOTIFICATION E-MAIL ADDRESS☐ Change our organization's notification e-mail address to _____☐ Change our organization's notification AFTN/AMHS address to _____**SECTION V: CONTACT INFORMATION**

Organization: _____

Full Name: _____

Tel: _____

E-mail: _____

Signature: _____

Date/Time of Request: _____

3. Re-routing Scenarios

3.1 Re-routing of westbound flight on L759 to M770 for night time traffic from Southeast Asia to Europe

3.1.1 ATFM procedure over Bay of Bengal, South Asia and Pakistan through Kabul FIR (Afghanistan) using the BOBCAT system outlined in section 3 mainly addresses Demand-Capacity Balance for westbound flights entering the Kabul FIR.

3.1.2 It is recognized that there may be congestion / aircraft bunching prior to entering the Bay of Bengal on ATS Route L759 as westbound flight towards European destinations would be limited to FL280 - FL340, while available flight levels in Kabul FIR includes all westbound flights from FL280 to FL400.

3.1.3 Accordingly, flights planned on route L759 between PUT-BBS (Chennai FIR) maybe re-routed onto M770 via "PUT L515 OBMOG M770 BUBKO N895 BBS L759" under following conditions:

- a) If longitudinal separation cannot be achieved or maintained in relation to preceding traffic on the flight planned route L759 between PUT – BBS over the Bay of Bengal;
- b) When, by using the flight planned route L759, an aircraft would suffer an unacceptable lower flight level; and
- c) In concurrence with the flight crew, the Bangkok ACC shall assign alternative parallel route M770 or lower acceptable level on L759 to affected flights enabling a better chance of obtaining the ATFM slot allocation in the Kabul FIR.

3.1.4 Flight crews and dispatchers are encouraged to become fully conversant with the L759 re-routing scenario and are advised to take appropriate proceedings to enable affected flights to proceed via M770 when necessary.

4. Air Traffic Management

4.1 Air Traffic Management for flight operating on ATS routes W21 / R474, B346 and R215

4.1.1 Flight planning for traffic transiting from Bangkok FIR into Vientiane FIR should be as follows:

- a) Flight intends to operate on ATS route B218 within Vientiane FIR should flight plan via B346 or R215
- b) Flight intends to operate on ATS route R474 between 0100-0900 UTC on Monday-Friday should file flight plan via W21 CMP R474 vice versa
- c) R474 Conditional Route (CDR) availability see ENR 3.1.

4.1.2 Flight level assignment will be as follows:

- a) B346
 - i. All odd flight level (RVSM table)
 - ii. Pre-Departure Coordination (PDC): FL270, FL330
- b) R215
 - i. All odd flight level (RVSM table)
 - ii. No-Pre-Departure Coordination (NO-PDC): FL290
- c) R474 and W21 CMP R474 northbound:
 - i. All odd flight level (RVSM table)
 - ii. Pre-Departure Coordination (PDC): FL270, FL330

5. Procedure for South China Sea ATS Route Network

5.1 No-Pre-Departure Coordination Procedures (NO-PDC) For South China Sea Area

NO-PDC arrangement will be applied for Eastbound flight outbound from Bangkok FIR: operating on the following ATS routes

ATS route designator	NO-PDC Flight Levels
A1	FL330, FL370, FL410
A202	FL290, FL330, FL370, FL410
L880	FL330, FL370, FL410
N506	FL270, FL330, FL410
R468	FL250 or below
N891	FL290, FL310, FL330

Remarks:

1. Flight levels mentioned above are intended to facilitate air traffic flow and reduce ATC coordination.
2. Availability of flight level shall subject to traffic situation.
3. Other flight levels are available subject to coordination.

5.2 Procedure for Bay of Bengal ATS route network

NO-PDC arrangement will be applied for westbound flight outbound flight from Bangkok FIR operating on the following ATS routes;

ATS route designator	NO-PDC Flight Levels
P646, L507	FL 280 or above are available
L301, L301 (P762), P646 (N895), M502	FL260, FL320
L759, L515 / M770	FL280, FL300, FL340
L645	FL260, FL320
P627	FL260, FL320

Remarks:

1. Flight levels mentioned above are intended to facilitate air traffic flow and reduce ATC coordination.
2. Availability of flight level shall subject to traffic situation.
3. Other flight levels are available subject to coordination.

6. Airspace Management and Airspace Management Cell (Thailand) (AMC)

6.1 Introduction

Airspace Management Cell (AMC), a joint civil/military operation has been established in Thailand for responsible for day-to-day management of airspace according to Flexible Use of Airspace (FUA) concept. In accordance to DOC 10088 Manual on Civil-Military Cooperation in Air Traffic Management, the basic for the FUA concept is that airspace should no longer be designated as military or civil airspace but should be considered as one continuum and used flexibly on a day-to-day basis. Any necessary airspace segregation is temporary, based on real-time usage within a specific time period. The objectives of AMC are:

- a) To enhance civil and military airspace coordination procedure for the application of Flexible Use of Airspace (FUA) level 2 (pre-tactical level) and level 3 (tactical level).
- b) To coordinate military training areas and also civil activities areas in order to maximize shared use of airspace through civil/military coordination.
- c) To manage and promulgate the daily allocation of flexible use of airspace structures.
- d) To increase the capacity, efficiency and safety of airspace use.
- e) To provide Airspace Use Plan (AUP) information and effective coordination with airline operators, Air Traffic Services, Air Traffic Flow Management and other concerned units.

6.2 The Flexible Use of Airspace (FUA) Concept

6.2.1 The FUA concept has been developed at the three levels of Airspace Management that correspond to phase and levels of Civil and Military cooperation and coordination.

Level 1: Strategic

Long-term, high-level planning and support to achieve the goals of civil/military collaboration and cooperation, including the development of a national airspace policy providing a framework for airspace management and utilization, and the development of harmonized procedures and mechanisms to be applied during pre-tactical and tactical phases.

Level 2: Pre-tactical

An intermediate preparatory planning phase or timeframe whereby the decisions and objectives made during the strategic phase, as well as the procedures agreed during that timeframe are implemented, leveraging cooperation and collaborative decision making in order to meet the efficiency and safety objectives of the tactical phase.

Level 3: Tactical

The coordination mechanisms and exchanges between civil and military stakeholders, in real-time or within the immediate timeframe of the commencement of activities. It is the execution of actions for a narrow immediate objective.

6.2.2 Conditional Routes

Conditional Routes (CDRs) are designed to supplement the permanent ATS-route network and to allow flights to be planned on ATS routes, or portions thereof, that are not always available. The following types of CDRs are available in Thailand:

- CDR1 will be plannable in the same way as permanent ATS routes for time periods published in the AIP.
- CDR2 routes are non-permanently plannable CDRs whose availability are coordinated between AEROTHAI and military units and disseminated to aircraft operators for flight planning purposes. Flights on a CDR2 can only be flight planned when the CDR is made available.
- CDR3 routes are not available for flight planning; however, ATC Units may issue tactical clearances on such route segments. Aircraft operators are invited to refer to AIP Part ENR 3 ATS routes for additional information regarding latest CDRs published in Thailand. The availability condition of the CDRs will be detailed in the Remarks section.

6.2.3 Temporary Airspace Restriction and Reservation

The Temporary Airspace Allocation (TAA) process consists in the allocation process of airspace of defined dimensions assigned for the temporary reservation/segregation (TRA/TSA) or danger/restricted area (D/R) and identified more generally as a "manageable" area. Two different types of airspace reservation can be established taking into consideration the activity that would take place associated with the transit possibility:

1. Temporary Reserved Area (TRA): An airspace temporarily reserved and allocated for the specific use of a particular user for a determined period of time and through which other traffic may be allowed to transit under ATC clearance.
2. Temporary Segregated Area (TSA): An airspace temporarily segregated and allocated for the exclusive use of a particular user during a determined period of time and through which other traffic will not be allowed to transit.

AMC Manageable Areas are areas including Prohibited, Restricted and Danger areas, subject to management and allocation by AMC at ASM Level 2.

6.3 Airspace Request and Planning Procedures

Airspace users, civil or military, who wish to reserve airspace for use and issue NOTAMs of airspace warning should contact and submit requests to AMC in advance.

6.3.1 For military exercise areas that are published in AIP Thailand manageable by AMC, the daily plan for airspace use shall be submitted to AMC before 0930 UTC or if necessary, by 1430 UTC at the latest, 1 day in advance primarily through AMC website <http://www.thaicmac.aerothai.aero>.

Any airspace requests or changes submitted to AMC after 1430 UTC via the website shall be processed during the operating hours next day.

Outside of AMC operating hours, urgent inquiries including airspace requests should be made to responsible ATC units, using contact channels listed in section 6.

6.3.2 For areas temporarily reserved (areas not published in AIP Thailand) for both civil or military uses, requests should be submitted to AMC 7 days in advance primarily through AMC website.

6.4 Airspace Use Plan (AUP), Updated Airspace Use Plan (UUP)

6.4.1 Daily plan of airspace use, availability of CDRs and other related information will be summarized and published in daily Airspace Use Plan (AUP) available on the AMC (Thailand) website. <http://www.thaicmac.aerothai.aero/app/index.html#/aup>. Changes to AUP will be notified via Updated Airspace Use Plan (UUP). Only airspace warnings will be notified by NOTAM Series J.

6.4.2 AUP/UUP will cover 24-hour time period between 1700 UTC to 1659 UTC of next day or 0000 LT to 2359 LT in Thailand. AUP will be published at 1000 UTC the day before AUP is in effect while UUP will be published from 1000 UTC onward during operating hours of AMC.

6.4.3 The contents of AUP/UUP in AMC website available to public are as follows;

- a) AUP-A: The list of available CDRs category 2 and Military areas availability
- b) AUP-B: The list of closed permanent ATS route and CDRs category 1
- c) AUP-C: The list of TSAs and TRAs and AMC manageable P, D and R areas
- d) AUP-D: The list of changed airspace restrictions
- e) AUP-E: The list of reduced coordination airspace
- f) AUP-F: The list of additional information and Series J-NOTAM (warning NOTAM)

6.4.4 Short-notice requests are airspace requests that are not submitted in advance and have activities planned for the same day (Local Time) as when requests are made.

- a) For requests submitted less than 3 hours before the start of the activities, airspace users should contact ATS unit directly for approval. Warning NOTAMs will not be issued for activities with duration shorter than 2 hours.
- b) For requests submitted to AMC 3 or more hours in advance, NOTAMs will be issued as appropriate and UUP will updated accordingly in 3-hour interval starting from 0030 UTC.

6.5 Flight Planning for CDR

6.5.1 Through coordination on airspace use between concerning civil and military units, availability of CDR2 will be notified via AUP/UUP with detailed in previous sections. The airline operators or flight dispatchers should look for CDR2 route availability and file flight plan accordingly. Flights on CDR2 can only be flight planned when the CDRs are made available.

6.5.2 Any foreseen period of non-availability of CDR1 will, whenever practicable, be notified to the operators by NOTAMs and summarized in AUP/UUP.

6.5.3 In the event of tactical changes and short-notice unavailability of a CDR2, flights will be instructed by ATC to use alternative routes. Final use of airspace is subject to real-time civil/military coordination through ATC clearance.

Note: Pilots of Non-RNAV equipped aircraft shall inform ATC and request for radar vectors.

4. Speed Control and Altitude Restrictions Promulgation in Bangkok TMA

In order to facilitate the air traffic flow procedure of departing and arriving aircraft within Bangkok TMA, speed control procedures and altitude restricted must be applied to optimize the spacing between aircraft and reduce the overall delay of traffic.

4.1 Speed control

4.1.1 Speed control shall be in force at all times unless otherwise instructed. Pilots will be individually advised by ATC when speed control is cancelled.

4.1.2 All departing and arriving aircraft are to apply speed of not more than IAS 250 kt when flying at or below altitude of 10 000 ft.

4.1.3 Departing aircraft shall comply with speed control restrictions as published in the RNAV SIDs Procedures unless otherwise advised by ATC.

4.1.4 Arriving aircraft shall comply with speed control restrictions as published on the RNAV STARs Charts and Instrument Approach Procedures unless otherwise advised by ATC.

4.1.5 En route and terminal holding speed shall be in accordance with ICAO standard holding speeds requirement. Pilots shall resume speed control procedures when leaving the holding fix.

4.1.6 ATC may issue further speed adjustment instructions during various flight phases or/and when required by traffic situation.

4.1.7 All speed restrictions are to be flown as accurately as possible. If unable to conform to these procedures, pilots should immediately inform ATC and state the speed to be used so that an alternative action can be taken.

4.2 Altitude restrictions

When a departing aircraft on a SID is cleared to climb to a level higher than the initially cleared level or the level(s) specified in the SID, the aircraft shall nevertheless follow the published vertical profile, unless such restrictions are explicitly cancelled by ATC.

4.2.1 Departing aircraft intending to cruise below the transition level shall follow an appropriate SID track and comply with individual ATC climb instructions.

4.2.2 When an arriving aircraft on a STAR is cleared to descend to a level lower than the level or the level(s) specified in the STAR, the aircraft shall nevertheless follow the published vertical, unless such restrictions are explicitly cancelled by ATC. Published minimum levels based on terrain clearance shall always be strictly applied.

4.2.3 To facilitate safe traffic integration and provide vertical separation between converging traffic in Bangkok TMA, pilots shall plan their descent profile in accordance with the published STAR procedures or their descent profile against distance to touchdown.

4.2.4 All altitude restrictions are to be flown as accurately as possible. If unable to conform to these restrictions, pilots should immediately inform ATC so that an alternative action can be taken.

5. TCAS RA Warning

Avoidance of unnecessary TCAS RA warning, aircraft shall strictly use rate of climb or rate of descent at 1 500 fpm or less within 2 000ft to the assigned altitude or flight level, then use rate of climb or rate of descent at 1 000 fpm or less within 1 000 ft to the assigned altitude or flight level when flight crew is made aware of another aircraft at or approaching an adjacent altitude or flight level, unless otherwise instructed by ATC.

6. Operational for Safety and More Effective Air Traffic Management in Bangkok TMA

6.1 If practicable, aircraft operating within Bangkok TMA should operate SSR Mode S transponders. The data entered in the Mode S Aircraft Identification must match the three letter ICAO designator for the aircraft operating agency and the flight number to ensure the correlated flight identity.

6.2 All departing aircraft shall remain on Don Mueang Tower frequency unless otherwise instructed by ATC.

7. Delay during Severe Weather

7.1 All aircraft may be delayed. Departure/arrival interval will be applied as follows:

- a) 4 minutes or more between successive departures on the same SID or between aircraft intending to fly in the direction where severe weather is reported.
- b) 4 minutes or more between successive arrivals on the same STAR/at the same IAWP or between aircraft intending to fly in the direction where severe weather is reported.

7.2 When severe weather has an effect on landing/ take-off, domestic flights intending to land at Don Mueang International Airport may

be requested to delay at airport of departure.

8. VFR Flight in Bangkok Control Zone

8.1 By Day (Sunrise/Sunset)

- Unless authorized, VFR flight will not be permitted to land / take-off at Don Mueang International Airport when weather conditions as reported to Don Mueang APP/TWR by an authorized ground observer are LESS than:

Ground Visibility	5 km; or
Ceiling	450 m (1500 ft)

Authorization may be granted by ATC for special VFR flight, (see 8.4) to land / take-off at Don Mueang International Airport under conditions LESS than (8.1) above but NOT LESS than

Ground Visibility	1500 m
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8.2 By Night (Sunset/Sunrise)

- Authorization may be granted by ATC for VFR flight to land / take-off at Don Mueang International Airport under conditions reported to be AT or BETTER than (8.1) above; such flight will be treated as special VFR flight (see 8.4) for ATC purposes.

8.3 At All Times

- VFR flight within Bangkok CTR shall be conducted so that the aircraft maintain flight visibility and distance from cloud EQUAL TO or GREATER THAN those specified in ICAO Annex 2, Table 3-1.

Flight Visibility	5 km below 3050 m (10 000 ft) AMSL and 8 km at and above 3050 m (10 000 ft) AMSL
Distance from cloud	1500 m horizontally and 300 m (1000 ft) vertically

8.4 Special VFR Flight

8.4.1 Special VFR flight may be permitted when the ground visibility is not less than 1500 m, provided that the aircraft is equipped with functioning radio and the pilot has agreed to guard on the appropriate ATC communications frequency. ATC shall provide IFR separation between all special VFR flights and between such flights and IFR flights.

8.4.2 A pilot wishing to conduct special VFR flight is to call Don Mueang Delivery on frequency 127.7 MHz for special VFR clearance.

8.5 VFR Entry and Exit Procedures within Bangkok Control Zone

8.5.1 General

- The VFR entry and exit procedures are designed to enhance the uniformity of light aircraft and helicopter operations under VFR in Bangkok Control Zone.
- If the communication could not be done through radio frequencies as specified, or the transponder unable to functional operated. The VFR light aircraft and helicopter may not be permitted to operate.
- VFR entry and exit procedure charts are the recommended flight paths and altitudes for the purpose of air traffic management.
- Adherence to charted flight paths and altitudes is not mandatory. ATC may assign flight paths and altitudes other than specified in charts, however, pilot has final authority to decide whether he or she would comply with it but shall comply with VFR.
- There is no substitute for alertness while operating under VFR. Pilots still have full responsibility to see and avoid other traffic and maintain adequate distance from clouds. Separation shall be provided in accordance with VFR in Class C airspace.
- Under some circumstances, suggest heading or change of altitude may be provided when requested by a pilot or whenever deemed necessary by ATC in the interest of safety and with pilot acceptance. Pilots should, as early as practicable, advise ATC if VMC conditions cannot be maintained. ATC shall request pilot's intentions and revise the instruction as requested or, if unable, issue an alternative clearance as soon as possible.
- The VFR entry and exit procedures are to be flown only in daylight hours between sunrise to sunset.

8.5.2 VFR entry and exit procedures for light aircraft

- The procedures for light aircraft are designed for aircraft with speed less than 130 knots.
- For light aircraft with speed of more than 130 knots, ATC may either authorize the aircraft to follow the prescribed VFR entry and exit procedures or assign flight paths and altitudes. However, pilot has final authorities to decide whether he or she would

NORTHEASTBOUND

- MUEANG THONG [ALT1000] - KOH KRET [ALT1000] - BANG KHU WAT [ALT1000] - AYUTTHAYA [ALT2500] - HIN KONG [ALT3500]
- 3 NM EAST [ALT1000] - LAM LUK KA [ALT1000] - BANG NAM PRIAO [ALT2500] - BANG LUK SUA [ALT2500] - HIN KONG [ALT3500]

TRAINING VT D6A / VT D6B

- MUEANG THONG [ALT1000] - KOH KRET [ALT1000] - BANG BUA THONG [ALT1000] - VT D6A / VT D6B

II) Arrival Procedures

NORTHBOUND

- AYUTTHAYA [ALT2000] - PATHUMTHANI [ALT1000] or PRATUNAM PHRA-INN [ALT1000] - PATHUMTHANI [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]
- AYUTTHAYA [ALT2000] - HIN KONG [ALT4500] - BANG LUK SUA [ALT2000] - BANG NAM PRIAO [ALT2000] - LAM LUK KA [ALT1000] - 3 NM EAST [ALT1000]

WESTBOUND

- BANG LEN [ALT2000] - 10 NM WEST [ALT1500] - BANG KHU WAT [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]

SOUTHBOUND

- SAMUT SAKHON [ALT2000] - EKACHAI [ALT2000] - BANG BUA THONG [ALT1500] - 10 NM WEST [ALT1500] - BANG KHU WAT [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]

SOUTHEASTBOUND

- KOH LAN [ALT2000] or KOH SICHANG [ALT2000] - SAMUT SAKHON [ALT2000] - EKACHAI [ALT2000] - BANG BUA THONG [ALT1500] - 10 NM WEST [ALT1500] - BANG KHU WAT [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]
- KOH SICHANG [ALT2000] - BANG PAKONG [ALT2000] - BANG NAM PRIAO [ALT2000] - LAM LUK KA [ALT1000] - 3 NM EAST [ALT1000]

EASTBOUND

- BANG NAM PRIAO [ALT2000] - LAM LUK KA [ALT1000] - 3 NM EAST [ALT1000]

NORTHEASTBOUND

- HIN KONG [ALT4500] - AYUTTHAYA [ALT2000] - PATHUMTHANI [ALT1000] or PRATUNAM PHRA-INN [ALT1000] - PATHUMTHANI [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]
- HIN KONG [ALT4500] - BANG LUK SUA [ALT2000] - BANG NAM PRIAO [ALT2000] - LAM LUK KA [ALT1000] - 3 NM EAST [ALT1000]

TRAINING VT D6A / VT D6B

- LAT LUM KAE0 [ALT1000] - PATHUMTHANI [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]
- 10 NM WEST [ALT1500] - BANG KHU WAT [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]

The details of VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFT CHART BANGKOK/DON MUEANG INTL (VTBD) RWY 21L/21R are given in VTBD AD 2.24 CHARTS RELATED TO AN AERODROME

I) VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFT CHART BANGKOK/DON MUEANG INTL (VTBD) RWY 03L/03R

I) Departure Procedures

NORTHBOUND

- PATHUMTHANI [ALT1000] - AYUTTHAYA [ALT2500]

WESTBOUND

- PATHUMTHANI [ALT1000] - 10 NM WEST [ALT1000] - BANG LEN [ALT2500] - LAT BUA LUANG [ALT2500] or DON FAEK [ALT2500]

SOUTHBOUND

- PATHUMTHANI [ALT1000] - 10 NM WEST [ALT1000] - BANG BUA THONG [ALT1000] - EKACHAI [ALT2500] - SAMUT SAKHON [ALT2500]

SOUTHEASTBOUND

- PATHUMTHANI [ALT1000] - 10 NM WEST [ALT1000] - BANG BUA THONG [ALT1000] - EKACHAI [ALT2500] - SAMUT SAKHON [ALT2500] - KOH LAN [ALT2500] or KOH SICHANG [ALT3500]
- LAM LUK KA [ALT1000] - BANG NAM PRIAO [ALT2500] - BANG PAKONG [ALT2500] - KOH SICHANG [ALT3500]

EASTBOUND

- LAM LUK KA [ALT1000] - BANG NAM PRIAO [ALT2500] - BANG LUK SUA [ALT2500] or BANG PAKONG [ALT2500]

NORTHEASTBOUND

- LAM LUK KA [ALT1000] - BANG NAM PRIAO [ALT2500] - BANG LUK SUA [ALT2500] - HIN KONG [ALT3500]
- PATHUMTHANI [ALT1000] - AYUTTHAYA [ALT2500] - HIN KONG [ALT3500]

TRAINING VT D6A / VT D6B

- PATHUMTHANI [ALT1500] - LAT LUM KAE0 [ALT1500] - VT D6A / VT D6B

II) Arrival Procedures

NORTHBOUND

- AYUTTHAYA [ALT2000] - PATHUMTHANI [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]
- AYUTTHAYA [ALT2000] - PRATUNAM PHRA IN [ALT1000] - PATHUMTHANI [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]

WESTBOUND

- BANG LEN [ALT2000] - 10 NM WEST [ALT1500] - BANG KHU WAT [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]

SOUTHBOUND

- SAMUT SAKHON [ALT2000] - EKACHAI [ALT2000] - BANG BUA THONG [ALT1500] - 10 NM WEST [ALT1500] - BANG KHU WAT [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]

SOUTHEASTBOUND

- KOH LAN [ALT2000] or KOH SICHANG [ALT2000] - SAMUT SAKHON [ALT2000] - EKACHAI [ALT2000] - BANG BUA THONG [ALT1500] - 10 NM WEST [ALT1500] - BANG KHU WAT [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]
- KOH SICHANG [ALT2000] - BANG PAKONG [ALT2000] - BANG NAM PRIAO [ALT2000] - LAM LUK KA [ALT1000] - 3 NM EAST [ALT1000]

EASTBOUND

- BANG NAM PRIAO [ALT2000] - LAM LUK KA [ALT1000] - 3 NM EAST [ALT1000]

NORTHEASTBOUND

- HIN KONG [ALT4500] - BANG LUK SUA [ALT2000] - BANG NAM PRIAO [ALT2000] - LAM LUK KA [ALT1000] - 3 NM EAST [ALT1000]
- HIN KONG [ALT4500] - AYUTTHAYA [ALT2000] - PATHUMTHANI [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]
- HIN KONG [ALT4500] - AYUTTHAYA [ALT2000] - PRATUNAM PHRA IN [ALT1000] - PATHUMTHANI [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]

TRAINING VT D6A / VT D6B

- LAT LUM KAE0 [ALT1000] - PATHUMTHANI [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]
- 10 NM WEST [ALT1500] - BANG KHU WAT [ALT1000] - 5 NM WEST [ALT1000] - 3 NM WEST [ALT1000]

The details of VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFT CHART BANGKOK/DON MUEANG INTL (VTBD) RWY 03L/03R are given in VTBD AD 2.24 CHARTS RELATED TO AN AERODROME

Traffic Pattern, Bangkok control zone and Don Mueang aerodrome traffic zone are shown below:

Illustration of Traffic Pattern

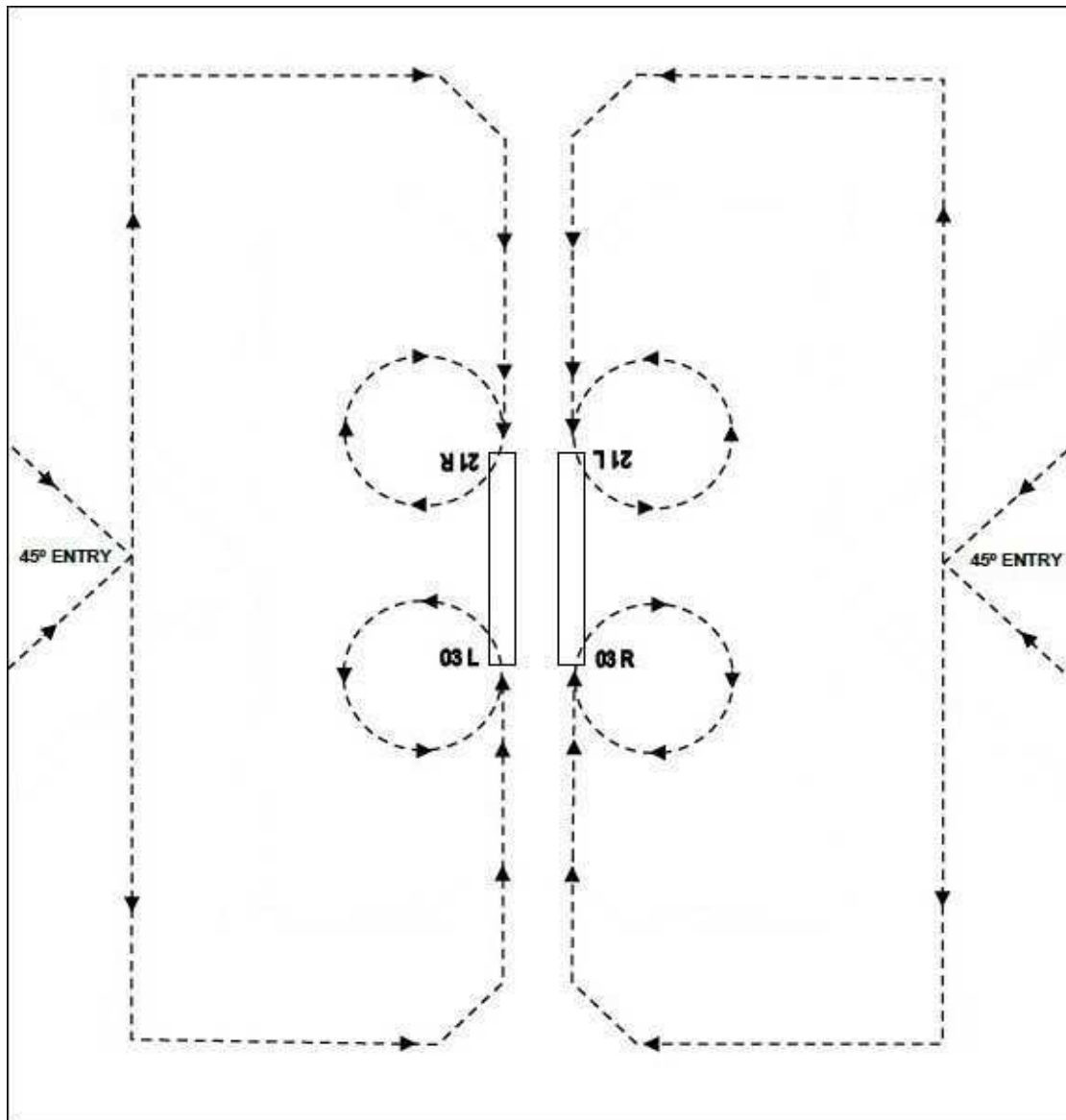
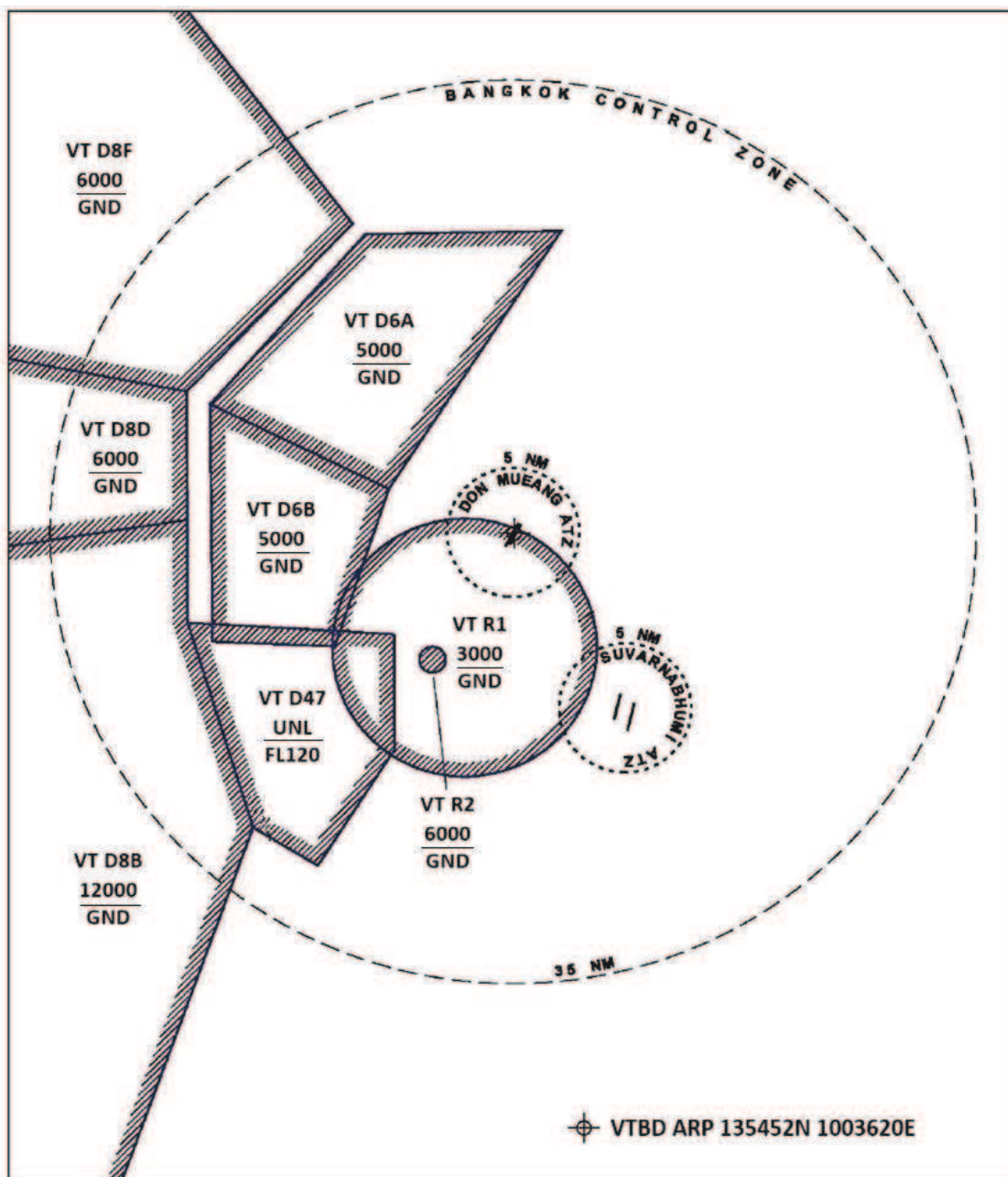


Illustration of Bangkok control zone and Don Mueang aerodrome traffic zone



9. TRAINING IN DANGER AREA

9.1 VT D47

- Jet / Conventional Aircraft departing from Don Mueang International Airport must contact Don Mueang Approach on frequency 119.4 MHz
- Before leaving VT D47 the pilot must report his position, distance and heading to Don Mueang Approach.
- Test Flights: If the pilot desires to fly outside the area of VT D47, he must maintain two-way radio communications with, and follow instruction from Bangkok Approach/Don Mueang Approach.

9.2 VT D6A / VT D6B

- Light Aircraft departing from Don Mueang International Airport must contact Don Mueang Approach, the controller will instruct the pilot over Bangbuathong at altitude not above 1000 feet before entering VT D6A / VT D6B.
- Before leaving VT D6A / VT D6B the pilot must report his position, distance and heading to Don Mueang Approach. The controller will instruct the pilot to report over Ladlumkaew at altitude not above 1000 ft, report Patum-thani, 5 NM West and then report entering downwind for landing RWY 21L/R or RWY 03R/L.

VTCT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCT - CHIANG RAI / Mae Fah Luang-CHIANG RAI INTERNATIONAL AIRPORT

VTCT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	195708N 0995259E Centre Line of RWY, 1500 m from THR RWY21
2	Direction and distance from (city)	9 km, NE from city
3	Elevation/Reference temperature	390 m (1280 ft) / 35.8°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	1°3'W (2025)/ 0°1'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Mae Fah Luang-Chiang Rai International Airport Mae Fah Luang-Chiang Rai International Airport 404 Chiang Rai-Maechan Road Rimkok-Baan Doo Sub-District Amphoe Mueang Chiang Rai 57100 Thailand Tel: +665 379 8000 +665 379 8999 Fax: +665 379 8049 AFS: VTCTYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

VTCT AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and immigration	Customs: 0130-0930 or available on request Immigration: Available with AD hours
3	Health and sanitation	Available on request
4	AIS Briefing Office	2300-1400
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	2300 – 1430, Other than this period 1 HR PN to ATC
8	Fuelling	H24
9	Handling	Available with AD hours
10	Security	H24
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Chiang Mai Air Traffic Control Center (1st floor of tower building) Tel: +669 1818 5798 Fax: +66 5327 7897

VTCT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Thai Airways International Public Co.,Ltd. (TG) Website: www.thaicargo.com E-mail: ceifw@thaairways.com xbd3chiangraistation@thaairways.com Tel: +665 379 8242 +665 379 8243 2 Hand pallet trucks Handling weights up to 8 t per day.
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	PTT Oil and Retail Business Public Company Limited Website: www.pttor.com/en/product/commercial/Aviation-Fuel Tel: +665 379 3700 Fax: +665 379 3701 Fuel Refueller Truck: 2 - 1 Capacity: 22,000 L - 1 Capacity: 22,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Not available
7	Remarks	The Airport has provided ground handling agents as following: a. BAGS Ground Services Co.,Ltd. Website: www.bags-groundsolutions.com E-mail: cei-stationmanager@bags-groundsolutions.com Tel: +669 5524 4914 +669 3575 1133 b. Chiang Mai Ground Handling Services Co.,Ltd. E-mail: ground.cgs@yahoo.com Tel: +668 3914 6495 +668 0495 9391 c. H.S. Aviation Co.,Ltd. Website: www.hsavia.aero E-mail: ops@hsavia.aero Tel: +668 1901 2070 +668 1916 6294 Fax: +662 531 0509 d. Thai Airways International Public Co.,Ltd. (TG) Website: www.thaigroundservices.com E-mail: ceikk@thaairways.com ceiklooffice@thaairways.com Tel: +665 379 8212 +668 9555 2901 +665 379 8205 Fax: +665 379 3060

VTCT AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Available at the AD and in the city
3	Transportation	Taxi limousine, Taxi meter, Car rental service and public bus
4	Medical facilities	First aid at AD and hospitals in the city
5	Bank and Post Office	In the city / At AD Bank open: 0200-1300 Post Office open: 0130-1400
6	Tourist Office	In the city
7	Remarks	NIL

VTCT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTCT AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Apron Aircraft Stand NR 1-7 Surface: Concrete Strength: PCR 1040/R/D/W/T
2	Taxiway width, surface and strength	TWY A: 28 m, Concrete surface, PCR 1500/R/D/W/T TWY B: 30 m, Concrete surface, PCR 1500/R/D/W/T TWY C: 35 m, Concrete surface, PCR 1500/R/D/W/T TWY D: 35 m, Concrete surface, PCR 1500/R/D/W/T TWY E: 30 m, Concrete surface, PCR 1500/R/D/W/T TWY F: 30 m, Concrete surface, PCR 1500/R/D/W/T TWY P: 23 m, Concrete surface, PCR 1500/R/D/W/T TWY P1: 48 m, Concrete surface, PCR 1500/R/D/W/T TWY P2: 48 m, Concrete surface, PCR 1500/R/D/W/T TWY P3: 48 m, Concrete surface, PCR 1500/R/D/W/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 389 m (1275 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTCT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	1. Taxiway center line is painted in yellow. 2. Taxiway Edge is provided 3. Illuminated guidance signs are provided at various intersections 4. Intermediate holding positions are provided on: a) Taxiway B (At the intersections with Taxiway P) b) Taxiway P (At the intersections with Taxiway A, B, C, P1/F, P2/E and P3) c) P1, P2 and P3 (At the intersections with Taxiway D) 5. Nose-Wheel guidelines at apron.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, Centre line, Aiming Point and Side Strip RWY LGT: THR, RWY EDGE and RWY End lights TWY marking: Centre line, Edge and RWY Holding Position TWY LGT: TWY EDGE lights
3	Stop bars	Stop bars are installed at Taxiway A, B, C, E and F. It is controlled individually by ATC.
4	Other runway protection measures	1. Runway Guard Lights are installed on either side of Taxiways A, B, C, E and F at 90 m off the runway centreline. 2. The use of an Intermediate holding position on TWY B, E and F is allowed only for aircraft sizes up to Code Letter D.
5	Remarks	NIL

VTCT AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		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

VTCT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station - Chiang Rai, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 30 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 379 3062-3, +665 379 3698-9 Fax: +665 379 3061
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Low Level Windshear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Chiang Rai TWR
10	Additional information (limitation of service, etc.)	NIL

VTCT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	030°	3000x45	PCR 1000/F/A/X/T Asphalt	195625.74N 0995233.61E	390.2 m (1280.2 ft AMSL)
21	210°	3000x45	PCR 1000/F/A/X/T Asphalt	195751.09N 0995323.63E	389 m (1276 ft AMSL)

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
-0.05%	NIL	NIL	3120x300	240x150	NIL	YES	The Runway blast pad are provided beyond both Runway end; the width is 60 m and the length is 120 m. each.
0.05%	NIL	NIL	3120x300	300x150	NIL	NIL	

VTCT AD 2.13 DECLARED DISTANCES

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

VTCT AD 2.14 APPROACH AND RUNWAY LIGHTING

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

VTCT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

VTCT AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Helicopters using active runway to take off and land as instructed by ATC. See AD 2-VTCT-1-11 for the Helicopter Operation.

VTCT AD 2.17 ATS AIRSPACE

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

VTBS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBS - BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT

VTBS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

VTBS AD 2.3 OPERATIONAL HOURS

1	Aerodrome operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	AIS Briefing Office and ATS Reporting Office (ARO): Located at 2nd floor, the central block building, Don Mueang International Airport Tel: +66 2131 3901-3 Fax: +66 2131 3904 AFTN: VTBSZPZX E-mail: vtbszpx@aerorhai.co.th

VTBS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available from a) Thai Airways International Public Company Limited (TG) Cargo Handling Services: E-mail: bkkxa-1office@thaairways.com SITA: BKKDXTG Tel: +662 137 4448 b) WFS-PG Cargo Co., Ltd. (WFSPG) Website: www.bangkokflightsservices.com Commercial Department: E-mail: crm@bfsasia.com Mr. Ekpol Mekvishai, Head of Commercial E-mail: ekpolm@bfsasia.com crm@bfsasia.com Tel: +668 5055 7671 General Inquiry: E-mail: cargocustomer@bfsasia.com Tel: +662 131 5555 ext. 5611, 5612, 5613, 5614, 5523 Fax: +662 131 5533
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	Available from a) Bangkok Aviation Fuel Service Public Company Limited (BAFS) Website: www.bafsthai.com E-mail: wanijcha@bafs.co.th salinee.s@bafs.co.th Tel: +662 834 8900 Fuel Dispenser Truck: 42 Fuel Refueller Truck: 3 - 2 Capacity: 65,000 L - 1 Capacity: 40,000 L b) Aircraft Service International Group (THAILAND) CO.,LTD. (ASIG) Website: www.menziesaviation.com E-mail: n.boonpithaksap@johnmenzies.aero natthaphong.boonpithaksap@menziesaviation.com Tel: +662 327 3293 Fax: +662 327 3298 Fuel Dispenser Truck: 10 Fuel Refueller Truck: 2 Capacity: 35,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited, operated by Thai Airways International Public Company Limited (TG). For hangar space, please contact: Mrs. Jennara Kwanyuen Administrative Secretary, SBIA MRO Operations Department E-mail: jennara.k@thaairways.com Tel: +662 137 5031
6	Repair facilities for visiting aircraft	Major and minor repair are available from Thai Airways International Public Company Limited (TG), and line maintenance is available from International Airlines Technical Pool. For repair facilities, please contact: Mrs. Jennara Kwanyuen Administrative Secretary, SBIA MRO Operations Department E-mail: jennara.k@thaairways.com Tel: +662 137 5031

7	Remarks	The airport provides the following ground handling agents: a) Worldwide Flight Services Bangkok Air Ground Handling Co., Ltd. (BFS) Website: www.bangkokflightservices.com Schedule Airlines and Seasonal Charter: Commercial Department: E-mail: crm@bfsasia.com Ad Hoc Charter and Corporate Jet: Mr. Ekpol Mekvishai, Head of Commercial E-mail: ekpolm@bfsasia.com crm@bfsasia.com Tel: +668 5055 7671 General Inquiry: E-mail: marketing@bfsasia.com Tel: +662 131 5000 Fax: +662 131 5077 +662 131 5099 b) Thai Airways International Public Company Limited (TG) Website: www.thaiairways.com Ground Handling Services: Website: www.thaiairways.com/thaigroundservices/ E-mail: thaigroundservices@thaiairways.com Tel: +662 137 1610 Catering Services: Website: www.thaicatering.com E-mail: cat.info@thaiairways.com SITA: BKKDCTG Tel: +662 137 2101-5 +662 137 2410 Fax: +662 137 2450 c) LSG Sky Chefs (Thailand) Ltd. Website: www.lsgskychefs.com E-mail: dl.apac.bkk.customerservices@lsgskychefs.com Tel: +662 131 1900 +662 131 1952 (24 hrs) +668 7970 3884 (24 hrs) d) Bangkok Air Catering Co., Ltd. (BAC) Website: www.bangkokaircatering.com E-mail: sales@bangkokaircatering.com Tel: +662 131 7500 Fax: +662 131 7599
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VTBS AD 2.5 PASSENGER FACILITIES

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

VTBS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTBS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

The tug driver is responsible to ensure that the aircraft is pushed back (and pulled forward if required) toward the right direction onto the taxilane.

4.5.4 Responsibilities of the Apron Control Tower

The Apron Controller is responsible to monitor the engine start up and push back activities and to ensure that the aircraft will be pushed back toward the right direction onto the taxilane.

4.6 Actions to be taken

4.6.1 Actions to be taken by the pilot-in-command

When the aircraft is fully ready the pilot-in-command shall:

- a) 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. This is to be done using standard phraseology in communication with the ground operations headset operator.
- b) Ensure that prior to the start-up, the pilot shall be certain that the propellers or the air flows caused by the engine cannot cause injuries or damage to persons or properties on ground. This is to be done by using standard phraseology in communication with the ground operations headset operator.
- c) Contact Ground Control for permission to start up the engine(s). In normal operations, the engine start-up at the aircraft parking position is not allowed.
- d) Ensure that the ground engineer, or the person responsible for ground to cockpit communications who is in direct intercom-radio contact with the pilot-in-command, acknowledges the start-up permission. In the event intercom-radio contact is not available, the use of standard hand signals will be used.
- e) Ensure that the anti-collision beacons of the aircraft have been switched on before pushing back or starting the engine and to obtain an "all-clear" signal from the ground operations headset operator.
- f) During push back operations, all aircraft shall be pushed back with its fuselage longitudinally centred over, and parallel to, a taxiway centre line before commencing the engine start. Should the engine start be performed at the aircraft parking positions, ensure that the requirements for such engine start up conditions are met.
- g) Ensure that the ground engineer or ground operations headset operator acknowledges the permission.
- h) Ensure that the aircraft is being pushed back in the right direction onto the taxilane.
- i) Request permission from Ground Control to taxi when the tug has been disconnected as confirmed by the ground engineer and the ground engineer or ground operations headset operator has given the "all clear" signal.

4.6.2 Actions to be taken by the ground engineer

The ground engineer of the Airline or Handling Agent shall:

- a) Ensure that the stand area is clear of any obstacle and FOD.
- b) Ensure that the tug is connected to the aircraft and that the tug driver is completely ready to perform the push-back.
- c) Acknowledge the Ground Control permission to start up the engine(s) to the pilot-in-command.
- d) Ensure that the anti-collision beacons of the aircraft are switched on.
- e) Monitor the engine(s) start up sequence.
- f) Acknowledge the Ground Control permission for push back to the pilot-in-command.
- g) Ensure that the tug driver understood the push back permission (by hand -signaling to the tug driver) and starting the push back manoeuvre.
- h) Ensure that the aircraft is pushed back toward the right direction onto the taxilane.
- i) Make sure that during the push back manoeuvre he/she will be in contact with the pilot-in-command at all times.
- j) Ensure that the tug has been disconnected from the aircraft on the taxilane stop position and confirm so to the pilot-in-command.
- k) When disconnected from the radio contact with the pilot-in-command, give the "all clear" signal to the pilot-in-command, being well clear of the aircraft's path of taxiing.
- l) Return to the stand area.

During low visibility conditions (CAT II) the ground engineer will, together with the tug driver, return behind the double white marking line on the apron surface as soon as possible and will indicate to the pilot-in-command that both of them are clear of the taxiway.

Note: CAT II: Runway Visual Range of less than 550 m or cloud base of less than 200 ft.

4.6.3 Actions to be taken by the tug driver

The tug driver of the Airline or Handling Agent shall:

- a) Ensure that the tug is properly connected to the aircraft
- b) Start the push back manoeuvre when permission to do so has been given by the ground engineer.
- c) Make sure that the aircraft is pushed back toward the right direction onto the taxilane stop position.
- d) Disconnect the tug from the aircraft when in position on the taxilane.
- e) Return to the stand area.

During low visibility conditions (CAT II) the tug driver will, together with the ground engineer, return behind the red clearance line marking on the apron surface as soon as possible.

Note: CAT II: Runway Visual Range of less than 550 m or cloud base of less than 200 ft.

4.6.4 Actions to be taken by the Apron Control Tower

The Apron Controller will:

- a) Monitor the engine(s) start up and push back activities.
- b) Ensure that the aircraft will be pushed back toward the right direction onto the taxilane.

5. Taxi Procedures

5.1 Taxi Instructions

5.1.1 For departing aircraft, Ground Controller shall issue taxi instructions containing the following items in the order listed:

- a) holding position;
- b) runway designator;
- c) taxi routes;
- d) any other pertinent information.

For example:

"...C/S... TAXI TO HOLDING POINT RUNWAY ONE NINE VIA TANGO FOUR, CHARLIE, CHARLIE THREE, BRAVO ONE."

5.1.2 For arriving aircraft, Ground Controller shall issue taxi instructions containing the following items in the order listed:

- a) taxi routes;
- b) parking stand;
- c) any other pertinent information.

For example:

"...C/S... TAXI VIA ECHO, DELTA SEVEN, GOLF, TANGO ONE ZERO, TANGO ONE TWO, YOUR STAND DELTA SIX."

5.2 Extra caution is required when crossing service roads in the manoeuvring area.

5.3 On the main apron where additional 180 degrees turn markings are established. The markings T9A and T9B connect taxilane T9 with taxilane T8 and the markings T10A and T10B connect taxilane T10 with taxilane T11 are provided. The routes may only be used when instructed to do so by ATC (ATC discretion).

5.4 Taxilanes T8, T9, T10, T11 and T12 are able to accommodate aircraft up to code E (wingspan less than 65 m).

6. Runway Utilization Procedures

6.1 Runway-in-use

The runway-in-use is selected by Suvarnabhumi Control Tower as the best for general purpose. If it is unsuitable for a particular operation, the pilot can obtain permission from ATC to use another but must accept that he may thereby incur a delay.

6.2 Runway Friction Measurement

The runway surface friction coefficient is measured periodically using a Surface Friction Tester Vehicle with self-wetting features at test speeds of 65 km/h and 95 km/h. If a survey indicates that the runway surface friction characteristics have deteriorated below the specified Minimum Friction Level (MFL), as indicated in the following table, then that runway will be notified by NOTAM as a runway that 'may be slippery when wet'.

Continuous Friction Measuring Device (CFMD)	Test Speed (km/h)	Minimum Friction Level (MFL)
Surface Friction Tester Vehicle	65	0.50
	95	0.34

6.3 Departure sequence

6.3.1 Departure shall normally be cleared in the order in which they are ready for take-off, except that deviations may be made from this order of priority to facilitate the maximum number of departures with the least average delay.

6.3.2 To increase runway capacity and to comply with slot times if required, ATC may re-order departure sequence at any time. In addition, intersections will be assigned for departure. Pilots unable to accept the reduced take-off run available for the assigned intersection, shall inform

ATC directly.

6.4 Departure clearance

6.4.1 The order in which aircraft are given take-off clearances will be determined on the basis of normal traffic priorities, the application of wake turbulence standard separation and departure slot allocations and management.

6.4.2 Under normal circumstances all departing aircraft will be issued with SIDs. If, for traffic management reason, a SID has to be cancelled, the pilot will be given a specific departure instruction.

6.5 Intersection departure

Departing aircraft will normally be directed by ATC to use the full length of the runway for take-off. Pilots-in-command may request or ATC may propose an intersection departure to resolve a particular runway or manoeuvring area conflict. The final decision whether to make an intersection departure rests with the pilot-in-command.

6.6 Clearance for immediate take-off

A pilot receiving an immediate take-off instruction is required to act as follows:

- a) if waiting clear of the runway, taxi immediately on to it and begin his take off run without stopping his aircraft;
- b) if already lined up on the runway, take off without delay;
- c) if unable to comply with the instruction, inform ATC immediately.

6.7 Departures – Minimum Runway Occupancy Time

6.7.1 On receipt of line-up clearance pilots should ensure, commensurate with safety and standard operation procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced its take off roll.

6.7.2 Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take off roll immediately after take off clearance is issued.

6.7.3 Pilots not able to comply with these requirements should notify ATC as soon as possible.

6.7.4 Pilots shall prepare for the following take-off run available (TORA):

RUNWAY 01	TORA (m)
B13	4 000
B12	3 890

RUNWAY 19	TORA (m)
B1	4 000
B2	3 870

RUNWAY 02R	TORA (m)
E21	3 700
E19	3 590

RUNWAY 20L	TORA (m)
E1	3 700
E2	3 590

RUNWAY 02L	TORA (m)
F12	4 000
F11	3 890

RUNWAY 20R	TORA (m)
F1	4 000
F2	3 900

6.7.5 In order to expedite departure traffic, the runway declared distance at each additional available departing point when entering from taxiway, are as follows:

RUNWAY 01	TORA (m)
B11	2780

RUNWAY 19	TORA (m)
B3	2970

RUNWAY 02R	TORA (m)
E15	2670
E17	3220

RUNWAY 20L	TORA (m)
E5	2780
E3	3220

RUNWAY 02L	TORA (m)
F10	3220

RUNWAY 20R	TORA (m)
F3	3080

Remarks: The aircraft take-off from these points shall be approved when traffic permitted in VMC only.

VTSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSS - SONGKHLA / HAT YAI INTERNATIONAL AIRPORT

VTSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	065558N 1002342E Centre of runway 1600 m from THR RWY 08
2	Direction and distance from (city)	12 km SW
3	Elevation/Reference temperature	28 m (90 ft) / 26.8°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0° 18' W (2025) / 0° 2' E
6	AD Administration, address, telephone, telefax, telex, AFS	Hat Yai International Airport Airports of Thailand Public Company Limited Hat Yai, Songkhla 90115, Thailand Tel: +667 422 7000 Fax: +667 425 1334 AFS: VTSSYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

VTSS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1700
2	Customs and immigration	Available within AD hours
3	Health and sanitation	Available within AD hours
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	AD 0000-1300, from 1300-2359 shall be requested 1 hrs. prior landing, In case of emergency from 1300-2359 service within 45 min.
9	Handling	AD 2300-1400, from 1400-1700 shall be requested 3 hrs. prior landing.
10	Security	H24
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Hat Yai Air Traffic Control Center (1st floor of tower building) Mobile: +669 2262 2436 Fax: +66 7425 1050

VTSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	1 Forklifts 1.5 t, 1 Tractor. Handling weights up to 18 t per day. Provided by Thai Airways International Public Co., Ltd.
2	Fuel/oil types	Jet A-1, AVGAS 100 LL
3	Fuelling facilities/capacity	Fuelling provide by PTT Public Company Limited. Tel: +667 422 7248 Fax: +667 422 7247 3 JET A-1 Refueller @ 12,000+22,000+18,000 L AVGAS 100LL Drum tank 50 L @ 1,000 L -JET A-1: 4 tank.TTK 960,000 L -AVGAS 100 LL: Drum tank 50 L @ 1,000 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 agents as following: Thai Airways International Public Co.,Ltd E-mail: hdykk@thaairways.com Tel: +667 422 7273 Fax: +667 425 1335 BAGS Ground Services Co.,Ltd E-mail: hdy-stationmanager@bags-grounds-services.com hdy-seniorteam@bags-grounds-services.com Tel: +667 422 7264 (23.30-14.30 UTC) +666 1172 2177(24 HR) Fax: +667 425 1558

VTSS AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	At AD and in the city
3	Transportation	Limousines and Taxis
4	Medical facilities	First aid at AD. Hospitals in the city
5	Bank and Post Office	In the city/ At AD open within AD HR.
6	Tourist Office	Office in the city Tel: +667 424 3747 Fax: +667 424 5986
7	Remarks	NIL

VTSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	Available – Up to B747 For removal of disabled aircraft please contact aerodrome coordinator: - Airside Operation Division Tel: +667 422 7765 +667 422 7766 - Rescue and Fire Fighting Division Tel: +667 422 7021
4	Remarks	Capable of communicating directly with an aircraft in an emergency situation using (on ground) an aeronautical radio frequency 121.6 MHz. Call sign " HATYAI COMMAND " (English/Thai)

VTSS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCR 950/R/B/W/T
2	Taxiway width, surface and strength	Taxiway A: 23 m, Concrete PCR 950/R/A/W/T Asphalt, PCR 950/F/A/X/T Taxiway B: 26 m, Concrete PCR 950/R/A/W/T Asphalt, PCR 950/F/A/X/T Taxiway C: 26 m, Concrete PCR 950/R/A/W/T Asphalt, PCR 950/F/A/X/T Taxiway D: 26 m, Concrete, PCR 950/R/A/W/T Taxiway E: 30 m, Concrete, PCR 780/R/A/W/T Taxiway F: 27 m, Concrete, PCR 950/R/A/W/T Taxiway G: 24 m, Asphalt, PCR 950/F/D/X/T Taxiway H: 24 m, Asphalt, PCR 950/F/C/X/T Taxiway J: 26 m, Concrete, Asphalt Taxiway K: 26 m, Asphalt Taxiway L: 23 m, Asphalt Taxiway M: 23 m, Asphalt Taxiway P: 36 m, Concrete Taxilane N: Concrete, PCR 950/R/B/W/T Taxiway Q: 30 m, Concrete, PCR 950/R/B/W/T Taxiway R: 27 m, Concrete, PCR 950/R/B/W/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 27.5 m/90 ft
4	VOR checkpoints	Location: - At holding position RWY 08 on TWY R - RDL 254/0.6 NM - At holding position RWY 26 on TWY F - RDL 086/1.2 NM Radio frequency: 115.3 MHz
5	INS checkpoints	NIL
6	Remarks	Taxiway J, P, K, L and M for Military use, Taxiway J portion M to runway 26 not available to aircraft with wingspan are greater than 36 m. due to the distance between taxiway Centre line to object are less than the minimum required. Taxiway A and J not available when the aircraft code C, D, E take-off or landing due to the distance between runway Centre line and the taxiway Centre line are less than the minimum required. Taxilane N not available for aircraft code E taxi or tow behind aircraft stand number 5, 6 when aircraft code E parked at aircraft stand number 5, 6

VTSS 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. Nose-in guidance at aircraft stands. Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. VISUAL DOCKING SYSTEM at aircraft stand number 4, 5 and 6.
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, Centre line, Aiming Point and Side Strip. RWY LGT: THR, RWY Edge and RWY End lights TWY marking: Centre line, Edge, RWY Holding Positions and Intermediate Holding Positions. TWY LGT: TWY Edge light.
3	Stop bars	NIL
4	Other runway protection measures	NIL
5	Remarks	NIL

VTSS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL			Radio mast 254 ft (78 m) AMSL Marked, Lighted	065614.8 N 1002330.2 E	NIL

VTSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Southern East-Coast 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	Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +667 425 1884 Fax: +667 425 1083
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	Hat Yai TWR Hat Yai APP
10	Additional information (limitation of service, etc.)	NIL

VTSS 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
08	082°	3050x45	PCR 950/R/B/W/T Concrete (600 m) and PCR 950/F/B/X/T asphalt (2450 m)	065551.50N 1002249.91E	THR 20 m / 65 ft
26	262°	3050x45	PCR 950/R/B/W/T Concrete (600 m) and PCR 950/F/B/X/T asphalt (2450 m)	065603.89N 1002428.52E	THR 17.8 m/ 58 ft TDZ 23.2 m/ 76 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0.60% +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. – Military and State helicopters may take-off directly from Taxiway A subject to ATC permission. While helicopters are operating on the movement area extreme caution must be exercised regarding wingtip clearance and turbulence.

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	

VTSE 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
06	060.06°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	104223.22N 0992112.19E -95 FT	THR 22 FT
24	240.06°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	104257.38N 0992212.16E -94 FT	THR 22 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0%	60x60	NIL	2340x300	240x90	NIL	NIL	NIL
0%	60x60	NIL	2340x300	240x90	NIL	NIL	NIL

VTSE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	2100	2100	2160	2100	NIL
24	2100	2100	2160	2100	NIL

VTSE 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
06	NIL	Green	PAPI Left 3° (48.30 FT)	NIL	NIL	2100 M 60 M White, FM 1500 M- 2100 M Yellow, 5 steps, LIH	Red NIL	60 M Red	NIL
24	SALS 420 M	Green	PAPI Left 3° (46.76 FT)	NIL	NIL	2100 M 60 M White, FM 1500 M- 2100 M Yellow, 5 steps, LIH	Red NIL	60 M Red	NIL

VTSE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building FLG W G EV 3 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 290 m from THR 24 off set to the left side 90 m from RCL, illuminated. 2. Wind cone at 180 m from RCL, illuminated. 3. Wind cone at 315 m from THR 06 off set to the left side 75 m from RCL, illuminated.
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply at tower and air field lighting (AFL) building. Switch-over time: 15 SEC.
5	Remarks	NIL

VTSE AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	In front of tower
2	TLOF and/or FATO elevation M/FT	6 m (18 ft)
3	TLOF and FATO area dimensions, surface, strength, marking	Dimensions: 20 x 22 m Surface: Concrete Marked / No.1, 2
4	True and MAG BRG of FATO	240°
5	Declared distance available	Clear
6	APP and FATO lighting	NIL
7	Remarks	Landing area on both side of apron

VTSE AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on CPN DVOR/DME (104240N 0992156E)
2	Vertical limits	2000 ft /AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Chumphon Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Chumphon Approach	122.6 MHz 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Chumphon Tower	122.15 MHz 236.6 MHz 121.5 MHz ¹⁾	As AD OPR HR	
ATIS	Chumphon Airport	128.45 MHz	As AD OPR HR	

VTSG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSG - KRABI / KRABI AIRPORT

VTSG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	080545N 0985920E
2	Direction and distance from (city)	10 km NE from city
3	Elevation/Reference temperature	95 ft/30°C
4	Geoid Undulation at AD ELEV PSN	-75 ft
5	MAG VAR/Annual change	0° 24'W (2025)/0° 2'E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Krabi Airport Krabi Airport Amphoe Naua Khlong Krabi Province Thailand 81130 Tel: +667 570 1468-9 Fax: +667 570 1470 AFS: VTSGYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTSG AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and immigration	0130-0930, On demand
3	Health and sanitation	0130-0930, On demand
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	On request
10	Security	H24
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Phuket International Airport (3rd floor of domestic terminal building) Tel: +667 632 7205 +669 2262 2141 Fax: +667 656 3048

VTSG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	1 JET A-1 Refueller @ 60,000 L 1 JET A-1 Refueller @ 45,000 L 1 JET A-1 Refueller @ 18,000 L 2 JET A-1 Refueller @ 12,000 L
4	De-icing facilities	NIL

5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTSG AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	At AD and in the city
3	Transportation	Limousines, car rent and shuttle bus
4	Medical facilities	First Aid at AD and hospital in the city
5	Bank and Post Office	Money exchange service available between 0200-1100 UTC, but postal services not available
6	Tourist Office	At AD open 1) 0000 - 0800 2) 0700 - 1500
7	Remarks	NIL

VTSG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTSG AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCR 1200/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A, B, C Width: 23 m Surface: Asphaltic concrete Strength: PCR 800/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTSG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	RWY and TWY markings and LGT	RWY and TWY: Marked

3	Stop bars	NIL
4	Remarks	NIL

VTSG 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 32	Chimney HGT 171 m LGTD	075930N 0990306E	NIL	NIL	NIL

VTSG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Krabi, Southern West-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern West-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 570 1576
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS) and Low Level Windshear Alert System (LLWAS)
9	ATS units provided with information	Krabi TWR
10	Additional information (limitation of service, etc.)	NIL

VTSG 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
14	140.61°	3000x45	PCR 800/F/C/X/T Asphaltic concrete	080623.19N 0985848.49E -76 ft	THR 85 ft
32	320.61°	3000x45	PCR 800/F/C/X/T Asphaltic concrete	080507.73N 0985950.66E -75 ft	THR 95 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
-0.4% 0% +0.5% +0.8% 0% (1050m 1575m 2250m 2750m 3000m)	60x60	NIL	3240x300	240 x 90	NIL	NIL	Concrete drainage channels are located in the Runway strips, parallel to and at 150 m. offset from the Runway centre lines.
0% -0.8% -0.5% 0% +0.4% (250m 750m 1425m 1950m 3000m)	60x60	NIL	3240x300	240 x 90	NIL	NIL	

VTSG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	3000	3000	3060	3000	NIL
32	3000	3000	3060	3000	NIL

VTSG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	SALS 420 m	Green	PAPI Left 3.6° (28.24 m)	NIL	NIL	3000 m 60 m White, LIH	Red	NIL	NIL
32	SALS 420 m	Green	PAPI Left 3.2° (25.25 m)	NIL	NIL	3000 m 60 m White, LIH	Red	NIL	NIL

VTSG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building FLG W G EV 7 SEC
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: All Taxiways
4	Secondary power supply/switch-over time	Secondary power supply at tower and Air Field Lighting (AFL).
5	Remarks	NIL

VTSG 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

VTSG AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on KBI DVOR/DME (080627N 0985839E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Krabi Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Krabi Approach	120.05 MHz 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Krabi Tower	122.5 MHz 236.6 MHz 121.5 MHz ¹⁾	As AD OPR HR	
GND	Krabi Ground	121.9 MHz	As AD OPR HR	
ATIS	Krabi Airport	132.4 MHz	As AD OPR HR	

VTSG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	KBI	111 MHz CH47X	H24	080627.0N 0985839.0E	30 m (100 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 nm at required altitude in various areas as follows: - Radial 001°-180° altitude should not below 5 500 ft. - Radial 181°-200° altitude should not below 7 000 ft. - Radial 201°-340° altitude should not below 10 000 ft. - Radial 341°-360° altitude should not below 15 500 ft.
ILS CAT I LOC 32	IKBI	110.1 MHz CH38X	H24	080630.5N 0985842.3E		Designated operation coverage 18 NM, ALT 6300 ft/AMSL.

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME 32	IKBI	CH38X	H24	080629.4N 0985840.3E	30 m (100 ft)	3.2 DEG, RDH 56.5 ft.
GP 32		334.4 MHz	H24	080518.8N 0985946.5E		

VTSG AD 2.20 LOCAL AERODROME REGULATIONS

- For preventing runway pavement structural damage, aircraft with weight equivalent to or heavier than B737 or A319 are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turn pad located near the threshold of runway 32.
- Traffic departing runway 14 may be delayed in the apron or on the appropriate taxiway in case there is a landing traffic on runway 32.
- USE OF RUNWAYS
Runway landing restriction for aircraft requiring the use of aerodrome:
 - Runway 14/32: For AOC holder, minimum RVR by MET is 750 m. or minimum visibility by MET is 1,000 m. Less are not permitted.

VTSG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSG AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN KRABI TMA

- All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 ft AMSL are subject to fly not faster than indicated air speed 230 knots unless authorized by ATC.
- Speed will be reduced to 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
- 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.
- 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.
- 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.
- 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.
- If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

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

VTSG AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSG AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSG-2-1
Aerodrome Obstacle Chart - ICAO Type A - RWY14/32	AD 2-VTSG-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 14 - SURAT2H TRANG2D PHUKET2F	AD 2-VTSG-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 32 - SURAT2G TRANG2C PHUKET2E	AD 2-VTSG-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G	AD 2-VTSG-6-5

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G (Tabular description)	AD 2-VTSG-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F	AD 2-VTSG-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F (Tabular description)	AD 2-VTSG-6-8
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F (Waypoint list table)	AD 2-VTSG-6-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E	AD 2-VTSG-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E (Tabular description)	AD 2-VTSG-7-2
Instrument Approach Chart - ICAO - VOR RWY 32	AD 2-VTSG-8-1
Instrument Approach Chart - ICAO - VOR RWY 32 (Fix and point list table)	AD 2-VTSG-8-2
Instrument Approach Chart - ICAO - LOC RWY 32	AD 2-VTSG-8-3
Instrument Approach Chart - ICAO - LOC RWY 32 (Fix and point list table)	AD 2-VTSG-8-4
Instrument Approach Chart - ICAO - ILS RWY 32	AD 2-VTSG-8-5
Instrument Approach Chart - ICAO - ILS RWY 32 (Fix and point list table)	AD 2-VTSG-8-6
Instrument Approach Chart - ICAO - RNP RWY 32	AD 2-VTSG-8-7
Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description)	AD 2-VTSG-8-8

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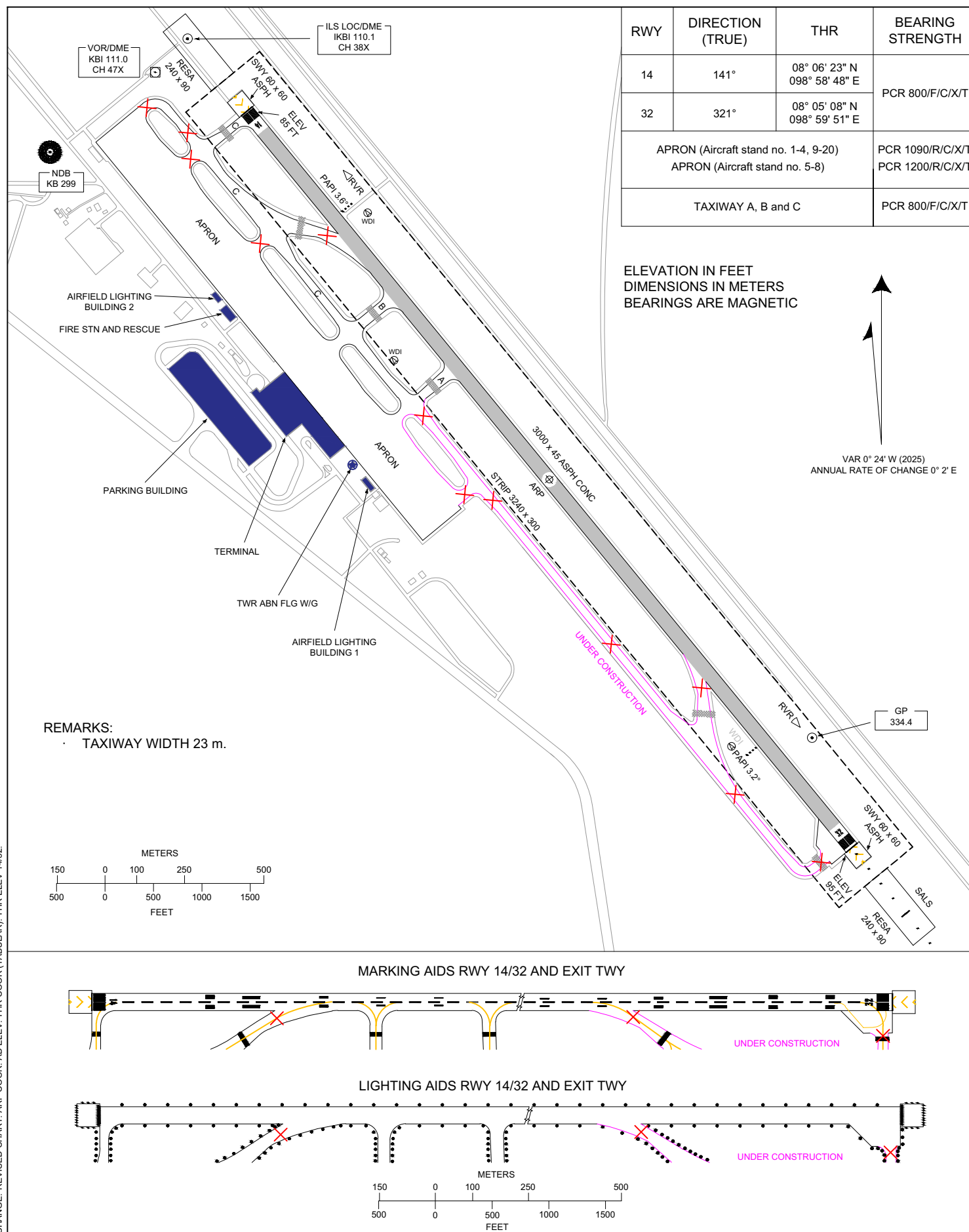
AERODROME CHART - ICAO

08° 05' 45" N
098° 59' 20" E

ELEV 95 ft

TWR 122.5, 236.6
GND 121.9

KRABI / Krabi



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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

KRABI/Krabi (VTSG)
RNAV RWY14

EPGOT1G OSPEX1G
SARER1G TUNRA1G

TABULAR DESCRIPTION

RNAV RWY14											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	-	DER RWY 14	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	141°(140.6°)	+0.4	-	-	+500	-230	-	RNP 1
030	DF	SARER	-	-	+0.4	-	L	+8000	-	-	RNP 1
010	-	DER RWY 14	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	141°(140.6°)	+0.4	-	-	+500	-230	-	RNP 1
030	DF	OSPEX	-	-	+0.4	-	L	+8000	-	-	RNP 1
010	-	DER RWY 14	-	-	+0.4	-	-	-	-	-	RNP 1
020	CA	-	-	141°(140.6°)	+0.4	-	-	+500	-230	-	RNP 1
030	DF	TUNRA	-	-	+0.4	-	L	+10000	-	-	RNP 1
010	-	DER RWY 14	-	-	+0.4	-	-	-	-	-	RNP 1
020	CF	PAMRO	-	141°(140.6°)	+0.4	6.2	L	+2300	-250		RNP 1
030	TF	MADIL	-	115°(114.8°)	+0.4	7.0	R	+4900	-250		RNP 1
040	TF	DOMBA	-	205°(204.8°)	+0.4	7.0	R	+7500	-	-	RNP 1
050	TF	TODUT	-	295°(294.8°)	+0.4	10.0	L	+11000	-		RNP 1
060	TF	EPGOT	-	266°(265.9°)	+0.4	12.1	-	-	-	-	RNP 1

WAYPOINT LIST

RNAV RWY14		
Waypoint Identifier	Coordinates	
DER RWY 14	08° 05' 07.73" N	098° 59' 50.66" E
SARER	08° 21' 26.94" N	099° 00' 57.22" E
OSPEX	08° 20' 15.13" N	099° 13' 19.48" E
TUNRA	07° 47' 36.74" N	099° 19' 04.91" E
PAMRO	08° 00' 18.81" N	099° 03' 48.61" E
MADIL	07° 57' 22.10" N	099° 10' 13.03" E
DOMBA	07° 50' 58.91" N	099° 07' 15.77" E
TODUT	07° 55' 12.34" N	098° 58' 04.72" E
EPGOT	07° 54' 15.95" N	098° 45' 54.93" E

CHANGE: DER RWY 14 COORDINATE.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOKRABI/Krabi (VTSG)
RNAV RWY32EPGOT1F LUXIR1F
OSPEX1F TUNRA1F

WAYPOINT LIST

RNAV RWY32		
Waypoint Identifier	Coordinates	
DER RWY 32	08° 06' 23.19" N	098° 58' 48.49" E
JEEDA	08° 13' 24.32" N	098° 59' 43.10" E
LUXIR	08° 28' 18.59" N	099° 02' 00.48" E
OSPEX	08° 20' 15.13" N	099° 13' 19.48" E
NEEMO	08° 09' 35.42" N	099° 05' 17.80" E
VEMTA	08° 03' 22.42" N	099° 07' 19.70" E
TODUT	07° 55' 12.34" N	098° 58' 04.72" E
BURSO	07° 47' 41.11" N	099° 04' 45.63" E
TUNRA	07° 47' 36.74" N	099° 19' 04.91" E
EPGOT	07° 54' 15.95" N	098° 45' 54.93" E

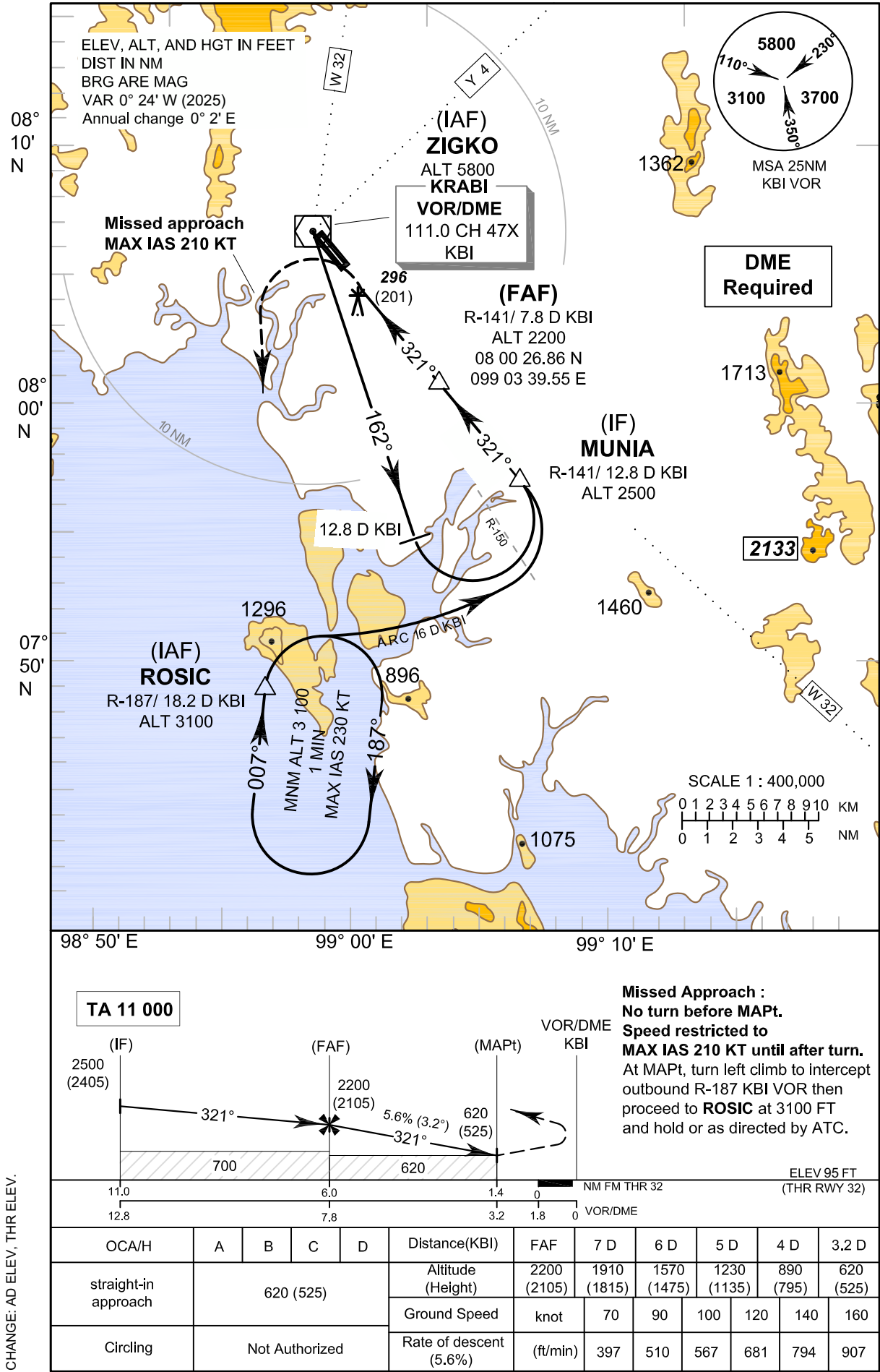
CHANGE: DER RWY 32 COORDINATE.

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INSTRUMENT AERODROME ELEV 95 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4

KRABI/Krabi (VTSG)
VOR RWY 32



KRABI/Krabi (VTSG)
VOR RWY 32

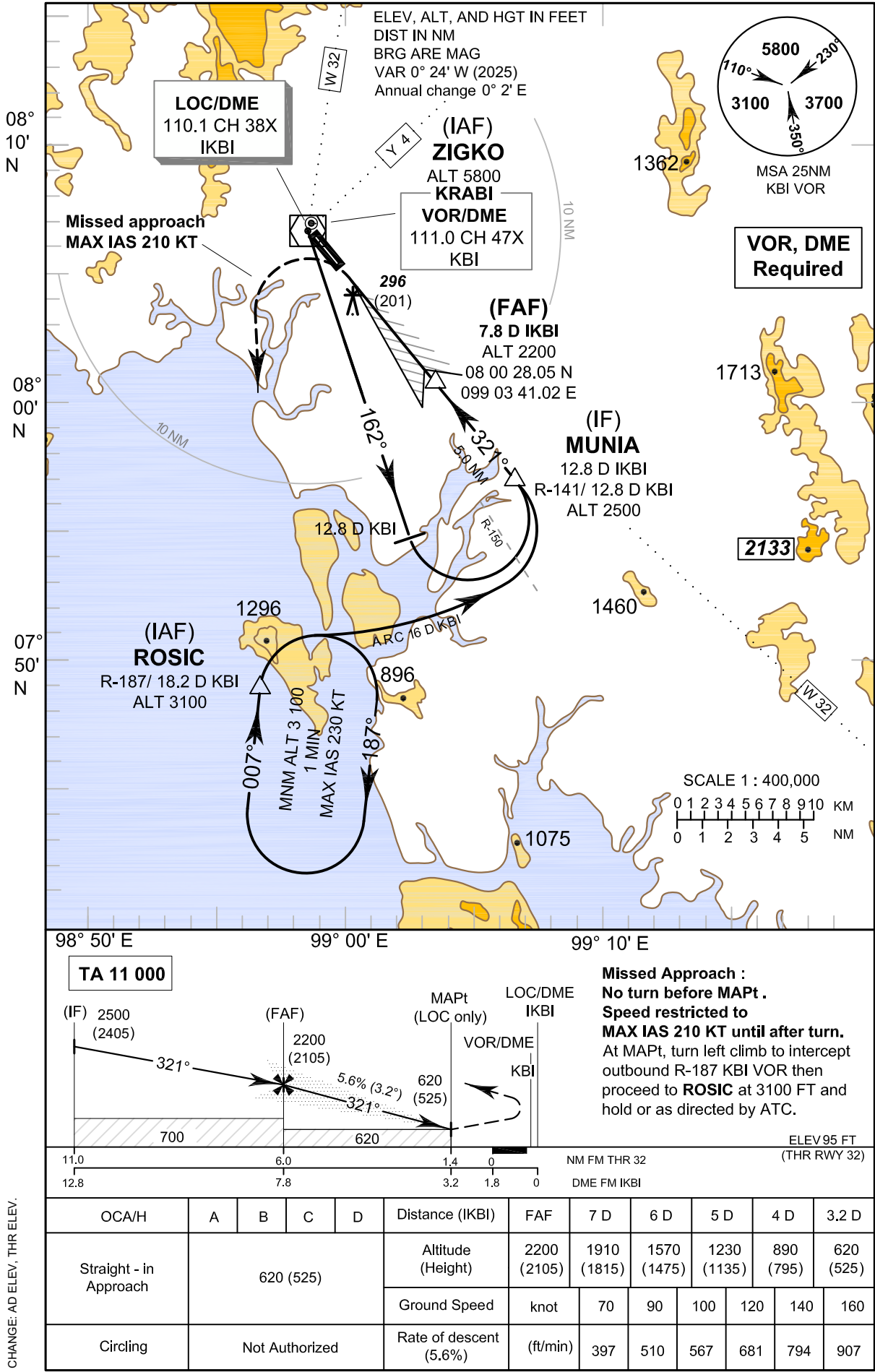
Fix / Point		Coordinates	
ZIGKO (IAF)	KBI	08 06 27.19 N	098 58 39.07 E
ROSIC (IAF)	R - 187 / 18.2 D KBI	07 48 17.81 N	098 56 45.33 E
MUNIA (IF)	R - 141 / 12.8 D KBI	07 56 35.16 N	099 06 52.74 E
FAF	R - 141 / 7.8 D KBI	08 00 26.86 N	099 03 39.55 E
MAPt	R - 141 / 3.2 D KBI	08 04 00.17 N	099 00 41.60 E
VOR	KBI	08 06 26.99 N	098 58 39.02 E

CHANGE : VOR COORDINATE.

INSTRUMENT AERODROME ELEV 95 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4

KRABI/Krabi (VTSG)
LOC RWY 32



KRABI/Krabi (VTSG)
LOC RWY 32

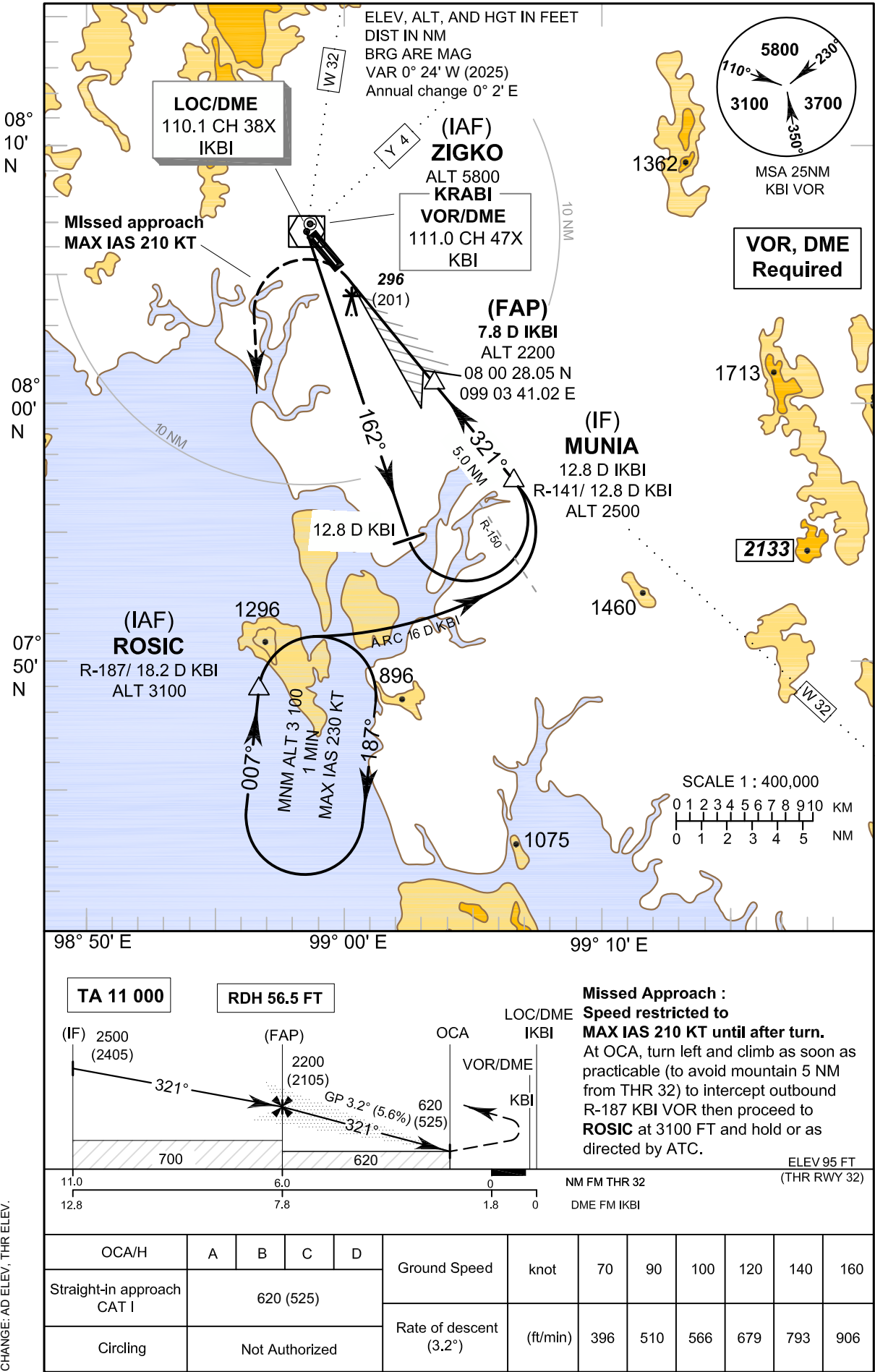
Fix / Point		Coordinates	
ZIGKO (IAF)	KBI	08 06 27.19 N	098 58 39.07 E
ROSIC (IAF)	R - 187 / 18.2 D KBI	07 48 17.81 N	098 56 45.33 E
MUNIA (IF)	12.8 D IKBI	07 56 35.16 N	099 06 52.74 E
FAF	7.8 D IKBI	08 00 28.05 N	099 03 41.02 E
MAPt	3.2 D IKBI	08 04 02.48 N	099 00 44.43 E
LOC / DME	IKBI	08 06 30.59 N	098 58 42.39 E
VOR	KBI	08 06 26.99 N	098 58 39.02 E

CHANGE: VOR, LOC/DME COORDINATE.

INSTRUMENT AERODROME ELEV 95 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4

KRABI/Krabi (VTSG)
ILS RWY 32



KRABI/Krabi (VTSG)
ILS RWY 32

Fix / Point		Coordinates	
ZIGKO (IAF)	KBI	08 06 27.19 N	098 58 39.07 E
ROSIC (IAF)	R - 187 / 18.2 D KBI	07 48 17.81 N	098 56 45.33 E
MUNIA (IF)	12.8 D IKBI	07 56 35.16 N	099 06 52.74 E
FAF	7.8 D IKBI	08 00 28.05 N	099 03 41.02 E
LOC / DME	IKBI	08 06 30.59 N	098 58 42.39 E
VOR	KBI	08 06 26.99 N	098 58 39.02 E

CHANGE: VOR, LOC/DME COORDINATE..

INSTRUMENT AERODROME ELEV 95 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

KRABI/Krabi (VTSG)
RNP RWY32

TABULAR DESCRIPTION

RNP RWY32											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	BELMI (IAF)	-	-	+0.4	-	-	+5000	-230	-	RNP APCH
020	TF	MUNIA (IF)	-	231°(230.6°)	+0.4	10.0	-	2500	-230	-	RNP APCH
010	IF	ROSIC (IAF)	-	-	+0.4	-	-	+3100	-230	-	RNP APCH
020	TF	BENJA	-	051°(050.6°)	+0.4	6.0	-	+3100	-230	-	RNP APCH
030	TF	MUNIA (IF)	-	051°(050.6°)	+0.4	7.0	-	2500	-230	-	RNP APCH
010	IF	MUNIA (IF)	-	-	+0.4	-	-	2500	-230	-	RNP APCH
020	TF	SG002 (FAF)	-	321°(320.6°)	+0.4	5.0	-	@2200	-	-	RNP APCH
030	TF	SG001 (MAPt)	Y	321°(320.6°)	+0.4	4.6	L	@620	-	-3.2 / 50	RNP APCH
040	DF	ROSIC (IAF)	-	-	+0.4	-	L	+3100	-210	-	RNP APCH
050	HM	ROSIC (IAF)	Y	051°(050.6°)	+0.4	1 minute	R	+3100	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY32		
Waypoint Identifier	Coordinates	
BELMI	08° 02' 57.62" N	099° 14' 40.22" E
ROSIC	07° 48' 17.81" N	098° 56' 45.33" E
BENJA	07° 52' 07.39" N	099° 01' 25.62" E
MUNIA	07° 56' 35.16" N	099° 06' 52.74" E
SG002	08° 00' 28.17" N	099° 03' 40.92" E
SG001	08° 04' 02.51" N	099° 00' 44.40" E

CHANGE : AD ELEV.

VTCL AD 2.24 CHARTS RELATED TO AN AERODROME

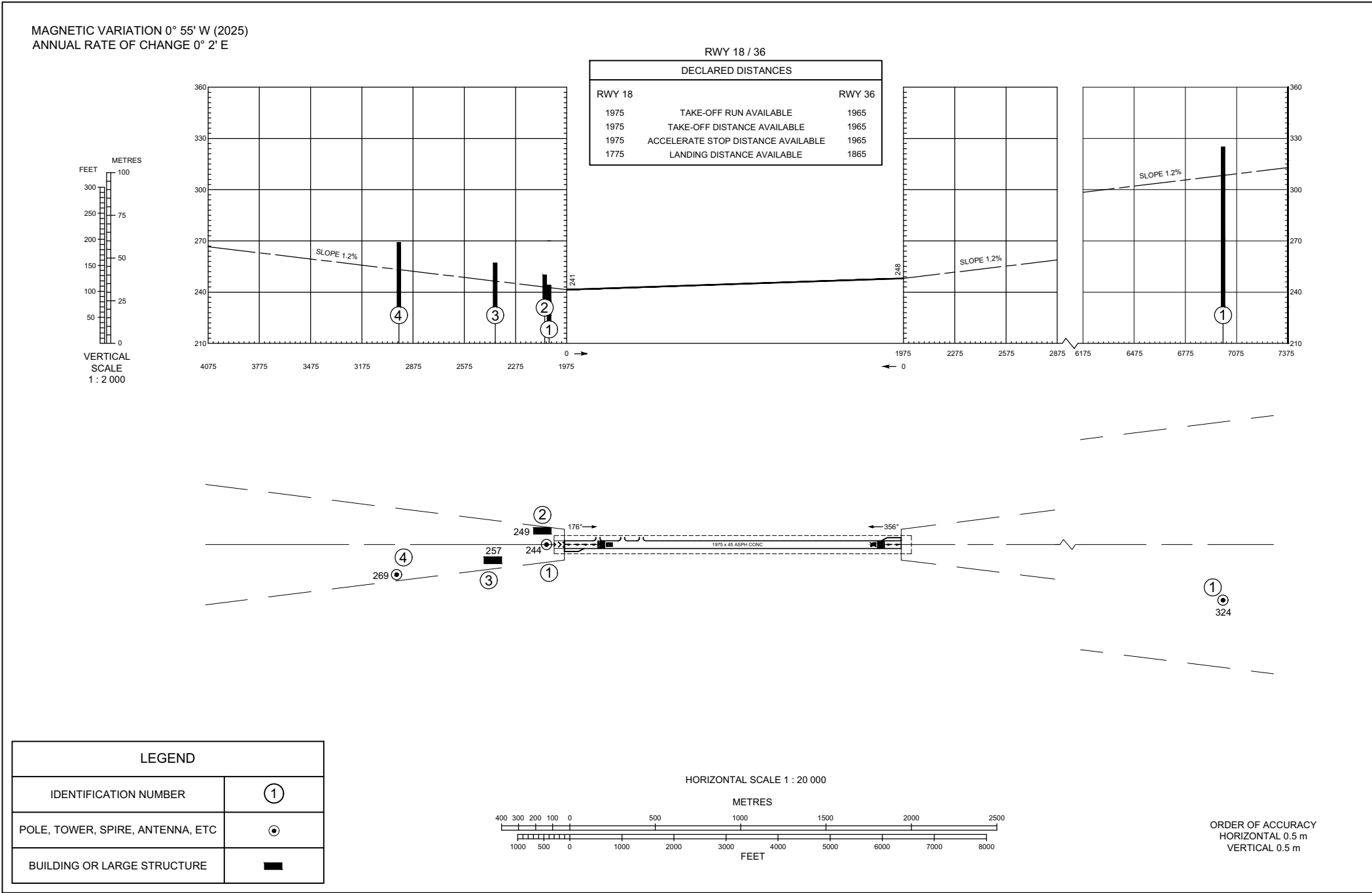
Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTCL-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTCL-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTCL-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 18/36	AD 2-VTCL-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D	AD 2-VTCL-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D (Tabular description)	AD 2-VTCL-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D (Waypoint list table)	AD 2-VTCL-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C	AD 2-VTCL-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C (Tabular description)	AD 2-VTCL-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C (Waypoint list table)	AD 2-VTCL-6-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1BAD	AD 2-VTCL-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B (Tabular description)	AD 2-VTCL-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B (Waypoint list table)	AD 2-VTCL-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A	AD 2-VTCL-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A (Tabular description)	AD 2-VTCL-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A (Waypoint list table)	AD 2-VTCL-7-7
Instrument Approach Chart - ICAO - VOR RWY 18	AD 2-VTCL-8-1
Instrument Approach Chart - ICAO - VOR RWY 18 (Fix and point list table)	AD 2-VTCL-8-2
Instrument Approach Chart - ICAO - VOR RWY 36	AD 2-VTCL-8-3
Instrument Approach Chart - ICAO - VOR RWY 36 (Fix and point list table)	AD 2-VTCL-8-4
Instrument Approach Chart - ICAO - LOC y RWY 36	AD 2-VTCL-8-5
Instrument Approach Chart - ICAO - LOC y RWY 36 (Fix and point list table)	AD 2-VTCL-8-6
Instrument Approach Chart - ICAO - LOC z RWY 36	AD 2-VTCL-8-7
Instrument Approach Chart - ICAO - LOC z RWY 36 (Tabular description)	AD 2-VTCL-8-8
Instrument Approach Chart - ICAO - LOC z RWY 36 (Fix and point list table)	AD 2-VTCL-8-9
Instrument Approach Chart - ICAO - RNP RWY 18	AD 2-VTCL-8-11
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description)	AD 2-VTCL-8-12
Instrument Approach Chart - ICAO - RNP RWY 18 (Waypoint list table)	AD 2-VTCL-8-13
Instrument Approach Chart - ICAO - RNP RWY 36	AD 2-VTCL-8-15
Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)	AD 2-VTCL-8-16
Instrument Approach Chart - ICAO - RNP RWY 36 (Waypoint list table)	AD 2-VTCL-8-17

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DIMENSIONS AND ELEVATIONS IN METRES

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

LAMPANG / Lampang Airport



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VTSF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	006.49°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	083148.51N 0995637.41E	THR 13 ft TDZ 13 ft
19	186.49°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	083256.73N 0995644.61E	THR 13 ft TDZ 13 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0%	NIL	NIL	2220x300	150x90	NIL	NIL	NIL
0%	NIL	NIL	2220x300	240x90	NIL	NIL	NIL

VTSF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	2100	2100	2100	2100	NIL
19	2100	2100	2100	2100	NIL

VTSF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	SALS 420 m LIH	Green NIL	PAPI Left 3°	NIL	NIL	2100 m 60 m FM 0 m - 1500 m White, FM 1500 m - 2100 m Yellow, LIH	Red NIL	NIL	NIL
19	SALS 420 m LIH	Green NIL	PAPI Left 3° (47.32 ft)	NIL	NIL	2100 m 60 m FM 0 m - 1500 m White, FM 1500 m - 2100 m Yellow, LIH	Red NIL	NIL	NIL

VTSF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building FLG WG EV 3 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer: NIL WDI: 1. Wind cone at 340 m from THR 01 off set to left side 75 m from RCL, illuminated 2. Wind cone at 330 m from THR 19 off set to left side 75 m from RCL, illuminated 3. Wind cone at 870 m from THR 19 off set to right side 185 m from RCL, illuminated
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL) building. Switch over time : 15 sec
5	Remarks	NIL

VTSF 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	Helicopter is approach using active runway and landing as instructed by ATC.

VTSF AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on Nakhon Si Thammarat DVOR/DME (083230N 0995649E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Nakhon Si Thammarat Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

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/31.4°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 Air Traffic Control Centre (2nd floor of Administration 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.

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 57/R/C/X/T
2	Taxiway width, surface and strength	TWY A, B, C, D and E Width: 19 m Surface: Asphaltic concrete Strength: PCN 45/F/C/X/T TWY F and I Width: 23 m Surface: Asphaltic concrete Strength: PCN 61/F/C/X/T TWY G and H Military use only
3	Altimeter checkpoint location and elevation	Location: At apron Elevation 150 ft (46 m)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTPP 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
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, RCL, Aiming Point and Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: CL, Edge, Intermediate Holding Position and RWY Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTPP 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 14/ APCH RWY 32/ TKOF	TELECOMMUNICATIONS MAST 13 ELEV 366 ft (112 m) NIL/ LGTD	164906.3N 1001542.4E	AWOS 1 ELEV 183 ft (56 m) Painted red/white LGTD	164730.3N 1001625.8E	NIL
RWY 32/ APCH RWY 14/ TKOF	TELECOMMUNICATIONS MAST 18 ELEV 303 ft (92 m) Painted red/white LGTD	164530.8N 1001817.1E	AWOS 2 ELEV 185 ft (56 m) Painted red/white LGTD	164730.6N 1001625.5E	NIL
RWY 14/ APCH RWY 32/ TKOF	RADIO MAST 2 ELEV 288 ft (88 m) Painted red/white LGTD	164827.8N 1001548.0E	AWOS 3 ELEV 177 ft (54 m) Painted red/white LGTD	164631.1N 1001710.7E	NIL

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
RWY 14/ APCH RWY 32/ TKOF	RADIO MAST 5 ELEV 252 ft (77 m) Painted red/white LGTD	164808.6N 1001557.2E	AWOS 4 ELEV 176 ft (54 m) Painted red/white LGTD	164631.4N 1001710.4E	NIL
RWY 14/ APCH RWY 32/ TKOF	RADIO MAST 10 ELEV 316 ft (96 m) Painted red/white LGTD	164859.7N 1001545.1E	GLIDE SLOPE ELEV 195 ft (59 m) Painted red/white LGTD	164629.9N 1001711.6E	NIL
RWY 14/ APCH RWY 32/ TKOF	RADIO MAST 12 ELEV 293 ft (89 m) Painted red/white LGTD	164838.2N 1001533.8E	TACAN ELEV 200 ft (61 m) NIL/ LGTD	164631.1N 1001713.4E	NIL
RWY 14/ APCH RWY 32/ TKOF	RADIO MAST 17 ELEV 336 ft (103 m) Painted red/white LGTD	164905.0N 1001537.2E	TELECOMMUNICATIONS MAST 5 ELEV 303 ft (92 m) NIL/ LGTD	164717.2N 1001538.1E	NIL
RWY 14/ APCH RWY 32/ TKOF	LIGHTNING ROD ELEV 268 ft (82 m) NIL/LGTD	164816.0N 1001541.2E	TELECOMMUNICATIONS MAST 14 ELEV 311 ft (95 m) Painted red/white LGTD	164712.5N 1001550.9E	NIL
RWY 14/ APCH RWY 32/ TKOF	DORMITORY BUILDING ELEV 257 ft (78 m) NIL/LGTD	164819.4N 1001553.1E	TELECOMMUNICATIONS MAST 16 ELEV 321 ft (98 m) Painted red/white LGTD	164910.6N 1001716.3E	NIL
RWY 14/ APCH RWY 32/ TKOF	APARTMENT ELEV 367 ft (112 m) NIL/LGTD	164906.2N 1001542.4E	TELECOMMUNICATIONS MAST 17 ELEV 304 ft (93 m) NIL/ LGTD	164854.7N 1001719.1E	NIL
RWY 14/ APCH RWY 32/ TKOF	BUILDING 3 ELEV 321 ft (98 m) NIL/LGTD	164819.3N 1001520.4E	TELECOMMUNICATIONS MAST 20 ELEV 303 ft (92 m) NIL/ LGTD	164502.5N 1001654.0E	NIL
			TELECOMMUNICATIONS MAST 22 ELEV 305 ft (93 m) NIL/ LGTD	164628.7N 1001547.8E	NIL
			TELECOMMUNICATIONS MAST 23 ELEV 306 ft (93 m) Painted red/white LGTD	164634.8N 1001549.5E	NIL
			RADIO MAST 3 ELEV 304 ft (93 m) Painted red/white LGTD	164700.4N 1001603.4E	NIL
			RADIO MAST 15 ELEV 292 ft (89 m) Painted red/white LGTD	164716.2N 1001613.3E	NIL

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			RADIO MAST 16 ELEV 374 ft (114 m) NIL/ LGTD	164733.9N 1001649.4E	NIL
			RADIO MAST 18 ELEV 307 ft (94 m) Painted red/white LGTD	164931.3N 1001535.1E	NIL
			RADIO MAST 19 ELEV 448 ft (137 m) Painted red/white LGTD	164843.7N 1001626.8E	NIL
			RADIO MAST 20 ELEV 398 ft (121 m) NIL/ LGTD	164843.4N 1001623.3E	NIL
			RADIO MAST 21 ELEV 460 ft (140 m) Painted red/white LGTD	164848.7N 1001623.0E	NIL
			RADIO MAST 22 ELEV 305 ft (93 m) Painted red/white LGTD	164730.6N 1001422.6E	NIL
			RADIO MAST 23 ELEV 298 ft (91 m) Painted red/white LGTD	164740.4N 1001409.8E	NIL
			AIR TRAFFIC CONTROL TOWER ELEV 255 ft (78 m) Painted red/white LGTD	164656.1N 1001658.1E	NIL
			TOPLAND HOTEL BUILDING ELEV 351 ft (107 m) NIL/ LGTD	164918.6N 1001552.4E	NIL

VTPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Phitsanulok, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1300 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 530 1422 ext. 7078
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Weather Radar
9	ATS units provided with information	Phitsanulok TWR
10	Additional information (limitation of service, etc.)	NIL

VTPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14	143.89°	3000x45	PCN 61/F/C/X/T Asphaltic concrete	164738.03N 1001615.01E -116 ft	THR 148 ft
32	323.89°	3000x45	PCN 61/F/C/X/T Asphaltic concrete	164619.13N 1001714.75E -116 ft	THR 148 ft

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

VTPP AD 2.13 DECLARED DISTANCES

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

VTPP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	NIL	Green	PAPI Left 3°	NIL	NIL	3000 m 60 m White, LIM	Red	NIL	NIL
32	CAT1 900 m	Green	PAPI Left 3° (15.72 m)	NIL	NIL	3000 m 60 m White, LIM	Red	60 m Red	NIL

VTPP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W G EV 2.5 SEC. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL) building. Switch-over time: 15 SEC
5	Remarks	Flares 2 HR PN

VTPP AD 2.16 HELICOPTER LANDING AREA

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

VTPP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on PSL DVOR/DME (164613N 1001729E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phitsanulok Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTPP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phitsanulok Approach	120.7 MHz 284.0 MHz 121.5 MHz ¹⁾ 243.0 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Phitsanulok Tower	118.9 MHz 236.6 MHz 121.5 MHz ¹⁾ 243.0 MHz ¹⁾	As AD OPR HR	
GND	Phitsanulok Ground	121.9 MHz	As AD OPR HR	
ATIS	Phitsanulok Airport	127.4 MHz	As AD OPR HR	

VTPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	PSL	114.1 MHz CH88X	H24	164613.2N 1001728.9E	60 m (200 ft)	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 351°-120° altitude should not below 5 500 ft – Radial 121°-270° altitude should not below 3 000 ft – Radial 271°-300° altitude should not below 5 000 ft – Radial 301°-350° altitude should not below 3 500 ft
ILS CAT I LOC 32	IPSL	110.1 MHz	H24	164746.2N 1001608.8E		Designated operational coverage 18 NM ±10° and 10 NM ±35° of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 310 m. from THR of runway 14.
GP 32		334.4 MHz CH38X	H24	164629.8N 1001711.6E		Glide Path 3° DME co-located with Glide Slope power output 100 watts Uni-directional
DME 32		334.4 MHz CH38X	H24	164629.8N 1001711.6E	60 m (200 ft)	
TACAN		CH99		1647.6N 10016.7E		Military Facility, operation on request 30 MIN PN to ATC.

5. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 14:

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

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

No turn before DER.

After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 ft – 3,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 32:

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

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

No turn before DER.

After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 ft – 3,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTPP AD 2.23 ADDITIONAL INFORMATION**1. BIRD CONCENTRATIONS**

- Bird concentrations in the vicinity of an aerodrome.

VTPP AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPP-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTPP-2-3
Aerodrome Ground Movement chart - ICAO	AD 2-VTPP-2-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBL1A PIBIK1A POLOB1A REMER1A	AD 2-VTPP-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBL1A PIBIK1A POLOB1A REMER1A (Tabular description1)	AD 2-VTPP-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBL1A PIBIK1A POLOB1A REMER1A (Tabular description 2)	AD 2-VTPP-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBL1B PIBIK1B POLOB1B REMER1B	AD 2-VTPP-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBL1B PIBIK1B POLOB1B REMER1B (Tabular description 1)	AD 2-VTPP-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBL1B PIBIK1B POLOB1B REMER1B (Tabular description 2)	AD 2-VTPP-6-7
Instrument Approach Chart - ICAO - VOR RWY 14	AD 2-VTPP-8-1
Instrument Approach Chart - ICAO - VOR RWY 14 (Fix and point list table)	AD 2-VTPP-8-2
Instrument Approach Chart - ICAO - VOR RWY 32	AD 2-VTPP-8-3
Instrument Approach Chart - ICAO - VOR RWY 32 (Fix and point list table)	AD 2-VTPP-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 32	AD 2-VTPP-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 32 (Fix and point list table)	AD 2-VTPP-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32	AD 2-VTPP-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32 (Tabular description 1)	AD 2-VTPP-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32 (Tabular description 2)	AD 2-VTPP-8-9
Instrument Approach Chart - ICAO - ILS or LOC z RWY 32 (Fix and point list table)	AD 2-VTPP-8-10
Instrument Approach Chart - ICAO - RNP RWY 14	AD 2-VTPP-8-11
Instrument Approach Chart - ICAO - RNP RWY 14 (Tabular description)	AD 2-VTPP-8-12
Instrument Approach Chart - ICAO - RNP RWY 14 (Waypoint list table)	AD 2-VTPP-8-13
Instrument Approach Chart - ICAO - RNP RWY 32	AD 2-VTPP-8-15
Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description 1)	AD 2-VTPP-8-16
Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description 2)	AD 2-VTPP-8-17
VFR ENTRY PROCEDURE CHART - RWY 14/32	AD 2-VTPP-9-1
VFR ENTRY PROCEDURE CHART - RWY 14/32 (Tabular description)	AD 2-VTPP-9-2
VFR EXIT PROCEDURE CHART - RWY 14	AD 2-VTPP-9-3
VFR EXIT PROCEDURE CHART - RWY 14 (Tabular description)	AD 2-VTPP-9-4
VFR EXIT PROCEDURE CHART - RWY 32	AD 2-VTPP-9-5
VFR EXIT PROCEDURE CHART - RWY 32 (Tabular description)	AD 2-VTPP-9-6

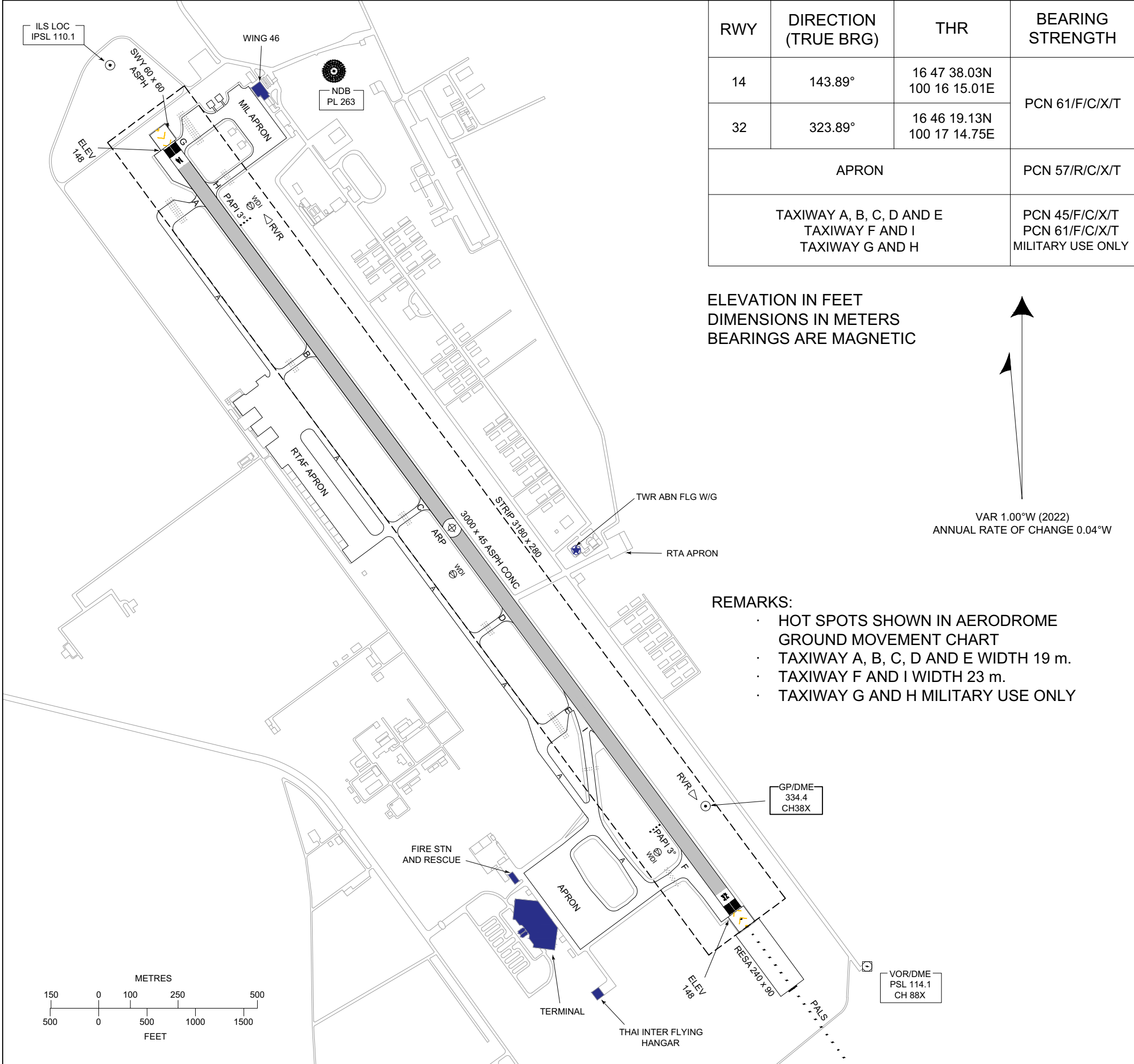
AERODROME CHART - ICAO

16 46 58.59N
100 16 44.88E

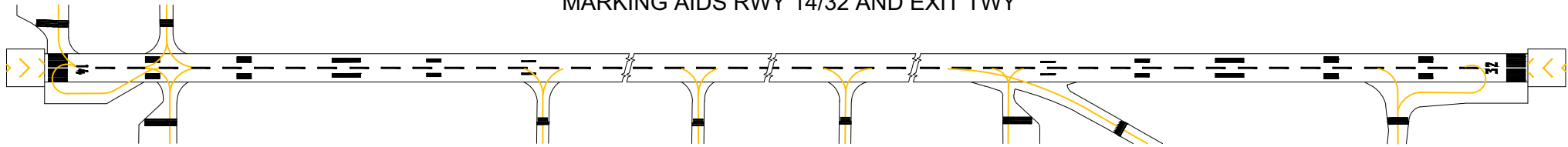
ELEV 148 FT

TWR 118.9, 236.6
GND 121.9

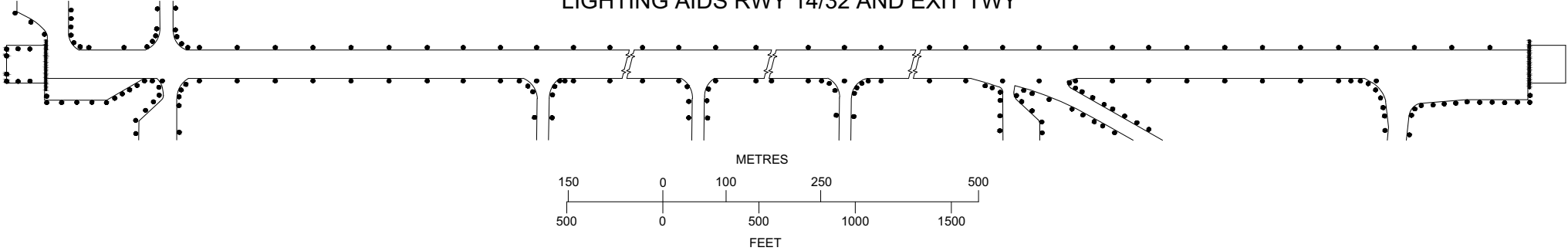
PHITSANULOK /
Phitsanulok



MARKING AIDS RWY 14/32 AND EXIT TWY



LIGHTING AIDS RWY 14/32 AND EXIT TWY



CHANGE: TAXIWAY G AND H MILITARY USE ONLY

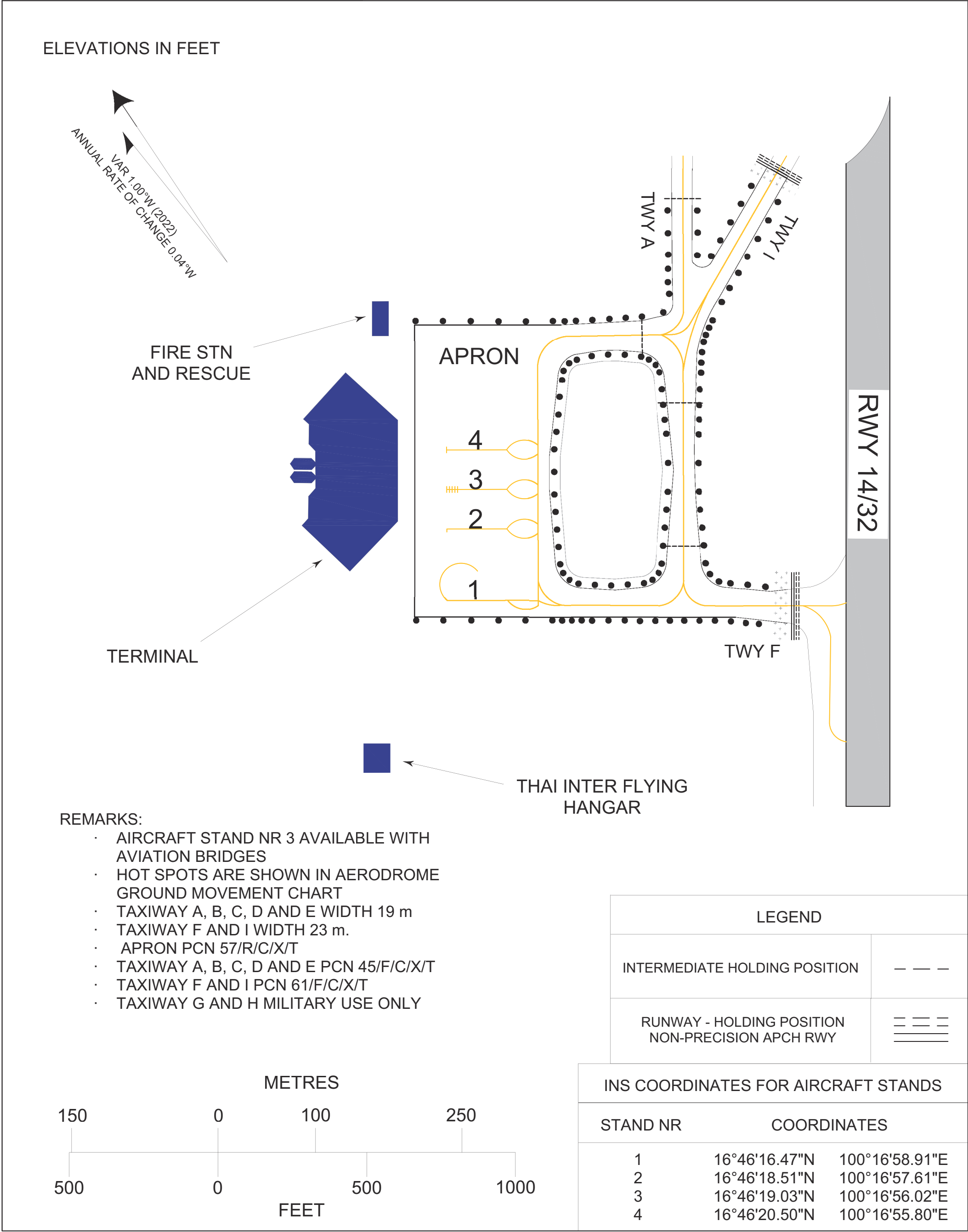
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AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
150 FT

TWR 118.9, 236.6
GND 121.9

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VTUI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUI - SAKON NAKHON / SAKON NAKHON AIRPORT

VTUI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	171143N 1040707E
2	Direction and distance from (city)	12 km N from city
3	Elevation/Reference temperature	529 ft
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	1°9' W(2025)/0°1' E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Sakon Nakhon Airport Sakon Nakhon Airport Sakon Nakhon-Nakhon Phanom Road, Thatnaweng, Mueang Sakon Nakhon, Sakon Nakhon 47000 Thailand Tel: +664 272 4044-5 Fax: +664 272 4041 AFS: VTUIYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUI AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1100
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1100
6	MET Briefing Office	NIL
7	ATS	2300-1100
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Udon Thani Air Traffic Control Centre (1st floor of tower building) Tel: +664 223 0124 +669 2262 3477 Fax: +664 224 2797

VTUI AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTUI AD 2.5 PASSENGER FACILITIES

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

VTUI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTUI AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

- 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

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUI-2-1
Instrument Approach Chart - ICAO - VOR RWY 05	AD 2-VTUI-8-1
Instrument Approach Chart - ICAO - VOR RWY 05 (Fix and point list table)	AD 2-VTUI-8-2
Instrument Approach Chart - ICAO - VOR RWY 23	AD 2-VTUI-8-3
Instrument Approach Chart - ICAO - VOR RWY 23 (Fix and point list table)	AD 2-VTUI-8-4
Instrument Approach Chart - ICAO - ILS RWY 23	AD 2-VTUI-8-5
Instrument Approach Chart - ICAO - ILS RWY 23 (Fix and point list table)	AD 2-VTUI-8-6
Instrument Approach Chart - ICAO - LOC RWY 23	AD 2-VTUI-8-7
Instrument Approach Chart - ICAO - LOC RWY 23 (Fix and point list table)	AD 2-VTUI-8-8
Instrument Approach Chart - ICAO - RNP RWY 05	AD 2-VTUI-8-9
Instrument Approach Chart - ICAO - RNP RWY 05 (Tabular description)	AD 2-VTUI-8-10
Instrument Approach Chart - ICAO - RNP RWY 23	AD 2-VTUI-8-11
Instrument Approach Chart - ICAO - RNP RWY 23 (Tabular description)	AD 2-VTUI-8-12

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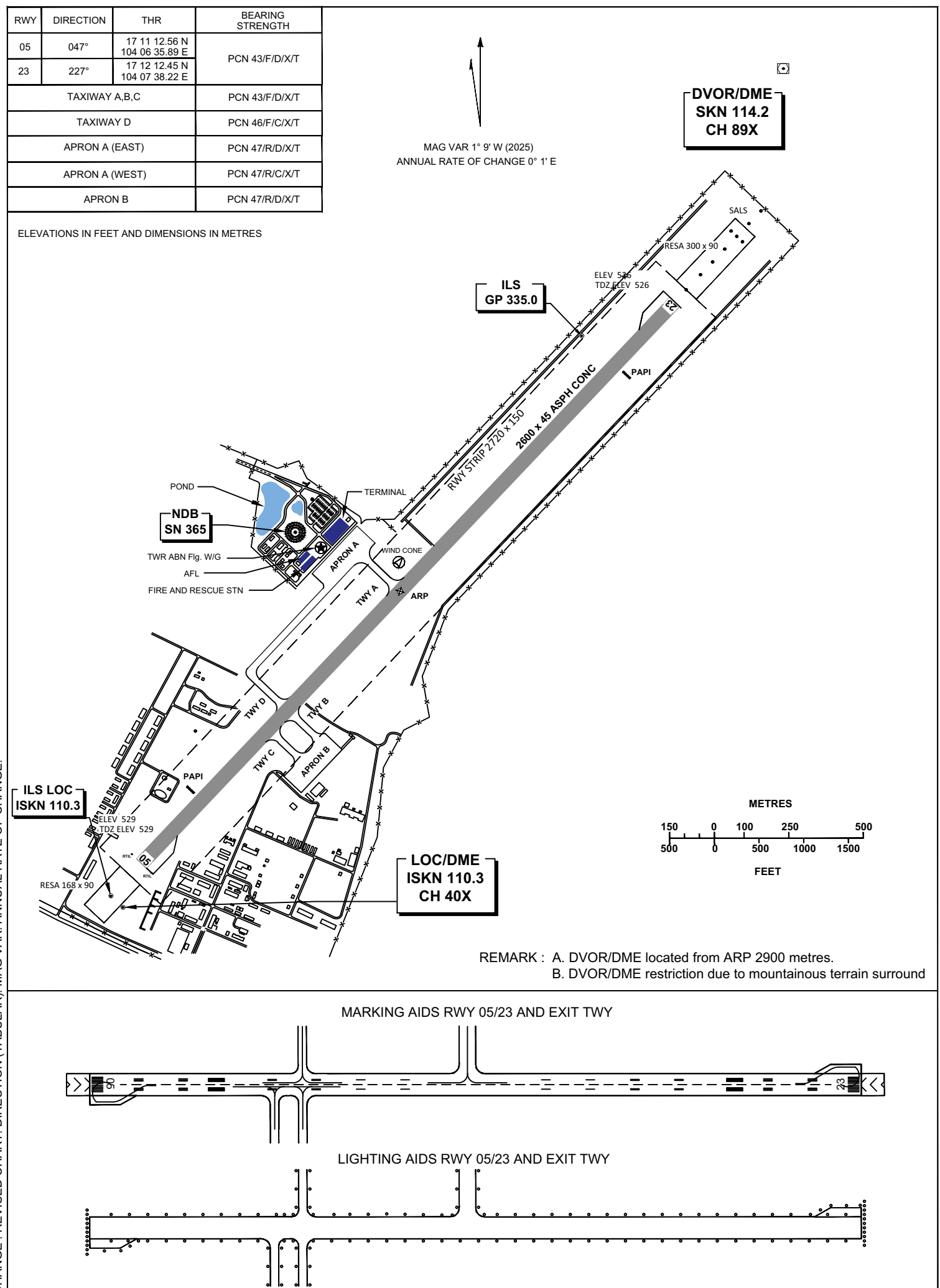
AERODROME CHART - ICAO

17 11 43 N
104 07 07 E

ELEV 529 FT

TWR 119.65
236.60

SAKON NAKHON / Sakon Nakhon



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VTPO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPO - SUKHOTHAI / SUKHOTHAI AIRPORT

VTPO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	171415N 0994906E 1050 m From THR 18
2	Direction and distance from (city)	27 km From Sukhothai
3	Elevation/Reference temperature	184 ft (56 m) / 33.3°C
4	Geoid Undulation at AD ELEV PSN	-123 ft (-37 m)
5	MAG VAR/Annual change	0°52' W (2026) / 0°2' E /year
6	AD Administration, address, telephone, telefax, telex, AFS	Sukhothai Airport Bangkok Airways Public Company Limited 99 Mu 4 Klongkrajong, Swankhalok District Sukhothai Thailand 64110 Tel: +665 564 7225-6 Fax: +665 564 7221 E-mail: thsairport@bangkokair.com Website: http://www.sukhothaiairport.com AFS: VTPOYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Bangkok Airways Public Company Limited

VTPO AD 2.3 OPERATIONAL HOURS

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

VTPO AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTPO AD 2.5 PASSENGER FACILITIES

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

VTPO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VTPO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	181.12°	2100x45	PCN 40/F/C/X/T Asphalt	171449.85N 0994906.69E -123 ft (-37 m)	184 ft (56 m)
36	001.12°	2100x45	PCN 40/F/C/X/T Asphalt	171341.56N 0994905.30E -123 ft (-37 m)	183 ft (56 m)

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	OFZ	Remarks
7	8	9	10	11	12	13
0%	NIL	60x150	2220x150	240x90	NIL	NIL
0%	NIL	150x150	2220x150	180x90	NIL	NIL

VTPO AD 2.13 DECLARED DISTANCES

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

VTPO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	-	Green	PAPI LEFT 3° 49.90 ft (15.21 m)	-	-	2100 m 56 m FM 0 - 1489 m Clear, FM1489 - 2100 m YELLOW (611 m)	Red	-	RTIL
36	-	Green	PAPI LEFT 3° 53.93 ft (16.44 m)	-	-	2100 m 56 m FM 0 - 1467 m Clear, FM 1467 - 2100 m YELLOW (633 m)	Red	-	RTIL

VTPO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building. FLG W/G EV 3 Sec. 0000-1100
2	LDI location and LGT Anemometer location and LGT	- At MET Station, 1000 m. from THR 18 WDI left side, 350 m from THR 36 and 64.30 m from RCL WDI left side, 350 m from THR 18 and 64.30 m from RCL

3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL), STBY power switch-overtime 15 SEC
5	Remarks	NIL

VTPO AD 2.16 HELICOPTER LANDING AREA

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

VTPO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on THS NDB (171407N 0994919E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Sukhothai Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTPO AD 2.18 ATS COMMUNICATION FACILITIES

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

VTPO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG/VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	THS	292 KHZ	H24	171406.7N 0994919.3E		1. Route coverage checked on bearing 021° from THS to PR altitude 9 000 ft flown to 57 NM found satisfactory 2. Coverage 50 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 041°-100° at altitude 4 000 ft – Bearing 101°-190° at altitude 2 000 ft – Bearing 191°-040° at altitude 5 000 ft
LOC 36 ILS CAT I	ISKT	109.5 MHz	H24	171458.0N 0994906.8E		LOC: Designated Operation coverage 18 NM, ALT 6500 ft/AMSL.
GP 36		332.6 MHz	H24	171351.0N 0994902.1E		
DME 36	ISKT	CH32X (109.5 MHz)	H24	171457.8N 0994909.2E	60 m (200 ft)	DME: Paired with LOC Freq

VTPO AD 2.20 LOCAL AERODROME REGULATIONS

1. Establishment of significance reporting point for inbound and outbound route within Sukhothai TMA are as follows:

NAME	CO-ORDINATES	BEARING /DISTANCE FM THS (NDB)
TOPAS	172916.19N 0992358.16E	BRG 302 / 28NM
SARIM	173029.97N 0994737.09E	BRG 355 / 16 NM
KIMLET	164927.60N 0994429.32E	BRG 190 / 25 NM

2. In order to facilitates all IFR aircraft to / from Sukhothai airport arrival / departure preference routes are established at Sukhothai airport as follows:

Inbound to Sukhothai Airport

- Bangkok to Sukhothai

The flight plan route: BKK(DVOR/DME)-W9-PSL(DVOR/DME) –DCT-THS(NDB).

- Chiang Mai to Sukhothai

The flight plan route: CMA (DVOR/DME)-W9-SARIM(173029.97N0994737.09E)-DCT-THS(NDB)

Outbound from Sukhothai Airport

- Sukhothai to Bangkok

The flight plan route: THS (NDB)-DCT-KIMET(164927.60N0994429.23E)-DCT-BEKOD-A464-BKK(DVOR/DME).

- Sukhothai to Chiang Mai

The flight plan route: THS(NDB)-DCT-TOPAS(172916.19N0992358.16E)-A464-CMA(DVOR/DME).

3. Due to temporary area at the right side of the threshold runway 36, the aircraft extremely caution while landing.

VTPO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPO AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN SUKHOTHAI TMA

- 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.
- Speed will be reduced to 220 knots during 20-25 track miles from touchdown.
- 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
- 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.
- 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.
- 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.
- 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.
- If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

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

VTPO AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

1.1 Bird concentrations in the vicinity of Sukhothai Airport

There have been observed and monitored on resident and migratory birds appear on or in vicinity of Sukhothai Airport twice a year in rainy season (May – August) and winter season (November – February). The resident birds appear throughout the year, and their populations may fluctuate upon variety of factors. The migratory season is during September – March.

Resident species with potential hazard to aircraft are as follows:

Species	Size (cm)	Precautions	Warning Period
Asian Openbill	68 – 81 cm	In vicinity	All year
Red-wattled Lapwing	32 – 35 cm	Grass areas	All year (mostly in May – October)
Lesser Whistling-Duck	38 – 43 cm	Couples on grass areas (May – Oct), Large flocks in vicinity (Nov – Feb)	All year (mostly in November – February)
Small Pratincole	16 – 19 cm	Daytime on RWY 36 and in the evening near THR 18	All year (mostly in August – November)
Purple Heron and Grey Heron	78 – 90 cm 90 – 102 cm	Near Waterbodies	All year (mostly in November – March)
Eastern Great Egret	80 – 104 cm	Near Waterbodies	All year
Eastern Cattle Egret and Intermediate Egret	46 – 56 cm 56 – 72 cm	Near Waterbodies	All year (mostly in January – March and July – November)
Baya Weaver and Asian Golden Weaver	15 cm	Early morning and late evening	All year
Black-crowned Night Heron	56 – 65 cm	At night in vicinity	All year (mostly in December – March)
Red Collared Dove	21 – 25 cm	Grass areas	All year (mostly in May and August – November)
Great Myna	24.5 – 27.5 cm	Grass areas	All year

Migratory species with potential hazard to aircraft are as follows:

Species	Size (cm)	Precautions	Warning Period
Oriental Pratincole	23 -25 cm	Near THR36 and THR18	March – October
Barn Swallow	13 – 18 cm	In vicinity	October – May
Black Kite and Black-eared Kite	44 – 66 cm WS: 120 – 153 cm	In vicinity	November – February
Little Ringed Plover and Kentish Plover	14 – 17.5 cm	At night near THR18	July – January
Glossy Ibis	49 – 66 cm	In vicinity	November – February

Note:

- “Size” is the length from the tip of the bill to the tip of the tail; WS denotes wingspan.
- “Precautions” are any alerting information or hotspots for the species based on their behaviors and preferences relating to the attractions and environmental characteristics around the aerodrome.
- “Period” is the period of warning (NOT period of present) based on the abundances and accumulations of each species, representing the peak months which may yield high risk of bird strike.

1.2 Bird hotspot in vicinity of Sukhothai Airport

Primary wildlife hazard for Sukhothai Airport is the Asian Openbill inhabited in broad area of rice field in Central Thailand provinces, 7.5 – 20 km radius from ARP. There are two accumulation hotspots in caution for low altitude flight or light aircrafts:

- Sleeping ground at Sukhothai Forest Product Research Center (173075N 998542E), 7.5 km north of ARP, during January – June
- Breeding ground at Nong Chorakhe Reservoir (173941N, 997163E), 20 km north of ARP, during July – December

On-airport preventive measures are under habitat management program such as reducing food attraction, freshwater snails, in aerodrome reservoir. Sukhothai Airport regularly conducts quarterly surveys on the hotspots to monitor the populations.

1.3 Wildlife hazards management

Sukhothai Airport implements measures under habitat management program to reduce bird populations and the attractiveness on grassland, waterbodies, or potential breeding or roosting areas.

VTPO AD 2.24 CHARTS RELATED TO AN AERODROME

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

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17°14'15"N
099°49'06"E

ELEV 184 ft
(56 m)

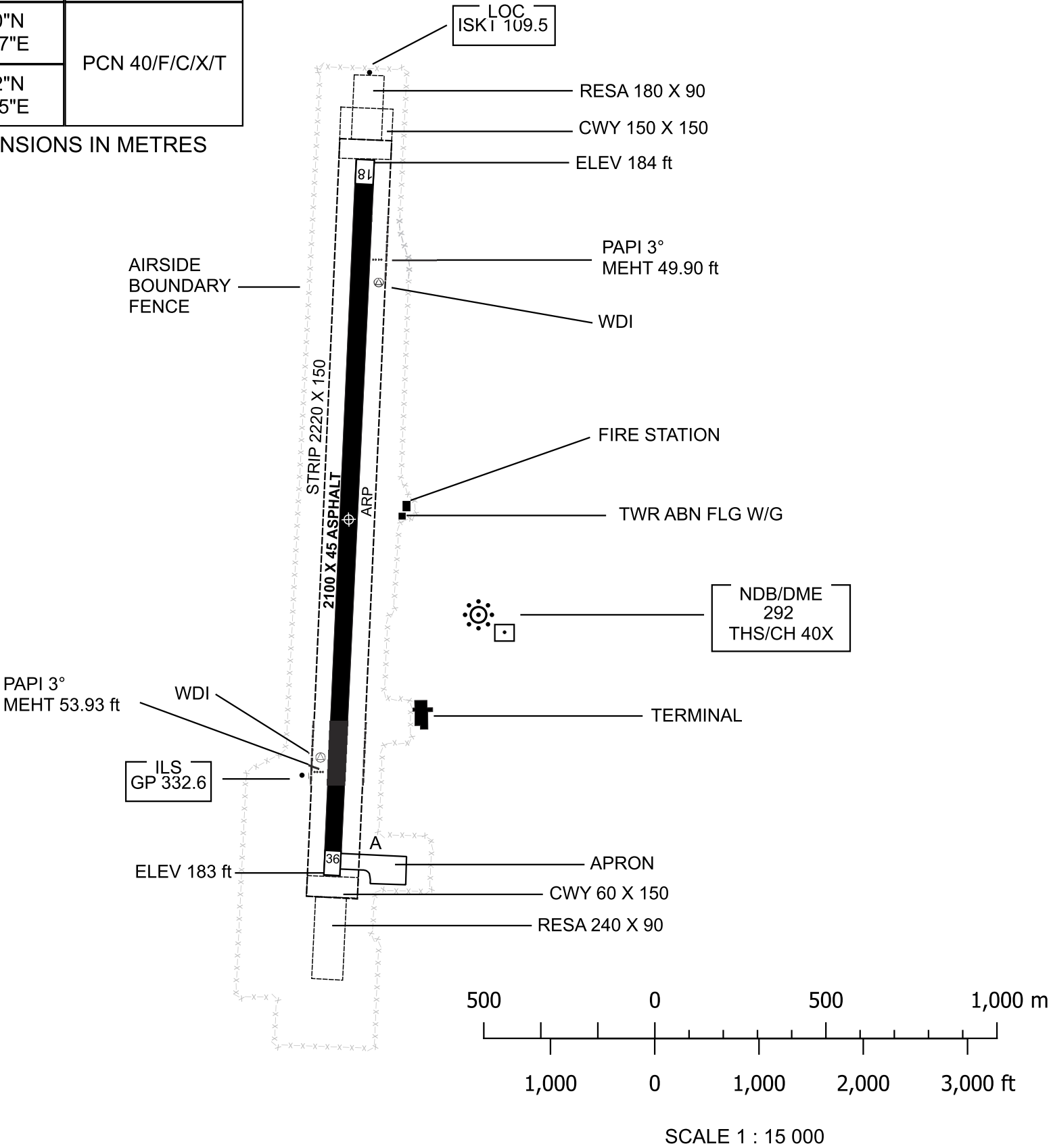
TWR 122.9

SUKHOTHAI/
SUKHOTHAI AIRPORT

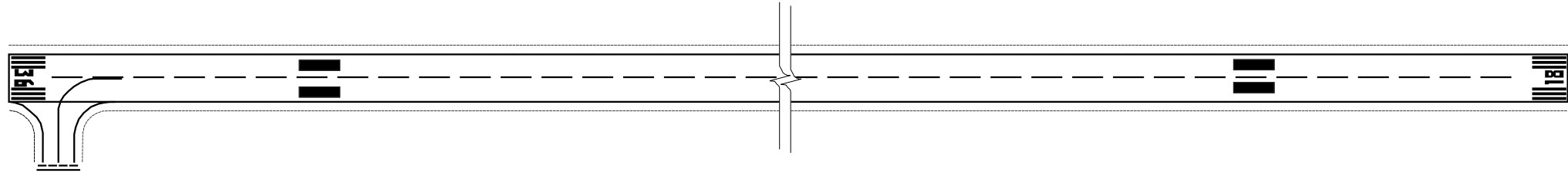
RWY	DIRECTION	THR	BEARING STRENGTH
18	182°	17°14'50"N 099°49'07"E	PCN 40/F/C/X/T
36	002°	17°13'42"N 099°49'05"E	

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

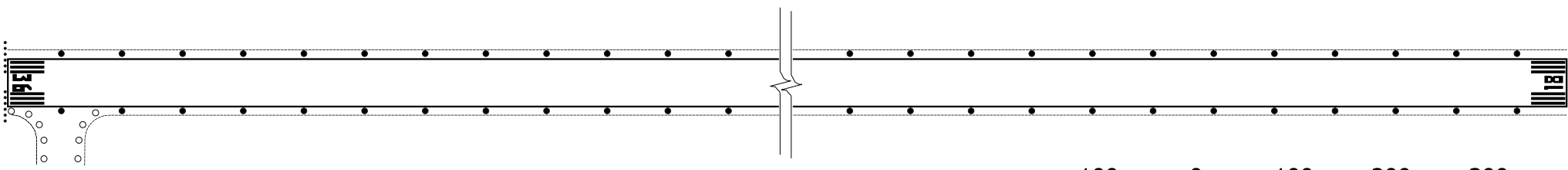
VAR 0°52'N (2026)
ANNUAL RATE
OF CHANGE 2'E



MARKING AIDS RWY 18/36 AND EXIT TWY



LIGHTING AIDS RWY 18/36 AND EXIT TWY



CHANGE: REVISED CHART.

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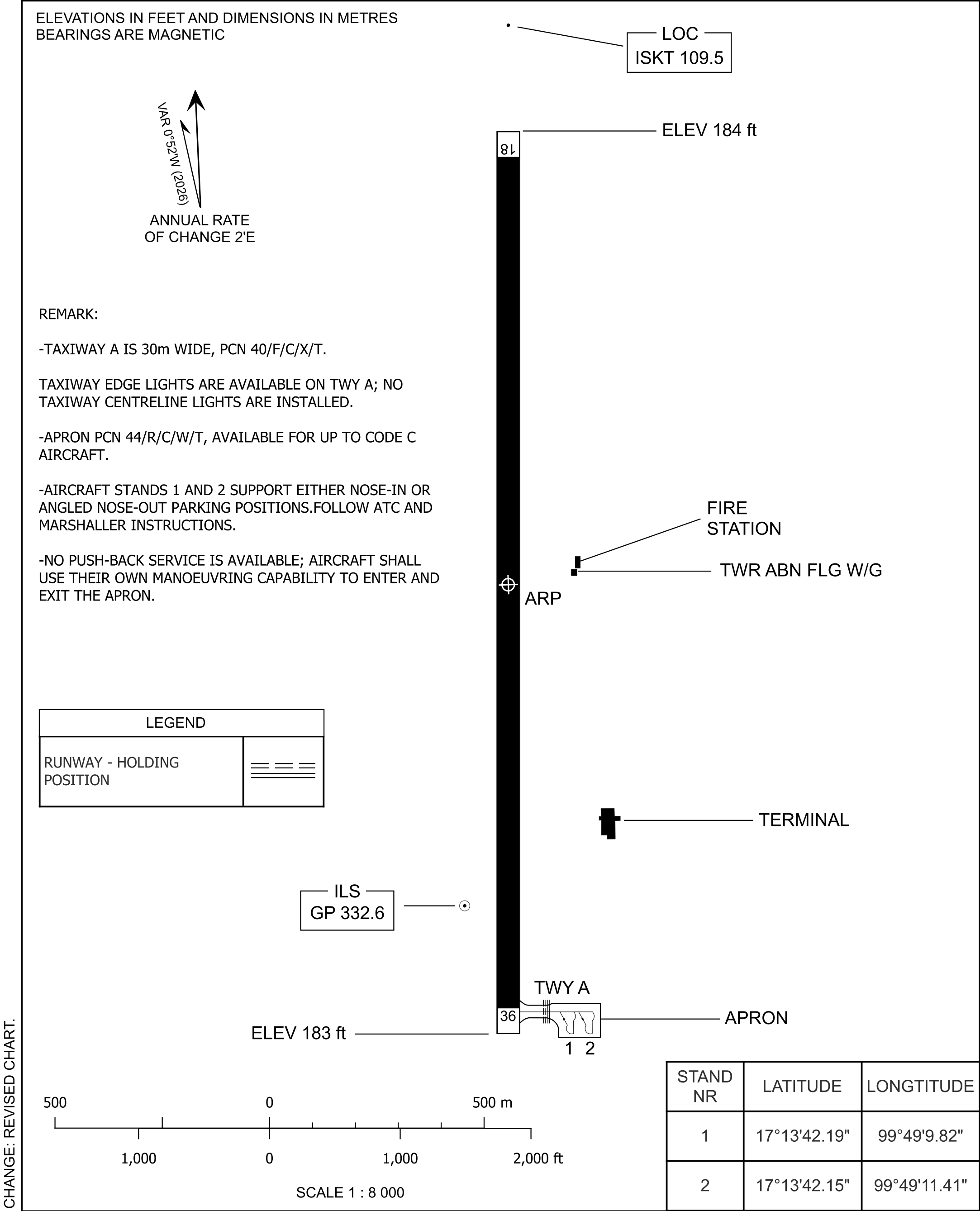
AERODROME GROUND
MOVEMENT CHART - ICAO

17°14'15"N
099°49'06"E

ELEV 184 ft
(56 m)

TWR 122.9

SUKHOTHAI/
SUKHOTHAI AIRPORT



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VTSB AD 2.16 HELICOPTER LANDING AREA

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

VTSB AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on STN DVOR/DME (090746N 0990805E)
2	Vertical limits	3000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Surat Thani Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Surat Thani Approach	123.35 / 240.0 MHz 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Surat Thani Tower	122.7 MHz 274.5 MHz 121.5 MHz ¹⁾ 243.0 MHz ¹⁾	As AD OPR HR	
GND	Surat Thani Ground	121.9 MHz 275.8 MHz	As AD OPR HR	
ATIS	Surat Thani Airport	125.95 MHz	As AD OPR HR	

VTSB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	STN	110.6 MHz CH43X	H24	090746.1N 0990805.0E	0 m (0 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage orbit 40 NM as follow: RDL 001-070 DEG ALT should not below 1500 ft RDL 071-090 DEG ALT should not below 3500 ft RDL 091-150 DEG ALT should not below 5000 ft RDL 151-190 DEG ALT should not below 1500 ft RDL 191-360 DEG ALT should not below 4000 ft RDL 227 DEG distance approximate 10-13 DME out of tolerance roughness and scalloping.
ILS CAT I LOC 22	ISTN	109.5 MHz	H24	090715.0N 0990726.7E		Designated operational coverage 18 NM $\pm 10^\circ$ and 10 nm $\pm 35^\circ$ of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 305 m from THR of runway 04.
GP 22		332.6 MHz CH32X	H24	090821.7N 0990837.4E	0 m (0 ft)	- Glide Path 3°
DME 22		CH32X		090821.7N 0990837.4E		- DME co-located with Glide Slope power output 100 watts Uni-directional
TACAN	SRT	CH79	2300-1100	0907.9N 09908.1E		Military Facility

VTSB AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Reporting points for VFR flight In order to expedite and maintain an orderly flow of air traffic into Surat Thani Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft be set up as follow:

- Aircraft entering to land from north of Surat Thani Airport, shall report over Chai Ya District, designated as CHARLIE point (0923.0N 9912.5E). When reaching CHARLIE the aircraft will be instructed to join aerodrome traffic pattern accordingly.
- Aircraft entering to land from east of Surat Thani Airport, shall report over Surat Thani District, designated as SIERRA point (0908.0N 9920.0E). When reaching SIERRA the aircraft will be instructed to join aerodrome traffic pattern accordingly.
- Aircraft entering to land from south of Surat Thani Airport, shall report over Ban Nasan District, designated as NOVEMBER point (0848.0N 9922.0E). When reaching NOVEMBER the aircraft will be instructed to join aerodrome traffic pattern accordingly.
- Aircraft entering to land from west of Surat Thani Airport, shall report over Khirirat Nikhom District, designated as KILO point (0902.0N 09858.0E). When reaching KILO the aircraft will be instructed to join aerodrome traffic pattern accordingly.

1.2 Aerodrome traffic circuit

Using both sides of traffic circuit

1.3 Overhead approach pattern

- Using runway 04 by left turn pattern
- Using runway 22 by right turn pattern

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
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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	Available up to A320/B737-800 For removal of disabled aircraft by contracted external resource please contact aerodrome coordinator: Airport safety manager: Tel: +665 556 3620
4	Remarks	All aircraft capable of aerodrome use can be removed using contracted external resource

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

VTBO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBO - TRAT (KHAO SMING) / TRAT AIRPORT

VTBO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

VTBO AD 2.3 OPERATIONAL HOURS

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

VTBO AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

VTBO AD 2.5 PASSENGER FACILITIES

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

VTBO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5
2	Rescue equipment	AVBL at Fire Fighting Truck (Foam 600 L., Water 5400 L.) and Water Truck 15000 L.
3	Capability for removal of disabled aircraft	Available up to ATR72
4	Remarks	No removal equipment available at airport. For removal of disabled aircraft by contracted external resource, please contact aerodrome coordinator: - Supervisor Airport Rescue and Fire Fighting Tel: +663 952 5777 Ext. 3464

VTBO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	N/A
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- the pilot shall be responsible for obstacle clearance until such specified altitude,
- the pilot prior to take-off shall agree to execute this procedure,
- the ATC clearance shall be readback,

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 05:

TRAT OMNI 05 Departure: Required climb gradient 201 ft per NM (3.3%) until 4,100 ft.

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

No turn before DER.

After departure climb straight ahead until 1,200 ft (or altitude assigned by ATC between 1,200 ft - 3,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTBO AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

1.1 Bird concentrations in the vicinity of Trat Airport

There have been observed and monitored on resident and migratory birds appear on or in vicinity of Trat Airport twice a year in rainy season (May – August) and winter season (November – February). The resident birds appear throughout the year, and their populations may fluctuate upon variety of factors. The migratory season is during September – March.

Resident species with potential hazard to aircraft are as follows:

Species	Size (cm)	Precautions	Warning Period
Brahminy Kite	38 – 52 cm	In Vicinity	All year (mostly in December – April)
Red-wattled Lapwing	32 – 35 cm	Grass Areas	All year (mostly in May – September)
Edible-nest Swiftlet	11.5 – 12.5 cm	In Vicinity	All year (mostly in January – May)

Migratory species with potential hazard to aircraft are as follows:

Species	Size (cm)	Precautions	Warning Period
Oriental Pratincole	23 – 25 cm	On Runway	February – August
Little Ringed Plover	14 – 17 cm	On Runway	July – February

Note:

- “Size” is the length from the tip of the bill to the tip of the tail
- “Precautions” are any alerting information or hotspots for the species based on their behaviors and preferences relating to the attractions and environmental characteristics around the aerodrome.
- “Period” is the period of warning (NOT period of present) based on the abundances and accumulations of each species, representing the peak months which may yield high risk of bird strike.

1.2 Bird hotspot in vicinity of Trat Airport

Primary wildlife hazard for Trat Airport is the Brahminy Kites inhabited in estuary and riverine ecosystems along Welu River and Trat River between Chantaburi and Trat provinces, 13 – 30 km radius from ARP. Their overpopulation has been inflated by due to feeding as tourist attractions benefiting several local businesses for more than 20 years.

On-airport preventive measures are to apply deterrent techniques and physical barriers such as wiring or netting over a freshwater reservoir. Trat Airport has been promoting multidisciplinary involvement with local stakeholders via the annual meetings of the Aerodrome Hazard Management Local Committee as the long term mitigations reduce their populations.

1.3 Wildlife hazard management

Trat Airport implements measures under habitat management program to reduce bird populations and the attractiveness on grassland, waterbodies, or potential breeding or roosting areas.

VTBO AD 2.24 CHARTS RELATED TO AN AERODROME

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

12°16'33"N

ELEV 109 ft

102°19'14"E

(33 m)

TWR 122.9

TRAT/

TRAT (KHAO SMING)

RWY

DIRECTION

THR

BEARING
STRENGTH

05

052°

12°16'13"N
102°18'48"E

PCR 420/F/B/X/T

23

232°

12°16'49"N
102°19'35"E

ELEVATIONS IN FEET AND DIMENSIONS IN METRES

BEARINGS ARE MAGNETIC

VAR 0°37'W (2025)

ANNUAL RATE
OF CHANGE 0°2'E

NDB
TRT 384

FIRE STATION

FUEL FARM

TWR ABN FLG W/G

DME
109.9
CH36X

STRIP 1920 X 150

CONCRETE AND ASPHALT 1800 X

ARP

PAPI 4°

ELEV 109 ft

CWY 60 X 150

TEMPORARY
PARKING AREA

WDI

TERMINAL

CWY 60 X 150

ELEV 65 ft

PAPI 3°

WDI

AIRSIDE
BOUNDARY
FENCE

REMARK:
- NO APRON, ACFT PARK ON RWY.

5000001000

1000000

0000

5000001000

20000003000

m

1000000

0000

1000000

20000003000

ft

MARKING AIDS RWY 05/23 AND EXIT TWY

LIGHTING AIDS RWY 05/23 AND EXIT TWY

100000

0000

100000

200000300

m

5000001000

0000

5000001000

1000

ft

CHANGE: REVISED CHART.

The Civil Aviation Authority of Thailand

AIRAC AMDT 08/26

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VTUU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUU - UBON RATCHATHANI / UBON RATCHATHANI AIRPORT

VTUU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	151504.58N 1045212.88E
2	Direction and distance from (city)	1 KM N, from city
3	Elevation/Reference temperature	411 ft/36°C
4	Geoid Undulation at AD ELEV PSN	-74 ft
5	MAG VAR/Annual change	1°1' W(2025)/0°1' E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Ubon Ratchathani Airport Ubon Ratchathani Airport Amphone Muang Ubon Ratchathani Province 34000 Thailand Tel: +664 524 5612-3 Fax: +664 524 4406 AFS: VTUUYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1500
6	MET Briefing Office	NIL
7	ATS	2300-1500
8	Fuelling	0100-1130
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Ubon Ratchathani Air Traffic Control Centre (1st floor of tower building) Tel: +664 525 6407, +668 9488 2157 Fax: +664 524 0798 Ext. 7874

VTUU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1, AVGAS
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
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VTUU AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Taxi meter / Shuttle Bus and Car Rental
4	Medical facilities	Hospital in the city 2 km
5	Bank and Post Office	Money exchange service available 0200 - 1100 UTC and post office in the city.
6	Tourist Office	Office in the city
7	Remarks	NIL

VTUU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 8
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTUU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTUU 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	Taxiway A and B Width: 23 m Surface: Asphaltic concrete Strength: PCN 61/F/C/X/T Taxiway C, D, E, F, G, H, I and J (Military)
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 403 ft (122.82 m)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUU 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: stand no. 1, 2, 3, 4 and 5, aircraft parking shall follow marshaller strictly.
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VTUU AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUU-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTUU-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTUU-2-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 05 - ASABO1B ENLEP1B POTEV1B SAGAL1B VENPO1B	AD 2-VTUU-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 05 - ASABO1B ENLEP1B POTEV1B SAGAL1B VENPO1B (Tabular description)	AD 2-VTUU-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 23 - ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A	AD 2-VTUU-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 23 - ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A (Tabular description)	AD 2-VTUU-6-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 05 – ASABO1C ENLEP1C POTEV1C VENPO1C VESUD1C	AD 2-VTUU-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 05 – ASABO1C ENLEP1C POTEV1C VENPO1C VESUD1C (Tabular description)	AD 2-VTUU-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 23 – ASABO1D ENLEP1D OBKIB1D POTEV1D VENPO1D	AD 2-VTUU-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 23 – ASABO1D ENLEP1D OBKIB1D POTEV1D VENPO1D (Tabular description)	AD 2-VTUU-7-4
Instrument Approach Chart - ICAO - VOR RWY 05	AD 2-VTUU-8-1
Instrument Approach Chart - ICAO - VOR RWY 05 (Fix and point list table)	AD 2-VTUU-8-2
Instrument Approach Chart - ICAO - VOR RWY 23	AD 2-VTUU-8-3
Instrument Approach Chart - ICAO - VOR RWY 23 (Fix and point list table)	AD 2-VTUU-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 23	AD 2-VTUU-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 23 (Fix and point list table)	AD 2-VTUU-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 23	AD 2-VTUU-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 23 (Tabular description)	AD 2-VTUU-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 23 (Fix and point list table)	AD 2-VTUU-8-9
Instrument Approach Chart - ICAO - RNP RWY 05	AD 2-VTUU-8-11
Instrument Approach Chart - ICAO - RNP RWY 05 (Tabular description)	AD 2-VTUU-8-12
Instrument Approach Chart - ICAO - RNP RWY 23	AD 2-VTUU-8-13
Instrument Approach Chart - ICAO - RNP RWY 23 (Tabular description)	AD 2-VTUU-8-14

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AERODROME CHART - ICAO

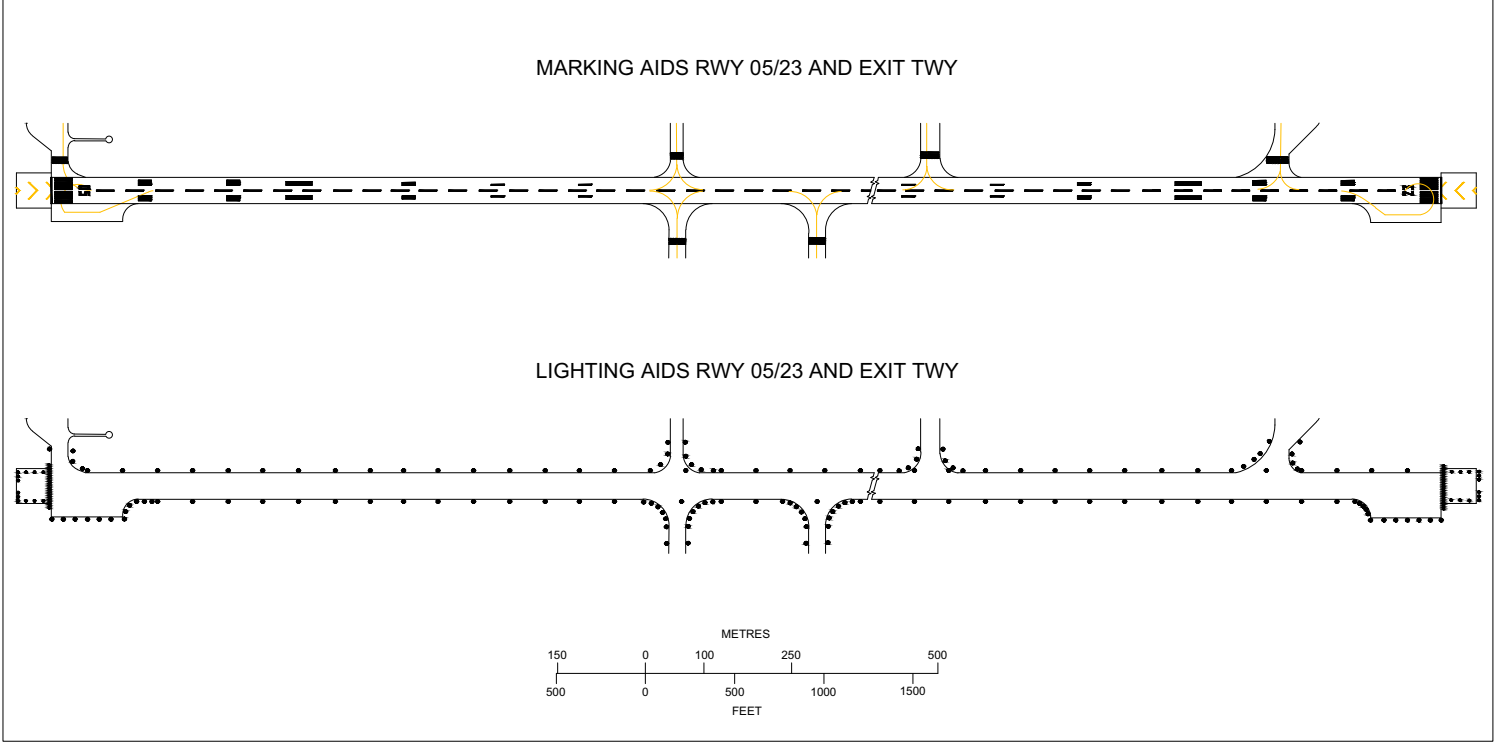
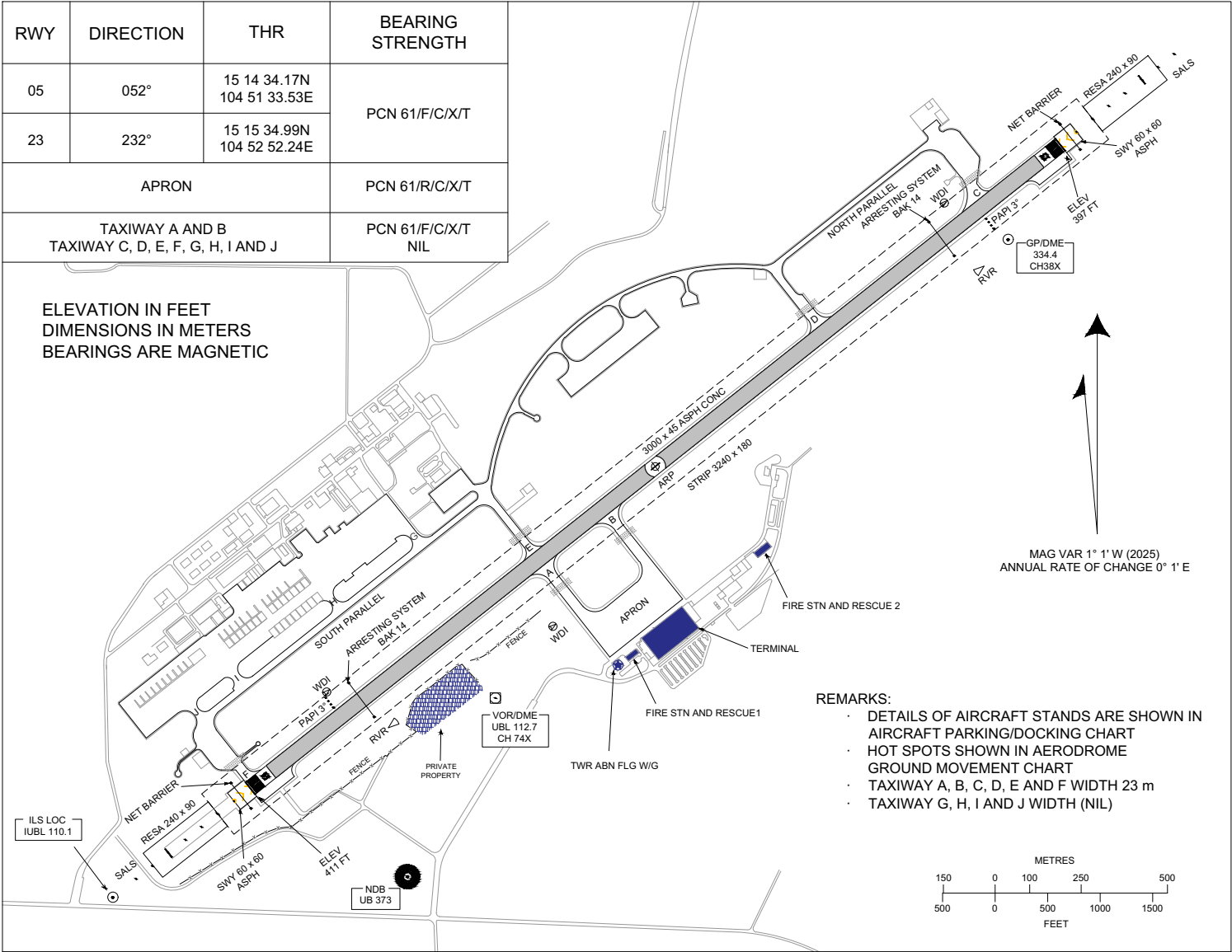
15 15 04.58N
104 52 12.88E

ELEV 411 FT

TWR 119.9, 274.5

GND 121.9, 275.8

UBON RATCHATHANI /
Ubon Ratchathani



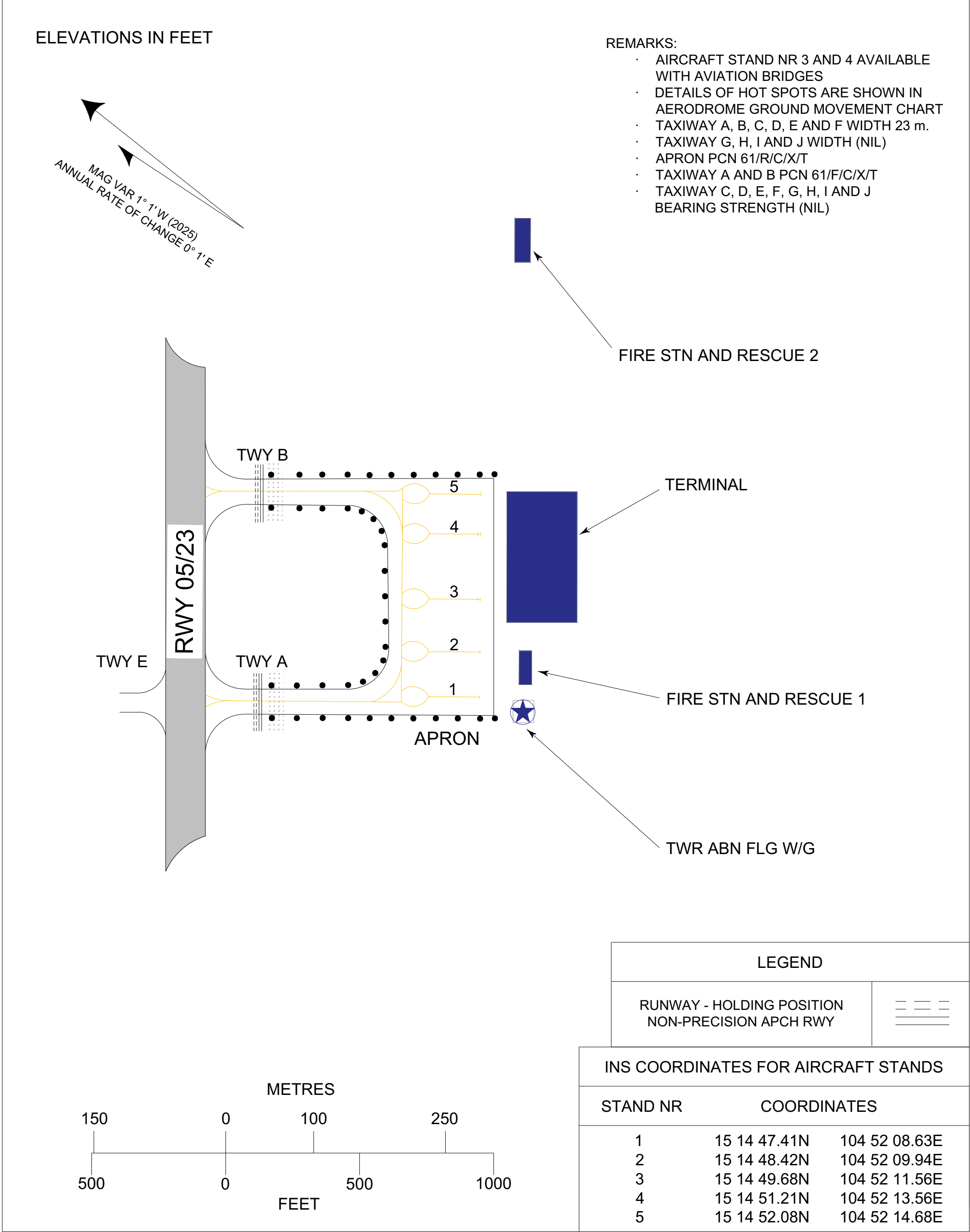
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AIRCRAFT PARKING/
DOCKING CHART - ICAO

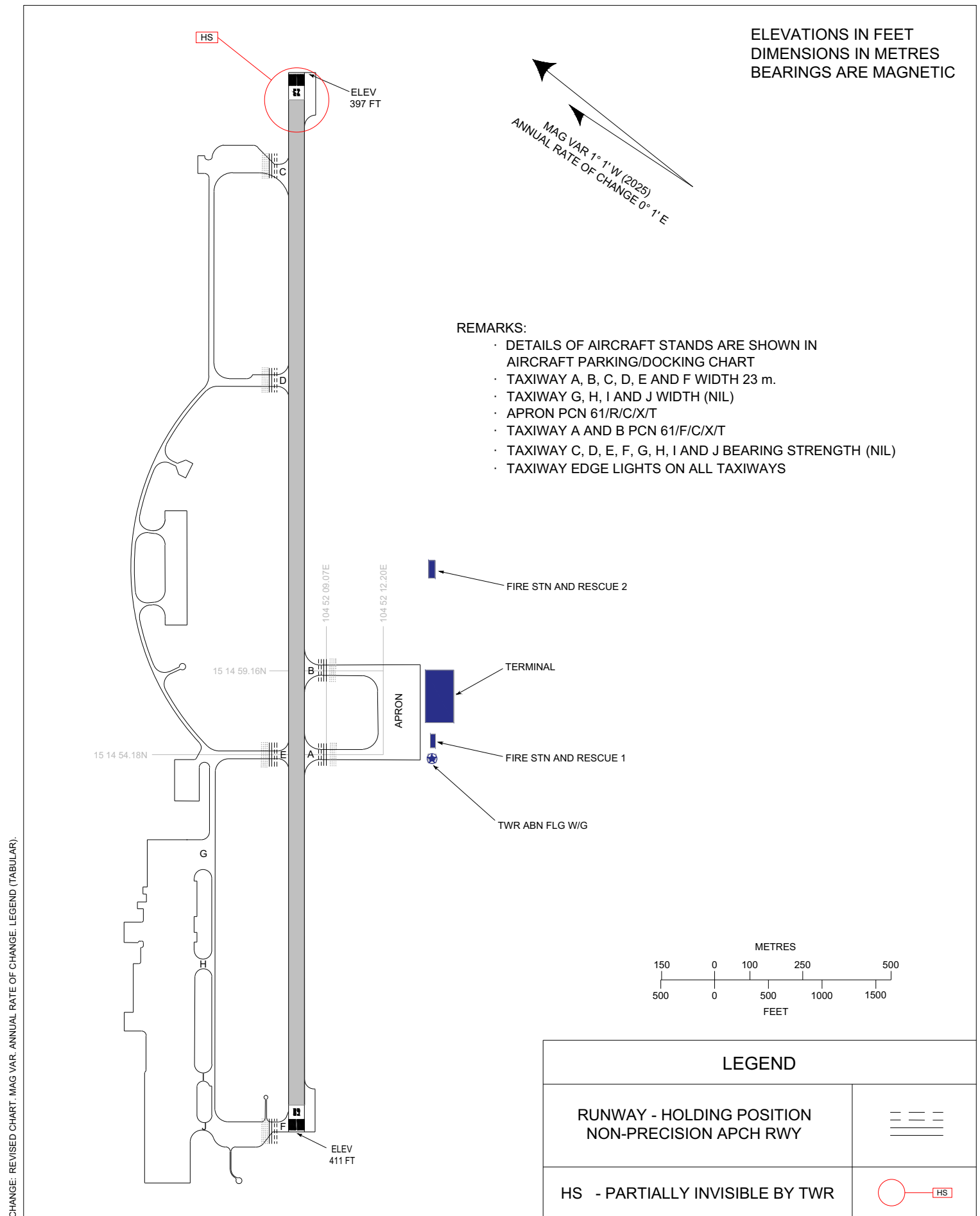
APRON ELEV
403 FT

TWR 119.9, 274.5
GND 121.9, 275.8

UBON RATCHATHANI /
Ubon Ratchathani



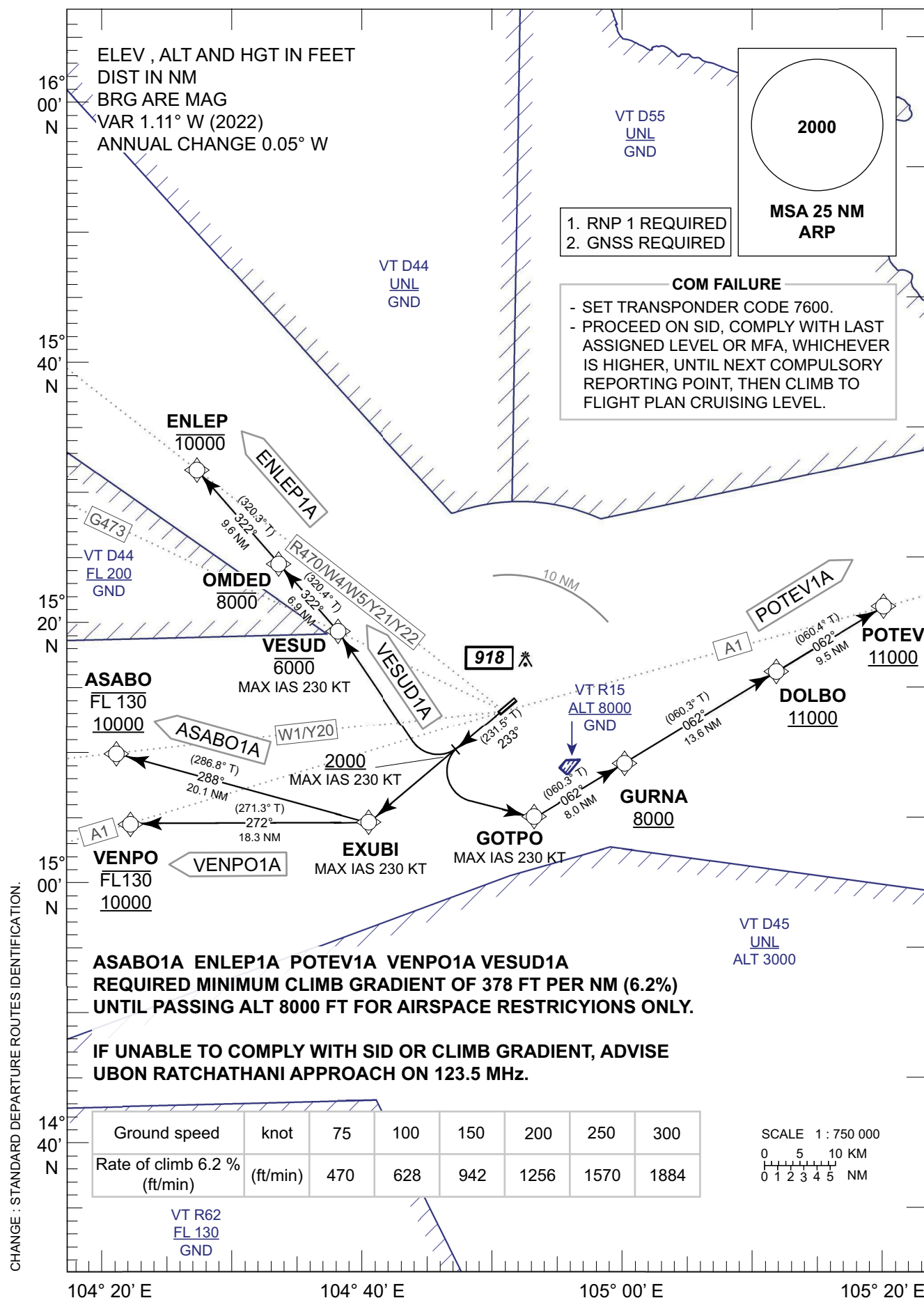
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AERODROME GROUND
MOVEMENT CHART - ICAOAPRON ELEV
403 FTTWR 119.9, 274.5
GND 121.9, 275.8UBON RATCHATHANI /
Ubon Ratchathani

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOTRANSITION ALTITUDE
11000 FTAPP : 123.5, 257.8
TWR : 119.9, 274.5
GND : 121.9, 275.8
ATIS : 128.2UBON RATCHATHANI /
Ubon Ratchathani (VTUU)
RNAV RWY23

ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

UBON RATCHATHANI /
Ubon Ratchathani (VTUU)
RNAV RWY23

ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A

TABULAR DESCRIPTION

RNAV RWY23											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
ASABO1A											
010	-	DER RWY23	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	233°(231.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	EXUBI	-	-	+1.2	-	-	-	-230	-	RNP 1
040	TF	ASABO	-	288°(286.8°)	+1.2	20.1	-	-13000 +10000	-	-	RNP 1
ENLEP1A											
010	-	DER RWY23	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	233°(231.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	VESUD	-	-	+1.2	-	R	-6000	-230	-	RNP 1
040	TF	OMDED	-	322°(320.4°)	+1.2	6.9	-	-8000	-	-	RNP 1
050	TF	ENLEP	-	322°(320.3°)	+1.2	9.6	-	-10000	-	-	RNP 1
POTEV1A											
010	-	DER RWY23	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	233°(231.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	GOTPO	-	-	+1.2	-	L	-	-230	-	RNP 1
040	TF	GURNA	-	062°(060.3°)	+1.2	8.0	-	+8000	-	-	RNP 1
050	TF	DOLBO	-	062°(060.3°)	+1.2	13.6	-	+11000	-	-	RNP 1
060	TF	POTEV	-	062°(060.4°)	+1.2	9.5	-	+11000	-	-	RNP 1
VENPO1A											
010	-	DER RWY23	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	233°(231.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	EXUBI	-	-	+1.2	-	-	-	-230	-	RNP 1
040	TF	VENPO	-	272°(271.3°)	+1.2	18.3	-	-13000 +10000	-	-	RNP 1
VESUD1A											
010	-	DER RWY23	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	233°(231.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	VESUD	-	-	+1.2	-	R	-6000	-230	-	RNP 1

WAYPOINT LIST

RNAV RWY23	
Waypoint Identifier	
Coordinates	
DER RWY23	15° 14' 34.17" N 104° 51' 33.53" E
ASABO	15° 12' 09.44" N 104° 21' 02.31" E
DOLBO	15° 17' 09.84" N 105° 13' 33.42" E
ENLEP	15° 33' 53.26" N 104° 28' 00.19" E
EXUBI	15° 06' 21.19" N 104° 40' 56.37" E
GOTPO	15° 06' 24.41" N 104° 54' 06.22" E
GURNA	15° 10' 23.13" N 105° 01' 17.34" E
OMDED	15° 26' 28.02" N 104° 34' 20.99" E
POTEV	15° 21' 52.55" N 105° 22' 06.28" E
VENPO	15° 06' 44.98" N 104° 22' 02.18" E
VESUD	15° 21' 08.05" N 104° 38' 54.27" E

VTUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUD - UDON THANI / UDON THANI AIRPORT

VTUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	172311N 1024718E
2	Direction and distance from (city)	3 km SW, from city
3	Elevation/Reference temperature	579 ft/26°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	1°3' W(2025) / 0°1' E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Udon Thani Airprot Udon Thani Airport Makkhaeng, Muang Udon Thani 41000 Thailand Tel: +664 224 4426 Fax: +664 224 6804 AFS: VTUDYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUD AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1500
6	MET Briefing Office	NIL
7	ATS	2300-1500
8	Fuelling	2300-1500
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Udon Thani Air Traffic Control Centre (1st floor of tower building) Tel: +664 224 6803 EXT 7127 +669 2262 3477 Fax: +664 224 2797

VTUD AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTUD AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	At AD and in the city
3	Transportation	Limousines and shuttle bus
4	Medical facilities	Hospital in the city
5	Bank and Post Office	Bank: NIL Post office: At AD, open 0300-1100
6	Tourist Office	At AD and in the city
7	Remarks	NIL

VTUD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 8
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTUD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

- the pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below,
 - the pilot shall be responsible for adherence to such obtained ATC clearance,
 - the pilot prior to take-off shall agree to execute this procedure,
 - The ATC clearance shall be readback,
- Runway 12:

UDON OMNI 12 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,500 ft.

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

No turn before DER.

After departure climb straight ahead until 1,500 ft (or altitude assigned by ATC between 1,500 ft - 3,000 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 30:

UDON OMNI 30 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,500 ft.

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

No turn before DER.

After departure climb straight ahead until 1,500 ft (or altitude assigned by ATC between 1,500 ft - 3,000 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUD AD 2.23 ADDITIONAL INFORMATION**1. MILITARY RADAR AND FACILITIES**

- Royal Thai Air Force ASR/SSR facilities installed and operations details as follows:

Radio call sign : UDON Departure Control/ UDON Arrival Control

DEP freq : 134.1 and 261.4 MHz

ARR freq : 119.6, 298.0 and 382.4 MHz

Conver range/height : ASR 70 NM/40 000 ft

: SSR 200 NM/100 000 ft

Hours of operations : Monday-Friday 0100-0900

Emission : ASR 500 KW, SSR 1.5 KW

Remarks : Available for Military.

- BAK 14 RAG installed at 427 m from threshold runway 12 and 30 cable height 3 inches.

- Net Barrier installed on both side of runway 12/30 at 15 m from threshold.

2. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

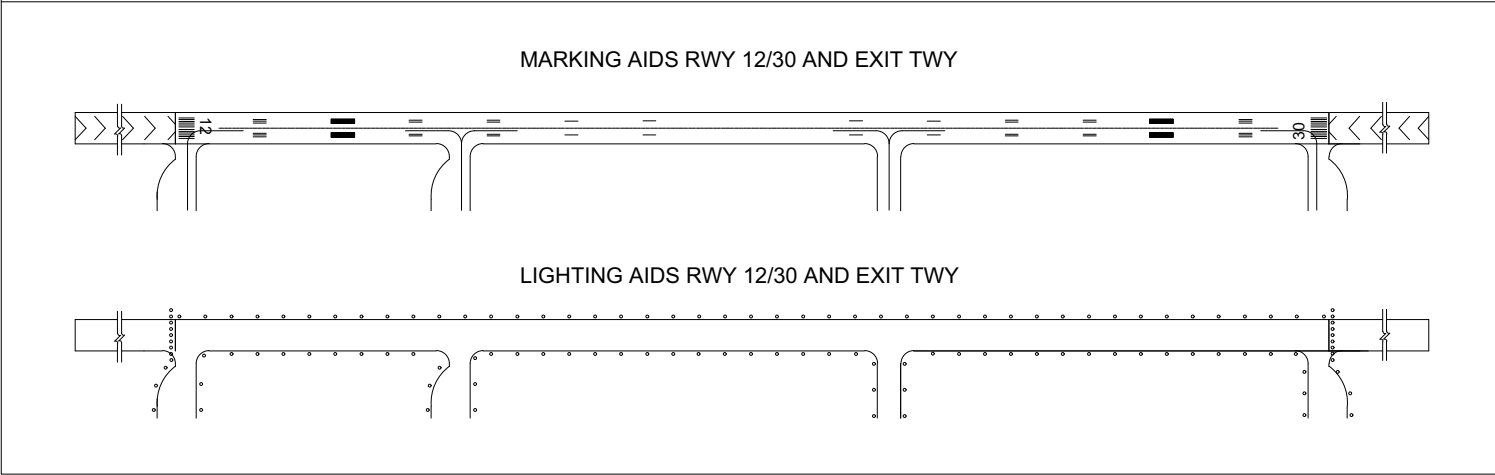
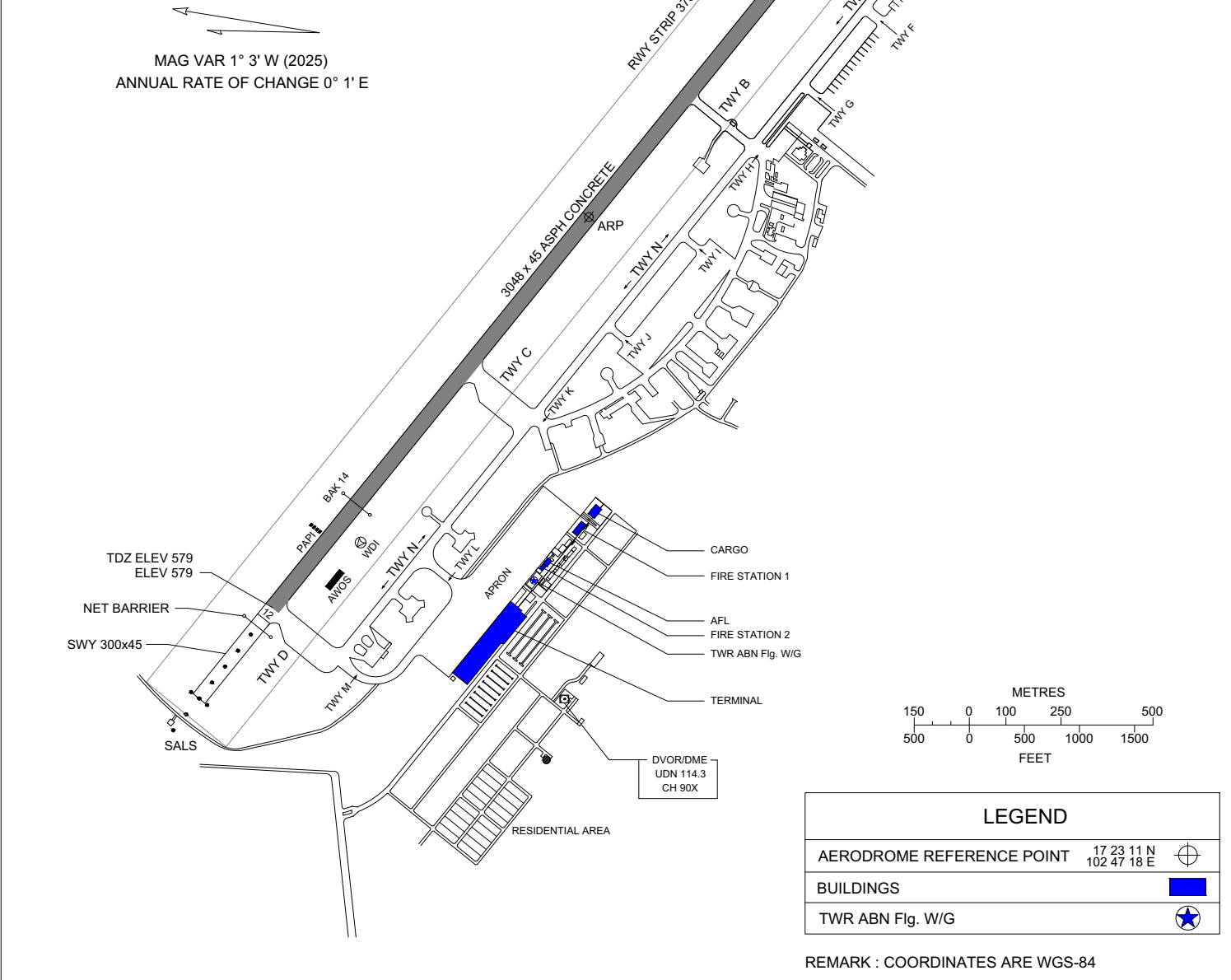
VTUD AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUD-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTUD-2-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SURGU1B TERCO1B	AD 2-VTUD-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SURGU1B TERCO1B (Tabular description 1)	AD 2-VTUD-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SURGU1B TERCO1B (Tabular description 2)	AD 2-VTUD-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SURGU1D TERCO1D	AD 2-VTUD-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SURGU1D TERCO1D (Tabular description 1)	AD 2-VTUD-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SURGU1D TERCO1D (Tabular description 2)	AD 2-VTUD-6-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POVEX1A SURGU1A	AD 2-VTUD-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POVEX1A SURGU1A (Tabular description)	AD 2-VTUD-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POVEX1A SURGU1A (Waypoint list table)	AD 2-VTUD-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C	AD 2-VTUD-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C (Tabular description)	AD 2-VTUD-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C (Waypoint list table)	AD 2-VTUD-7-7
Instrument Approach Chart - ICAO - VOR RWY 12	AD 2-VTUD-8-1
Instrument Approach Chart - ICAO - VOR RWY 12 (Fix and point list table)	AD 2-VTUD-8-2
Instrument Approach Chart - ICAO - VOR RWY 30	AD 2-VTUD-8-3
Instrument Approach Chart - ICAO - VOR RWY 30 (Fix and point list table)	AD 2-VTUD-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 30	AD 2-VTUD-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 30 (Fix and point list table)	AD 2-VTUD-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 30	AD 2-VTUD-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 30 (Tabular description)	AD 2-VTUD-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 30 (Fix and point list table)	AD 2-VTUD-8-9
Instrument Approach Chart - ICAO - RNP RWY 12	AD 2-VTUD-8-11
Instrument Approach Chart - ICAO - RNP RWY 12 (Tabular description)	AD 2-VTUD-8-12
Instrument Approach Chart - ICAO - RNP RWY 30	AD 2-VTUD-8-13
Instrument Approach Chart - ICAO - RNP RWY 30 (Tabular description)	AD 2-VTUD-8-14

AERODROME CHART - ICAO 17 23 11 N ELEV 579 FT TWR 122.50 UDON THANI / Udon Thani
102 47 18 E 176 M 355.40

RWY	DIRECTION	THR	BEARING STRENGTH
12	119°	17 23 33.72 N 102 46 31.65 E	PCN 65/F/C/X/T
30	299°	17 22 48.62 N 102 48 03.73 E	
APRON			PCN 61/R/C/X/T
TWY A - TWY N			PCN 61/R/C/X/T

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

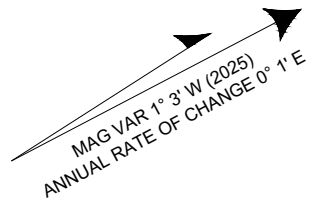


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AIRCRAFT PARKING/
DOCKING CHART - ICAOAPRON ELEV
590 FTTWR 122.5, 355.4
GND 121.9, 275.8

UDON THANI / Udon Thani

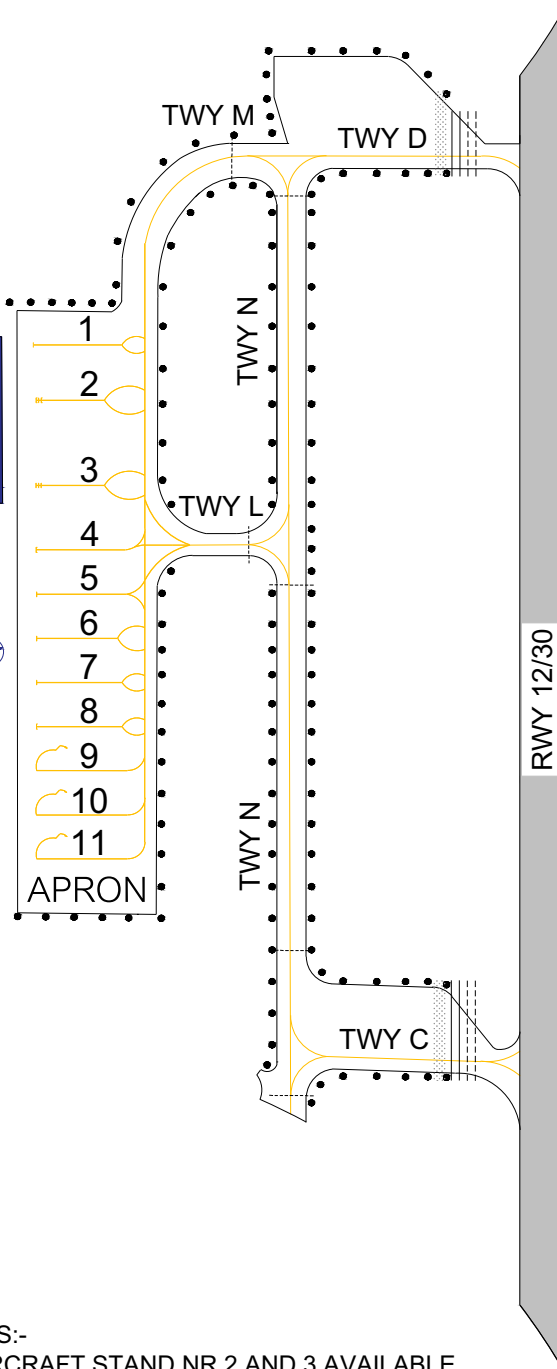
ELEVATIONS IN FEET



TERMINAL

TWR ABN FLG W/G

FIRE STN AND RESCUE



LEGEND

INTERMEDIATE HOLDING POSITION

- - - -

RUNWAY - HOLDING POSITION
NON-PRECISION APCH RWY

= = = =

INS COORDINATES FOR AIRCRAFT STANDS

STAND NR

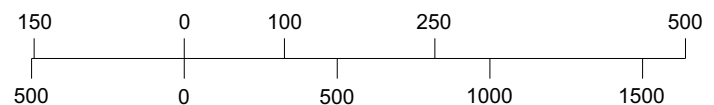
COORDINATES

1	17 23 15.91N	102 46 30.19E
2	17 23 15.19N	102 46 31.87E
3	17 23 13.95N	102 46 34.44E
4	17 23 12.98N	102 46 36.41E
5	17 23 12.32N	102 46 37.74E
6	17 23 11.67N	102 46 39.07E
7	17 23 11.02N	102 46 40.39E
8	17 23 10.37N	102 46 41.72E
9	17 23 09.72N	102 46 43.05E
10	17 23 09.07N	102 46 44.37E
11	17 23 08.42N	102 46 45.70E

REMARKS:-

- AIRCRAFT STAND NR 2 AND 3 AVAILABLE WITH AVIATION BRIDGES
- TAXIWAY WIDTH 23 m.
- APRON PCN 61/R/C/X/T
- TAXIWAY A - TAXIWAY N PCN 61/R/C/X/T
- DETAILS OF HOT SPOTS ARE SHOWN IN AERODROME GROUND MOVEMENT CHART

METRES



FEET

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

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