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THE CIVIL AVIATION AUTHORITY OF THAILAND
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AIRAC AIP - THAILAND
Amendment 10/26
20 AUG 26

This AIRAC AIP AMDT 10/26 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
GEN 3.2	AERONAUTICAL CHARTS
ENR 1.6	ATS SURVEILLANCE SERVICES AND PROCEDURES
ENR 1.10	FLIGHT PLANNING
AD 2-VTSP-1	AD 2.20 LOCAL AERODROME REGULATIONS
AD 2-VTUK-1	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
	AD 2.13 DECLARED DISTANCES
	AD 2.14 APPROACH AND RUNWAY LIGHTING
	AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUK-2	Aerodrome Chart - ICAO
	Aerodrome Ground Movement Chart - ICAO
AD 2-VTUK-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SEDNO1C
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SEDNO1C (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SEDNO1C (Waypoint list table)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SEDNO1D
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SEDNO1D (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SEDNO1D (Waypoint list table)
AD 2-VTUK-8	Instrument Approach Chart - ICAO - NDB z RWY03
	Instrument Approach Chart - ICAO - NDB RWY21
	Instrument Approach Chart - ICAO - VOR RWY 03
	Instrument Approach Chart - ICAO - VOR RWY 03 (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR RWY 21
	Instrument Approach Chart - ICAO - VOR RWY21 (Fix and point list table)
	Instrument Approach Chart - ICAO - RNP RWY03
	Instrument Approach Chart - ICAO - RNP RWY03 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY03 (Waypoint list table)
	Instrument Approach Chart - ICAO - RNP RWY21
	Instrument Approach Chart - ICAO - RNP RWY21 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY21 (Waypoint list table)
AD 2-VTUL-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS

	AD 2.20 LOCAL AERODROME REGULATIONS
AD 2-VTUQ-1	AD 2.11 METEOROLOGICAL INFORMATION PROVIDED
AD 2-VTUN-1	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
	AD 2.13 DECLARED DISTANCES
AD 2-VTUV-1	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTUV-2	Aerodrome Chart - ICAO
AD 2-VTBO-1	AD 2.4 HANDLING SERVICES AND FACILITIES

1.

DESTROY			INSERT		
GEN	0.2-3	3 SEP 2026	GEN	0.2-3	1 OCT 2026
	0.4-1	3 SEP 2026		0.4-1	1 OCT 2026
	0.4-2	3 SEP 2026		0.4-2	1 OCT 2026
	0.4-3	3 SEP 2026		0.4-3	1 OCT 2026
	0.4-4	3 SEP 2026		0.4-4	1 OCT 2026
	0.4-5	3 SEP 2026		0.4-5	1 OCT 2026
	0.4-6	3 SEP 2026		0.4-6	1 OCT 2026
	0.4-7	3 SEP 2026		0.4-7	1 OCT 2026
	0.4-8	3 SEP 2026		0.4-8	1 OCT 2026
	0.4-9	3 SEP 2026		0.4-9	1 OCT 2026
	0.4-10	3 SEP 2026		0.4-10	1 OCT 2026
	0.4-11	3 SEP 2026		0.4-11	1 OCT 2026
	3.2-3	3 SEP 2026		3.2-3	1 OCT 2026
	3.2-5	6 AUG 2026		3.2-5	1 OCT 2026
	3.2-11	11 JUN 2026		3.2-11	1 OCT 2026
	3.2-18	6 AUG 2026		3.2-18	1 OCT 2026
ENR	1.6-4	2 OCT 2025	ENR	1.6-4	1 OCT 2026
	1.6-6	2 OCT 2025		1.6-6	1 OCT 2026
	1.6-7	3 OCT 2024		1.6-7	1 OCT 2026
	1.6-8	3 OCT 2024		1.6-8	1 OCT 2026
	1.6-9	3 OCT 2024		1.6-9	1 OCT 2026
	1.6-10	3 OCT 2024		1.6-10	1 OCT 2026
	1.6-11	3 OCT 2024		1.6-11	1 OCT 2026
	1.6-12	3 OCT 2024		1.6-12	1 OCT 2026
	1.6-13	3 OCT 2024		1.6-13	1 OCT 2026
	1.6-14	3 OCT 2024		1.6-14	1 OCT 2026
	1.6-16	3 OCT 2024		1.6-16	1 OCT 2026
	1.6-17	3 OCT 2024		1.6-17	1 OCT 2026
	1.6-18	3 OCT 2024		1.6-18	1 OCT 2026
	1.10-26	3 SEP 2026		1.10-26	1 OCT 2026
AD	2-VTSP-1-10	25 DEC 2025	AD	2-VTSP-1-10	1 OCT 2026

DESTROY		INSERT	
2-VTSP-1-11	7 AUG 2025	2-VTSP-1-11	1 OCT 2026
2-VTUK-1-5	30 OCT 2025	2-VTUK-1-5	1 OCT 2026
2-VTUK-1-6	30 OCT 2025	2-VTUK-1-6	1 OCT 2026
2-VTUK-1-7	14 MAY 2026	2-VTUK-1-7	1 OCT 2026
2-VTUK-1-8	30 OCT 2025	2-VTUK-1-8	1 OCT 2026
2-VTUK-1-9	11 JUN 2026	2-VTUK-1-9	1 OCT 2026
-	-	2-VTUK-1-10	1 OCT 2026
2-VTUK-2-1	30 OCT 2025	2-VTUK-2-1	1 OCT 2026
-	-	2-VTUK-2-5	1 OCT 2026
2-VTUK-6-1	11 JUN 2026	2-VTUK-6-1	1 OCT 2026
2-VTUK-6-2	11 JUN 2026	2-VTUK-6-2	1 OCT 2026
2-VTUK-6-3	4 NOV 2021	2-VTUK-6-3	1 OCT 2026
2-VTUK-6-5	11 JUN 2026	2-VTUK-6-5	1 OCT 2026
2-VTUK-6-6	11 JUN 2026	2-VTUK-6-6	1 OCT 2026
2-VTUK-6-7	4 NOV 2021	2-VTUK-6-7	1 OCT 2026
2-VTUK-8-1	11 JUN 2026	2-VTUK-8-1	1 OCT 2026
2-VTUK-8-3	11 JUN 2026	2-VTUK-8-3	1 OCT 2026
2-VTUK-8-5	11 JUN 2026	2-VTUK-8-5	1 OCT 2026
2-VTUK-8-6	11 JUN 2026	2-VTUK-8-6	1 OCT 2026
2-VTUK-8-7	11 JUN 2026	2-VTUK-8-7	1 OCT 2026
2-VTUK-8-8	11 JUN 2026	2-VTUK-8-8	1 OCT 2026
2-VTUK-8-9	11 JUN 2026	2-VTUK-8-9	1 OCT 2026
2-VTUK-8-10	11 JUN 2026	2-VTUK-8-10	1 OCT 2026
2-VTUK-8-11	11 JUN 2026	2-VTUK-8-11	1 OCT 2026
2-VTUK-8-13	11 JUN 2026	2-VTUK-8-13	1 OCT 2026
2-VTUK-8-14	11 JUN 2026	2-VTUK-8-14	1 OCT 2026
2-VTUK-8-15	11 JUN 2026	2-VTUK-8-15	1 OCT 2026
2-VTUL-1-9	14 MAY 2026	2-VTUL-1-9	1 OCT 2026
2-VTUL-1-10	14 MAY 2026	2-VTUL-1-10	1 OCT 2026
2-VTUL-1-11	14 MAY 2026	2-VTUL-1-11	1 OCT 2026
-	-	2-VTUL-1-12	1 OCT 2026
2-VTUQ-1-3	17 APR 2025	2-VTUQ-1-3	1 OCT 2026
2-VTUN-1-5	10 JUL 2025	2-VTUN-1-5	1 OCT 2026
2-VTUN-1-6	10 JUL 2025	2-VTUN-1-6	1 OCT 2026
2-VTUN-1-7	10 JUL 2025	2-VTUN-1-7	1 OCT 2026
2-VTUV-1-5	7 AUG 2025	2-VTUV-1-5	1 OCT 2026
2-VTUV-1-9	9 JUL 2026	2-VTUV-1-9	1 OCT 2026
2-VTUV-2-1	27 NOV 2025	2-VTUV-2-1	1 OCT 2026
2-VTBO-1-2	6 AUG 2026	2-VTBO-1-2	1 OCT 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	A3057/26 (C4531/26), C2619/26

- END -

AIP AMENDMENT				AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by	NR/ Year	Publication date	Effective date	Inserted by
				3/25	06 FEB 2025	20 MAR 2025	
				4/25	06 MAR 2025	17 APR 2025	
				5/25	03 APR 2025	15 MAY 2025	
				6/25	01 MAY 2025	12 JUN 2025	
				7/25	29 MAY 2025	10 JULY 2025	
				8/25	26 JUN 2025	7 AUG 2025	
				9/25	24 JUL 2025	4 SEP 2025	
				10/25	21 AUG 2025	2 OCT 2025	
				11/25	18 SEP 2025	30 OCT 2025	
				12/25	16 OCT 2025	27 NOV 2025	
				13/25	13 NOV 2025	25 DEC 2025	
				1/26	11 DEC 2025	22 JAN 2026	
				2/26	08 JAN 2026	19 FEB 2026	
				3/26	05 FEB 2026	19 MAR 2026	
				4/26	05 MAR 2026	16 APR 2026	
				5/26	02 APR 2026	14 MAY 2026	
				6/26	30 APR 2026	11 JUN 2026	
				7/26	28 MAY 2026	9 JUL 2026	
				8/26	25 JUN 2026	6 AUG 2026	
				9/26	23 JUL 2026	3 SEP 2026	
				10/26	20 AUG 2026	1 OCT 2026	

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GEN 0.4 CHECKLIST OF AIP PAGES

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

Page	Date	Page	Date	Page	Date
1.6-32	2 OCT 25	2.1-2	14 MAY 26	3.1-40	7 AUG 25
1.7-1	18 JUL 19	2.1-3	14 MAY 26	3.1-41	7 AUG 25
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	3 SEP 26	3.1-43	7 AUG 25
1.8-1	6 AUG 26	2.1-6	3 SEP 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	3 SEP 26	3.1-47	7 AUG 25
1.8-5	6 AUG 26	2.1-10	3 SEP 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	3 SEP 26
1.9-1	30 OCT 25	2.1-17	3 SEP 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
1.10-8	23 JAN 25	3.1-2	7 AUG 25	3.2-1	18 JUL 19
1.10-9	23 JAN 25	3.1-3	7 AUG 25	3.3-1	7 AUG 25
1.10-10	23 JAN 25	3.1-4	7 AUG 25	3.3-2	7 AUG 25
1.10-11	23 JAN 25	3.1-5	7 AUG 25	3.3-3	7 AUG 25
1.10-12	23 JAN 25	3.1-6	7 AUG 25	3.3-4	7 AUG 25
1.10-13	23 JAN 25	3.1-7	7 AUG 25	3.3-5	7 AUG 25
1.10-14	23 JAN 25	3.1-8	15 MAY 25	3.3-6	7 AUG 25
1.10-15	23 JAN 25	3.1-9	16 MAY 24	3.3-7	3 SEP 26
1.10-16	23 JAN 25	3.1-10	10 JUL 25	3.3-8	3 SEP 26
1.10-17	23 JAN 25	3.1-11	7 AUG 25	3.3-9	3 SEP 26
1.10-18	10 JUL 25	3.1-12	7 AUG 25	3.3-10	3 SEP 26
1.10-19	23 JAN 25	3.1-13	7 AUG 25	3.3-11	3 SEP 26
1.10-20	23 JAN 25	3.1-14	7 AUG 25	3.3-12	3 SEP 26
1.10-21	23 JAN 25	3.1-15	7 AUG 25	3.3-13	3 SEP 26
1.10-22	10 JUL 25	3.1-16	7 AUG 25	3.3-14	3 SEP 26
1.10-23	2 OCT 25	3.1-17	7 AUG 25	3.3-15	3 SEP 26
1.10-24	3 SEP 26	3.1-18	7 AUG 25	3.3-16	3 SEP 26
1.10-25	3 SEP 26	3.1-19	7 AUG 25	3.3-17	3 SEP 26
1.10-26	1 OCT 26	3.1-20	7 AUG 25	3.3-18	3 SEP 26
1.10-27	3 SEP 26	3.1-21	7 AUG 25	3.3-19	3 SEP 26
1.10-28	3 SEP 26	3.1-22	7 AUG 25	3.3-20	3 SEP 26
1.10-29	2 OCT 25	3.1-23	7 AUG 25	3.3-21	3 SEP 26
1.10-30	2 OCT 25	3.1-24	7 AUG 25	3.3-22	3 SEP 26
1.11-1	18 JUL 19	3.1-25	7 AUG 25	3.3-23	3 SEP 26
1.12-1	18 JUL 19	3.1-26	10 JUL 25	3.3-24	3 SEP 26
1.12-2	18 JUL 19	3.1-27	15 MAY 25	3.3-25	3 SEP 26
1.12-3	18 JUL 19	3.1-28	7 AUG 25	3.3-26	3 SEP 26
1.13-1	18 JUL 19	3.1-29	7 AUG 25	3.3-27	3 SEP 26
1.14-1	18 JUL 19	3.1-30	7 AUG 25	3.3-28	3 SEP 26
1.14-2	18 JUL 19	3.1-31	7 AUG 25	3.3-29	3 SEP 26
1.14-3	18 JUL 19	3.1-32	7 AUG 25	3.3-30	3 SEP 26
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2-VTSP-8-7	16 APR 26	2-VTBS-1-55	2 OCT 25	2-VTBS-6-33	3 SEP 26
2-VTSP-8-9	16 APR 26	2-VTBS-1-56	2 OCT 25	2-VTBS-6-34	3 SEP 26
2-VTSP-8-11	16 APR 26	2-VTBS-1-57	2 OCT 25	2-VTBS-6-35	3 SEP 26
2-VTSP-8-12	16 APR 26	2-VTBS-1-58	2 OCT 25	2-VTBS-6-36	3 SEP 26
2-VTSP-8-13	16 APR 26	2-VTBS-1-59	3 SEP 26	2-VTBS-6-37	3 SEP 26
		2-VTBS-1-60	3 SEP 26	2-VTBS-6-38	3 SEP 26
		2-VTBS-1-61	3 SEP 26	2-VTBS-6-39	3 SEP 26

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2-VTBS-6-40	3 SEP 26	2-VTBS-6-114	2 OCT 25	2-VTBU-1-1	19 FEB 26
2-VTBS-6-41	3 SEP 26	2-VTBS-6-115	2 OCT 25	2-VTBU-1-2	7 AUG 25
2-VTBS-6-42	3 SEP 26	2-VTBS-6-116	2 OCT 25	2-VTBU-1-3	19 FEB 26
2-VTBS-6-43	3 SEP 26	2-VTBS-6-117	2 OCT 25	2-VTBU-1-4	19 FEB 26
2-VTBS-6-44	3 SEP 26	2-VTBS-6-118	2 OCT 25	2-VTBU-1-5	14 MAY 26
2-VTBS-6-45	3 SEP 26	2-VTBS-6-119	14 MAY 26	2-VTBU-1-6	14 MAY 26
2-VTBS-6-46	3 SEP 26	2-VTBS-6-120	27 NOV 25	2-VTBU-1-7	23 JAN 25
2-VTBS-6-47	3 SEP 26	2-VTBS-6-121	2 OCT 25	2-VTBU-1-8	7 AUG 25
2-VTBS-6-48	3 SEP 26	2-VTBS-6-122	2 OCT 25	2-VTBU-1-9	7 AUG 25
2-VTBS-6-49	3 SEP 26	2-VTBS-6-123	2 OCT 25	2-VTBU-1-10	19 MAR 26
2-VTBS-6-50	3 SEP 26	2-VTBS-6-124	2 OCT 25	2-VTBU-2-1	19 FEB 26
2-VTBS-6-51	3 SEP 26	2-VTBS-6-125	2 OCT 25	2-VTBU-2-3	4 SEP 25
2-VTBS-6-52	3 SEP 26	2-VTBS-6-126	2 OCT 25	2-VTBU-2-4	18 JUL 19
2-VTBS-6-53	3 SEP 26	2-VTBS-7-1	3 SEP 26	2-VTBU-3-1	19 FEB 26
2-VTBS-6-54	3 SEP 26	2-VTBS-7-2	3 SEP 26	2-VTBU-6-1	19 MAR 26
2-VTBS-6-55	3 SEP 26	2-VTBS-7-3	3 SEP 26	2-VTBU-6-2	19 MAR 26
2-VTBS-6-56	3 SEP 26	2-VTBS-7-4	3 SEP 26	2-VTBU-6-3	19 MAR 26
2-VTBS-6-57	3 SEP 26	2-VTBS-7-5	3 SEP 26	2-VTBU-6-4	19 MAR 26
2-VTBS-6-58	3 SEP 26	2-VTBS-7-6	3 SEP 26	2-VTBU-8-1	19 MAR 26
2-VTBS-6-59	3 SEP 26	2-VTBS-7-7	3 SEP 26	2-VTBU-8-3	19 MAR 26
2-VTBS-6-60	3 SEP 26	2-VTBS-7-8	3 SEP 26	2-VTBU-8-4	19 MAR 26
2-VTBS-6-61	3 SEP 26	2-VTBS-7-9	3 SEP 26	2-VTBU-8-5	19 MAR 26
2-VTBS-6-62	3 SEP 26	2-VTBS-7-10	3 SEP 26	2-VTBU-8-6	10 JUL 25
2-VTBS-6-63	3 SEP 26	2-VTBS-7-11	3 SEP 26	2-VTBU-8-7	19 MAR 26
2-VTBS-6-64	3 SEP 26	2-VTBS-7-12	3 SEP 26	2-VTBU-8-8	19 MAR 26
2-VTBS-6-65	3 SEP 26	2-VTBS-7-13	3 SEP 26	2-VTBU-8-9	19 MAR 26
2-VTBS-6-66	3 SEP 26	2-VTBS-7-14	3 SEP 26	2-VTBU-8-10	10 JUL 25
2-VTBS-6-67	3 SEP 26	2-VTBS-7-15	3 SEP 26	2-VTBU-8-11	19 MAR 26
2-VTBS-6-68	3 SEP 26	2-VTBS-7-16	3 SEP 26	2-VTBU-8-12	16 JUN 22
2-VTBS-6-69	3 SEP 26	2-VTBS-7-17	3 SEP 26	2-VTBU-8-13	19 MAR 26
2-VTBS-6-70	3 SEP 26	2-VTBS-7-18	3 SEP 26	2-VTBU-8-14	19 MAR 26
2-VTBS-6-71	3 SEP 26	2-VTBS-7-19	3 SEP 26		
2-VTBS-6-72	3 SEP 26	2-VTBS-7-20	3 SEP 26		
2-VTBS-6-73	3 SEP 26	2-VTBS-8-1	14 MAY 26		
2-VTBS-6-74	3 SEP 26	2-VTBS-8-2	4 SEP 25		
2-VTBS-6-75	3 SEP 26	2-VTBS-8-3	10 JUL 25		
2-VTBS-6-76	3 SEP 26	2-VTBS-8-5	14 MAY 26		
2-VTBS-6-77	3 SEP 26	2-VTBS-8-6	4 SEP 25		
2-VTBS-6-78	3 SEP 26	2-VTBS-8-7	10 JUL 25		
2-VTBS-6-79	14 MAY 26	2-VTBS-8-9	3 SEP 26		
2-VTBS-6-80	27 NOV 25	2-VTBS-8-10	3 SEP 26		
2-VTBS-6-81	2 OCT 25	2-VTBS-8-11	10 JUL 25		
2-VTBS-6-82	2 OCT 25	2-VTBS-8-13	3 SEP 26		
2-VTBS-6-83	2 OCT 25	2-VTBS-8-14	3 SEP 26		
2-VTBS-6-84	2 OCT 25	2-VTBS-8-15	10 JUL 25		
2-VTBS-6-85	2 OCT 25	2-VTBS-8-17	14 MAY 26		
2-VTBS-6-87	14 MAY 26	2-VTBS-8-18	4 SEP 25		
2-VTBS-6-88	27 NOV 25	2-VTBS-8-19	14 MAY 26		
2-VTBS-6-89	2 OCT 25	2-VTBS-8-20	4 SEP 25		
2-VTBS-6-90	2 OCT 25	2-VTBS-8-21	14 MAY 26		
2-VTBS-6-91	2 OCT 25	2-VTBS-8-22	4 SEP 25		
2-VTBS-6-92	2 OCT 25	2-VTBS-8-23	3 SEP 26		
2-VTBS-6-93	2 OCT 25	2-VTBS-8-24	3 SEP 26		
2-VTBS-6-95	14 MAY 26	2-VTBS-8-25	3 SEP 26		
2-VTBS-6-96	27 NOV 25	2-VTBS-8-26	3 SEP 26		
2-VTBS-6-97	2 OCT 25	2-VTBS-8-27	3 SEP 26		
2-VTBS-6-98	2 OCT 25	2-VTBS-8-28	3 SEP 26		
2-VTBS-6-99	2 OCT 25	2-VTBS-9-1	9 JUL 26		
2-VTBS-6-100	2 OCT 25	2-VTBS-9-2	28 NOV 24		
2-VTBS-6-101	2 OCT 25	2-VTBS-9-3	28 NOV 24		
2-VTBS-6-103	14 MAY 26	2-VTBS-9-5	9 JUL 26		
2-VTBS-6-104	27 NOV 25	2-VTBS-9-6	28 NOV 24		
2-VTBS-6-105	2 OCT 25	2-VTBS-9-7	9 JUL 26		
2-VTBS-6-106	2 OCT 25	2-VTBS-9-8	28 NOV 24		
2-VTBS-6-107	2 OCT 25	2-VTBS-9-9	28 NOV 24		
2-VTBS-6-108	2 OCT 25	2-VTBS-9-11	9 JUL 26		
2-VTBS-6-109	2 OCT 25	2-VTBS-9-12	28 NOV 24		
2-VTBS-6-110	2 OCT 25	2-VTBS-9-13	15 MAY 25		
2-VTBS-6-111	14 MAY 26				
2-VTBS-6-112	27 NOV 25				
2-VTBS-6-113	2 OCT 25				

RAYONG / U-TAPAO RAYONG
PATTAYA INTERNATIONAL AIRPORT

SONGKHLA / HAT YAI
INTERNATIONAL AIRPORT

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

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2-VTSS-8-3	14 MAY 26	2-VTSE-9-2	31 DEC 20	2-VTSG-8-2	10 JUL 25
2-VTSS-8-4	10 JUL 25	2-VTSE-9-3	14 MAY 26	2-VTSG-8-3	6 AUG 26
2-VTSS-8-5	14 MAY 26	2-VTSE-9-4	31 DEC 20	2-VTSG-8-4	10 JUL 25
2-VTSS-8-6	10 JUL 25	2-VTSE-9-5	14 MAY 26	2-VTSG-8-5	6 AUG 26
2-VTSS-8-7	14 MAY 26	2-VTSE-9-6	31 DEC 20	2-VTSG-8-6	10 JUL 25
2-VTSS-8-8	14 MAY 26			2-VTSG-8-7	6 AUG 26
2-VTSS-8-9	10 JUL 25			2-VTSG-8-8	6 AUG 26
2-VTSS-8-11	14 MAY 26	KHON KAEN / KHON KAEN AIRPORT		2-VTSG-9-1	31 OCT 24
2-VTSS-8-12	14 MAY 26	2-VTUK-1-1	16 APR 26		
2-VTSS-8-13	14 MAY 26	2-VTUK-1-2	30 OCT 25	LAMPANG / LAMPANG AIRPORT	
2-VTSS-8-14	14 MAY 26	2-VTUK-1-3	30 OCT 25	2-VTCL-1-1	16 APR 26
2-VTSS-9-1	16 MAY 24	2-VTUK-1-4	30 OCT 25	2-VTCL-1-2	20 MAR 25
		2-VTUK-1-5	1 OCT 26	2-VTCL-1-3	26 DEC 24
BURIRAM / BURI RAM AIRPORT		2-VTUK-1-6	1 OCT 26	2-VTCL-1-4	8 AUG 24
2-VTUO-1-1	9 JUL 26	2-VTUK-1-7	1 OCT 26	2-VTCL-1-5	8 AUG 24
2-VTUO-1-2	13 JUN 24	2-VTUK-1-8	1 OCT 26	2-VTCL-1-6	17 APR 25
2-VTUO-1-3	14 MAY 26	2-VTUK-1-9	1 OCT 26	2-VTCL-1-7	16 APR 26
2-VTUO-1-4	17 APR 25	2-VTUK-1-10	1 OCT 26	2-VTCL-1-8	14 MAY 26
2-VTUO-1-5	26 DEC 24	2-VTUK-2-1	1 OCT 26	2-VTCL-1-9	14 MAY 26
2-VTUO-1-6	14 MAY 26	2-VTUK-2-3	30 OCT 25	2-VTCL-1-10	20 MAR 25
2-VTUO-1-7	26 DEC 24	2-VTUK-2-5	1 OCT 26	2-VTCL-1-11	6 AUG 26
2-VTUO-1-8	9 JUL 26	2-VTUK-6-1	1 OCT 26	2-VTCL-2-1	16 APR 26
2-VTUO-2-1	9 JUL 26	2-VTUK-6-2	1 OCT 26	2-VTCL-2-3	30 OCT 25
2-VTUO-2-3	9 JUL 26	2-VTUK-6-3	1 OCT 26	2-VTCL-2-5	30 OCT 25
2-VTUO-2-5	9 JUL 26	2-VTUK-6-5	1 OCT 26	2-VTCL-3-1	6 AUG 26
2-VTUO-3-1	9 JUL 26	2-VTUK-6-6	1 OCT 26	2-VTCL-6-1	11 JUN 26
2-VTUO-8-1	17 JUN 21	2-VTUK-6-7	1 OCT 26	2-VTCL-6-2	11 JUN 26
2-VTUO-8-3	17 JUN 21	2-VTUK-8-1	1 OCT 26	2-VTCL-6-3	26 DEC 24
2-VTUO-8-4	15 MAY 25	2-VTUK-8-3	1 OCT 26	2-VTCL-6-5	11 JUN 26
2-VTUO-8-5	17 JUN 21	2-VTUK-8-5	1 OCT 26	2-VTCL-6-6	11 JUN 26
2-VTUO-8-6	15 MAY 25	2-VTUK-8-6	1 OCT 26	2-VTCL-6-7	26 DEC 24
2-VTUO-8-7	26 DEC 24	2-VTUK-8-7	1 OCT 26	2-VTCL-7-1	11 JUN 26
2-VTUO-8-8	26 DEC 24	2-VTUK-8-8	1 OCT 26	2-VTCL-7-2	11 JUN 26
2-VTUO-8-9	26 DEC 24	2-VTUK-8-9	1 OCT 26	2-VTCL-7-3	26 DEC 24
2-VTUO-8-10	26 DEC 24	2-VTUK-8-10	1 OCT 26	2-VTCL-7-5	11 JUN 26
2-VTUO-8-11	26 DEC 24	2-VTUK-8-11	1 OCT 26	2-VTCL-7-6	11 JUN 26
2-VTUO-8-12	26 DEC 24	2-VTUK-8-13	1 OCT 26	2-VTCL-7-7	26 DEC 24
		2-VTUK-8-14	1 OCT 26	2-VTCL-8-1	11 JUN 26
CHUMPHON / CHUMPHON AIRPORT		2-VTUK-8-15	1 OCT 26	2-VTCL-8-2	20 FEB 25
2-VTSE-1-1	14 MAY 26	2-VTUK-9-1	11 JUN 26	2-VTCL-8-3	11 JUN 26
2-VTSE-1-2	20 APR 23	2-VTUK-9-2	11 JUN 26	2-VTCL-8-4	26 DEC 24
2-VTSE-1-3	20 APR 23	2-VTUK-9-3	11 JUN 26	2-VTCL-8-5	11 JUN 26
2-VTSE-1-4	17 APR 25	2-VTUK-9-4	11 JUN 26	2-VTCL-8-6	20 FEB 25
2-VTSE-1-5	31 OCT 24	2-VTUK-9-5	11 JUN 26	2-VTCL-8-7	11 JUN 26
2-VTSE-1-6	6 AUG 26	2-VTUK-9-6	11 JUN 26	2-VTCL-8-8	11 JUN 26
2-VTSE-1-7	14 MAY 26	2-VTUK-9-7	11 JUN 26	2-VTCL-8-9	20 FEB 25
2-VTSE-1-8	16 MAY 24	2-VTUK-9-8	11 JUN 26	2-VTCL-8-11	11 JUN 26
2-VTSE-1-9	14 MAY 26	2-VTUK-9-9	11 JUN 26	2-VTCL-8-12	11 JUN 26
2-VTSE-2-1	14 MAY 26	2-VTUK-9-10	11 JUN 26	2-VTCL-8-13	26 DEC 24
2-VTSE-2-2	20 APR 23	2-VTUK-9-11	11 JUN 26	2-VTCL-8-15	11 JUN 26
2-VTSE-2-3	14 MAY 26	2-VTUK-9-12	11 JUN 26	2-VTCL-8-16	11 JUN 26
2-VTSE-2-4	20 APR 23			2-VTCL-8-17	26 DEC 24
2-VTSE-2-5	14 MAY 26	KRABI / KRABI AIRPORT			
2-VTSE-2-6	20 APR 23	2-VTSG-1-1	6 AUG 26	LOEI / LOEI AIRPORT	
2-VTSE-3-1	14 MAY 26	2-VTSG-1-2	7 AUG 25	2-VTUL-1-1	14 MAY 26
2-VTSE-8-1	14 MAY 26	2-VTSG-1-3	6 AUG 26	2-VTUL-1-2	11 JUN 26
2-VTSE-8-3	14 MAY 26	2-VTSG-1-4	7 AUG 25	2-VTUL-1-3	11 JUN 26
2-VTSE-8-5	14 MAY 26	2-VTSG-1-5	14 MAY 26	2-VTUL-1-4	11 JUN 26
2-VTSE-8-6	10 JUL 25	2-VTSG-1-6	6 AUG 26	2-VTUL-1-5	11 JUN 26
2-VTSE-8-7	14 MAY 26	2-VTSG-1-7	6 AUG 26	2-VTUL-1-6	14 MAY 26
2-VTSE-8-8	10 JUL 25	2-VTSG-2-1	6 AUG 26	2-VTUL-1-7	14 MAY 26
2-VTSE-8-9	14 MAY 26	2-VTSG-3-1	2 OCT 25	2-VTUL-1-8	14 MAY 26
2-VTSE-8-10	10 JUL 25	2-VTSG-6-1	16 APR 26	2-VTUL-1-9	1 OCT 26
2-VTSE-8-11	14 MAY 26	2-VTSG-6-3	16 APR 26	2-VTUL-1-10	1 OCT 26
2-VTSE-8-12	14 MAY 26	2-VTSG-6-5	16 APR 26	2-VTUL-1-11	1 OCT 26
2-VTSE-8-13	10 JUL 25	2-VTSG-6-6	6 AUG 26	2-VTUL-1-12	1 OCT 26
2-VTSE-8-15	14 MAY 26	2-VTSG-6-7	16 APR 26	2-VTUL-2-1	14 MAY 26
2-VTSE-8-16	14 MAY 26	2-VTSG-6-8	18 JUL 19	2-VTUL-6-1	26 DEC 24
2-VTSE-8-17	14 MAY 26	2-VTSG-6-9	6 AUG 26	2-VTUL-6-2	26 DEC 24
2-VTSE-8-18	14 MAY 26	2-VTSG-7-1	16 APR 26	2-VTUL-6-3	26 DEC 24
		2-VTSG-7-2	18 JUL 19		

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2-VTUL-6-6	26 DEC 24
2-VTUL-6-7	26 DEC 24
2-VTUL-8-1	20 MAY 21
2-VTUL-8-2	15 MAY 25
2-VTUL-8-3	26 DEC 24
2-VTUL-8-4	26 DEC 24
2-VTUL-8-5	22 APR 21

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

MAE HONG SON / MAE HONG SON AIRPORT

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

MAE HONG SON / PAI AIRPORT

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

NAKHON PATHOM/KAMPHAENG SAEN AIRPORT

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

NAKHON PHANOM / NAKHON PHANOM AIRPORT

2-VTUW-1-1	9 JUL 26
2-VTUW-1-2	9 JUL 26
2-VTUW-1-3	9 JUL 26
2-VTUW-1-4	17 APR 25
2-VTUW-1-5	4 SEP 25
2-VTUW-1-6	15 MAY 25

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2-VTUW-1-7	25 DEC 25
2-VTUW-1-8	14 MAY 26
2-VTUW-1-9	21 MAR 24
2-VTUW-1-10	21 MAR 24
2-VTUW-1-11	9 JUL 26
2-VTUW-2-1	25 DEC 25
2-VTUW-8-1	9 JUL 26
2-VTUW-8-2	15 MAY 25
2-VTUW-8-3	9 JUL 26
2-VTUW-8-4	15 MAY 25
2-VTUW-8-5	9 JUL 26
2-VTUW-8-6	15 MAY 25
2-VTUW-8-7	9 JUL 26
2-VTUW-8-8	9 JUL 26
2-VTUW-8-9	9 JUL 26
2-VTUW-8-10	9 JUL 26

NAKHON RATCHASIMA / NAKHON RATCHASIMA AIRPORT

2-VTUQ-1-1	16 APR 26
2-VTUQ-1-2	7 OCT 21
2-VTUQ-1-3	1 OCT 26
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	1 OCT 26
2-VTUN-1-6	1 OCT 26
2-VTUN-1-7	1 OCT 26
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

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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

Page	Date
2-VTCN-1-6	14 MAY 26
2-VTCN-1-7	9 JUL 26
2-VTCN-2-1	9 JUL 26
2-VTCN-8-1	11 JUN 26
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

Page	Date
2-VTPB-8-2	26 DEC 24
2-VTPB-8-3	26 DEC 24
2-VTPB-8-4	26 DEC 24
2-VTPB-8-5	7 AUG 25
2-VTPB-8-6	26 DEC 24
2-VTPB-8-7	7 AUG 25
2-VTPB-8-8	26 DEC 24

**PHITSANULOK / PHITSANULOK
AIRPORT**

2-VTPP-1-1	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

Page	Date
2-VTCP-8-2	26 DEC 24
2-VTCP-8-3	11 JUN 26
2-VTCP-8-4	26 DEC 24
2-VTCP-8-5	11 JUN 26
2-VTCP-8-6	26 DEC 24
2-VTCP-8-7	11 JUN 26
2-VTCP-8-8	26 DEC 24

**PRACHUAP KHIRIKHAN / PRACHUAP
AIRPORT**

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

**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	3 SEP 26
2-VTSR-2-1	3 SEP 26
2-VTSR-6-1	3 SEP 26
2-VTSR-6-2	3 SEP 26
2-VTSR-6-3	3 SEP 26
2-VTSR-6-4	3 SEP 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

Page	Date
2-VTSR-8-7	11 JUN 26
2-VTSR-8-8	3 SEP 26
2-VTSR-8-9	3 SEP 26
2-VTSR-8-10	11 JUN 26
2-VTSR-8-11	3 SEP 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	1 OCT 26
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	1 OCT 26
2-VTUV-2-1	1 OCT 26
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	3 SEP 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	11 JUN 26
2-VTPM-1-4	11 JUN 26
2-VTPM-1-5	11 JUN 26
2-VTPM-1-6	26 JAN 23

Page	Date
2-VTPM-1-7	11 JUN 26
2-VTPM-1-8	14 MAY 26
2-VTPM-1-9	26 DEC 24
2-VTPM-1-10	9 JUL 26
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	1 OCT 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

Page	Date
2-VTUU-6-3	6 AUG 26
2-VTUU-6-4	10 JUL 25
2-VTUU-7-1	4 SEP 25
2-VTUU-7-2	10 JUL 25
2-VTUU-7-3	7 AUG 25
2-VTUU-7-4	10 JUL 25
2-VTUU-8-1	7 AUG 25
2-VTUU-8-2	10 JUL 25
2-VTUU-8-3	7 AUG 25
2-VTUU-8-4	10 JUL 25
2-VTUU-8-5	25 DEC 25
2-VTUU-8-6	25 DEC 25
2-VTUU-8-7	25 DEC 25
2-VTUU-8-8	25 DEC 25
2-VTUU-8-9	25 DEC 25
2-VTUU-8-11	7 AUG 25
2-VTUU-8-12	10 JUL 25
2-VTUU-8-13	7 AUG 25
2-VTUU-8-14	10 JUL 25

UDON THANI / UDON THANI AIRPORT

2-VTUD-1-1	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	3 SEP 26
2-VTUD-1-11	3 SEP 26
2-VTUD-1-12	3 SEP 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

Page	Date
2-VTSY-3-1	30 OCT 25
2-VTSY-3-3	30 OCT 25
2-VTSY-6-1	14 MAY 26
2-VTSY-6-2	14 MAY 26
2-VTSY-6-3	14 MAY 26
2-VTSY-6-4	14 MAY 26
2-VTSY-8-1	14 MAY 26
2-VTSY-8-2	14 MAY 26
2-VTSY-8-3	14 MAY 26
2-VTSY-8-4	14 MAY 26

KHON-KAEN / NAM PHONG

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

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GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. Responsible service

1.1 AIS Headquarters

The Aeronautical Information Services which forms part of the Aeronautical information Service of The Civil Aviation Authority of Thailand:

Aeronautical Information Management Department
The Civil Aviation Authority of Thailand
222 Soi Vibhavadi Rangsit 28,
Vibhavadi Rangsit Rd., Chatuchak,
Chatuchak

Bangkok
10900
THAILAND

AFS: VTBAYOYX
Tel: (662) 568 8831
+666 3205 8831
Fax: +662 576 1903
E-mail: aisthai@caat.or.th, ais@caat.or.th
Website: ais.caat.or.th

1.2 International NOTAM Office (NOF)

The International NOTAM Office is operated by Aeronautical Radio of Thailand (AEROTHAI) Ltd., and maintains close liaison with the Aeronautical Information Services Headquarters.

Located at:

Aeronautical Radio Of Thailand Company Ltd.
102 Ngamdu-plee, Thung Mahamek
Bangkok 10120, Thailand

Postal address

International NOTAM Office
102 Ngamdu-plee, Tungmahamek
Bangkok 10120, Thailand

AFS: VTBDYNYX
Tel: +662 287 8202
+662 287 8204
Fax: +662 287 8205
+662 287 4695
E-mail: vtbdynyx@aerothai.co.th

The service is provided in accordance with the provision contained in ICAO Annex 15-Aeronautical Information Services. All AIS material not handled over the AFTN e.g. AIP, AIP Supplement, AIC etc., should however, be addressed to the address given in paragraph 1.1 above.

2. Area of responsibility

- 2.1 The Aeronautical Information Services Headquarters is responsible for the collection, validate, verify and dissemination of information with in Bangkok Flight information Region (BKK FIR) for air navigation services purpose.
- 2.2 The International NOTAM Office is responsible for the dissemination of NOTAM including its monthly summary in plain language.

3. Aeronautical publications

3.1 The aeronautical information is provided in the form of the integrated Aeronautical Information Package consisting of the following elements:

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- Aeronautical Information Circulars (AIC);
- NOTAM and Pre-flight Information Bulletins (PIB); and
- Checklists and list of valid NOTAM.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while the PIB are made available at Air Traffic Services Reporting Office (ARO). All other elements of IAIP are provided in ais.caat.or.th.

3.2 Aeronautical Information Publication (AIP)

The AIP, issued in one volume available in HTML (Hyper Text Markup Language) in <https://ais.caat.or.th/>, It is the basic Aeronautical Information document published for Thailand, and contains information of a lasting character essential to air navigation. It is available in English only and is maintained up to date by an amendment service consisting of reprinted pages and, in the case of minor amendments, manuscript corrections.

3.3 Amendment service to the AIP

3.3.1 AIP Amendments may contain both AIRAC and Non-AIRAC changes (paragraphs 3.3.2., 3.3.3 and 3.3.4 refer). The HTML will be updated to a specified AIRAC publication date in AIS website.

3.3.2 The AIRAC Amendment (AIRAC AIP AMDT) is used to provide advance notice of the introduction of permanent operationally significant changes on an internationally recognized AIRAC effective date and do not replace the existing AIP pages until the effective date on which the changes take place.

3.3.3 Non-AIRAC Amendments (AIP AMDT) to the AIP comprise permanent operationally significant changes that have received previous notification by NOTAM and other permanent information that is not required to be announced by NOTAM. Non-AIRAC changes to the AIP are published together with AIRAC changes and may be considered to be effective on recognized AIRAC effective date, unless otherwise indicated. AIP pages (AIRAC and Non-AIRAC) should not be replaced before the stated AIRAC effective date.

3.3.4 A brief description of the subjects affected by the amendment, NOTAM and permanent AIP Supplements that have been incorporated is given on the AIP Amendment cover sheet. New and replacement information included on the reprinted AIP pages is annotated or identified by a vertical line and horizontal line for remove of information in the outer margin of the page at the appropriate place.

3.3.5 Each AIP page is dated to reflect the AIRAC AIP AMDT or AIP AMDT effective date and a complete checklist of AIP pages, relating page reference to date, is reissued with each amendment as AIP section GEN 0.4.

3.3.6 Each combined AIP amendment is allocated an AIRAC Cycle serial number that is consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, eg. AIRAC AIP AMDT 1/18

3.3.7 If there is no information for publication in an AIP Amendment on an AIRAC effective date, the Amendment shall be issued with a 'NIL' notification.

3.4 Supplement to the AIP (AIP Sup)

3.4.1 Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP. Each AIP Supplement (regular or AIRAC) is assigned a serial number, that is consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of each supplement, eg. AIP SUP A1/18 or AIRAC AIP SUP A1/18.

3.4.2 AIP Supplement is issued in two series as follows:-

Series A - Containing information concerning facilities, services and procedures of interest to international civil aviation, and given general international distribution;

Series B - Containing information of concern only to aircraft other than those engaged in international civil aviation, and given national distribution only.

3.4.3 AIP Supplements are available in HTML and CD-ROM, which are normally issued and published in website on a specified AIRAC publication date recognized in AIRAC cycle which is interval every 28 days. For the necessary, AIP Supplements may be published less than 28 days.

3.4.4 AIP Supplements are to be kept in the AIP for as long as all or some of their contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or to advise of the cancellation of an AIP Supplement.

3.4.5 A checklist of AIP Supplement currently in force is issued every month through the Printed plain-language list of valid NOTAM.

3.5 Aeronautical Information Circulars (AIC)

3.5.1 The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory of advisory nature concerning technical, legislative or purely administrative matters.

3.5.2 AICs are available in HTML and CD-ROM, which are normally issued and published in website on a specified AIRAC publication date recognized in AIRAC cycle which is interval every 28 days. For the necessary, AIC may be published less than 28 days.

3.5.3 Each AIC is assigned a serial number, that is consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of each supplement, eg. AIC 1/18.

3.5.4 A checklist of AIC currently in force is issued once in a year.

3.6 NOTAM and Pre-flight Information Bulletins (PIB)

3.6.1 NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the signification/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Bangkok FIR and are distributed in five series identified by the letters A, C, J, H and G as follows:

Series A - NOTAM containing information on Thailand International Airports and ATS routes according to circumstances. Distribution: International

Series C - NOTAM containing information on Thailand International Airports, domestic airports and ATS routes according to circumstances. Distribution: Domestic

Series J - NOTAM containing information of concern to scope warning (W) activity near or affecting Controlled Airspace or ATS routes according to circumstances. Distribution: International and Domestic.

Series H - NOTAM containing information of concern VIP Flight in Bangkok FIR. Distribution: International and Domestic.

Series G - NOTAM concerning the status of elements of the global navigation satellite system (GNSS). Distribution: International and Domestic.

3.6.2 Each NOTAM is assigned a serial number preceded by the appropriate letter indicating the series. The serial numbers start with NR 0001 at 0000 UTC on 1 January every year. A checklist of NOTAM currently in force is issued every month over the AFTN, and in addition, a printed plain language summary of their substance is sent by airmail to those who had originally received the NOTAM over the AFTN, as well as to others on request.

3.6.3 NOTAM are published as and when necessary to disseminate information of direct operational significance which:-

- is of an ephemeral nature;
- requires advance distribution; or
- is appropriate to the AIP but immediate dissemination is required.

3.6.4 Each NOTAM is given a serial number, a new series being established for each calendar year. A checklist of NOTAM currently in force is issued at the beginning of each month

3.6.5 NOTAM are exchanged between Bangkok NOF and other NOTAM Offices as follows:

SENT TO NOF				
SERIES A	SERIES C	SERIES J	SERIES H	SERIES G
International	Domestic	International and Domestic	International and Domestic	International and Domestic
Amman	Manila			
Amsterdam	Moscow			
Ankara	Mumbai			
Athens	Muscat			
Auckland	Nairobi			
Bahrain	Nicosia			
Bali	Paris			
Beijing	Paro			
Brunei	Phnom Penh			

SENT TO NOF					
SERIES A		SERIES C	SERIES J	SERIES H	SERIES G
Brussel	Praha/ Ruzyne				
Bucharest	Qatar				
Cairo	Reykjavik				
Chennai	Riga				
Colombo	Rome				
Copenhagen	Seoul				
Delhi	Seychelles				
Dhaka	Singapore				
Dubai	Sofia				
Frankfurt	Stockholm				
Hanoi	Sydney				
Helsinki	Taipei				
Heydar allyev	Tashkent				
Hong Kong	Tehran				
Ibrahim nasir	Tel-aviv				
Jakarta	Tokyo				
Jeddah	Ulaanbaatar				
Kabul	Vienna				
Karachi	Vientiane				
Kathmandu	Warsaw				
Kolkata	Washington				
Kuala Lumpur	Xiamen				
Kuwait	Yangon				
London	Zurich				
Macao					

3.7 Checklist and list of valid of NOTAM

3.7.1 NOTAM Checklist

A NOTAM checklist shall be issued monthly for each series including all valid AIP Supplement and AIC via the Aeronautical Fixed Service (AFS).

3.7.2 NOTAM List

The NOTAM List shall be issued on a monthly basis and is accompanied by a summary of NOTAM distributed through the AIS website (ais.caat.or.th). It presents in plain language (English) all valid NOTAM currently in force together with information on the latest issued AIP Amendment, AIP Supplement and AIC as well as the numbers of elements issued under the AIRAC system that will become effective. If no such elements exist, NIL AIRAC notification is provided.

3.8 Sale of publications

3.8.1 Most AIS publications are available in HTML. The AIP, AIP SUPs and AICs may be obtained from the CD-ROM and, in addition, these documents feature on the AIS Web site <https://ais.caat.or.th/>

3.8.2 All subscription or purchase requests and enquiries regarding the supply of AIS publications (CD-ROM version) are available on <https://ais.caat.or.th/>

3.8.3 Details and prices of AIS publications are available in AIS website.

4. AIRAC System

4.1 AIRAC Information are originated and distributed by AIS with the objective of reaching data provider and data handlers at least 28 days in advance of the effective date. Data Originator should note that strict adherence to both the AIRAC publication and effective dates is essential if the information is to be incorporated in flight-deck documentation and flight management systems by the effective date of the selected AIRAC Cycle.

4.2 The establishment and withdrawal of, and predetermined significant changes (including operational trials) to the information listed below is required by ICAO to be published and brought into effect in accordance with the AIRAC System.

4.2.1 Limits (horizontal and vertical), regulations and procedures applicable to:

- a) flight information regions;
- b) control areas;
- c) control zones;
- d) advisory areas;
- e) ATS routes;
- f) permanent danger, prohibited and restricted areas (including type and periods of activity when known) and ADIZ;
- g) permanent areas or routes or portions thereof where the possibility of interception exists;

4.2.2 Positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities.

4.2.3 Holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures.

4.2.4 Transition levels, transition altitudes and minimum sector altitudes.

4.2.5 Meteorological facilities (including broadcasts) and procedures.

4.2.6 Runways and stopways.

4.2.7 Taxiways and aprons.

4.2.8 Aerodrome ground operating procedures (including low visibility procedures).

4.2.9 Approach and runway lighting.

4.2.10 Aerodrome operating minima if published by a State.

4.3 In addition, the establishment and withdrawal of, and predetermined significant changes to the information listed below may be published and brought into effect in accordance with the AIRAC System:

4.3.1 Position, height and lighting of navigational obstacles.

4.3.2 Hours of service of aerodromes, facilities and services.

4.3.3 Customs, immigration and health services.

4.3.4 Temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft.

4.3.5 Temporary areas or routes or portions thereof where the possibility of interception exists.

4.4 When operationally necessary, the ICAO AIRAC System permits major changes to be promulgated two Cycles (56 days) in advance. Similarly, additional notice is required if the introduction of an intended change cannot be planned to take place on an AIRAC effective date. Publication would then be required no later than the AIRAC Cycle within which the actual effective date falls.

The establishment of, and premeditated major changes to:

- 4.4.1 New aerodromes for international IFR operations.
- 4.4.2 New runways for IFR operations at international aerodromes.
- 4.4.3 Design and structure of the air traffic services route network
- 4.4.4 Design and structure of a set of terminal procedures (including change of procedure bearings due to magnetic variation change).
- 4.4.5 Circumstances listed in Part 1 if the entire State or any significant portion thereof is affected or if cross-border coordination is required.
- 4.5 Data Originators should aware of the schedule for AIRAC cycle which is published annually in an AIC that announce the latest date information reach to AIS, Publication date and effective date schedule to comply with international AIRAC system prescribed by ICAO.
- 4.6 Schedule of AIRAC effective dates

Schedule of AIRAC effective dates.

AIRAC Cycle number	2024	2025	2026	2027	2028
1	25 JAN	23 JAN	22 JAN	21 JAN	20 JAN
2	22 FEB	20 FEB	19 FEB	18 FEB	17 FEB
3	21 MAR	20 MAR	19 MAR	18 MAR	16 MAR
4	18 APR	17 APR	16 APR	15 APR	13 APR
5	16 MAY	15 MAY	14 MAY	13 MAY	11 MAY
6	13 JUN	12 JUN	11 JUN	10 JUN	08 JUN
7	11 JUL	10 JUL	09 JUL	08 JUL	06 JUL
8	08 AUG	07 AUG	06 AUG	05 AUG	03 AUG
9	05 SEP	04 SEP	03 SEP	02 SEP	31 AUG
10	03 OCT	02 OCT	01 OCT	30 SEP	28 SEP
11	31 OCT	30 OCT	29 OCT	28 OCT	26 OCT
12	28 NOV	27 NOV	26 NOV	25 NOV	23 NOV
13	26 DEC	25 DEC	24 DEC	23 DEC	21 DEC

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	1 OCT 2026
		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	3 SEP 2026
		Roi Et	AD 2-VTUV-2-1	In AIP	1 OCT 2026
		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-VTUO-2-5	In AIP	9 JUL 2026
		Chumphon	AD 2-VTSE-2-5	In AIP	14 MAY 2026
		Khon Kaen	AD 2-VTUK-2-5	In AIP	1 OCT 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-VTUO-3-1	in AIP	9 JUL 2026
		Chumphon			
	1 : 20,000	RWY 06/24	AD 2-VTSE-3-1	In AIP	14 MAY 2026
		Krabi			
	1 : 2,000	RWY 14/32	AD 2-VTSG-3-1	In AIP	2 OCT 2025
		Nakhon Si Thammarat			
	1 : 2,000	RWY 01/19	AD 2-VTSF-3-1	In AIP	9 JUL 2026
		Sukhothai			
	1 : 15,000	RWY 18/36	AD 2-VTPO-3-1	In AIP	25 DEC 2025
		Surat Thani			
	1 : 2,000	RWY 04/22	AD 2-VTSB-3-1	In AIP	2 OCT 2025
		Samui			
	1 : 15,000	RWY 17/35	AD 2-VTSM-3-1	In AIP	2 OCT 2025
		Betong			
	1 : 20,000	RWY 07/25	AD 2-VTSY-3-1	In AIP	30 OCT 2025
		Mae Sot			
	1 : 20,000	RWY 09/27	AD 2-VTPM-3-1	In AIP	9 JUL 2026

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
		Hat Yai Intl			
Standard Departure Chart - Instrument (SID) - ICAO	1 : 600,000	RNAV RWY08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PAD-PA1D PIMER1D TAXEB1D	AD 2-VTSS-6-1	In AIP	14 MAY 2026
	1 : 600,000	RNAV RWY26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PAD-PA1C PIMER1C TAXEB1C	AD 2-VTSS-6-5	In AIP	14 MAY 2026
		Khon Kaen			
	1 : 600,000	RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SED-NO1C	AD 2-VTUK-6-1	In AIP	1 OCT 2026
	1 : 600,000	RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SED-NO1D	AD 2-VTUK-6-5	In AIP	1 OCT 2026
		Krabi			
	1 : 500,000	RWY 14 - SURAT2H TRANG2D PHUKET2F	AD 2-VTSG-6-1	In AIP	16 APR 2026
	1 : 500,000	RWY 32 - SURAT2G TRANG2C PHUKET2E	AD 2-VTSG-6-3	In AIP	16 APR 2026
	1 : 600,000	RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G	AD 2-VTSG-6-5	In AIP	16 APR 2026
	1 : 600,000	RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F	AD 2-VTSG-6-7	In AIP	16 APR 2026
		Lampang			
	1 : 500,000	RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D	AD 2-VTCL-6-1	In AIP	11 JUN 2026
	1 : 500,000	RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C	AD 2-VTCL-6-5	In AIP	11 JUN 2026
		Loei			
	1 : 500,000	RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A	AD 2-VTUL-6-1	In AIP	26 DEC 2024
	1 : 500,000	RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B	AD 2-VTUL-6-5	In AIP	26 DEC 2024
		Mae Hong Son			
	1 : 500,000	RNAV RWY 29 - BOKIB1L BOKIB1R DOMKA1L DOMKA1R	AD 2-VTCH-6-1	In AIP	20 FEB 2025
		Nakhon Ratchasima			
	1 : 600,000	RNAV RWY 06 - SAMBY1A SITTA1A VOBOT1A	AD 2-VTUQ-6-1	In AIP	11 JUN 2026
	1 : 600,000	RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B	AD 2-VTUQ-6-3	In AIP	11 JUN 2026
		Nakhon Si Thammarat			
	1 : 500,000	RNAV RWY 01 - GIFBY1A TAWIT1A PEDOR1A PUYOL1A WADEZ1A	AD 2-VTSF-6-1	In AIP	13 AUG 2020
	1 : 500,000	RNAV RWY 19 - GIFBY1B TAWIT1B PEDOR1B PUYOL1B WADEZ1B	AD 2-VTSF-6-3	In AIP	13 AUG 2020

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		Narathiwat			
	1 : 500,000	RNAV RWY 02 – ERVES1A NUBKA1A	AD 2-VTSC-6-1	In AIP	14 MAY 2026
	1 : 500,000	RNAV RWY 20 - ERVES1B NUBKA1B	AD 2VTSC-6-3	In AIP	14 MAY 2026
		Phitsanulok			
	1 : 700,000	RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBLI1A PIBIK1A POLOB1A REMER1A	AD 2-VTPP-6-1	In AIP	14 MAY 2026
	1 : 700,000	RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBLI1B PIBIK1B POLOB1B REMER1B	AD 2-VTPP-6-5	In AIP	14 MAY 2026
		Phrae			
	1 : 600,000	RNAV RWY 01 - AIZAK1E IDKOR1E OTBAD1E SUNGO1E	AD 2-VTCP-6-1	In AIP	11 JUN 2026
	1 : 600,000	RNAV RWY 19 - AIZAK1A IDKOR1A OTBAD1A SUNGO1A	AD 2-VTCP-6-3	In AIP	11 JUN 2026
		Ranong			
	1 : 500,000	RNAV RWY 02 - ELPUT1G SAKUB1G TOGIM1G	AD 2-VTSR-6-1	In AIP	3 SEP 2026
	1 : 500,000	RNAV RWY 20 - ELPUT1H SAKUB1H TOGIM1H	AD 2-VTSR-6-3	In AIP	3 SEP 2026
		Roi Et			
	1 : 500,000	RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A RURAR1A SED-NO1A	AD 2-VTUV-6-1	In AIP	9 JUL 2026
	1 : 500,000	RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B RURAR1B SED-NO1B	AD 2-VTUV-6-5	In AIP	9 JUL 2026
		Sukhothai			
	1 : 700,000	RNAV RWY 18 - PEBLI1C TOPAS1C	AD 2-VTPO-6-1	In AIP	14 MAY 2026
	1 : 700,000	RNAV RWY 36 - PEBLI1D TOPAS1D	AD 2-VTPO-6-3	In AIP	14 MAY 2026
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1D EMVEL1D IDNAR1D LAMUL1D NIXET1D SEGRA1D TAVAT1D TOGIM1D	AD 2-VTSB-6-1	In AIP	16 APR 2026
	1 : 500,000	RNAV RWY 22 - ADLAL1C EMVEL1C IDNAR1C LAMUL1C NIXET1C NIXET1X SEGRA1C TAVAT1C TOGIM1C	AD 2-VTSB-6-5	In AIP	16 APR 2026
		Samui			
	1 : 550,000	RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A	AD 2-VTSM-6-1	In AIP	19 MAR 2026
	1 : 550,000	RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B	AD 2-VTSM-6-5	In AIP	19 MAR 2026
		Mae Sot			
	1 : 400,000	RNAV RWY 09 - KADAV1A KADAV1B KADAV1C VEGRA1A	AD 2-VTPM-6-1	In AIP	11 JUN 2026

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO	1 : 500,000	RNP y RWY 27 (AR)	AD 2-VTSP-8-19	In AIP	16 APR 2026
		Suvarnabhumi Intl			
	1 : 500,000	ILS or LOC z RWY 01 CAT II	AD 2-VTBS-8-1	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 02R CAT II	AD 2-VTBS-8-5	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 19 CAT II	AD 2-VTBS-8-9	In AIP	3 SEP 2026
	1 : 500,000	ILS or LOC z RWY 20L CAT II	AD 2-VTBS-8-13	In AIP	3 SEP 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	3 SEP 2026
	1 : 500,000	RNP RWY 20L	AD 2-VTBS-8-25	In AIP	3 SEP 2026
	1 : 500,000	RNP RWY 20R	AD 2-VTBS-8-27	In AIP	3 SEP 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-VTUE-8-1	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 04	AD 2-VTUE-8-3	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 22	AD 2-VTUE-8-5	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 04	AD 2-VTUE-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 22	AD 2-VTUE-8-10	In AIP	26 DEC 2024

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO		Chumphon			
	1 : 500,000	NDB RWY 06	AD 2-VTSE-8-1	In AIP	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	1 OCT 2026
	1 : 500,000	NDB RWY 21	AD 2-VTUK-8-3	In AIP	1 OCT 2026
	1 : 600,000	VOR RWY 03	AD 2-VTUK-8-5	In AIP	1 OCT 2026
	1 : 600,000	VOR RWY 21	AD 2-VTUK-8-7	In AIP	1 OCT 2026
	1 : 600,000	RNP RWY 03	AD 2-VTUK-8-9	In AIP	1 OCT 2026
	1 : 600,000	RNP RWY 21	AD 2-VTUK-8-13	In AIP	1 OCT 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

Phitsanulok Terminal Control Area

Name	: UNITE
Position	: 20 DME radial 050 PSL DVOR/DME (165907.21N 1003327.88E)
Lower Limit	: 6 000 feet QNH
Upper Limit	: 11 000 feet QNH
Holding Axis	: 050/230 (Inbound Track 230, Outbound Track 050)
Pattern	: 1 minute, right hand race-track pattern.

Hat Yai Terminal Control Area

Name	: KOYAW (KYN)
Position	: 20 DME radial 040 HTY DVOR/DME (0711.0N 10036.7E)
Lower Limit	: 3 000 feet QNH
Upper Limit	: 7 000 feet QNH
Holding Axis	: 040/220 (Inbound Track 220, Outbound Track 040)
Pattern	: 1 minute, right hand race-track pattern.

- 1.3 In order to maximize use of ATS Surveillance Systems located at Don Mueang, Suvarnabhumi, Chiang Mai, Chiang Rai, Chumphon, Hat Yai, Phuket, Phitsanulok, Roi Et, Surat Thani, Ubon Ratchathani and Udon Thani airport, where available, surveillance is used to maximum extent practicable in the provision of approach control services. Accordingly, when within surveillance cover, identified controlled flights may expect to be under radar control.**

ATC units providing approach radar control service within Bangkok, Chiang Mai, Hat Yai, Hua Hin, Krabi, Nakhon Si Thammarat, Phitsanulok, Phuket, Sukhothai, Surat Thani, Samui and Ubon Ratchathani TMAs/CTRs use the word "Bangkok Approach", "Chiang Mai Approach", "Hat Yai Approach", "Hua Hin Approach", "Krabi Approach", "Nakhon Si Thammarat Approach", "Phitsanulok Approach", "Phuket Approach", "Sukhothai Approach", "Surat Thani Approach", "Samui Approach" and "Ubon Approach" in his/her callsign respectively.

In addition to the application of Radar Control Service and Procedures as mentioned above, the following procedures also be applied when Secondary Surveillance Radar (SSR) may be used alone in the provision of air traffic services, including in the provision of separation between aircraft provided:

- 1.3.1 Regardless of weather conditions, an ATC authorization is required prior to operate within the TMAs/CTRs.
- 1.3.2 Unless otherwise authorized by appropriate approach control units, each aircraft must be equipped as follows:
- a) TWO-WAY radio capable of communications with approach control units on appropriate frequency.
 - b) Operable radar beacon transponder.
 - c) Request for deviation from the 4096 transponder equipment must be submitted to appropriate approach control units at least one hour before the proposed operation.
 - d) An operable VOR, ADF or TACAN receiver.
- 1.3.3 Pilot of arriving aircraft should contact the appropriate approach control units on the publicized frequency and give their position, altitude, radar beacon code and destination; radio contact should be initiated far enough from the TMA boundary to preclude entering the TMA before radio communication is established.
- 1.3.4 IFR operation: aircraft within the TMAs/CTRs are required to operate in accordance with current IFR procedures as prescribed in Annex 2. AIP-Thailand or NOTAM and Amendment thereto.
- 1.3.5 VFR operation: Arriving aircraft must obtain authorization prior to entering the TMAs/CTRs and must contact appropriate approach control units on appropriate frequency. Departing aircraft require a clearance to depart the TMA and should advise the appropriate Tower of their intended cruising altitude and route of flight. ATC will normally advise VFR aircraft when leaving the geographical limit of TMA. Radar service is not automatically terminate with this advisory unless specifically state by ATC.
- 1.3.6 VFR aircraft outside TMAs/CTRs are cautioned against operating to closely to TMA boundaries especially when the floor of that TMA is 3000 ft or less or when VFR cruise altitude are at or near the floor of higher level. Observance at this precaution will reduce the potential for encountering TMA aircraft operation at TMA floor altitude.
- 1.3.7 This programme is not to be interpreted as a relief to the pilot of their responsibilities to see and avoid other traffic operating in basic VFR weather conditions and to adjust their operating in basic VFR weather conditions and to adjust their operations and flight path as necessary to preclude serious wake encounters and to or better than VMC. The appropriate approach control units should be advised and a revised clearance or instruction obtained when compliance with an assigned route, heading, and or/altitude is likely to compromise pilot responsibilities with respect to terrain and obstruction clearance, VORTEX exposure, and weather minimum.
- 1.3.8 ATC clearance and separation, an ATC authorization is required to enter and operate within the TMAs/CTRs for the following services:
- a) Sequencing of all arriving ATS Surveillance controlled aircraft.
 - b) 5 NM ATS Surveillance separation between IFR aircraft.
 - c) 5 NM ATS Surveillance separation between IFR and VFR or Special VFR aircraft.
 - d) Between VFR aircraft – Traffic advisories and as appropriate safety alert, and also information to enable them to fit into the landing sequence.

1.3.9 ATS Surveillance approach control service to aircraft proceeding to the airports in this programme will be terminated at a sufficient distance to allow time to change to the appropriate tower frequency.

1.4 Radio Communication Failure

1.4.1 If two-way communication is lost with an aircraft, ATC should first determine whether or not the aircraft's receiver is functioning by instructing the aircraft on frequency so far used to acknowledge by making a specified manoeuvre and by observing the aircraft's track or by instructing the aircraft to operate the Special Position Identification (SPI) feature or to make the code changes. Where it has been established by the action mentioned above that the aircraft's radio receiver is functioning, ATC will continue to provide radar services to the aircraft.

1.4.2 If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, ATC will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover.

1.5 ATS Surveillance Failure

1.5.1 In the event of ATS Surveillance failure or loss of ATS Surveillance identification, instructions will be issued to restore standard procedural separation.

1.5.2 The use of flight levels separated by 500 feet below FL290 or 1 000 feet at or above FL290 may be resorted to temporarily if standard procedural separation cannot be provided immediately.

1.5.3 ATC shall continue to control the traffic by using procedural separation.

2. PRIMARY SURVEILLANCE RADAR

2.1 Area of Radar Coverage

2.1.1 PSRs are located at position with maximum range in accordance with the following table:

Primary Surveillance Radar Station	Latitude	Longitude	Range
Suvarnabhumi International Airport	134122.63N	1004613.05E	40 NM

2.1.2 Hours of operation will be 24 hours except for notice for maintenance by NOTAM.

2.1.3 Graphic portrayal of area of theoretical PSR coverage as shown in Figure ENR 1.6-H to Figure ENR 1.6-K.

3. SECONDARY SURVEILLANCE RADAR

3.1 Area of Radar Coverage

3.1.1 SSRs are located at position with maximum range in accordance with the following table:

Secondary Surveillance Radar Stations	Latitude	Longitude	Range
Don Mueang International Airport	135532.82N	1003620.14E	256 NM
Suvarnabhumi International Airport	134149.90N	1004615.44E	256 NM
Chiang Mai International Airport	184534.76N	0985801.44E	256 NM
Mae Fah Luang-Chiang Rai International Airport	195734.62N	0995257.56E	256 NM
Chumphon Airport	104304.39N	0992156.76E	256 NM
Phitsanulok Airport	164559.34N	1001642.26E	256 NM
Roi Et Airport	160639.74N	1034639.87E	256 NM
Surat Thani Airport	090800.77N	0990843.50E	256 NM
Ubon Ratchathani Airport	151441.65N	1045204.87E	256 NM
Udon Thani Airport	172315.59N	1024611.72E	256 NM
Hat Yai International Airport	065608.15N	1002300.20E	256 NM
Bang Duk Hill, Phuket	080801.67N	0981946.52E	256 NM

3.1.2 Hours of operation will be 24 hours except for notice for maintenance by NOTAM.

3.1.3 Graphic portrayal of area of theoretical SSR and/or SSR/ADS-B coverage as shown in Figure ENR 1.6-A to Figure ENR 1.6-C.

3.2 Emergency Procedures

3.2.1 If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintain until otherwise advised. In all other circumstances. The transponder shall be set to mode A/3 code 7700.

3.2.2 Notwithstanding the procedure in 3.2.1 above, a pilot may select mode A/3 code 7700 whenever the nature of the emergency is such

that this appears to him to be the most suitable course of action.

3.3 Radio Communication Failure Procedures

3.3.1 In the event of an aircraft radio receiver failure, a pilot shall select mode A/3 code 7600 and follow established procedures; subsequent control of the aircraft will be based on those procedures.

3.4 Unlawful Interference

3.4.1 Should an aircraft in flight be subjected to unlawful interference, the pilot shall endeavour to set the transponder to mode A/3 code 7500 to give indication of the situation unless circumstances warrant the use of mode A/3 code 7700.

3.4.2 When a pilot has selected mode A/3 code 7500 and subsequently requested to confirm his code by ATC, he shall, according to circumstances either confirm this or not reply at all.

Note: The absence of a reply from the pilot will be taken by ATC as an indication that the use of mode A/3 code 7500 is not due to an inadvertent false code selection.

3.5 Operating Procedures

3.5.1 All aircraft flying within Bangkok FIR are required to operate their transponders in accordance with ATC instructions. They should maintain the setting of SSR codes until otherwise instructed except as provided for in 3.6.2 and 3.6.3 below.

3.5.2 Pilots of aircraft equipped with Mode S having an aircraft identification feature shall set the aircraft identification in the transponder. This setting shall correspond to the aircraft identification specified in item 7 of the ICAO flight plan, or, if no flight plan has been filed, the aircraft registration.

3.6 Code Assignment Method

3.6.1 All IFR aircraft flying within controlled airspace in Bangkok FIR shall be assigned transponder code as follows.

Flight Status	SSR codes
International flight	0700-0777, 6100-6177
Domestic flight	1260-1277, 3301-3377, 4200-4277, 4400-4477, 4500-4577, 7200-7277

3.6.2 Pilots of aircraft about to enter Bangkok FIR who have not received specific instructions from ATC concerning the setting of the transponder shall operate the transponder on mode A/3 code 3300 before entry and maintain that code setting until otherwise instructed.

3.6.3 VFR Operation

3.6.3.1 VFR flight operating in Bangkok FIR may be assigned SSR codes by ATS unit concerned.

3.6.3.2 VFR flight departing from an aerodrome without SSR code being assigned shall use mode A/3 code 2000 until a specific code is

assigned by an ATS unit.

4. AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST ADS-B

4.1 Area of ADS-B Coverage

4.1.1 ADS-B receivers are located at position with maximum range in accordance with the following table:

Automatic Dependent Surveillance Stations	Latitude	Longitude	Range
Doi Inthanon	183524.62N	0982913.78E	256 NM
Samui	092931.55N	0995916.76E	256 NM
Ubon Ratchathani_1	151446.10N	1045209.02E	256 NM
Ubon Ratchathani_2	151441.65N	1045204.86E	256 NM
Phuket	080801.67N	0981946.51E	256 NM
Surat Thani	090800.75N	0990843.52E	256 NM
Hat Yai	065611.33N	1002344.44E	256 NM

4.1.2 Hours of operation will be 24 hours except for notice for maintenance by NOTAM.

4.1.3 Graphic portrayal of area of theoretical ADS-B coverage as shown in Figure ENR 1.6-D to Figure ENR 1.6-F.

4.2 Emergency Procedures

4.2.1 Pilot of aircraft encountering a state of emergency shall set their transponder as stipulated in paragraph 3.2

4.3 Radio Communication Failure Procedures

4.3.1 Aircraft experiencing total radio communication failure shall set transponder as stipulated in paragraph 3.3

4.4 Unlawful Interference

4.4.1 Pilot of aircraft in flight be subjected to unlawful interference shall set transponder as stipulated in paragraph 3.4

4.5 Operating Procedures

4.5.1 ATC will provide the ATS Surveillance service based on the information provided by ATC air situation display, which will show different symbols corresponding to the available surveillance sources. If the surveillance data is not available from any sources due to any reasons, ATC will immediately provide the Procedural separation for the aircraft.

4.5.2 The pilot-in-command, upon awareness of an onboard ADS-B equipment failure, should also inform ATC as soon as possible.

4.5.3 All relevant phraseology should follow those in Doc 4444, Procedures for Air Navigation Services - Air Traffic Management.

4.5.4 All aircraft flying within Bangkok FIR are required to operate their transponders in accordance with ATC instructions. They shall set transponder as stipulated in paragraph 3.5.

4.5.5 Pilots of aircraft equipped with Mode S having an aircraft identification feature shall set transponder as stipulated in paragraph 3.5.

4.6 Flight Planning

4.6.1 Aircraft operators intending to receive ATS surveillance service based on ADS-B (Out) when operating within Bangkok FIR should obtain the relevant operations specifications approvals from their respective States and file either "B1" or "B2" in Item 10b of their flight plans.

4.6.2 Aircraft Operators should also ensure that their flight crews are familiar with the operation of the ADS-B equipment on board the aircraft and are aware of any limitations or differences in operation compared to SSR.

4.6.3 If the ADS-B transmitter onboard the aircraft becomes inoperable or does not meet required operational approval standards and if the following actions do not affect the continued operation of the Mode S transponder responses to interrogations, the ADS-B transmitter should either be:

4.6.3.1 Deactivated; or

4.6.3.2 Set to transmit only a value of zero for the Navigation Uncertainty Category (NUCp) or Navigation Integrity Category (NIC) or Navigation Accuracy Category (NAC) or Source Integrity Limit (SIL).

4.7 Code Assignment Method

4.7.1 All aircraft flying within controlled airspace in Bangkok FIR shall set transponder as stipulated in paragraph 3.6

5. OTHER RELEVANT INFORMATION AND PROCEDURES

Figure ENR 1.6 - A - Coverage at 3500 FT 4500 FT 6500 FT

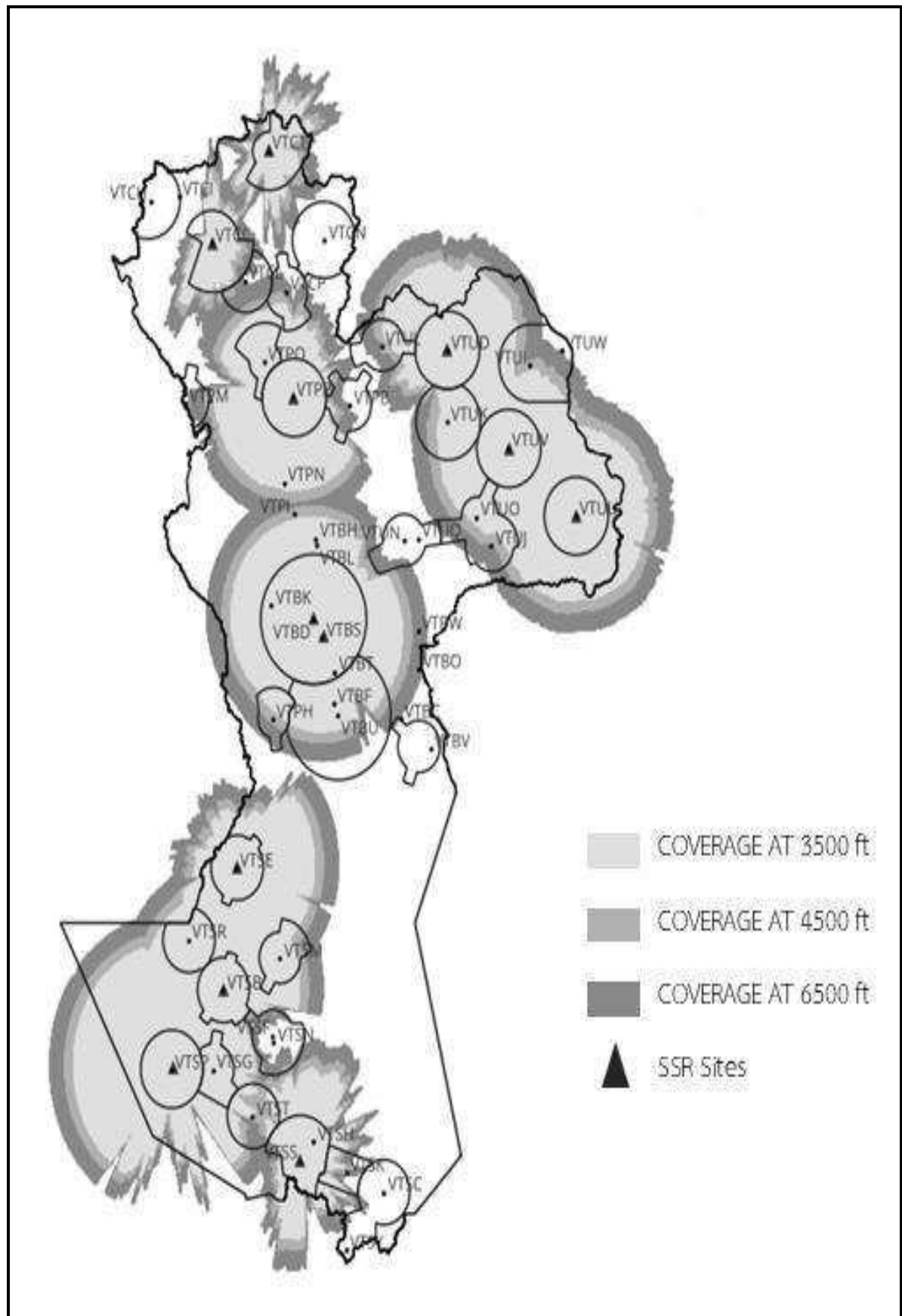
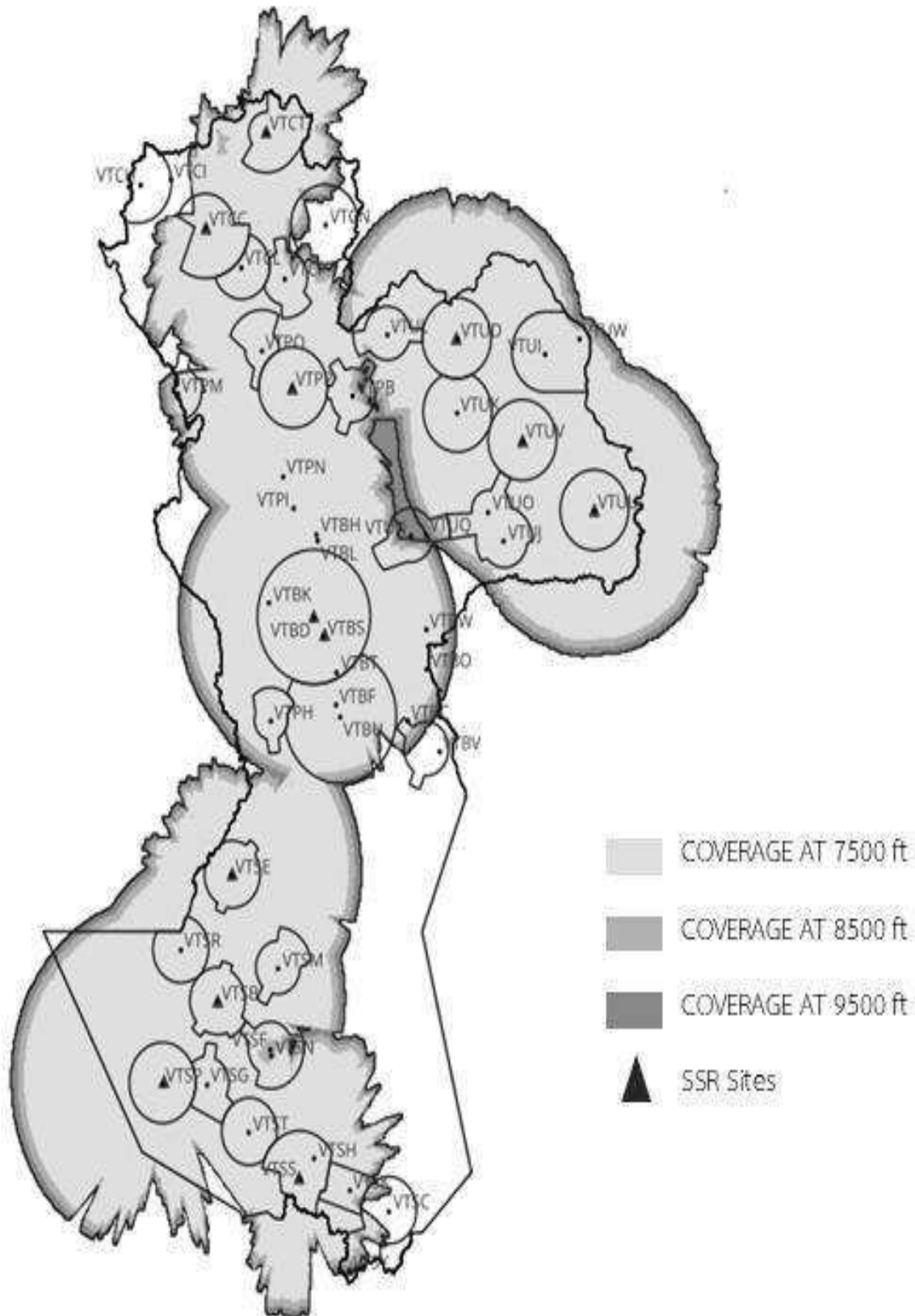


Figure ENR 1.6 - B - Coverage at 7500 FT 8500 FT 9500 FT



Area of Theoretical SSR Coverage

Figure ENR 1.6 - C - Coverage at 10500 FT 12500 FT 30000 FT

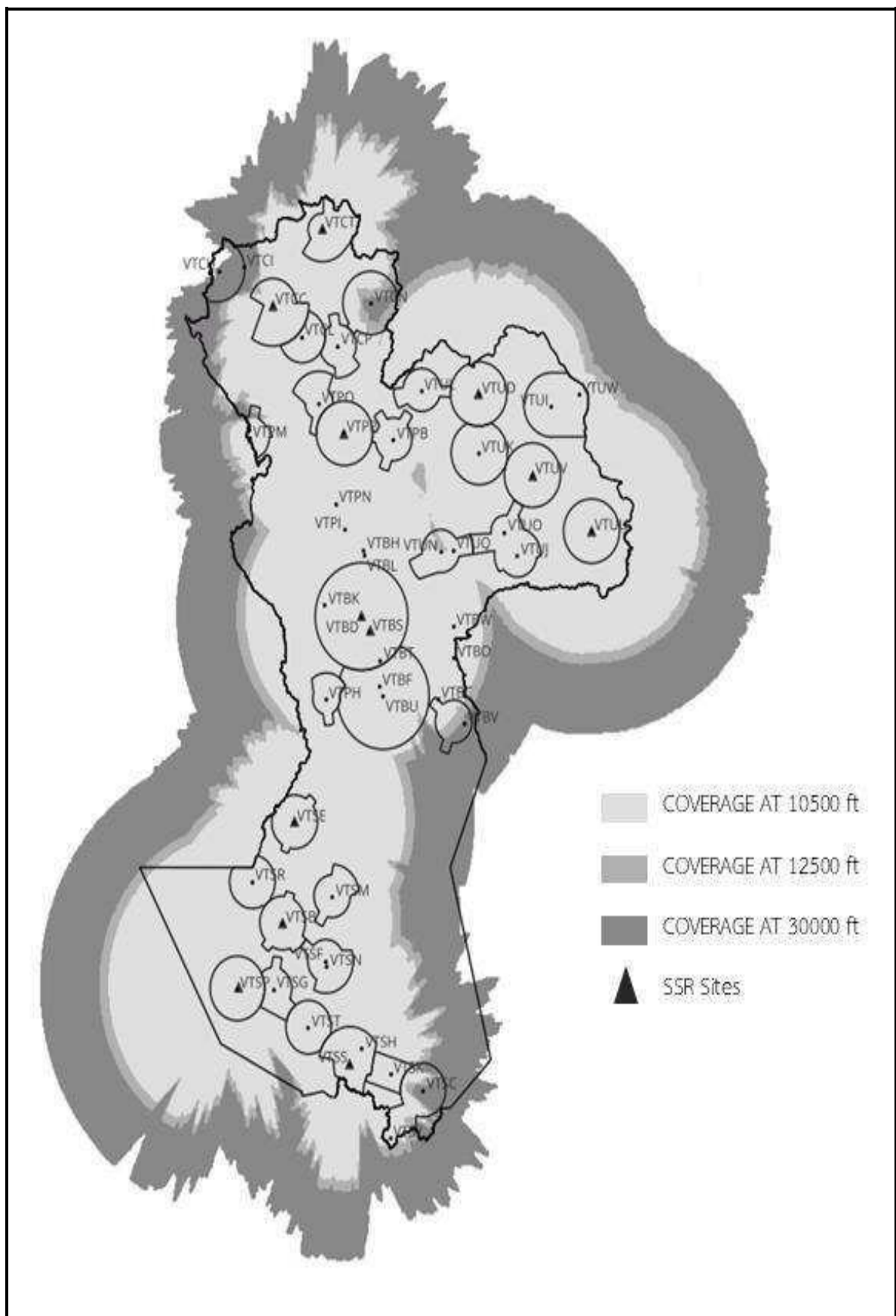


Figure ENR 1.6 - D - Coverage at 3500 FT 4500 FT 6500 FT

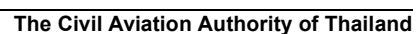


Figure ENR 1.6 - E - Coverage at 7500 FT 8500 FT 9500 FT

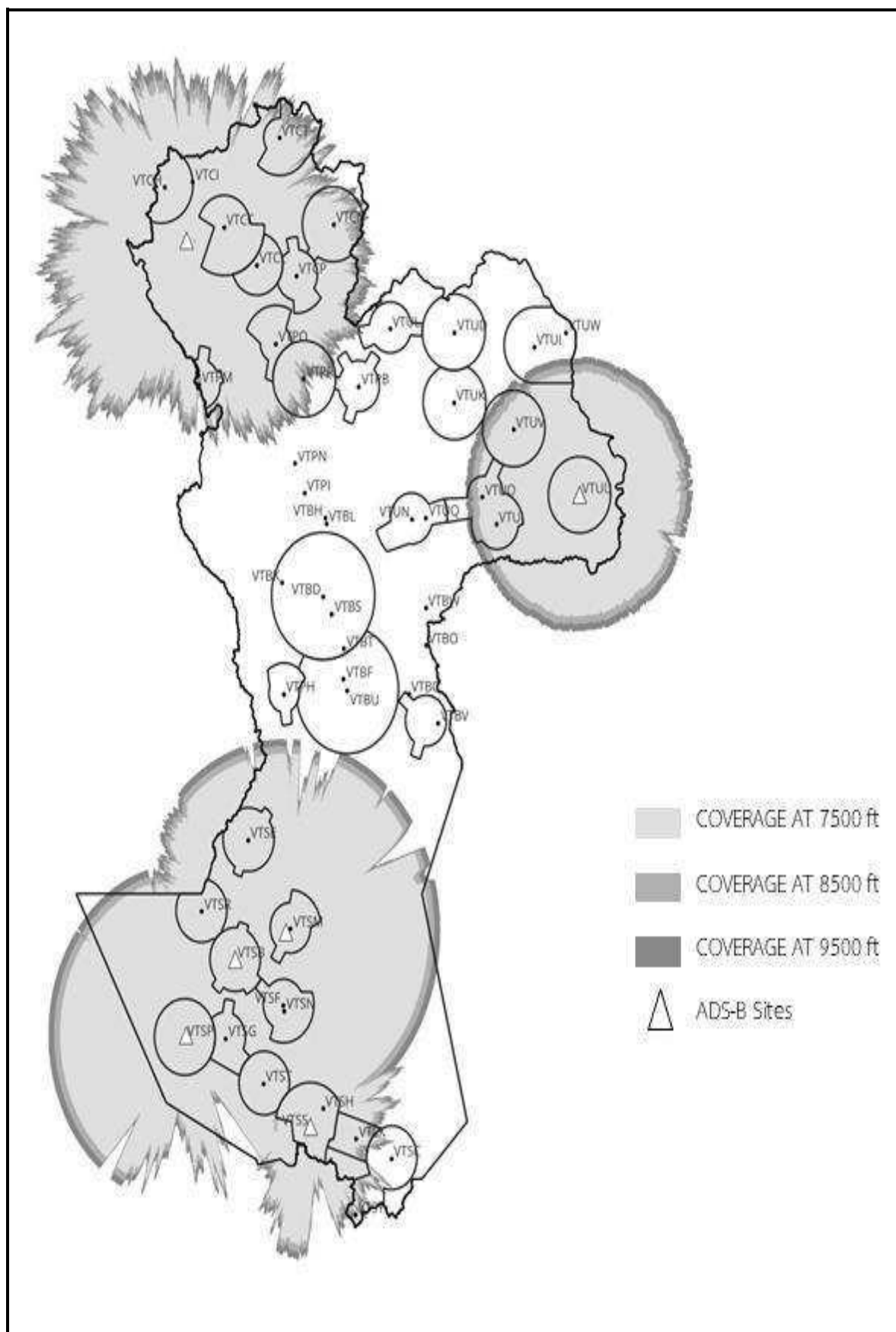
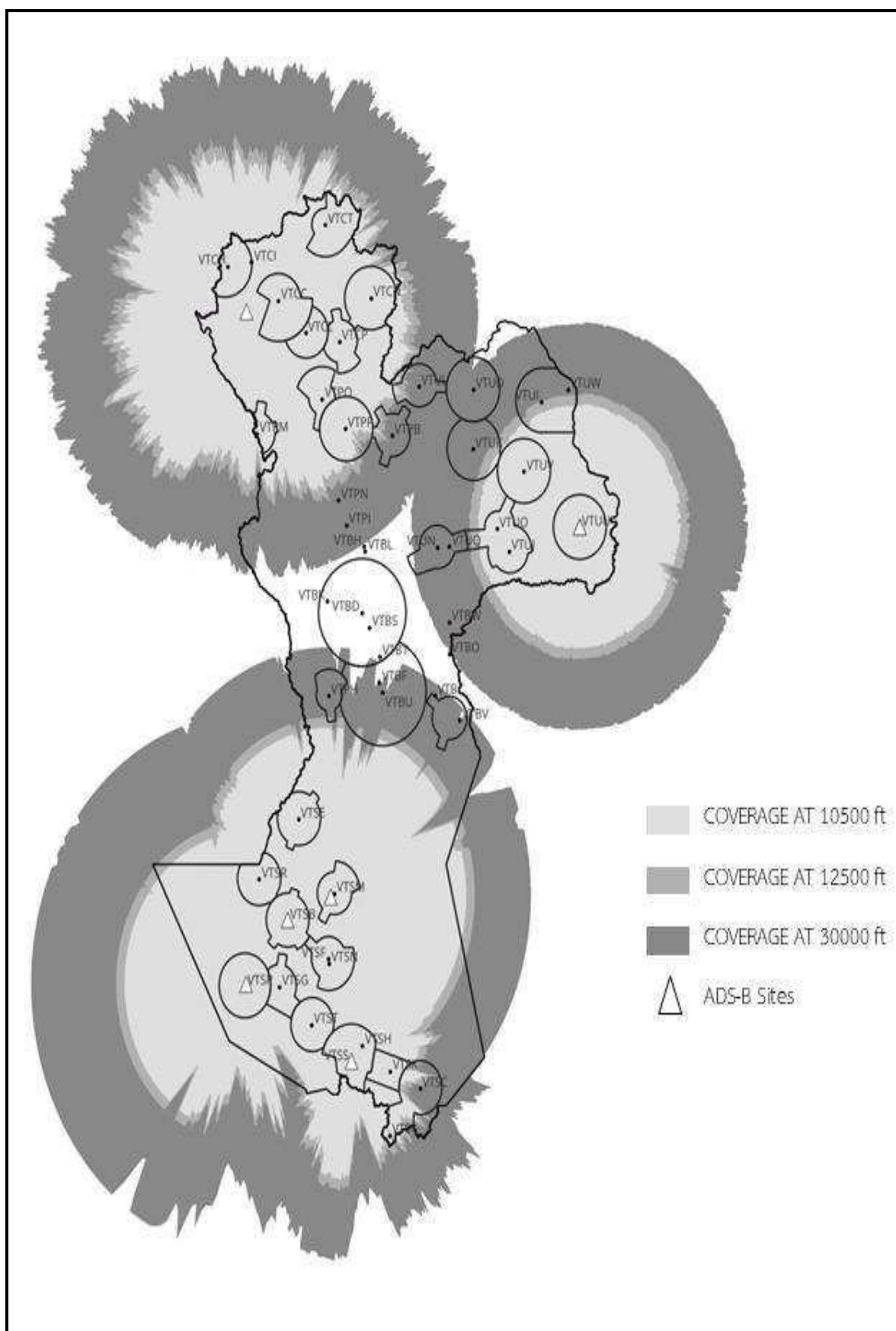
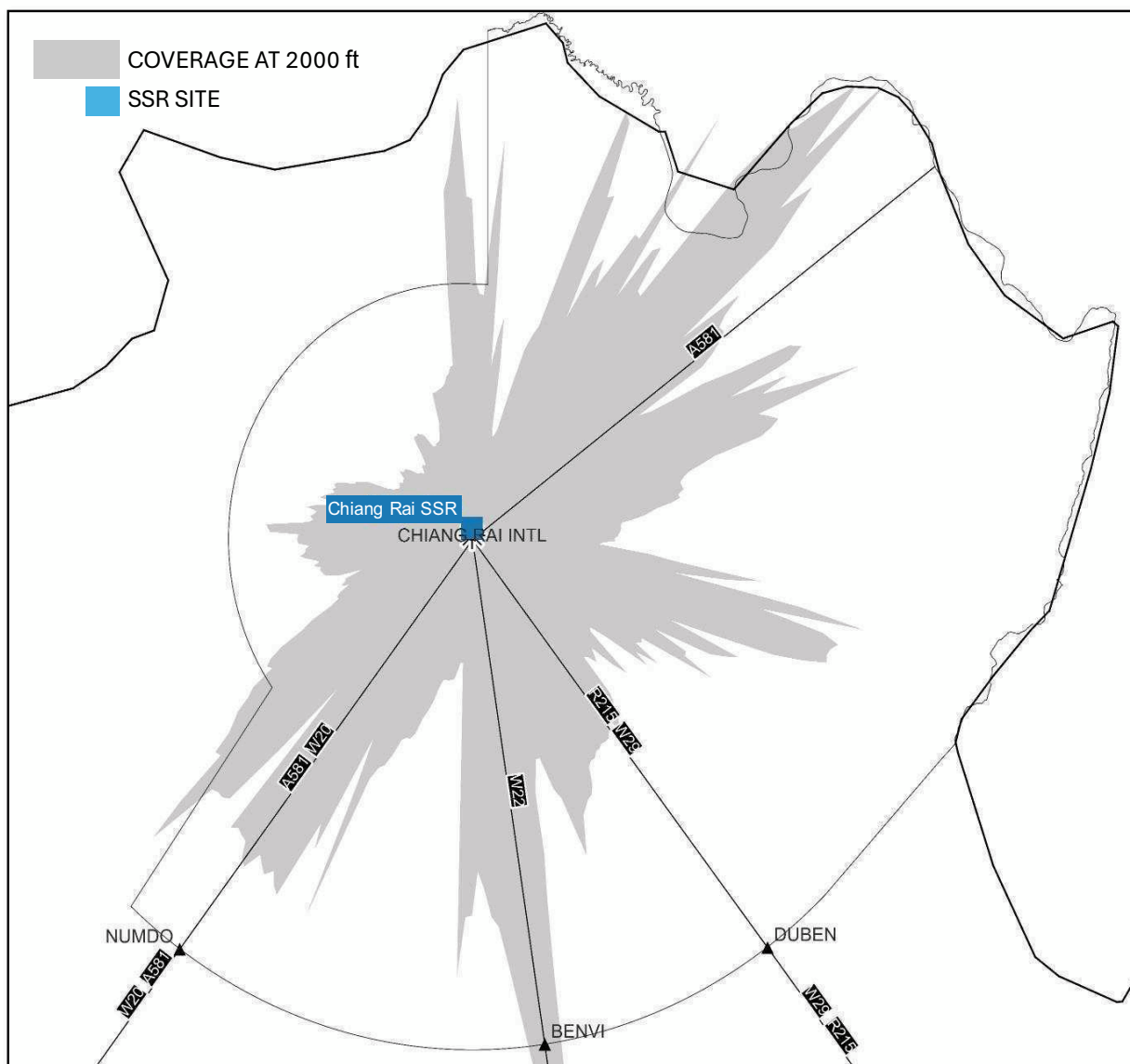


Figure ENR 1.6 - F - Coverage at 10500 FT 12500 FT 30000 FT



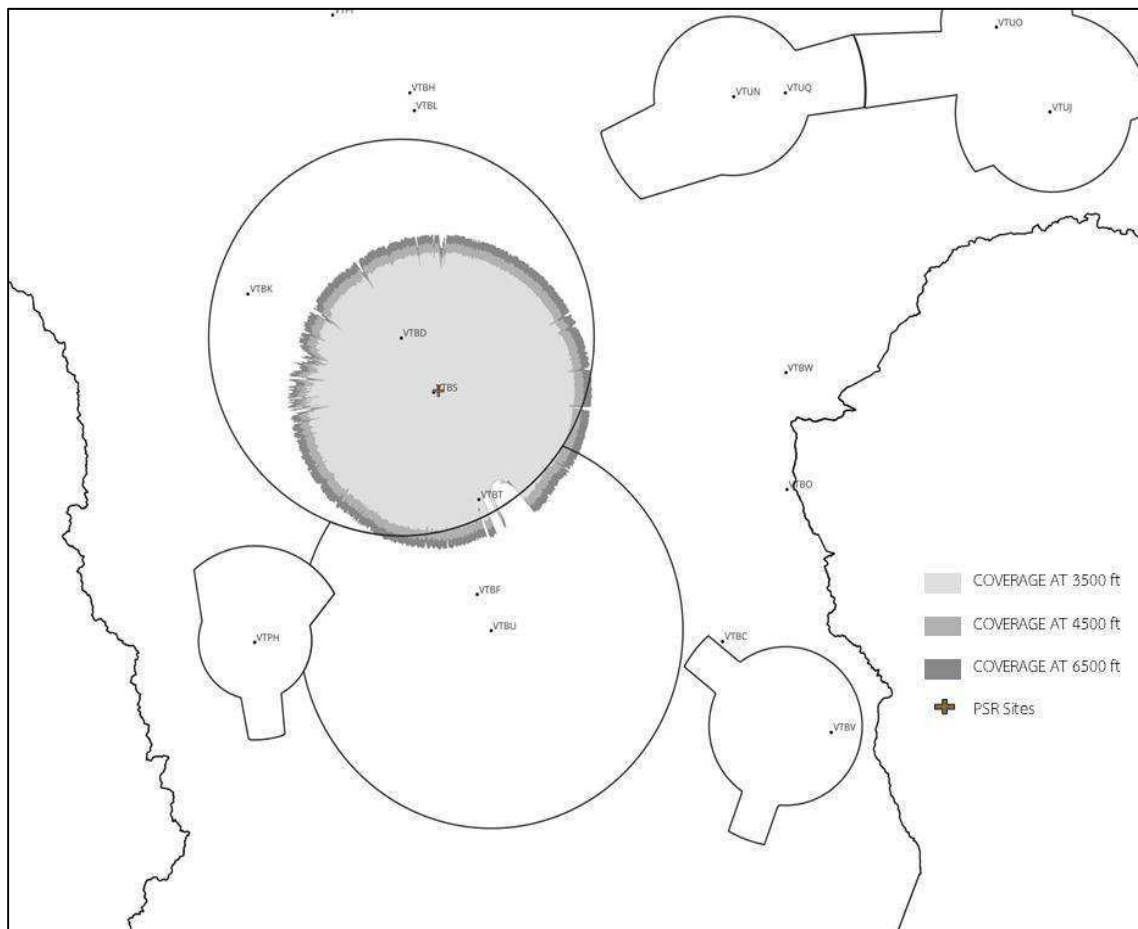
Area of Theoretical SSR Coverage

Figure ENR 1.6 -G – Chiang Rai SSR Station Coverage at 2000 ft



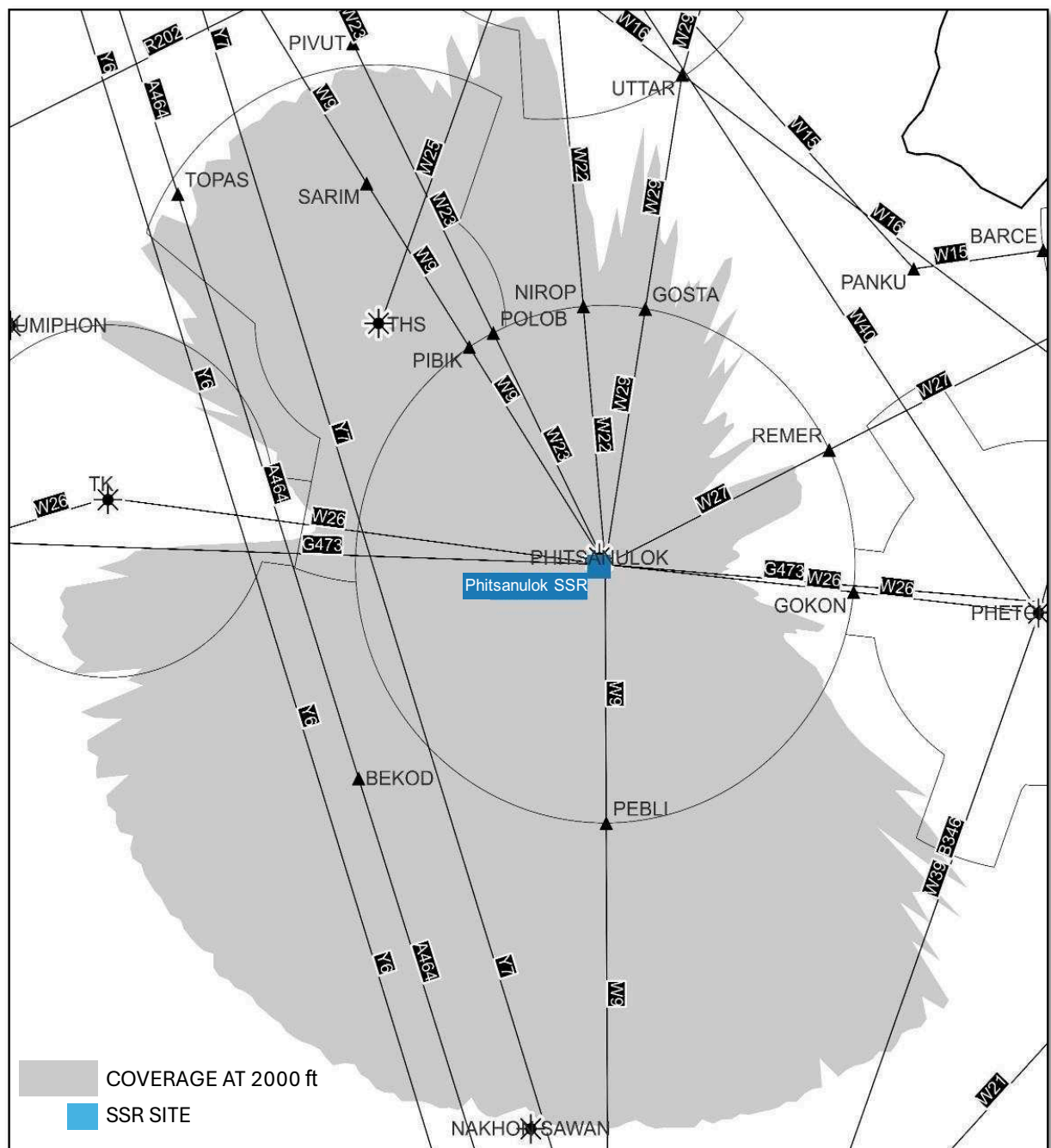
Area of Theoretical PSR Coverage

Figure ENR 1.6 - H - Coverage at 3500 FT 4500 FT 6500 FT



Area of Theoretical SSR Coverage

Figure ENR 1.6 -I- Phitsanulok SSR Station Coverage at 2000 ft



Area of Theoretical PSR Coverage

Figure ENR 1.6 - J - Coverage at 7500 FT 8500 FT 9500 FT

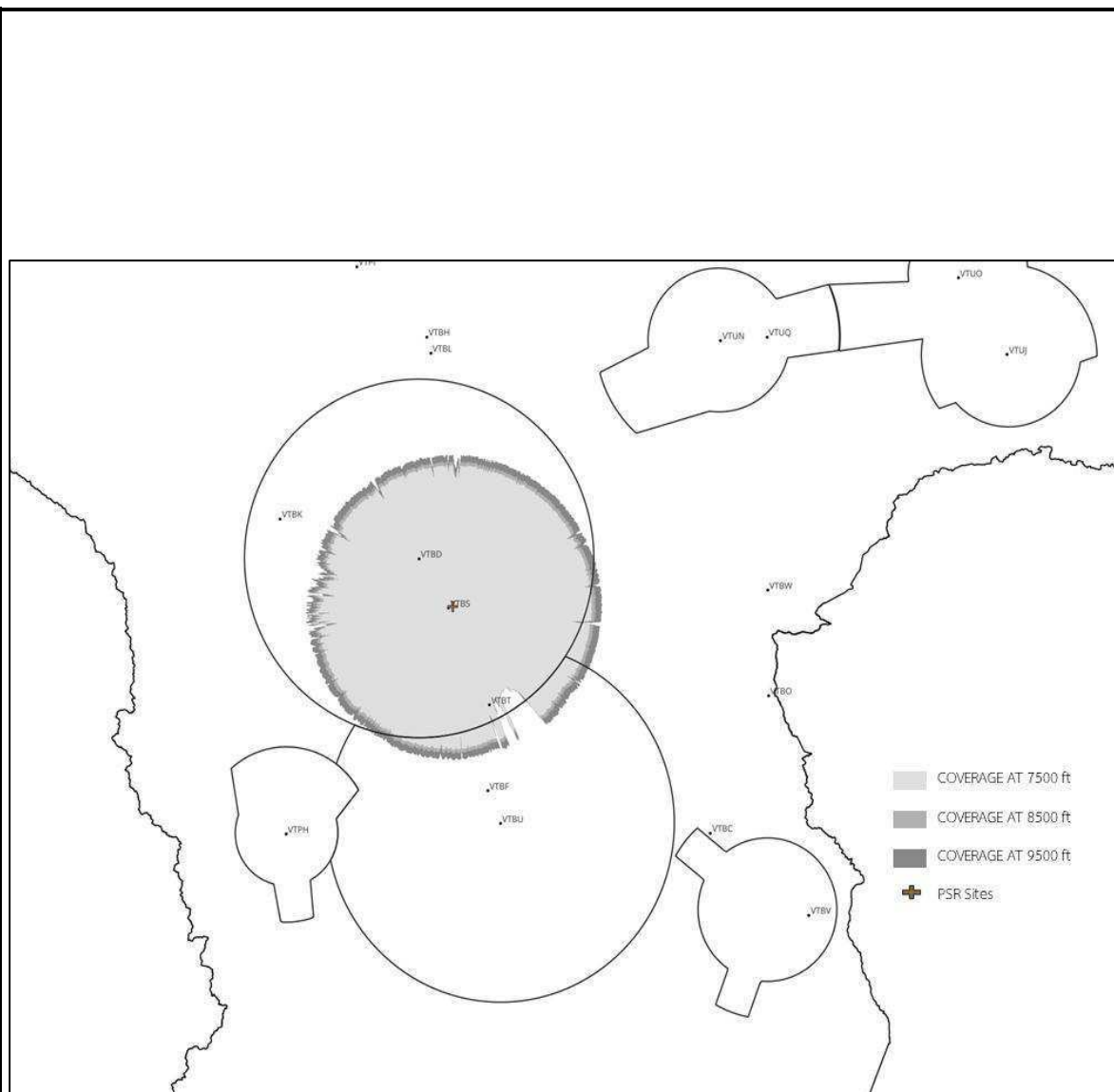
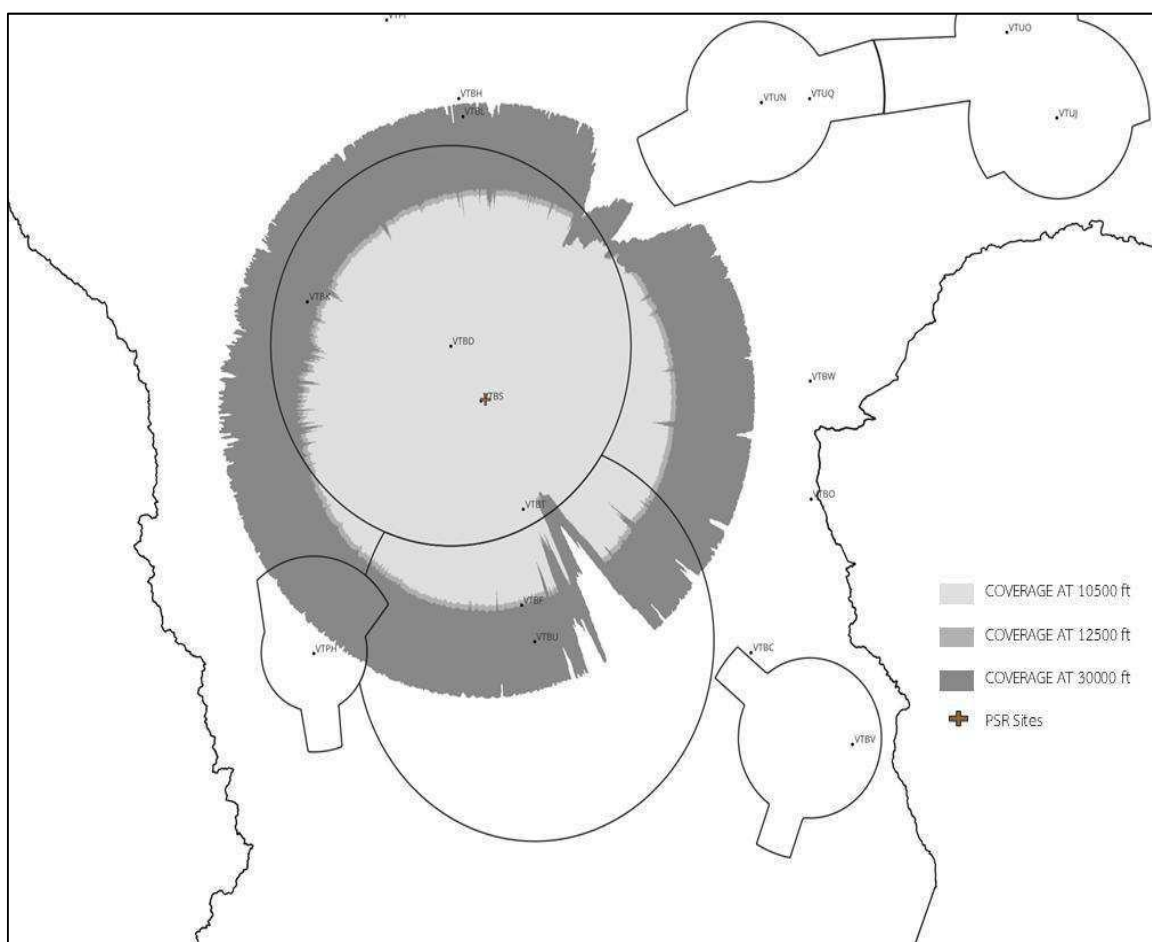
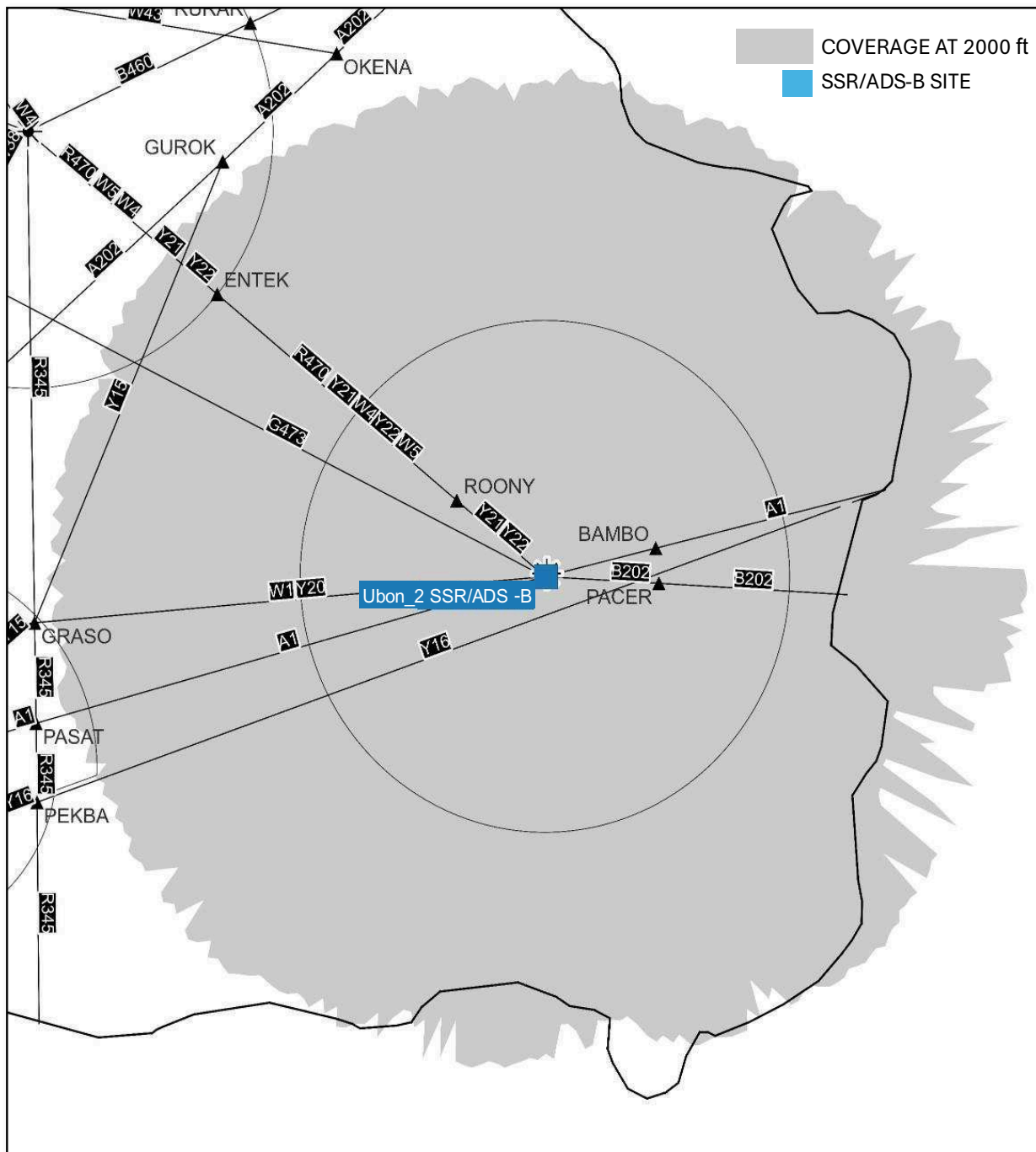


Figure ENR 1.6 - K - Coverage at 10500 FT 12500 FT 30000 FT



Area of Theoretical SSR/ADS-B Coverage

Figure ENR 1.6 -L- Ubon Ratchathani_2 SSR/ADS-B Station Coverage at 2000 ft



	FROM	TO	ROUTE
5	VTCP	VTBD	IDKOR W22 PSL Y28 BLAFF DCT NAKON
		VTBS	IDKOR W22 PSL Y28 BLAFF DCT NORTA
		Overfly BKK	IDKOR W22 PSL Y28 BKK...
6	VTCT	VTBD	DUBEN Y28 BLAFF DCT NAKON
		VTBS	DUBEN Y28 BLAFF DCT NORTA
		Overfly BKK	DUBEN Y28 BKK...
7	VTPM	VTBD	KADAV W26 IGPOP Y7 BLAFF DCT NAKON
		VTBS	KADAV W26 IGPOP Y7 BLAFF DCT NORTA
		Overfly BKK	KADAV W26 IGPOP Y7 BKK...
8	VTPT	VTBD	W26 IGPOP Y7 BLAFF DCT NAKON
		VTBS	W26 IGPOP Y7 BLAFF DCT NORTA
		Overfly BKK	W26 IGPOP Y7 BKK...
9	VTPO/TPP	VTBD	PEBLI Y28 BLAFF DCT NAKON
		VTBS	PEBLI Y28 BLAFF DCT NORTA
		Overfly BKK	PEBLI Y28 BKK...
10	VTPB	VTBD	(1) W26 CMP W21 NOBER DCT NAKON (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) W39 NOBER DCT NAKON
		VTBS	(1) W26 CMP W21 NOBER DCT NORTA (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) W39 NOBER DCT NORTA
		Overfly BKK	(1) W26 CMP W21 BKK (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) W39 NOBER W21 BKK...
11	VTUL	VTBD	(1) BOVGO B218 CMP W21 NOBER DCT NAKON (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) DUBOL W39 NOBER DCT NAKON
		VTBS	(1) BOVGO B218 CMP W21 NOBER DCT NORTA (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) DUBOL W39 NOBER DCT NORTA
		Overfly BKK	(1) BOVGO B218 CMP W21 BKK... (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) DUBOL W39 NOBER W21 BKK...
12	VTUD	VTBD	SURGU W21 NOBER DCT NAKON
		VTBS	SURGU W21 NOBER DCT NORTA
		Overfly BKK	SURGU W21 BKK...
13	VLLB/LPB	VTBD	(1) VTN R474 CMP W21 NOBER DCT NAKON (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) YAKUA B346 NOBER DCT NAKON
		VTBS	(1) VTN R474 CMP W21 NOBER DCT NORTA (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) YAKUA B346 NOBER DCT NORTA
		Overfly BKK	(1) VTN R474 CMP W21 BKK... (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) YAKUA B346 BKK...

	FROM	TO	ROUTE
14	VLVT/VTN	VTBD	VTN R474 CMP W21 NOBER DCT NAKON
		VTBS	VTN R474 CMP W21 NOBER DCT NORTA
		Overfly BKK	VTN R474 CMP W21 BKK...
15	SAGAG	VTBD	(1) PONUK Y27 DUBEN Y28 BLAFF DCT NAKON (2) YAKUA B346 NOBER DCT NAKON (MON-FRI 0000-0059, 0901-2359 UTC AND SAT, SUN, PUBLIC HOLIDAY)
		VTBS	(1) PONUK Y27 DUBEN Y28 BLAFF DCT NORTA (2) YAKUA B346 NOBER DCT NORTA (MON-FRI 0000-0059, 0901-2359 UTC AND SAT, SUN, PUBLIC HOLIDAY)
		Overfly BKK	(1) PONUK Y27 DUBEN Y28 BKK... (2) YAKUA B346 BKK... (MON-FRI 0000-0059, 0901-2359 UTC AND SAT, SUN, PUBLIC HOLIDAY)

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

VTSP AD 2.20 LOCAL AERODROME REGULATIONS

1. SURFACE MOVEMENT PROCEDURE

1.1 Ground Movement

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

1.1.1 Manoeuvring on movement area :

- a) Area of apron A, D and E is the blind spot area, when ATC instruction is issued, aircraft are to manoeuvre by pilot discretion.
- b) Special manoeuvring procedure at Phuket Aerodrome on TWY P, When visibility below 3,000 m., due to minimum distance between RWY centre line is 150 m. aircraft code letter C, D and E that taxiing on TWY P shall be instructed to hold, under the following conditions :
 - Before departing aircraft code C,D, and E enters the runway for take-off or
 - Before arriving aircraft code C, D and E crossing 4 NM final for landing.
- c) Taxiing on TWY P in connection with TWY E due to the minimum separation distance between TWY centre line and objects is 39.5 m wide body aircraft to taxi with extreme caution.

2. USE OF RUNWAY

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

2.1 Departing aircraft

- a) Commensurate with safety and standard operating procedure, when in receipt of a line up clearance, pilots should ensure that they are able to taxi into the correct hold and line up position on the runway as soon as the preceding aircraft has commenced its take-off roll.
- b) Cockpit checks should be completed before line up, any further checks requiring completion whilst on the runway shall be kept to a minimum. Pilots should ensure that they are able to commence the take-off roll immediately after a take-off clearance is issued.
- c) Pilots unable to comply with these procedures shall inform ATC prior to passing the runway holding position.
- d) To reduce communication workload when a take off clearance has been issued by ATC, all departing aircraft shall still remain on the TWR freq. 118.1 MHz from commencing take off roll until further advised.

2.2 Arriving aircraft

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

3. START-UP PROCEDURE

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

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

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

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

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

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

3.5 If ATC clearance includes a departure time restriction in order to establish longitudinal separation, pilots shall maintain listening watch on Phuket ground in readiness for push back and are to call Phuket Ground in the appropriate time with the departure time restriction.

Pilots who fail to comply with these requirements or amended departure time restriction will result in cancellation of ATC clearance.

3.6 When the weather condition below VMC, all of VFR operations on and in the vicinity of the Phuket aerodrome shall be suspended by Phuket Tower or Phuket Approach, if the pilot request SVFR, shall contact Phuket Delivery Control for SVFR clearance.

3.7 Communication failure procedure: If unable to contact Phuket Delivery Control, Pilot of all aircraft shall contact Phuket Ground Control on frequency 121.9 MHz for request ATC clearance.

3.8 All aircraft shall start-up and push back with minimum power.

3.9 Pilot are reminded they shall start-up only one engine with minimum power (on idle power) when parking at aircraft stand or during push back. The other engines shall be allowed to start-up when push back procedure is complete (tow bar has been disconnected) and aircraft is aligned with the taxilane.

3.10 In case the pilot needs to start-up engine more than minimum power (such as Cross-Bleed Start Up), an approval must be received from ATC before push back. Pilots shall start-up engine more than minimum power within the taxilane only, a delay may result in requesting for such operation.

3.11 In case the pilot needs to test engine after repairing or replace new engines to the aircraft. Testing shall be conduct during the hours of 2300-1400 UTC at stand No.99 on taxiway A, heading of the aircraft to east.

3.12 For the purpose of noise and carbon emission reduction on the apron area, any aircraft that is designated to park at the stand served with passenger loading bridges shall utilize the fixed ground power supply(400Hz) and fixed pre-conditioned air supply provides by the airport if airport if serviceable.

- a) Fixed ground power supply(400Hz)-Operators are recommended to reduce electric load immediately after parking. May be used but not more than 5 minutes after the aircraft has parked. If fixed ground power supply is out of service, mobile GPU may be used.
- b) Fixed Pre-Conditioned Air (PCA) supply-Operators are recommended to turn off the cabin air re-circulation system to prevent outside air mixing with PC-Air. If fixed PCA is out of service, mobile ACU may be used.
- c) In the event of an aircraft needs to run an APU, it could be done only when park on the remote parking stands which are far from the concourse buildings.

4. PUSH BACK PROCEDURE

APRON A

4.1 Push back (Face to North or Face to South) procedures for an aircraft parking at stand number 7 through 16 will be advised by ATC.

Aircraft stand	Taxi out	Push Back Instruction
10 and 11	T3	Aircraft shall be pushed back face to north then further to the tow-bar release on marking (6) behind aircraft stand number 12L.
10 and 11	T5	Aircraft shall be pushed back face to south then further to the tow-bar release on marking (3) behind aircraft stand number 9.
15	T2	Aircraft shall be pushed back face to north then towed forward and the tow-bar released behind aircraft stand number 14.
15	T7	Aircraft shall be pushed back face to south then further to the tow-bar release on marking (7) behind aircraft stand number 15.
16	T7	Aircraft shall be pushed back face to south then further to the tow-bar release on marking (7) behind aircraft stand number 15.

APRON B

4.2 Push back (Face to East or Face to West) procedures for an aircraft parking at stand number 1 through 6 will be advised by ATC.

Apron D

4.3 Push back (Face to North or Face to South) procedures for an aircraft parking at stand number 31 through 40 will be advised by ATC.

Aircraft stand	Taxi out	Push Back Instruction
33L, 33, 34L, 34, 34R and 35	T5	Aircraft shall pushed back face to south then further to the tow-bar release on marking (1) behind aircraft stand number 33R.
34L, 34, 34R and 35	T4	Aircraft shall pushed back face to north then further to the tow-bar release on marking (4) behind aircraft stand number 36.
39	T1	Aircraft shall pushed back face to north towed forward and the tow-bar released behind aircraft stand number 38.
39	T7	Aircraft shall pushed back face to south then further to the tow-bar release on marking (5) behind aircraft stand number 39.
40	T7	Aircraft shall pushed back face to south then further to the tow-bar release on marking (5) behind aircraft stand number 39.

Apron E

4.4 Push back procedures for an aircraft parking at stand number 51 through 54 will be as follows:

Apron	Aircraft Stand	Taxi out	Push Back Instruction
E	51 (for private aircraft only)	Taxiway K	Aircraft shall be pushed back in south direction until nose gear is on "apron safety line" then swing aircraft nose forward in easterly direction facing south and tow to a release point at Taxiway "K".
	52, 52L, 52R, 53, 53L, 53R and 54 (for private aircraft only)	Taxiway K	Aircraft shall be pushed back face to east until nose gear is on "apron safety line" of parking stand number 51 then tow to a release point at Taxiway "K".

Remarks

- Pilots shall contact ATC for engine start-up when aircraft is at a release point.
- Pilots are reminded that no engine start-up is permitted on Apron E. The engines shall be allowed to start-up when push back procedure is completed (tow bar has been disconnected) and aircraft is aligned with the taxiway "K".

4.5 Due to aircraft congestion, self-maneuvring is not permitted at any parking stand, all aircraft must use tow-bar or towbar-less tractor for push back procedure.

4.6 Area of Apron A, D and E are the blind spot area. Aircraft have to manoeuvre by push back procedures and pilot discretion.

5. PARKING PROCEDURE

5.1 Apron A: Use Taxilane T1, T2, T3, T4, T5, T6 and T7 to enter or exit aircraft stand number 7 – 16 as advised by ATC.

5.2 Apron B: Use Taxiway P to enter or exit aircraft stand number 1 – 6 as advised by ATC.

5.3 Apron D: Use Taxilane T1, T2, T3, T4, T5, T6 and T7 to enter or exit aircraft stand number 31-40 as advised by ATC.

5.4 Apron E

5.4.1 Parking procedures

Aircraft Stand	Parking Instruction
51	Aircraft shall enter aircraft parking stand via taxiway "K" by using idle power and follow marshaller.
52, 52L, 52R, 53, 53L, 53R and 54	Aircraft shall taxi to "basic marshaller and towing stop line" via taxiway "K" by follow marshaller then shut down engine and enter to aircraft parking stand by towing only.

Remarks: For aircraft that taxiing into Apron E, pilot shall be reminded that engine power is not permitted after "Basic Marshaller and Towing Stop Line" for parking at aircraft parking stand number 52 – 54. Idle power can be used for aircraft taxiing into aircraft parking stand number 51 only.

VTUK 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	032.83°	2600x45	PCN 65/F/C/X/T Asphaltic concrete	162726.35N 1024638.84E	THR 606 ft
21	212.83°	2600x45	PCN 65/F/C/X/T Asphaltic concrete	162837.40N 1024726.35E	THR 671 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
+0.80%	NIL	NIL	2720x150	NIL	NIL	NIL	NIL
-0.60%	NIL	NIL	2720x150	NIL	NIL	NIL	NIL

VTUK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	2600	2600	2600	2600	NIL
21	2600	2600	2600	2600	NIL

VTUK 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	NIL	Green NIL	PAPI Left 3° (56.07 ft)	NIL	NIL	2600 m, 50 m, FM 0 m - 2000 m White, FM 2000 m - 2600 m Yellow, LIH	Red NIL	NIL	RTIL
21	NIL	Green NIL	PAPI Left 3° (55.15 ft)	NIL	NIL	2600 m, 50 m, FM 0 m - 2000 m White, FM 2000 m - 2600 m Yellow, LIH	Red NIL	NIL	RTIL

VTUK 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 1270 m from THR 03, off set to right side 120 m from RCL, illuminated. 2. Wind cone at 896 m from THR 21 off set to left side 125 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	Flares 2 HR PN

VTUK 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

VTUK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on KKN DVOR/DME (162815.3N 1024716.8E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	KHON KAEN TOWER English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTUK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Khon Kaen Approach	123.4 MHz 240.0 MHz 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Khon Kaen Tower	122.25 MHz 236.6 MHz 121.5 MHz ¹⁾	As AD OPR HR	
GND	Khon Kaen Ground	121.9 MHz	As AD OPR HR	
ATIS	Khon Kaen Airport	126.85 MHz	As AD OPR HR	

VTUK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	KN	393 KHz	H24	162743.3N 1024704.2E	NIL	NIL
DVOR/DME	KKN	114.9 MHz CH96X	H24	162815.2N 1024716.7E	210 m (700 ft)	DVOR/DME restriction due to terrain surround DVOR/DME station, coverage check does not provide adequate signal 40 nm. at required altitude in various areas as follows: – Radial 001°-080° altitude should not below 2 500 ft. – Radial 081°-220° altitude should not below 2 000 ft. – Radial 221°-360° altitude should not below 3 500 ft.

VTUK AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

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

VTUK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUK AD 2.22 FLIGHT PROCEDURES

1. VFR Procedures

Details of VFR entry and exit procedures, see charts.

2. Take-off and Landing when VTD65 Active

During military air exercise taking place on exercise area Nam Phong Range (VTD65), all aircraft departing/arriving VTUK shall comply with the following instructions:

- Pilot might be requested to take-off RWY 21 and landing RWY 03.
- If unable to comply with RWY restriction, pilot shall inform ATC immediately and expect delay.

3. IFR DEPARTURES OTHER THAN VIA SID

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

4. VISUAL DEPARTURES

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

To execute a visual departure

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

5. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

- the pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below,
 - the pilot shall be responsible for adherence to such obtained ATC clearance,
 - the pilot prior to take-off shall agree to execute this procedure,
 - The ATC clearance shall be readback,
- Runway 03:

KHONKAEN OMNI 03 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,400 ft.

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

No turn before DER.

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

- Runway 21:

KHONKAEN OMNI 21 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,400 ft.

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

No turn before DER.

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

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

Bird concentrations in the vicinity of an aerodrome.

VTUK AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUK-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTUK-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTUK-2-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SEDNO1C	AD 2-VTUK-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SEDNO1C (Tabular description)	AD 2-VTUK-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SEDNO1C (Waypoint list table)	AD 2-VTUK-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SEDNO1D	AD 2-VTUK-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SEDNO1D (Tabular description)	AD 2-VTUK-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SEDNO1D (Waypoint list table)	AD 2-VTUK-6-7
Instrument Approach Chart - ICAO - NDB z RWY 03	AD 2-VTUK-8-1
Instrument Approach Chart - ICAO - NDB RWY 21	AD 2-VTUK-8-3
Instrument Approach Chart - ICAO - VOR RWY 03	AD 2-VTUK-8-5
Instrument Approach Chart - ICAO - VOR RWY 03 (Fix and point list table)	AD 2-VTUK-8-6
Instrument Approach Chart - ICAO - VOR RWY 21	AD 2-VTUK-8-7
Instrument Approach Chart - ICAO - VOR RWY 21 (Fix and point list table)	AD 2-VTUK-8-8
Instrument Approach Chart - ICAO - RNP RWY 03	AD 2-VTUK-8-9
Instrument Approach Chart - ICAO - RNP RWY 03 (Tabular description)	AD 2-VTUK-8-10
Instrument Approach Chart - ICAO - RNP RWY 03 (Waypoint list table)	AD 2-VTUK-8-11
Instrument Approach Chart - ICAO - RNP RWY 21	AD 2-VTUK-8-13
Instrument Approach Chart - ICAO - RNP RWY 21 (Tabular description)	AD 2-VTUK-8-14
Instrument Approach Chart - ICAO - RNP RWY 21 (Waypoint list table)	AD 2-VTUK-8-15
VFR ENTRY PROCEDURE CHART - RWY 03/21 (NORTH)	AD 2-VTUK-9-1
VFR ENTRY PROCEDURE CHART - RWY 03/21 (NORTH) (Tabular description)	AD 2-VTUK-9-2
VFR ENTRY PROCEDURE CHART - RWY 03/21 (SOUTH)	AD 2-VTUK-9-3
VFR ENTRY PROCEDURE CHART - RWY 03/21 (SOUTH) (Tabular description)	AD 2-VTUK-9-4
VFR EXIT PROCEDURE CHART - RWY 03 (NORTH)	AD 2-VTUK-9-5
VFR EXIT PROCEDURE CHART - RWY 03 (NORTH) (Tabular description)	AD 2-VTUK-9-6
VFR EXIT PROCEDURE CHART - RWY 03 (SOUTH)	AD 2-VTUK-9-7
VFR EXIT PROCEDURE CHART - RWY 03 (SOUTH) (Tabular description)	AD 2-VTUK-9-8
VFR EXIT PROCEDURE CHART - RWY 21 (NORTH)	AD 2-VTUK-9-9
VFR EXIT PROCEDURE CHART - RWY 21 (NORTH) (Tabular description)	AD 2-VTUK-9-10
VFR EXIT PROCEDURE CHART - RWY 21 (SOUTH)	AD 2-VTUK-9-11
VFR EXIT PROCEDURE CHART - RWY 21 (SOUTH) (Tabular description)	AD 2-VTUK-9-12

AERODROME CHART - ICAO

16° 28' 00" N
102° 47' 01" E

ELEV 681 FT

TWR 122.25, 236.6
GND 121.9

KHON KAEN / Khon Kaen

RWY	DIRECTION (TRUE BRG)	THR	BEARING STRENGTH
03	034°	16° 27' 26" N 102° 46' 39" E	PCN 65/F/C/X/T
21	214°	16° 28' 37" N 102° 47' 26" E	
APRON 1 APRON 2			PCN 75/R/C/W/T
TAXIWAY A, B			PCN 96/F/D/W/T
TAXIWAY C			PCN 65/F/C/X/T
TAXIWAY D			PCN 96/F/D/W/T

ELEVATION IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

VAR 0° 59' W (2025)
ANNUAL RATE OF CHANGE 0° 1' E

REMARKS:
· DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
· HOT SPOTS SHOWN IN AERODROME GROUND MOVEMENT CHART
· TAXIWAY WIDTH 23 m.

150 0 100 250 500 750
500 0 500 1000 1500 2000
METRES
FEET

MARKING AIDS RWY 03/21 AND EXIT TWY

LIGHTING AIDS RWY 03/21 AND EXIT TWY

150 0 100 250 500 750
500 0 500 1000 1500 2000
METRES
FEET

The Civil Aviation Authority of Thailand

AIRAC AMDT 10/26

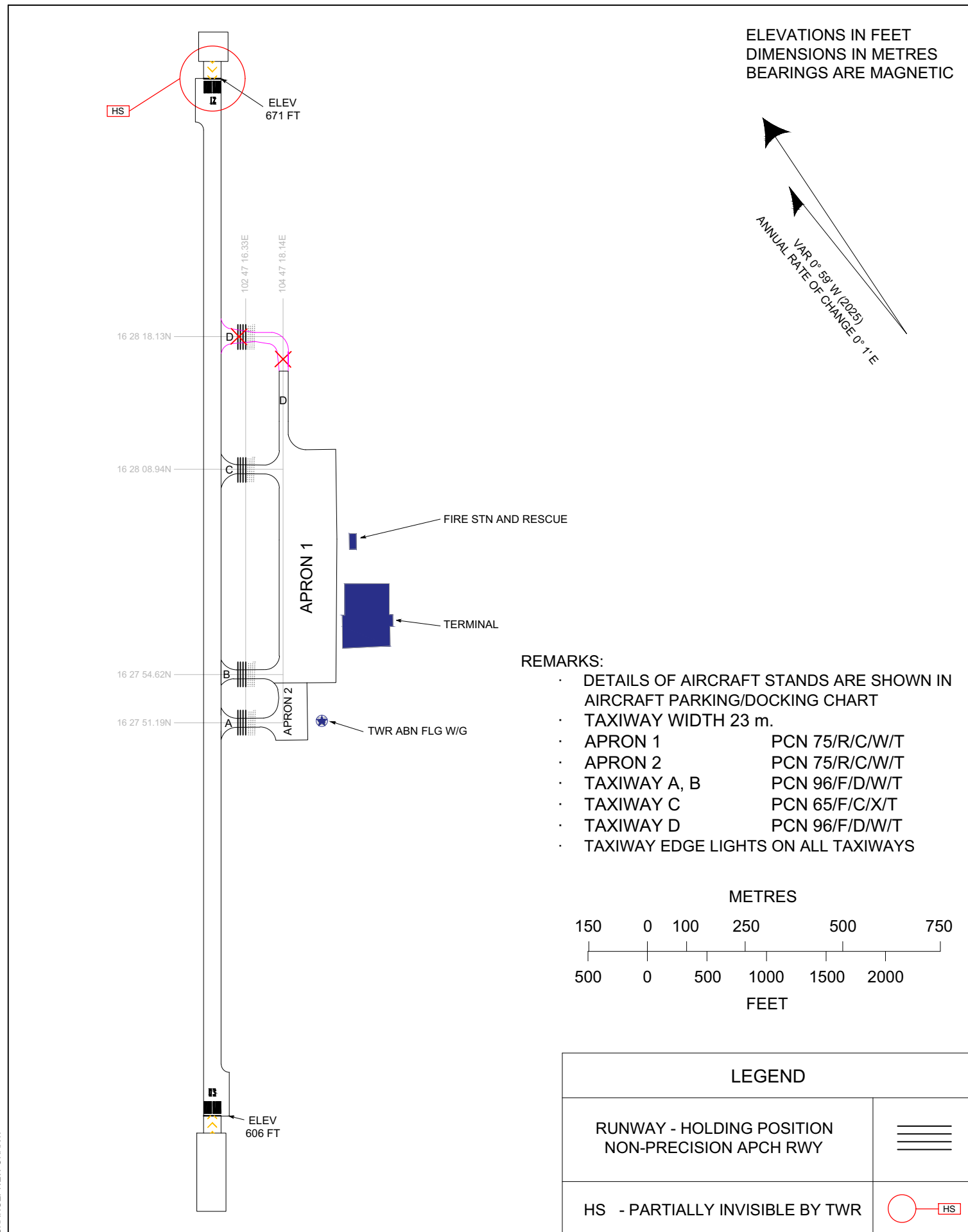
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**AERODROME GROUND
MOVEMENT CHART - ICAO**

**APRON ELEV
638 FT**

**TWR 122.25, 236.6
GND 121.9**

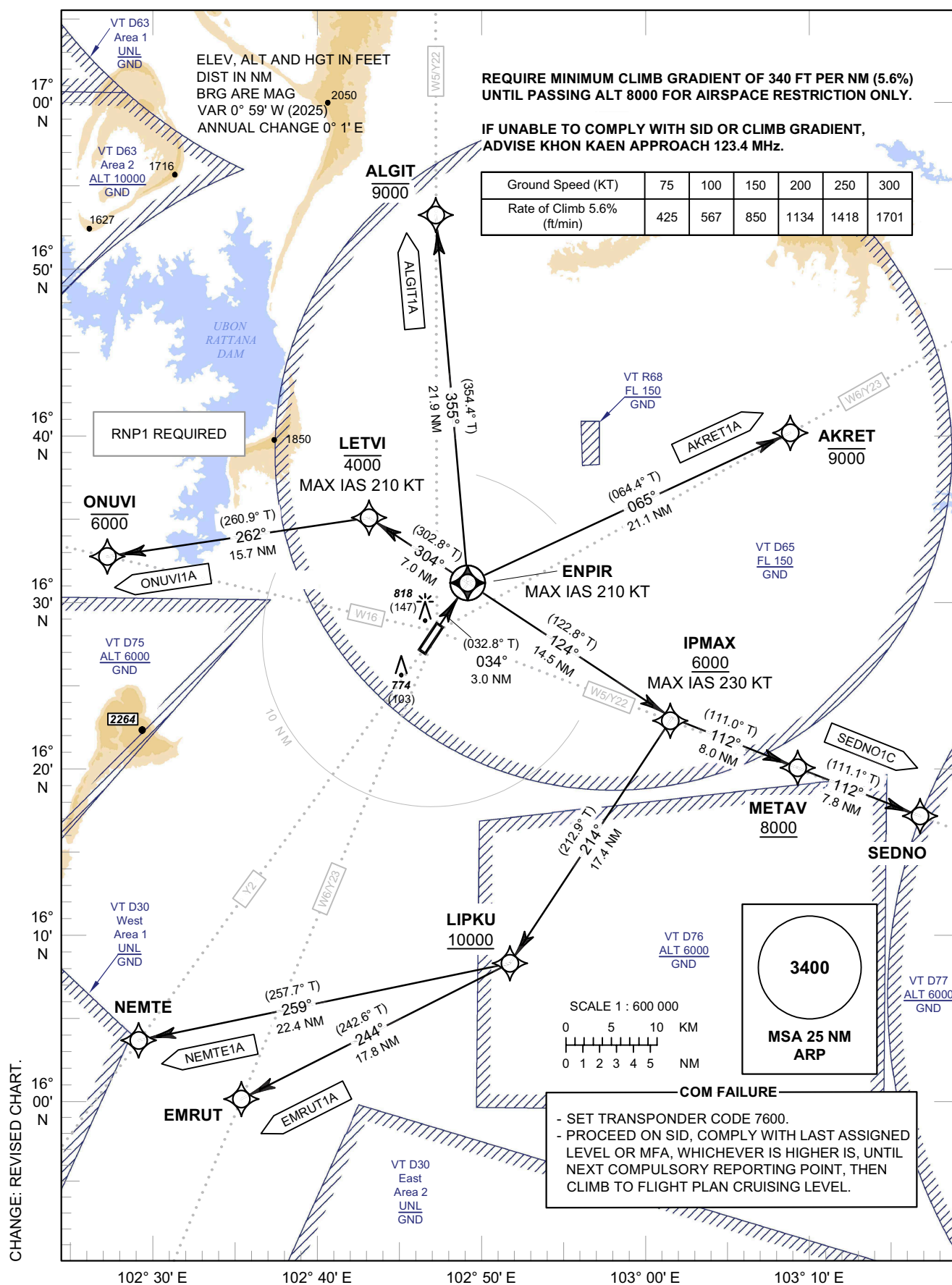
KHON KAEN / Khon Kaen



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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOTRANSITION ALTITUDE
11000 FTAPP : 123.4 , 240.0
TWR : 122.25 , 236.6
GND : 121.9
ATIS : 126.85KHON KAEN /
Khon Kaen (VTUK)

RNAV RWY03

AKRET1A ALGIT1A EMRUT1A
NEMTE1A ONUVI1A SEDNO1C

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

KHON KAEN /
Khon Kaen (VTUK)

RNAV RWY03

AKRET1A ALGIT1A EMRUT1A
NEMTE1A ONUVI1A SEDNO1C

TABULAR DESCRIPTION

RNAV RWY03											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
ALGIT1A											
010	-	DER RWY03	-	-	+ 1.0	-	-	-	-	-	RNP1
020	CF	ENPIR	Y	034°(032.8°)	+ 1.0	3.0	-	-	- 210	-	RNP1
030	TF	ALGIT	-	355°(354.4°)	+ 1.0	21.9	-	-9000	-	-	RNP1
AKRET1A											
010	-	DER RWY03	-	-	+ 1.0	-	-	-	-	-	RNP1
020	CF	ENPIR	Y	034°(032.8°)	+ 1.0	3.0	-	-	- 210	-	RNP1
030	TF	AKRET	-	065°(064.4°)	+ 1.0	21.1	-	-9000	-	-	RNP1
EMRUT1A											
010	-	DER RWY03	-	-	+ 1.0	-	-	-	-	-	RNP1
020	CF	ENPIR	Y	034°(032.8°)	+ 1.0	3.0	-	-	- 210	-	RNP1
030	TF	IPMAX	-	124°(122.8°)	+ 1.0	14.5	-	+6000	- 230	-	RNP1
040	TF	LIPKU	-	214°(212.9°)	+ 1.0	17.4	-	+10000	-	-	RNP1
050	TF	EMRUT	-	244°(242.6°)	+ 1.0	17.8	-	-	-	-	RNP1
NEMTE1A											
010	-	DER RWY03	-	-	+ 1.0	-	-	-	-	-	RNP1
020	CF	ENPIR	Y	034°(032.8°)	+ 1.0	3.0	-	-	- 210	-	RNP1
030	TF	IPMAX	-	124°(122.8°)	+ 1.0	14.5	-	+6000	- 230	-	RNP1
040	TF	LIPKU	-	214°(212.9°)	+ 1.0	17.4	-	+10000	-	-	RNP1
050	TF	NEMTE	-	259°(257.7°)	+ 1.0	22.4	-	-	-	-	RNP1
SEDNO1C											
010	-	DER RWY03	-	-	+ 1.0	-	-	-	-	-	RNP1
020	CF	ENPIR	Y	034°(032.8°)	+ 1.0	3.0	-	-	- 210	-	RNP1
030	TF	IPMAX	-	124°(122.8°)	+ 1.0	14.5	-	+6000	- 230	-	RNP1
040	TF	METAV	-	112°(111.0°)	+ 1.0	8.0	-	+8000	-	-	RNP1
050	TF	SEDNO	-	112°(111.1°)	+ 1.0	7.8	-	-	-	-	RNP1
ONUV1A											
010	-	DER RWY03	-	-	+ 1.0	-	-	-	-	-	RNP1
020	CF	ENPIR	Y	034°(032.8°)	+ 1.0	3.0	-	-	- 210	-	RNP1
030	TF	LETVI	-	304°(302.8°)	+ 1.0	7.0	-	-4000	- 210	-	RNP1
040	TF	ONUVI	-	262°(260.9°)	+ 1.0	15.7	-	-6000	-	-	RNP1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOKHON KAEN /
Khon Kaen (VTUK)

RNAV RWY03

AKRET1A ALGIT1A EMRUT1A
NEMTE1A ONUVI1A SEDNO1C

WAYPOINT LIST

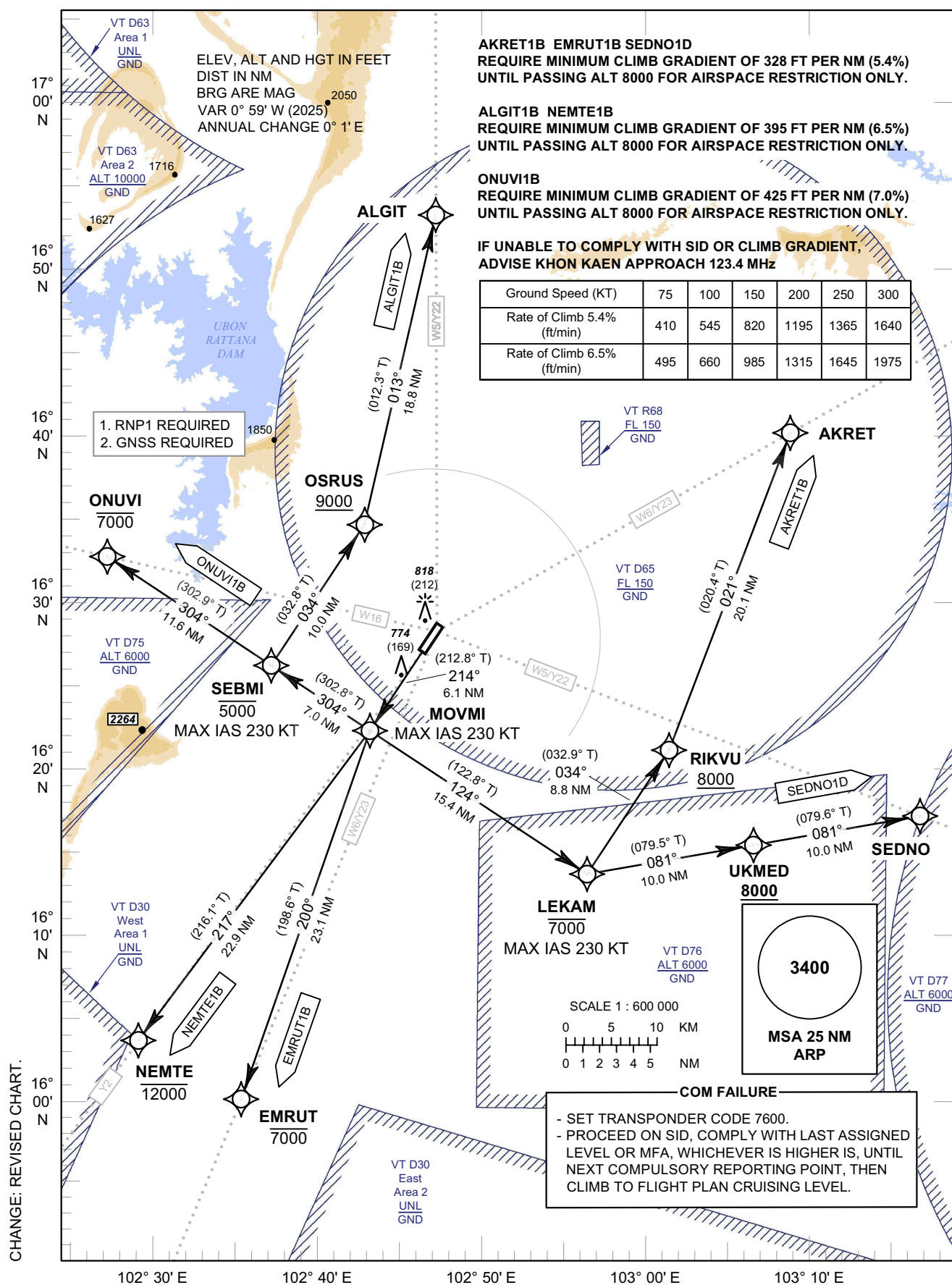
RNAV RWY03	
Waypoint Identifier	Coordinates
DER RWY03	16° 28' 37.40" N 102° 47' 26.35" E
AKRET	16° 40' 16.00" N 103° 08' 55.51" E
ALGIT	16° 52' 59.94" N 102° 46' 54.83" E
EMRUT	16° 00' 19.64" N 102° 35' 33.26" E
ENPIR	16° 31' 09.32" N 102° 49' 07.92" E
IPMAX	16° 23' 15.12" N 103° 01' 48.22" E
LETVI	16° 34' 57.96" N 102° 43' 00.52" E
LIPKU	16° 08' 34.73" N 102° 51' 59.03" E
METAV	16° 20' 22.00" N 103° 09' 34.14" E
NEMTE	16° 03' 44.79" N 102° 29' 12.78" E
ONUVI	16° 32' 28.21" N 102° 26' 55.02" E
SEDNO	16° 17' 33.31" N 103° 17' 07.18" E

CHANGE: DER RWY03 COORDINATES.

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOTRANSITION ALTITUDE
11000 FTAPP : 123.4 , 240.0
TWR : 122.25 , 236.6
GND : 121.9
ATIS : 126.85KHON KAEN /
Khon Kaen (VTUK)

RNAV RWY21

AKRET1B ALGIT1B EMRUT1B
NEMTE1B ONUVI1B SEDNO1D

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

KHON KAEN /
Khon Kaen (VTUK)

RNAV RWY21

AKRET1B ALGIT1B EMRUT1B
NEMTE1B ONUVI1B SEDNO1D

TABULAR DESCRIPTION

RNAV RWY21											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
AKRET1B											
010	-	DER RWY21	-	-	+ 1.0	-	-	-	-	-	RNP1
020	CF	MOVMI	-	214°(212.8°)	+ 1.0	6.1	-	-	- 230	-	RNP1
030	TF	LEKAM	-	124°(122.8°)	+ 1.0	15.4	-	-7000	- 230	-	RNP1
040	TF	RIKVU	-	034°(032.9°)	+ 1.0	8.8	-	+8000	-	-	RNP1
050	TF	AKRET	-	021°(020.4°)	+ 1.0	20.1	-	-	-	-	RNP1
ALGIT1B											
010	-	DER RWY21	-	-	+ 1.0	-	-	-	-	-	RNP1
020	CF	MOVMI	-	214°(212.8°)	+ 1.0	6.1	-	-	- 230	-	RNP1
030	TF	SEBMI	-	304°(302.8°)	+ 1.0	7.0	-	-5000	- 230	-	RNP1
040	TF	OSRUS	-	034°(032.8°)	+ 1.0	10.0	-	+9000	-	-	RNP1
040	TF	ALGIT	-	013°(012.3°)	+ 1.0	18.8	-	-	-	-	RNP1
EMRUT1B											
010	-	DER RWY21	-	-	+ 1.0	-	-	-	-	-	RNP1
020	CF	MOVMI	-	214°(212.8°)	+ 1.0	6.0	-	-	- 230	-	RNP1
030	TF	EMRUT	-	200°(198.6°)	+ 1.0	23.1	-	-7000	-	-	RNP1
NEMTE1B											
010	-	DER RWY21	-	-	+ 1.0	-	-	-	-	-	RNP1
020	CF	MOVMI	-	214°(212.8°)	+ 1.0	6.1	-	-	- 230	-	RNP1
030	TF	NEMTE	-	217°(216.1°)	+ 1.0	22.9	-	-12000	-	-	RNP1
ONUVI1B											
010	-	DER RWY21	-	-	+ 1.0	-	-	-	-	-	RNP1
020	CF	MOVMI	-	214°(212.8°)	+ 1.0	6.1	-	-	- 230	-	RNP1
030	TF	SEBMI	-	304°(302.8°)	+ 1.0	7.0	-	-5000	- 230	-	RNP1
040	TF	ONUVI	-	304°(302.9°)	+ 1.0	11.6	-	-7000	-	-	RNP1
SEDNO1D											
010	-	DER RWY21	-	-	+ 1.0	-	-	-	-	-	RNP1
020	CF	MOVMI	-	214°(212.8°)	+ 1.0	6.1	-	-	- 230	-	RNP1
030	TF	LEKAM	-	124°(122.8°)	+ 1.0	15.4	-	-7000	- 230	-	RNP1
040	TF	UKMED	-	081°(079.5°)	+ 1.0	10.0	-	+8000	-	-	RNP1
050	TF	SEDNO	-	081°(079.6°)	+ 1.0	10.0	-	-	-	-	RNP1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOKHON KAEN /
Khon Kaen (VTUK)

RNAV RWY21

AKRET1B ALGIT1B EMRUT1B
NEMTE1B ONUVI1B SEDNO1D

WAYPOINT LIST

RNAV RWY21	
Waypoint Identifier	Coordinates
DER RWY21	16° 27' 26.35" N 102° 46' 38.84" E
AKRET	16° 40' 16.00" N 103° 08' 55.51" E
ALGIT	16° 52' 59.94" N 102° 46' 54.83" E
EMRUT	16° 00' 19.64" N 102° 35' 33.26" E
LEKAM	16° 13' 55.19" N 102° 56' 40.12" E
MOVMI	16° 22' 18.49" N 102° 43' 13.03" E
NEMTE	16° 03' 44.79" N 102° 29' 12.78" E
ONUVI	16° 32' 28.21" N 102° 26' 55.02" E
OSRUS	16° 34' 33.39" N 102° 42' 44.08" E
RIKVU	16° 21' 20.39" N 103° 01' 38.23" E
SEBMI	16° 26' 06.97" N 102° 37' 05.78" E
SEDNO	16° 17' 33.31" N 103° 17' 07.18" E
UKMED	16° 15' 44.50" N 103° 06' 53.56" E

CHANGE: DER RWY21 COORDINATES.

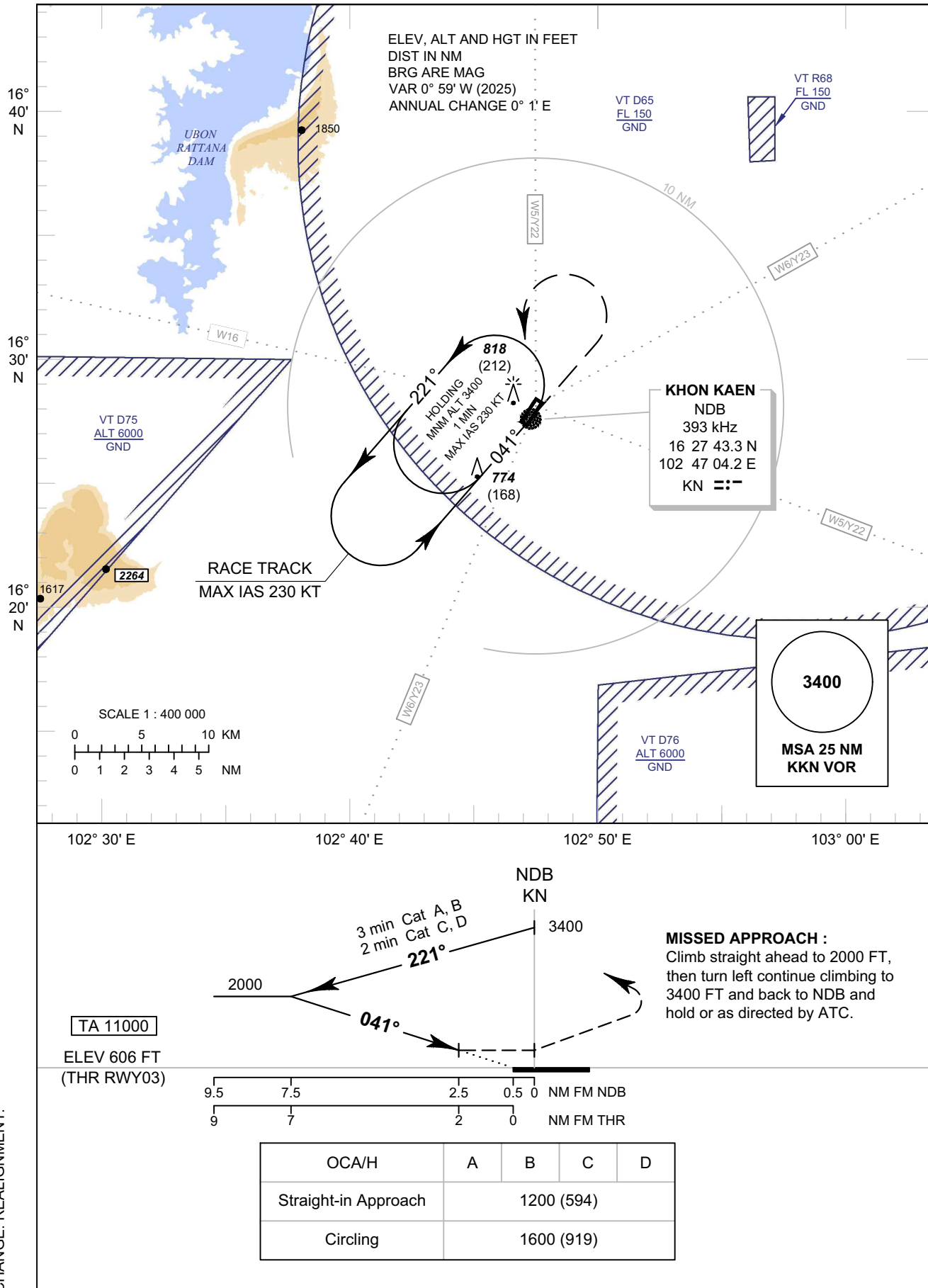
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**INSTRUMENT
APPROACH
CHART - ICAO**

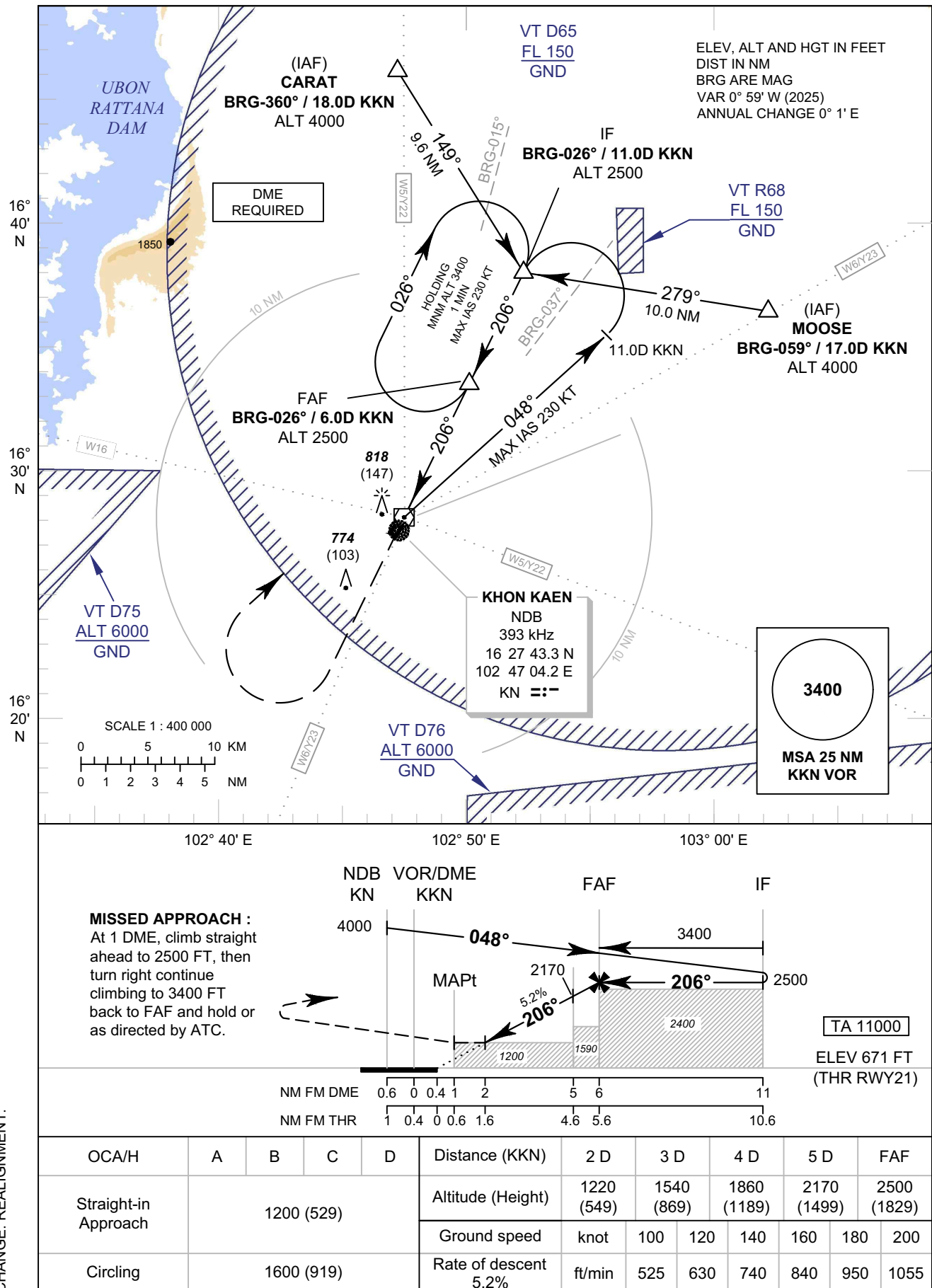
AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 606 FT

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

**KHON KAEN /
Khon Kaen (VTUK)**
NDB z RWY03

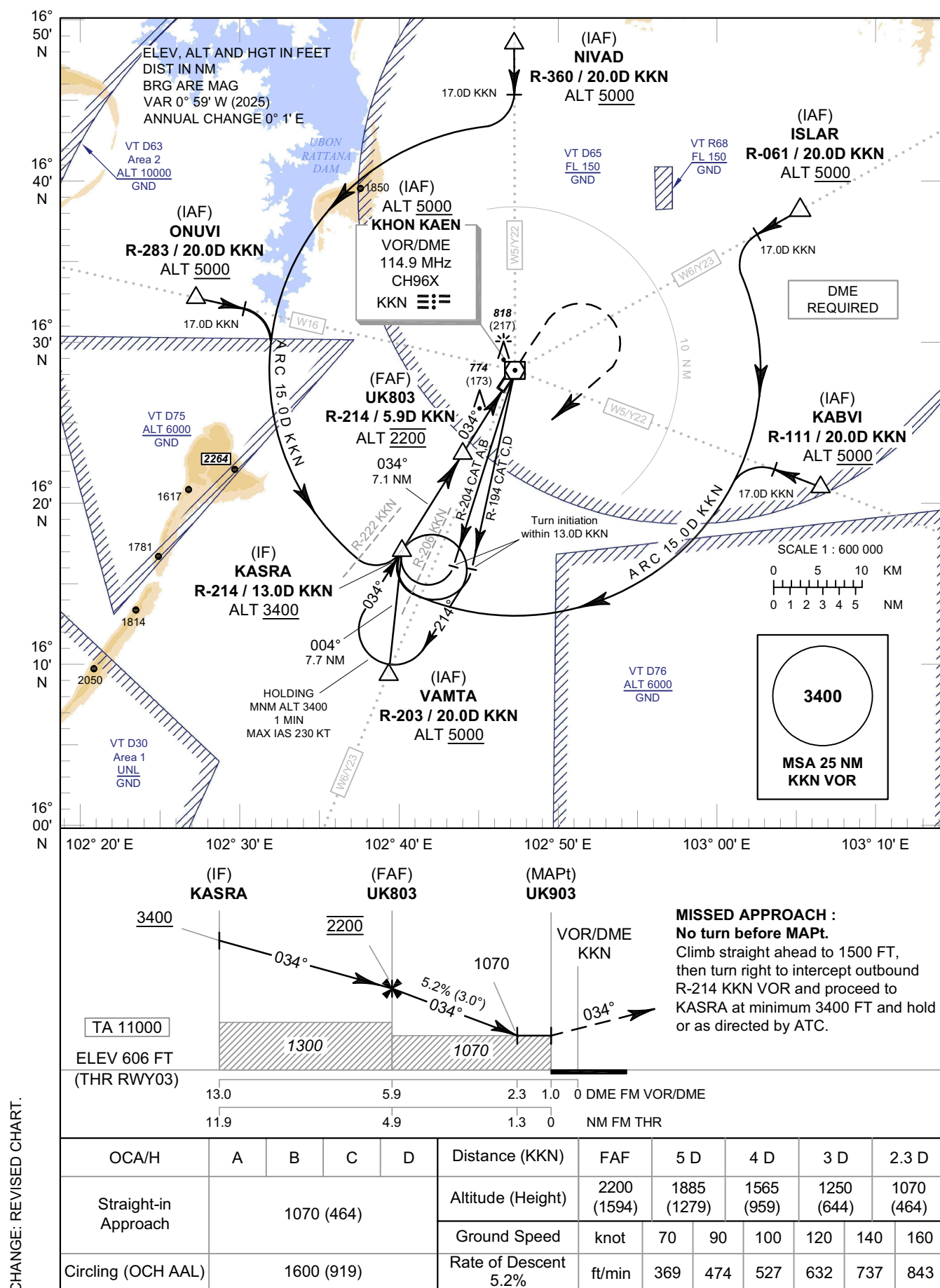


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INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 671 FTAPP : 123.4 , 240.0
TWR : 122.25 , 236.6
GND : 121.9
ATIS : 126.85KHON KAEN /
Khon Kaen (VTUK)
NDB RWY21

CHANGE: REALIGNMENT.

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INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 606 FTAPP : 123.4 , 240.0
TWR : 122.25 , 236.6
GND : 121.9
ATIS : 126.85KHON KAEN /
Khon Kaen (VTUK)
VOR RWY03

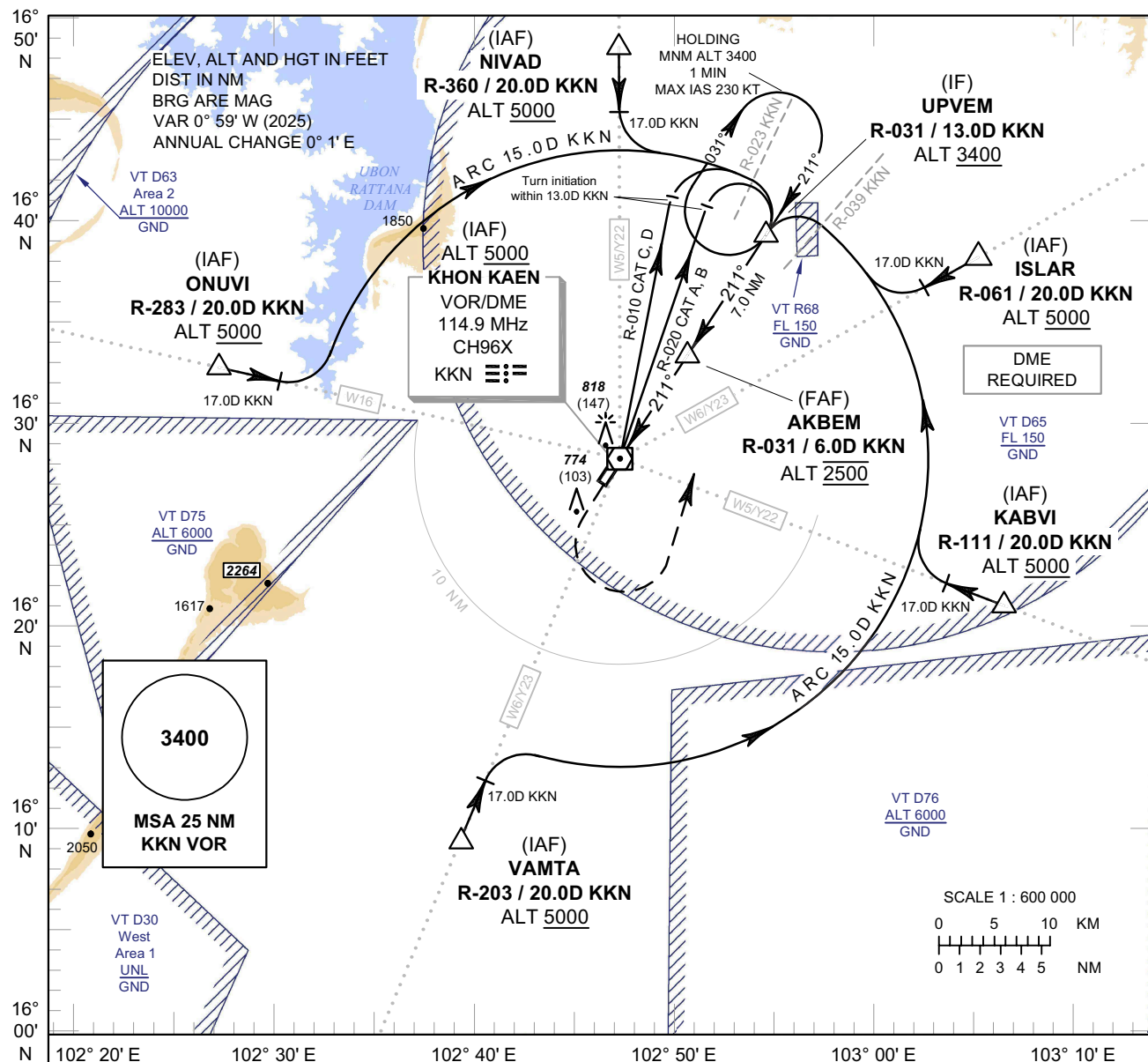
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 606 FT

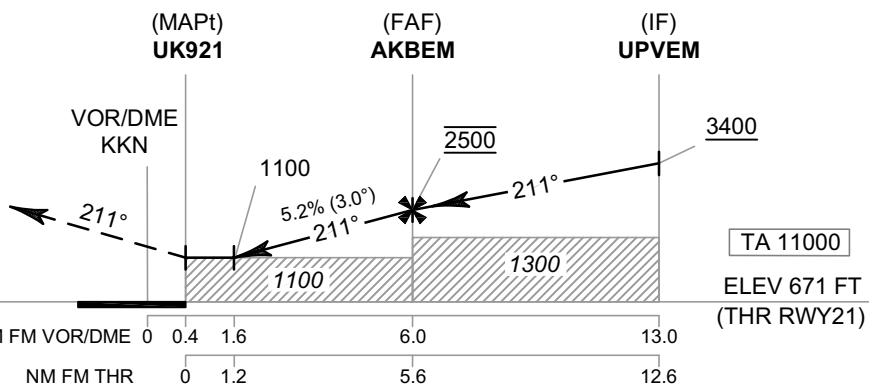
KHON KAEN /
Khon Kaen (VTUK)
VOR RWY03

Fix / Point		Coordinates	
(IAF) ISLAR	R-061 / 20.0D KKN	16° 38' 15.95" N	103° 05' 18.75" E
(IAF) KABVI	R-111 / 20.0D KKN	16° 21' 16.12" N	103° 06' 46.71" E
(IAF) NIVAD	R-360 / 20.0D KKN	16° 48' 19.55" N	102° 46' 59.27" E
(IAF) ONUVI	R-283 / 20.0D KKN	16° 32' 28.21" N	102° 26' 55.02" E
(IAF) VAMTA	R-203 / 20.0D KKN	16° 09' 38.08" N	102° 39' 27.17" E
(IF) KASRA	R-214 / 13.0D KKN	16° 17' 18.69" N	102° 39' 52.88" E
(FAF) UK803	R-214 / 5.9D KKN	16° 23' 17.96" N	102° 43' 52.79" E
(MAPt) UK903	R-214 / 1.0D KKN	16° 27' 20.18" N	102° 46' 39.36" E
(IAF) VOR	KKN	16° 28' 14.73" N	102° 47' 16.07" E

CHANGE: THR RWY03 ELEV. UK903 COORDINATES. UK803 ADDED.

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 671 FTAPP : 123.4 , 240.0
TWR : 122.25 , 236.6
GND : 121.9
ATIS : 126.85KHON KAEN /
Khon Kaen (VTUK)
VOR RWY21**MISSED APPROACH :****No turn before MAPt.**

Climb straight ahead to 1500 FT,
then turn left to intercept outbound
R-031 KKN VOR and proceed to
UPVEM at minimum 3400 FT and
hold or as directed by ATC.



CHANGE: REVISED CHART.

OCA/H	A	B	C	D	Distance (KKN)	1.6 D	2 D	3 D	4 D	5 D	FAF	
Straight-in Approach	1100 (429)				Altitude (Height)	1100 (429)	1225 (554)	1540 (869)	1855 (1184)	2175 (1504)	2500 (1829)	
					Ground Speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1600 (919)				Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

**INSTRUMENT
APPROACH
CHART - ICAO**

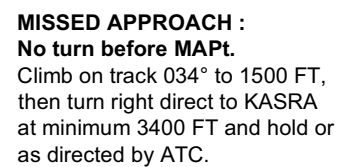
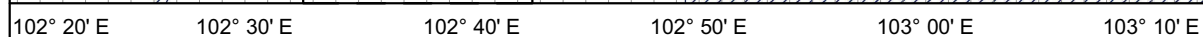
AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 671 FT

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

Fix / Point		Coordinates	
(IAF) ISLAR	R-061 / 20.0D KKN	16° 38' 15.95" N	103° 05' 18.75" E
(IAF) KABVI	R-111 / 20.0D KKN	16° 21' 16.12" N	103° 06' 46.71" E
(IAF) VAMTA	R-203 / 20.0D KKN	16° 09' 38.08" N	102° 39' 27.17" E
(IAF) ONUVI	R-283 / 20.0D KKN	16° 32' 28.21" N	102° 26' 55.02" E
(IAF) NIVAD	R-360 / 20.0D KKN	16° 48' 19.55" N	102° 46' 59.27" E
(IF) UPVEM	R-031 / 13.0D KKN	16° 39' 33.86" N	102° 54' 00.59" E
(FAF) AKBEM	R-031 / 6.0D KKN	16° 33' 28.20" N	102° 50' 22.67" E
(MAPt) UK921	R-031 / 0.4D KKN	16° 28' 36.52" N	102° 47' 27.99" E
(IAF) VOR	KKN	16° 28' 14.73" N	102° 47' 16.07" E

CHANGE: THR RWY21 ELEV. UK921 COORDINATES.

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



OCA/H	A	B	C	D	NM to NEXT WPT	FAF		4 NM		3 NM		2 NM		1.3NM	
LNAV / VNAV	970 (364)				Altitude (Height)	2200 (1594)		1915 (1309)		1600 (994)		1280 (674)		1070 (464)	
LNAV	1070 (464)				Ground Speed	knot	70	90	100	120	140	160			
Circling (OCH AAL)	1600 (919)				Rate of Descent 5.2%	ft/min	369	474	527	632	737	843			

AIRAC AMDT 10/26

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 606 FT

KHON KAEN /
Khon Kaen (VTUK)
RNP RWY03

TABULAR DESCRIPTION

RNP RWY03											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) AKRET	-	-	+ 1.0	-	-	+10000	-	-	RNP APCH
020	TF	URBOM	-	221°(219.6°)	+ 1.0	11.3	-	@10000	-	-	RNP APCH
030	TF	IRNIP	-	221°(219.6°)	+ 1.0	9.7	-	+9000	-	-	RNP APCH
040	TF	BILIL	-	221°(219.6°)	+ 1.0	13.6	-	-5000	-	-	RNP APCH
050	TF	(IF) KASRA	-	304°(302.8°)	+ 1.0	7.1	-	+3400	-	-	RNP APCH
010	IF	(IAF) SEDNO	-	-	+ 1.0	-	-	-7000	-	-	RNP APCH
020	TF	KASDU	-	263°(262.4°)	+ 1.0	15.2	-	+5000	-	-	RNP APCH
030	TF	BILIL	-	263°(262.3°)	+ 1.0	15.0	-	-5000	-	-	RNP APCH
040	TF	(IF) KASRA	-	304°(302.8°)	+ 1.0	7.1	-	+3400	-	-	RNP APCH
010	IF	(IAF) EMRUT	-	-	+ 1.0	-	-	-8000	-	-	RNP APCH
020	TF	(IF) KASRA	-	015°(013.8°)	+ 1.0	17.4	-	+3400	-	-	RNP APCH
010	IF	(IAF) ONUVI	-	-	+ 1.0	-	-	@9000	-	-	RNP APCH
020	TF	OMBEV	-	151°(149.8°)	+ 1.0	5	-	+ 7000	-	-	RNP APCH
030	TF	SUBNU	-	151°(149.8°)	+ 1.0	8.1	-	-5000	-	-	RNP APCH
040	TF	(IF) KASRA	-	124°(122.8°)	+ 1.0	7.1	-	+3400	-	-	RNP APCH
010	IF	(IAF) ALGIT	-	-	+ 1.0	-	-	+10000	-	-	RNP APCH
020	TF	MOLVU	-	203°(201.7°)	+ 1.0	10.3		@10000			
030	TF	MABDI	-	203°(201.7°)	+ 1.0	11.9	-	+ 9000	-	-	RNP APCH
040	TF	SUBNU	-	203°(201.7°)	+ 1.0	12.0	-	-5000	-	-	RNP APCH
050	TF	(IF) KASRA	-	124°(122.8°)	+ 1.0	7.1	-	+3400	-	-	RNP APCH
010	IF	(IF) KASRA	-	-	+ 1.0	-	-	+3400	-	-	RNP APCH
020	TF	(FAF) UK603	-	034°(032.8°)	+ 1.0	7.1	-	@2200	-	-	RNP APCH
030	TF	(MAPt @ THR03) UK703	Y	034°(032.8°)	+ 1.0	4.9	-	@656	-	-3.0/50	RNP APCH
040	CA	-	-	-	+ 1.0	-	-	+1500	-	-	RNP APCH
050	DF	(IF) KASRA	-	034°(032.8°)	+ 1.0	-	R	+3400	-	-	RNP APCH
060	HM	(IF) KASRA	Y	034°(032.8°)	+ 1.0	1 minute	R	+3400	-	-	RNP APCH

CHANGE: REVISED.

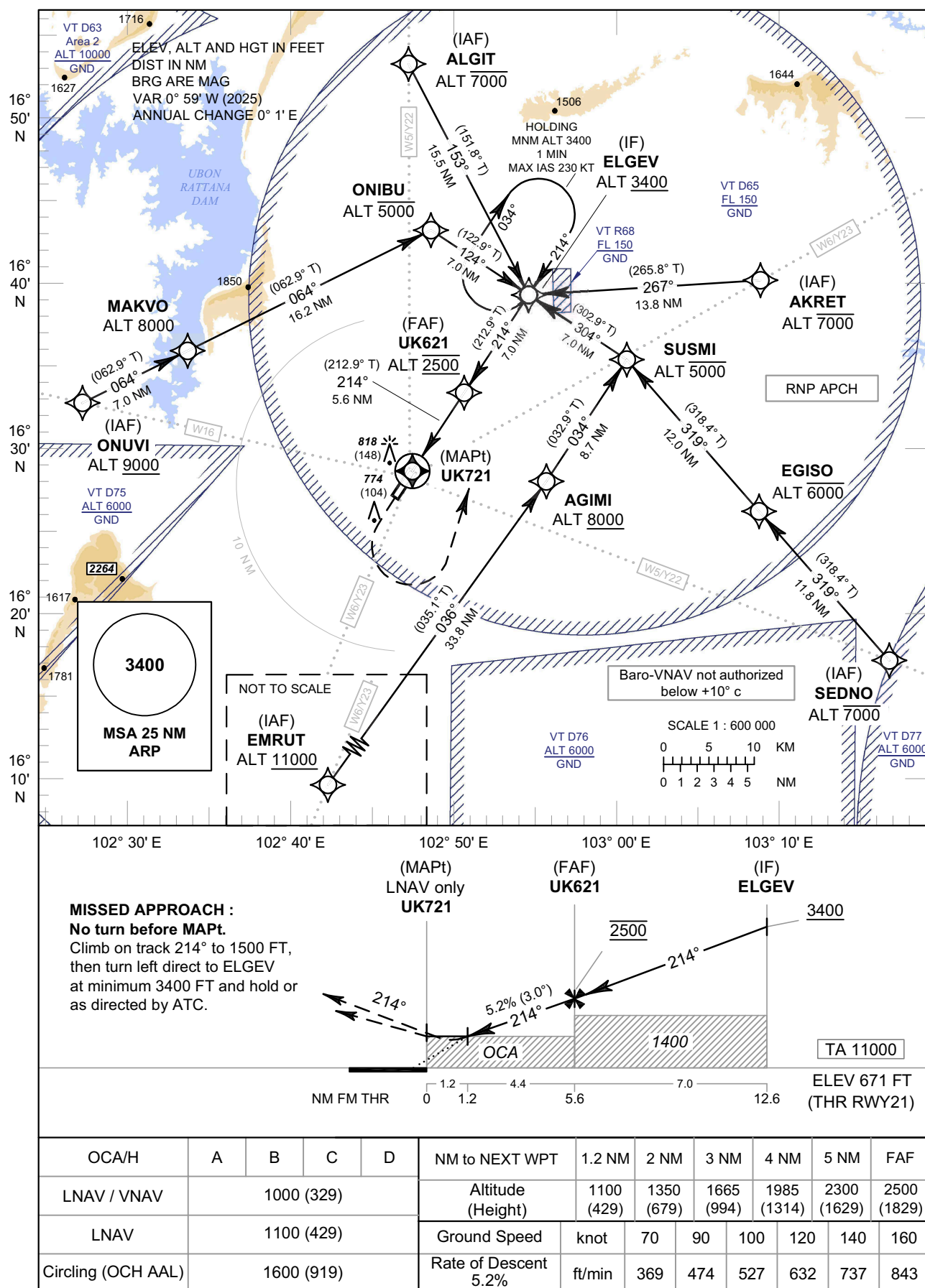
INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY03 - ELEV 606 FTKHON KAEN /
Khon Kaen (VTUK)
RNP RWY03

WAYPOINT LIST

RNP RWY03	
Waypoint Identifier	Coordinates
AKRET	16° 40' 16.00" N 103° 08' 55.51" E
ALGIT	16° 52' 59.94" N 102° 46' 54.83" E
BILIL	16° 13' 30.10" N 102° 45' 59.70" E
UK603	16° 23' 18.29" N 102° 43' 53.01" E
EMRUT	16° 00' 19.64" N 102° 35' 33.26" E
IRNIP	16° 24' 01.90" N 102° 55' 00.02" E
KASDU	16° 15' 31.42" N 103° 01' 26.79" E
KASRA	16° 17' 18.69" N 102° 39' 52.88" E
MABDI	16° 32' 18.99" N 102° 38' 22.37" E
MOLVU	16° 43' 23.43" N 102° 42' 56.51" E
OMBEV	16° 28' 07.88" N 102° 29' 32.12" E
ONUVI	16° 32' 28.21" N 102° 26' 55.02" E
SEDNO	16° 17' 33.31" N 103° 17' 07.18" E
SUBNU	16° 21' 07.11" N 102° 33' 45.75" E
URBOM	16° 31' 31.58" N 103° 01' 25.31" E
UK703	16° 27' 26.35" N 102° 46' 38.84" E

CHANGE: THR RWY03 ELEV. UK603 AND UK703 ADDED.

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INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 671 FTAPP : 123.4 , 240.0
TWR : 122.25 , 236.6
GND : 121.9
ATIS : 126.85KHON KAEN /
Khon Kaen (VTUK)
RNP RWY21

CHANGE: REVISED CHART.

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 671 FT

KHON KAEN /
Khon Kaen (VTUK)
RNP RWY21

TABULAR DESCRIPTION

RNP RWY21											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) EMRUT	-	-	+ 1.0	-	-	+11000	-	-	RNP APCH
020	TF	AGIMI	-	036°(035.1°)	+ 1.0	33.8	-	+8000	-	-	RNP APCH
030	TF	SUSMI	-	034°(032.9°)	+ 1.0	8.7	-	-5000	-	-	RNP APCH
040	TF	(IF) ELGEV	-	304°(302.9°)	+ 1.0	7.0	-	+3400	-	-	RNP APCH
010	IF	(IAF) SEDNO	-	-	+ 1.0	-	-	-7000	-	-	RNP APCH
020	TF	EGISO	-	319°(318.4°)	+ 1.0	11.8	-	-6000	-	-	RNP APCH
030	TF	SUSMI	-	319°(318.4°)	+ 1.0	12.0	-	-5000	-	-	RNP APCH
040	TF	(IF) ELGEV	-	304°(302.9°)	+ 1.0	7.0	-	+3400	-	-	RNP APCH
010	IF	(IAF) AKRET	-	-	+ 1.0	-	-	-7000	-	-	RNP APCH
020	TF	(IF) ELGEV	-	267°(265.8°)	+ 1.0	13.8	-	+3400	-	-	RNP APCH
010	IF	(IAF) ALGIT	-	-	+ 1.0	-	-	-7000	-	-	RNP APCH
020	TF	(IF) ELGEV	-	153°(151.8°)	+ 1.0	15.5	-	+3400	-	-	RNP APCH
010	IF	(IAF) ONUVI	-	-	+ 1.0	-	-	+9000	-	-	RNP APCH
020	TF	MAKVO	-	064°(064.9°)	+ 1.0	7.0	-	@8000	-	-	RNP APCH
030	TF	ONIBU	-	064°(062.9°)	+ 1.0	16.2	-	-5000	-	-	RNP APCH
040	TF	(IF) ELGEV	-	124°(122.9°)	+ 1.0	7.0	-	+3400	-	-	RNP APCH
010	IF	(IF) ELGEV	-	-	+ 1.0	-	-	+3400	-	-	RNP APCH
020	TF	(FAF) UK621	-	214°(212.9°)	+ 1.0	7.0	-	@2500	-	-	RNP APCH
030	TF	(MAPt @ THR21) UK721	Y	214°(212.9°)	+ 1.0	5.6	-	@721	-	-3.0/50	RNP APCH
040	CA	-	-	-	+ 1.0	-	-	+1500	-	-	RNP APCH
050	DF	(IF) ELGEV	-	214°(212.9°)	+ 1.0	-	L	+3400	-	-	RNP APCH
060	HM	(IF) ELGEV	Y	214°(212.9°)	+ 1.0	1 minute	R	+3400	-	-	RNP APCH

CHANGE: REVISED.

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 681 FT
HEIGHTS RELATED TO
THR RWY21 - ELEV 671 FTKHON KAEN /
Khon Kaen (VTUK)
RNP RWY21

WAYPOINT LIST

RNP RWY21	
Waypoint Identifier	Coordinates
AGIMI	16° 28' 05.65" N 102° 55' 45.34" E
AKRET	16° 40' 16.00" N 103° 08' 55.51" E
ALGIT	16° 52' 59.94" N 102° 46' 54.83" E
UK721	16° 28' 37.40" N 102° 47' 26.35" E
EGISO	16° 26' 25.36" N 103° 08' 58.18" E
ELGEV	16° 39' 14.85" N 102° 54' 33.11" E
EMRUT	16° 00' 19.64" N 102° 35' 33.26" E
UK621	16° 33' 20.85" N 102° 50' 36.04" E
MAKVO	16° 35' 40.27" N 102° 33' 24.33" E
ONIBU	16° 43' 03.71" N 102° 48' 25.59" E
ONUVI	16° 32' 28.21" N 102° 26' 55.02" E
SEDNO	16° 17' 33.31" N 103° 17' 07.18" E
SUSMI	16° 35' 25.80" N 103° 00' 40.39" E

CHANGE: THR RWY21 ELEV. UK621 AND UK721 ADDED.

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VTUL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	LY	325 KHz	H24	172655.0N 1014335.4E	NIL	1. 50 NM Coverage clockwise orbit data refer from commissioning checked as follows: a) Bearing 061° - 160° at 4 000 ft Bearing 161° - 265° at 8 000 ft b) Bearing 266° - 060° unable to perform flight inspection due to border limited c) Facility unusable from bearing 205° - 255° clockwise below 8 000 ft due to needle swing 2. Facility performance classified as "Restricted" due to item b) and c) above as per commissioning checked
DVOR/DME	LOY	115.9 MHz CH106X	H24	172649.3N 1014323.1E	270 m (900 ft)	DVOR/DME restriction, 1. Unusable due to roughness out of tolerance – Radial 020° between 10-11 DME altitude 3 000 ft. – Radial 243° between 7-8 DME altitude 6 000 ft and between 32-33 DME altitude 7 500 ft. 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 1. 40 NM orbit – Radial 030°-050° altitude should not below 10 000 ft. – Radial 051°-100° altitude should not below 7 000 ft. – Radial 101°-130° altitude should not below 10 000 ft. – Radial 131°-200° altitude should not below 5 000 ft. – Radial 201°-250° altitude should not below 12 000 ft. – Radial 251°-270° altitude should not below 13 000 ft. 2.1 20 NM orbit (Due to border limited) – Radial 271°-029° altitude should not below 4 500 ft.

VTUL AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREE TURN ON THE RUNWAY

To prevent runway pavement damage, all aircraft code letter C or higher are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turn pad at the end of runway 19 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand/The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTUL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUL AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

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

2. VISUAL DEPARTURES

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

To execute a visual departure

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

3. OMNIDIRECTIONAL DEPARTURES

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

To execute an omnidirectional departure:

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

- Runway 01:

LOEI OMNI 01 Departure: Required climb gradient 365 ft per NM (6.0%) until 6,400 ft.

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

No turn before DER.

After departure climb straight ahead until 3,000 ft (or altitude assigned by ATC between 3,000 ft – 5,700 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 19:

LOEI OMNI 19 Departure: Required climb gradient 414 ft per NM (6.8%) until 6,400 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.8%	(ft/min)	448	516	689	1033	1377	1722	2066

No turn before DER.

After departure climb straight ahead until 3,000 ft (or altitude assigned by ATC between 3,000 ft – 5,700 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUL AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

1.1 Bird Concentrations in the vicinity of the aerodrome

1.1.1 A number of varieties of birds are found in Loei Airport mostly during the rainy season (May to October) and the winter season

(November to February), the very small to moderate medium birds commonly found in Loei Airport include the following:

- *Hirundo rustica* weighting: 0.07-0.2 KG Period: November-February

(2300-0300 UTC)

- *Vanellus indicus* weighting: 0.2-0.5 KG Period: May to October

1.1.2 There could be some activities to reduce birds and make the area unattractive for birds such as devices generating sound, mowing the grass and other plants.

VTUL AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUL-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A	AD 2-VTUL-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A (Tabular description)	AD 2-VTUL-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A (Waypoint list table)	AD 2-VTUL-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B	AD 2-VTUL-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B (Tabular description)	AD 2-VTUL-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B (Waypoint list table)	AD 2-VTUL-6-7
Instrument Approach Chart - ICAO - VOR RWY 19	AD 2-VTUL-8-1
Instrument Approach Chart - ICAO - VOR RWY 19 (Fix and point list table)	AD 2-VTUL-8-2
Instrument Approach Chart - ICAO - RNP RWY 19	AD 2-VTUL-8-3
Instrument Approach Chart - ICAO - RNP RWY 19 (Tabular description)	AD 2-VTUL-8-4
Instrument Approach Chart - ICAO - RNP RWY 19 (Waypoint list table)	AD 2-VTUL-8-5

VTUQ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

VTUQ 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

VTUQ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Nakhon Ratchasima, Lower Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Lower Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 425 8855 ext. 7230
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS)
9	ATS units provided with information	Nakhon Ratchasima TWR
10	Additional information (limitation of service, etc.)	NIL

VTUQ 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	062.42°	2100x45	PCN 42/F/C/X/T Concrete and asphalt	145641.79N 1021815.01E	THR 765 FT TDZ 765 FT
24	242.42°	2100x45	PCN 42/F/C/X/T Concrete and asphalt	145714.58N 1021916.70E	THR 740 FT TDZ 748 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.4%	60x60	NIL	2340x300	NIL	NIL
+0.4%	60x60	NIL	2340x300	NIL	NIL

VTUQ 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

VTUQ 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	CAT I 900 M LIH	Green Green	PAPI LEFT 3° (52.87 FT)	NIL	NIL	2100 M 60 M White FM 1500 M- 2100 M Yellow; LIH	Red NIL	60 M Red	NIL
24	NIL	Green NIL	PAPI LEFT 3° (48.82 FT)	NIL	NIL	2100 M 60 M White FM 1500 M - 2100 M Yellow; LIH	Red NIL	60 M Red	RTIL

VTUQ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG WG EV 7 SEC. IBN: NIL
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VTUN 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	062.5°	3000x45	PCN 59/R/B/W/T Concrete	145541.63N 1020358.39E	222 m/729 ft
24	242.5°	3000x45	PCN 59/R/B/W/T Concrete	145627.20N 1020527.42E	210 m/686 ft

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
0.498%	NIL	NIL	3120x140	240x90	NIL	NIL
0.498%	NIL	NIL	3120x140	240x90	NIL	NIL

VTUN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06	3000	3000	3000	3000	– The TORA/ASDA When entering RWY from TWY G is 2,552 m. – The TORA/ASDA When entering RWY from TWY D is 1,950 m.
24	3000	3000	3000	3000	

VTUN 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	CAT1 900 m	Green	PAPI Both 3° 53.19 ft	NIL	NIL	3000 m 45 m White, LIH	Red	NIL	NIL
24	CAT1 900 m	Green	PAPI Both 3° 66.11 ft	NIL	NIL	3000 m 45 m White, LIH	Red	NIL	NIL

VTUN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Alternating white and green lights installed on The top of water tank tower. ABN: Installed at location 145543N1020505E
2	LDI location and LGT Anemometer location and LGT	LDI: NIL 3 WDIs are lighted and installed at following locations: - 1 WDI 320 M from THR 06, 109 M off-set to the right from RWY Centre Line.illuminated. - 1 WDI 1,112 M from THR 24, 140 M off-set to the left from RWY Centre Line.illuminated. - 1 WDI 292 M from THR 24, 117 M off-set to the left from RWY Centre Line.illuminated. 2 Anemometers are lighted and installed at following locations: - 1 Anemometer 441 M. from RWY Centre Line locations at 145557.71N 1020501.55E. - 1 Anemometer 144 M. from RWY Centre Line locations at 145606.70N 1020457.88E.
3	TWY edge and centre line lighting	EDGE: ALL TWY TWY Centre line lighting: NIL
4	Secondary power supply/switch-over time	- Secondary power supply at tower automatic within 15 Sec. limited to RDO/COM only. - Secondary power supply all air field lighting (AFL). automatic Switch-over time: 0 Sec.
5	Remarks	NIL

VTUN 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 LDG/TKOF by using runways

VTUN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 10 NM radius centred on 1456.1N 10204.8E
2	Vertical limits	3000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Khorat Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Khorat Approach	349.0 MHZ 129.75 MHZ	H24	Secondary Operation
ASR	Khorat Arrival	349.0 MHZ 129.75 MHZ	0100-0900 MON-FRI	Weekend and Public holiday on request at least 1 hour prior required to Radar Approach.
ASR	Khorat Departure	285.0 MHZ 134.1 MHZ		
SRA	Final Controller	382.4 MHZ		
TWR	Khorat Tower	240.5 MHZ 122.2 MHZ *121.5 MHZ *243.0 MHZ	H24	*Emergency Freq.
GND	Khorat Ground	257.8 MHZ 121.75 MHZ		
ATIS	Khorat AD	134.8 MHZ 390.6 MHZ	0100-0900 MON-FRI	

VTUN 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
TACAN	KRT	CH125X	2300-1100	145606.0N 1020421.8E	NIL	315 m (Centre line of RWY)
DVOR/DME	KRT	113.7 MHz CH84X	H24	145502.3N 1020823.3E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 081°-280° altitude should not below 5 000 ft – Radial 281°-080° altitude should not below 3 500 ft
ILS (CAT I) LOC GP/DME	IKRT	109.9 MHz CH36X	MON-FRI 2300-1100	145535.3N 1020346.0E		PAPI, runway 24 not coincident with ILS glide slope starting from 0.6 DME or 960 ft (MSL)
GP		333.8 MHz	MON-FRI 2300-1100	145620.0N 1020522.0E		Military used and/or civil aircraft used in military services only GP Antenna INSTL HGT 15 m AGL on left side of RWY24, 242 m FM THR and 120 m FM RCL, painted red/white and red LGTD on top
LLZ		109.9 MHz CH36X	MON-FRI 2300-1100	145533.8N 1020346.8E		

3	Office responsible for TAF preparation Periods of validity	Supply TAF from Lower Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 351 9886 ext. 7408
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS)
9	ATS units provided with information	Roi Et TWR
10	Additional information (limitation of service, etc.)	NIL

VTUV 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	182.69°	2100x45	PCN 42/F/D/X/T Asphaltic concrete	160734.53N 1034627.20E	THR451 ft
36	002.69°	2100x45	PCN 42/F/D/X/T Asphaltic concrete	160626.14N 1034624.15E	THR451 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%	60x45	NIL	2340x300	240x90	NIL	NIL	NIL
0%	60x45	NIL	2340x300	240x90	NIL	NIL	NIL

VTUV AD 2.13 DECLARED DISTANCES

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

VTUV AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	NIL	Green NIL	PAPI LEFT 3° (50.58 FT)	NIL	NIL	2100 m 60 m FM 0 m -1500 m White, FM 1500 m - 2100 m Yellow, LIH	Red NIL	60m Red	RTIL
36	SALS 420 M LIH	Green NIL	PAPI LEFT 3° (50.58 FT)	NIL	NIL	2100 m 60 m FM 0 m - 1500 m White, FM 1500 m - 2100 m Yellow, LIH	Red NIL	60m Red	NIL

VTUV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building FLG W G EV 3 sec IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 300 m from THR 18 off set to left side 80 m from RCL, illuminated. 2. Wind cone at 1050 m from THR 18 off set to left side 180 m from RCL, illuminated. 3. Wind cone at 300 m from THR 36 off set to left side 80 m from RCL, illuminated.
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply at tower and air field lighting (AFL). Switch-over time: 15 SEC
5	Remarks	NIL

VTUV 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

No turn before DER.

After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 ft – 2,000 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUV AD 2.23 ADDITIONAL INFORMATION

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

VTUV AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUV-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A Rurar1A SEDNO1A	AD 2-VTUV-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A Rurar1A SEDNO1A (Tabular description)	AD 2-VTUV-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A Rurar1A SEDNO1A (Waypoint list table)	AD 2-VTUV-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B Rurar1B SEDNO1B	AD 2-VTUV-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B Rurar1B SEDNO1B (Tabular description)	AD 2-VTUV-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B Rurar1B SEDNO1B (Waypoint list table)	AD 2-VTUV-6-7
Instrument Approach Chart - ICAO - VOR RWY 18	AD 2-VTUV-8-1
Instrument Approach Chart - ICAO - VOR RWY 18 (Fix and point list table)	AD 2-VTUV-8-2
Instrument Approach Chart - ICAO - VOR RWY 36	AD 2-VTUV-8-3
Instrument Approach Chart - ICAO - VOR RWY 36 (Fix and point list table)	AD 2-VTUV-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 36	AD 2-VTUV-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 36 (Fix and point list table)	AD 2-VTUV-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 36	AD 2-VTUV-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 36 (Tabular description)	AD 2-VTUV-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 36 (Fix and point list table)	AD 2-VTUV-8-9
Instrument Approach Chart - ICAO - ILS or LOC z RWY 36 (Waypoint list table)	AD 2-VTUV-8-10
Instrument Approach Chart - ICAO - RNP RWY 18	AD 2-VTUV-8-11
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description 1)	AD 2-VTUV-8-12
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description 2)	AD 2-VTUV-8-13
Instrument Approach Chart - ICAO - RNP RWY 36	AD 2-VTUV-8-15
Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)	AD 2-VTUV-8-16
Instrument Approach Chart - ICAO - RNP RWY 36 (Waypoint list table)	AD 2-VTUV-8-17
VFR ENTRY PROCEDURE CHART - RWY 18/36	AD 2-VTUV-9-1
VFR ENTRY PROCEDURE CHART - RWY 18/36 (Tabular description)	AD 2-VTUV-9-2
VFR EXIT PROCEDURE CHART - RWY 18/36	AD 2-VTUV-9-3
VFR EXIT PROCEDURE CHART - RWY 18/36 (Tabular description)	AD 2-VTUV-9-4

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AERODROME CHART - ICAO

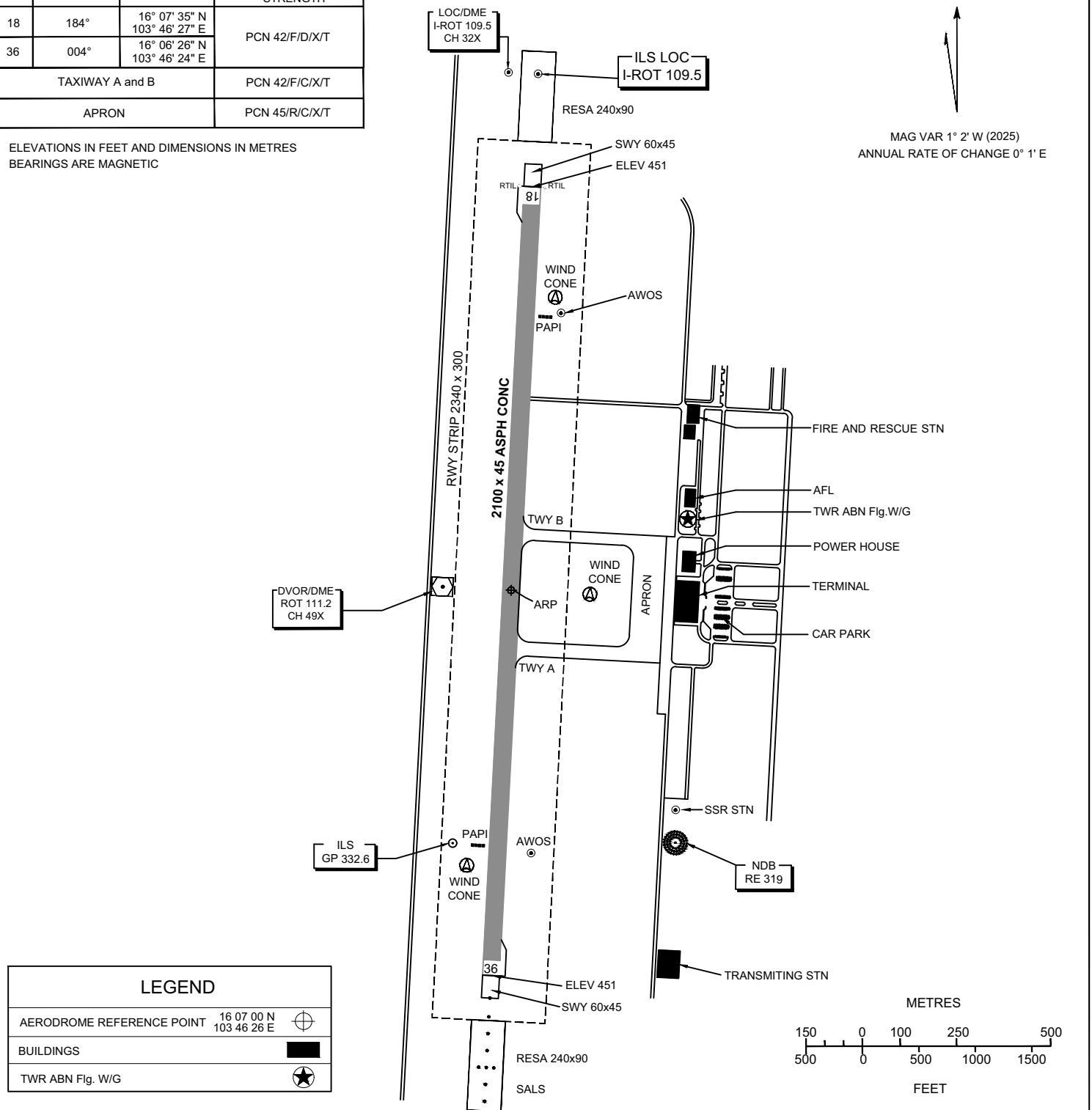
16° 07' 00" N
103° 46' 26" E

ELEV 451 FT

TWR 119.75
236.60

ROI ET / Roi Et

RWY	DIRECTION	THR	BEARING STRENGTH
18	184°	16° 07' 35" N 103° 46' 27" E	PCN 42/F/D/X/T
36	004°	16° 06' 26" N 103° 46' 24" E	
TAXIWAY A and B			PCN 42/F/C/X/T
APRON			PCN 45/R/C/X/T

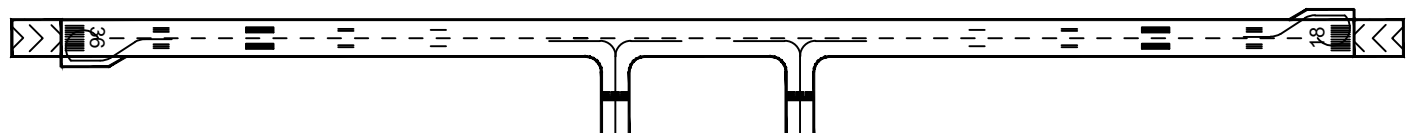
ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

LEGEND

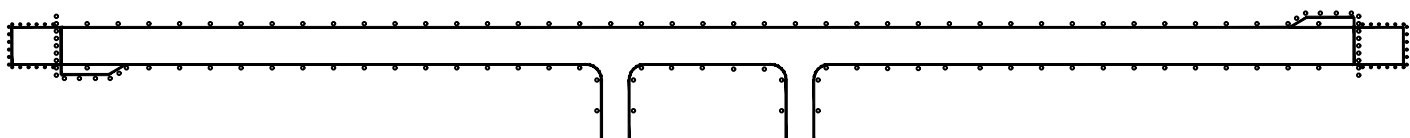
AERODROME REFERENCE POINT	16 07 00 N 103 46 26 E	
BUILDINGS		
TWR ABN Flg. W/G		

Remark : COORDINATES ARE WGS-84

MARKING AIDS RWY 18/36 AND EXIT TWY



LIGHTING AIDS RWY 18/36 AND EXIT TWY



CHANGE : REVISED CHART. SWY DIMS.

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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: apisak@bafs.co.th Tel: +669 4942 8778 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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