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**THAILAND**  
**INTERNATIONAL NOTAM OFFICE**  
**AERONAUTICAL INFORMATION MANAGEMENT CENTRE**  
**AERONAUTICAL RADIO OF THAILAND**  
**P.O.BOX 34 DON MUEANG**  
**BANGKOK 10211 THAILAND**

**NOTAM LIST**  
**SERIES A**

REFERENCE NO. VTBDYNYX  
8/19  
01 AUG 2019

The following **NOTAM series A** were **still valid on 01 AUG 2019**, NOTAM not included have either been cancelled, time expired or superseded by AIP supplement or incorporated in the AIP-THAILAND.

**VTBB (BANGKOK (ACC/FIC/COM CENTRE))**

- A3323/12** 1211031335/PERM FLIGHT DATA MANAGEMENT CENTER (FDMC) HAS BEEN ESTABLISHED TO CENTRALIZED FLIGHT PLAN AND DISTRIBUTION SERVICE UNDER AERONAUTICAL INFORMATION MANAGEMENT CENTER, AERONAUTICAL RADIO OF THAILAND LIMITED. THE FDMC SHALL COVER ALL AIR TRAFFIC SERVICES WITH IN BANGKOK FLIGHT INFORMATION REGION. PROCESSING OF THE FLIGHT PLANS
1. THE FLIGHT PLAN ORIGINATOR IS RESPONSIBLE FOR
    - 1.1 COMPLETE AND CORRECT DATA
    - 1.2 CHECKING FLIGHT PLAN ENSURE RECEIPT OF THE MESSAGE AT FDMC TERMINAL. FDMC WILL BE INFORMED ACCEPTANCE FLIGHT PLAN LIST.
  2. CONTENTS OF A FLIGHT PLAN  
A FLIGHT PLAN SHALL COMPRISE INFORMATION REGARDING SUCH OF THE FOLLOWING ITEMS AS ARE CONSIDERED RELEVANT BY THE APPROPRIATE ATS AUTHORITY AS SPECIFIC IN PANS-ATM, DOC 4444 ICAO FPL FORMAT.
  3. ADVANCE TIMES FOR THE FILLING OF FLIGHT PLAN
    - 3.1 FLIGHT PLAN SHALL BE FILED 120 HOURS AND/OR 5 DAYS AT THE EARLIEST, AND 60 MINUTES AT THE LATEST PRIOR TO THE ESTIMATED OFF-BLOCK TIME
    - 3.2 FOR FLIGHTS INTO AREAS FOR WHICH ATFM MEASURES HAVE BEEN ESTABLISHED, FLIGHT PLAN SHALL BE FILED NOT LATER THAN 3 HOURS PRIOR TO THE ESTIMATED OFF-BLOCK TIME
    - 3.3 THE REGULATIONS REMAIN UNAFFECTED WHICH ESTABLISHED THE FILLING OF A FLIGHT PLAN FOR CERTAIN FLIGHT AT
  4. FILLING OF FLIGHT PLAN AND FLIGHT PLAN MESSAGES WITH FDMC
    - 4.1 FLIGHT PLANS AND ASSOCIATED MESSAGE FILED DIRECTLY WITH FDMC WILL BE CHECKED BY FDMC AS REGARDS SYNTAX AND FORMAT ACCORDING TO ICAO FLIGHT PLAN FORMAT.
    - 4.2 THE ORIGINATOR WILL BE INFORMED OF THE SUCCESSFUL PROCESSING OF FLIGHT PLANS AND FLIGHT PLANS ASSOCIATED MESSAGE WITHIN FDMC BY AN ACKNOWLEDGEMENT MESSAGE (ACK MESSAGE). FLIGHT PLANS, WHICH CANNOT BE PROCESSED BY FDMC OR NOT FOLLOW ICAO FPL FORMAT, WILL BE RETURNED TO THE ORIGINATOR TO BE CORRECTED ACCORDING TO REJECT MESSAGE (REJ) SENDING AUTOMATICALLY FROM FDMC SYSTEM
- A3443/12** 1211120000/PERM ICAO FLIGHT PLAN FORMAT CHANGE IN ACCORDANCE WITH AMENDMENT 1 TO 15TH EDITION OF PANS-ATM DOC4444 WILL BE APPLIED IN THE BANGKOK FIR ON 15 NOVEMBER 2012. WEF 1211120000 FLIGHT PLANS MAY BE FILED IN PRESENT OR NEW FORMAT WITH NEW BEING THE PREFERRED FORMAT, AIC 4/12 REFERS. FLIGHT PLANS WITH AN ESTIMATED OFF BLOCK TIME OF 150000 OR LATER MUST BE IN NEW FORMAT. FROM 1211150000 ONLY NEW FORMAT FLIGHT PLANS WILL BE ACCEPTED. FLIGHTS BY NON-COMPLIANT AIRCRAFT WITHIN THE BANGKOK FIR WILL NOT BE AUTHORISED OR PERMITTED. ALL ENQUIRIES DURING THE TRANSITION AND IMPLEMENTATION PERIOD SHOULD BE DIRECTED TO FLIGHT DATA MANAGEMENT CENTER (FDMC), AEROTHAI CONTACT TEL: +662 285 9670, +662 285 9254 FAX : +662 287 8868
- A4231/14** 1411041125/PERM FOR THE PURPOSE OF AIR TRAFFIC MANAGEMENT, FLIGHTS WITH RNAV5 CAPABILITY OPERATING BETWEEN BKK-CMA (VICE VERSA) ARE REQUIRED TO FILE FLIGHT PLAN ON Y6 AND Y7 AT FL290 AND ABOVE IN ADDITION ATS ROUTE A464 WILL BE AVAILABLE FOR FLIGHT PLANNING AT FL280 AND BELOW
- A1423/15** 1505290300/PERM FOR THE PURPOSE OF AIR TRAFFIC MANAGEMENT, FLIGHTS OPERATING ON ATS ROUTE A464 BETWEEN BKK-HTY (VICE VERSA) WILL BE AVAILABLE FOR FLIGHT PLANNING AT FL280 AND BELOW
- A0177/16** 1601290343/PERM REF AIRAC AIP SUP A7/15 ESTABLISHMENT OF THE AREA NAVIGATION (RNAV) ROUTES AND REVISION OF THE ATS ROUTES WITHIN BANGKOK FIR AMD AS FLW:  
3. FLIGHT PLANNING PROCEDURE  
3.2 INTERNATIONAL FLIGHT  
NO. : 7  
DESTINATION AERODROME : WMKK/WMSA/WMKI  
FLIGHT PLANNING : HTY A464 KARMI A464
- A0416/16** 1602291143/PERM REVISION OF THE ATS ROUTES WITHIN BANGKOK FIR.  
PLEASE BE INFORMED THAT THE EFFECTIVE DATE OF AIRAC AIP SUP B8/15 WILL EFFECTIVE ON MAR 31 2016
- A2266/16** 1610100000/PERM VFR REPORTING POINT FOR HELICOPTERS  
RAMA 7 BRIDGE WITHDRAWN  
REF AIP ENR 2.2-8, ENR 2.2-9, ENR 2.2-10, ENR 2.2-11 AND ENR 2.2-13

**A0106/17** 1701130310/PERM IMPLEMENTATION OF THE OPERATING PROCEDURES FOR UNIDIRECTIONAL AIR TRAFFIC FLOW WITHIN BANGKOK FIR AMD AS FLW:  
NOTE:(2) EASTBOUND AIRCRAFT OPERATING ON M502 DESTINED FOR VTBD OR VTBS SHALL FILE LALIT P762 DWI L877  
MIGAR L524 IBETO ON FLIGHT PLAN  
REF AIRAC AIP SUP A32/16

**A1028/19** 1905030625/1908012359 ESTABLISHMENT OF NEW CONTROL FREQ AND AIR TRAFFIC MANAGEMENT OPERATIONAL TRIAL WITHIN BANGKOK FIR FOR ATS ROUTES G463, L301, L507, L524, L877, M502 AND P646 TO INCREASE THE EFFECTIVENESS AIR TRAFFIC CONTROL SERVICES, FLIGHT OPEATIING ON THE MENTIONED ROUTES SHALL CONTACT BANGKOK CONTROL FREQ 122.05MHZ AND DEPARTING AIRCRAFT SHALL CONTACT CLEARANCE DELIVERY CONTROL FREQ 128.7MHZ

**A1029/19** 1905030630/1908012359 ESTABLISHMENT OF AIR TRAFFIC MANAGEMENT OPERATIONAL TRIAL AND CONTROL FREQ WITHIN BANGKOK FIR FOR FLIGHT OPERATING WITHIN AN AREA BOUNDED BY STARTING POINT 161748.43N1004455.31E STRAIGHT LINE TO 163201.74N1004502.60E THENCE COUNTER CLOCKWISE ALONG 30NM ARC RADIUS CENTERED ON PSL VOR/DME (164613.34N1001728.70E) TO 170000N1004517.30E STRAIGHT LINE TO 173356.83N 1010000E THENCE CLOCKWISE ALONG BANGKOK/VIENTIANE FIR TO 175851N 1030000E-160948N1030000E AND THENCE STRAIGHT LINE THE STARTING POINT (161748.43N1004455.31E) INCLUDING PORTION OF ROUTES R474, B346, G473, W15 W16, W26, W27, W40 EXCEPT UDON TMA, LOEI TMA AND PHETCHABUN TMA FLIGHT OPERATING ON THE MENTIONED ROUTES SHALL CONTACT BANGKOK CONTROL ON THE FOLLOWING ASSIGNED FREQ  
1. BTN 2330-1530 UTC FREQ 126.5MHZ  
2. BTN 1530-2329 UTC FREQ 124.5MHZ OR AS ASSIGNED BY ATC

**A1106/19** 1905130743/PERM VFR ENTRY AND EXIT PROCEDURES IN BANGKOK CONTROL ZONE  
1.1 GENERAL  
ADDN INFO DETAIL AS FLW:  
ITEM 1.1.6 UNDER SOME CIRCUMSTANCES, RADAR VECTORING MAY BE PROVIDED WHEN REQUESTED BY A PILOT OR WHENEVER DEEMED NECESSARY BY ATC IN THE INTEREST OF SAFETY AND WITH PILOT ACCEPTANCE. PILOT SHOULD, AS EARLY AS PRACTICABLE ADVISE ATC IF VMC CONDITIONS CANNOT BE MAINTAINED IN RADAR VECTORING ENVIRONMENT. ATC SHALL REQUEST PILOT INTENTIONS AND REVISE THE INSTRUCTION AS REQUESTED OR, IF UNABLE, ISSUE AN ALTERNATIVE CLEARANCE AS SOON AS POSSIBLE.  
REF AIP ENR 2.2-1

**A1107/19** 1905130750/PERM 1.2 VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFT  
ITEM 1.2.2 AMEND AS FLW :  
FOR LIGHT AIRCRAFT WITH SPEED OF 130 KNOTS OR GREATER, ATC MAY EITHER AUTHORIZE THE AIRCRAFT TO FOLLOW THE PRESCRIBED VFR ENTRY AND EXIT PROCEDURES OR ASSIGN FLIGHT PATHS AND ALTITUDES. HOWEVER, PILOT HAS FINAL AUTHORITIES TO DECIDE WHETHER HE OR SHE WOULD COMPLY WITH IT BUT SHALL ALWAYS COMPLY WITH VISUAL FLIGHT RULES (VFR) AND PILOTS STILL HAVE FULL RESPONSIBILITY TO SEE AND AVOID OTHER TRAFFIC AS WELL AS MAINTAIN ADEQUATE DISTANCE FROM CLOUDS. SEPARATION SHALL BE PROVIDED IN ACCORDANCE WITH VISUAL FLIGHT RULES IN CLASS C AIRSPACE.  
REF AIP ENR 2.2-1

**A1115/19** 1905130955/1908161100 TEMPORARY REPORTING POINT NAME POXUN (064718.45N1010852.51E) WILL BE ESTABLISHED AT THE SAME COORDINATE OF PT NDB FOR ATS ROUTE W14 DUE TO PT NDB UNDER WITHDRAWAL UNTIL PT NDB RESUMED NORMAL OPERATION

**A1134/19** 1905150807/1908191000 ESTABLISHMENT OF NEW CONTROL FREQUENCY AND AIR TRAFFIC MANAGEMENT OPERATIONAL TRIAL WITHIN BANGKOK FIR FOR FLIGHTS OPERATING WITHIN AN AREA BOUNDED BY STRAIGHT LINES JOINING THE FOLLOWING POINTS 114006.5N0993448.7E-110006.8N1005948.1E-104130.0N1012502.0E-100244.0N1013740.6E-090239.8N1000012.9E-102334.0N0984513.6E THENCE CLOCKWISE ALONG BANGKOK/YANGON FIR TO THE STARTING POINT FROM FL270 TO FL460 INCLUDING PORTION OF ROUTES A464 G458 W19 W31 W32 W33 W34 W42 M751 M626 R575 FLIGHT OPERATING ON THE MENTIONED AREA/ROUTES SHALL CONTACT BANGKOK CONTROL THE FOLLOWING ASSIGNED FREQUENCIES  
1. BTN 2330-2030 UTC FREQ 118.35MHZ  
2. BTN 2030-2330 UTC FREQ 123.95MHZ OR AS ASSIGNED BY ATC

**A1135/19** 1905150813/1908191000 ESTABLISHMENT OF NEW CONTROL FREQUENCY AND AIR TRAFFIC MANAGEMENT OPERATIONAL TRIAL WITHIN BANGKOK FIR FOR FLIGHTS OPERATING WITHIN AN AREA BOUNDED BY STRAIGHT LINES JOINING THE FOLLOWING POINTS 064726.5N0995947.6E-062607.9N0995948.5E THENCE WESTWARD ALONG BANGKOK/KUALALUMPUR FIR TO 063007.9N0992948.9E-071507.7N0975949.5E-100006.9N0962950.1E-100006.9N0974918E PUT THENCE STRAIGHT LINES TO THE STARTING POINT INCLUDING PORTION OF ROUTES R325 B579 P627 L645 R203 L579 L515 FLIGHT OPERATING ON THE MENTIONED AREA/ROUTES SHALL CONTACT BANGKOK CONTROL ON THE FOLLOWING ASSIGNED FREQUENCY 133.9MHZ OR ASSIGNED BY ATC

**A1163/19** 1905200000/1908132359 AIR TRAFFIC AND FLIGHT LEVEL MANAGEMENT OPERATIONAL TRIAL, DOMESTIC FLIGHT DEPART FM OR LAND AT VTBD VTBS AND VTBU, ATC WILL PLAN AND ASSIGN CRUISE ALTITUDE FL340 AND BELOW, OTHER DOMESTIC PAIR SUBJECT TO TRAFFIC CONDITIONS

**A1422/19** 1906140625/1909162359 OPERATIONAL TRIAL OF AIR TRAFFIC MANAGEMENT IN THE HIGH DENSITY AND COMPLICATIONS OF AIR TRAFFIC WITHIN BANGKOK FIR AREA NAVIGATION ROUTE M770 PORTION PADET-GOLUD (VICE VERSA) BE SUSPENDED AT ALL TIME

**A1443/19** 1906160556/1909160800 RYN DVOR/DME 112.5MHZ/CH72X UNUSABLE ON RDL029 DIST 8-10 DME ALT 5500FT DUE TO ROUGHNESS OUT OF TOLERANCE

**A1597/19** 1907010254/1909302359 ESTABLISH NEW REPORTING POINT FOR HELICOPTERS OPERATIONS IN BANGKOK CONTROL ZONE DETAILS AS FLW:  
1. REPORTING POINT : RAMA 5 BRIDGE LANDMARK : RAMA 5 BRIDGE RADIAL/DME FROM BKK VOR : RDL239/6.9DME  
LAT/LONG : 134958N1002943E  
2. REPORTING POINT : MUEANG THONG THANI LANDMARK : IMPACT ARENA BUILDING RADIAL/DME FROM BKK VOR : RDL288/3.3DME LAT/LONG : 135435N1003235E  
3. THE VFR ENTRY AND EXIT PROCEDURES FOR HELICOPTERS OPERATING AT VTBD AS FLW:  
3.1 DON MUEANG-SOUTHBOUND AND WESTBOUND MUEANG THONG THANI-RAMA 5 BRIDGE  
3.2 DON MUEANG-NORTHBOUND MUEANG THONG THANI-PATUMTHANI  
3.3 DON MUEANG (RTAF)-BANGYAI OR TPAD-BANGYAI OR BANGKHEN-BANGYAI  
CRIMINAL COURT-RAMA 5 BRIDGE-BANGYAI

**A1598/19** 1907010257/1909302359 ESTABLISH NEW REPORTING POINT FOR HELICOPTER OPERATIONS IN BANGKOK CONTROL ZONE DETAILS AS FLW:  
1. REPORTING POINT : BUENGBA LANDMARK : BUENBAPRAPASAWAT TEMPLE RADIAL/DME FROM BKK VOR : RDL045/20.0DME LAT/LONG : 140750N1004938E  
2. REPORTING POINT : SANABTUEB LANDMARK : PETROLEUM AUTHORITY OF THAILAND (PTT) OFFICE AT SANABTUEB RADIAL/DME FROM BKK VOR : RDL027/27.0DME LAT/LONG : 141745N1004831E  
3. THE VFR ENTRY AND EXIT PROCEDURES  
3.1 ENTRY DEPARTURE AERODROME-SANABTUEB-BUENGBA-LUMLOOKKA  
3.2 EXIT LUMLOOKKA-BUENGBA-SANABTUEB-DESTINATION AERODROME

**A1699/19** 1907180000/1908012359 TRIGGER NOTAM-PERM AIRAC AIP AMDT 8/19 WEF 18 JUL 2019

**A1892/19** 1908010000/1908012359 CONDITIONAL ROUTES (CDR) Y5 (RNAV5) AVAILABLE FOR FLIGHT PLANNING AS FLW:  
WEF : MINIMUM EN-ROUTE ALTITUDE LOWER/UPPER LIMITS  
0000-0329 FL130-FL460  
0330-0530 FL370-FL460  
0531-2359 FL130-FL460 FL130/FL460

### **VTBD (BANGKOK/DON MUEANG INTL AIRPORT)**

**A4115/14** 1410290645/PERM DEPARTURES AT VTBD SHALL NORMALLY BE CLEARED IN THE ORDER IN WHICH THEY ARE READY FOR TAKE-OFF, EXCEPT THAT DEVIATIONS MAY BE MADE FROM THIS ORDER OF PRIORITY TO FACILITATE THE MAXIMUM NUMBER OF DEPARTURES WITH THE LEAST AVERAGE DELAY AND TO ENHANCE ENROUTE CAPACITY MANAGEMENT

**A1029/15** 1503310100/PERM IN ORDER TO OBTAIN THE GND MOV FLOW AND SAFETY OPS, LANDING AIRCRAFT SHALL VACATE RWY 21R AT/OR BEYOND TWY R (DIST OF RWY 21R FM THR TO INTERSECTION R IS 2510M). TWY O IS PLANNED FOR DEPARTURE AIRCRAFT TAXIING FM TWY B TO JOIN TWY C. ARRIVING AIRCRAFT MIGHT VACATE RWY 21R AT TWY O WITH APPROVAL FM DON MUEANG TWR OR IN CASE OF UNUSUAL SITUATIONS

**A1433/17** 1707200000/PERM FLIGHT PROCEDURE AT DON MUEANG INTERNATIONAL AIRPORT ITEM 7. TOTAL RADIO COMMUNICATION FAILURE FOR ARRIVAL AIRCRAFT A. INBOUND COURSE OF 029 AMD TO READ 209 REF AIRAC AIP SUP A17/17

**A0853/19** 1904111240/PERM AD CONTROL SERVICES ARE PROVIDED AT TWR-S  
RMK : ABN AVBL ON TWR-S

**A1201/19** 1905230720/1908230200 DVOR/DME BKK 117.7MHZ/CH124X UNUSABLE DETAILS AS FLW:  
BEYOND 40NM  
-ON RDL321-030 DEG ALT SHOULD NOT BELOW 2500FT  
-ON RDL031-060 DEG ALT SHOULD NOT BELOW 4000FT  
-ON RDL061-120 DEG ALT SHOULD NOT BELOW 3000FT  
-ON RDL121-320 DEG ALT SHOULD NOT BELOW 4000FT

**A1470/19** 1906191700/PERM VTBD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA AMD AS FLW:  
5. RMK/TXL T BTN TWY V AND TWY S CAN BE USED FOR ACFT CODE LETTER A, B, C, D ONLY  
REF VTBD AD 2-4

**A1471/19** 1906190947/PERM AD GROUND MOV CHART-ICAO AMD AS FLW:  
ACCOMMODATION FOR RTAF APRON ACFT STANDS NR M1-M29 CHG TO NR N1-N29  
REF VTBD AD 2-33

**A1487/19** 1906210000/1909201659 ACFT STAND NR 105 CLSD

**A1553/19** 1906280428/1909301000 TXL C BTN TWY S AND TWY C SOUTH LIMITATION ONLY TO  
ACFT TYPE A, B AND C

**A1554/19** 1906301700/1909301659 BIRD CONCENTRATION IN VICINITY OF AD  
TYPE OF BIRDS: PAINTED STORK, GREY HERON, BLACK-HEADED IBIS, PURPLE HERON, OPEN-BILL STORK, BRAHMINY  
KITE, BLACK-SHOULDERED KITE, CRESTED SERPENT-EAGLE, LESSER WHISTLING DUCK, GREAT EGRET, INTERMEDIATE  
EGRET, CATTLE EGRET, LITTLE EGRET, BLACK-CROWNED NIGHT HERON, BARN OWL, LITTLE CORMORANT  
BIRD WEIGHT: FM 300 UP TO 3000 GRAMS MAX FLOCK LARGE SIZE: 26 BIRDS

**A1645/19** 1907041200/1910041500 DLY 2200-1500 DON MUEANG A-CDM TRIAL OPERATION WILL TAKE  
PLACE AT DON MUEANG AIRPORT FROM 04 JULY 2019 TO 04 OCTOBER 2019 FROM 2200 TO 1500 UTC DAILY.  
- DEPARTURE FLIGHTS FROM DON MUEANG AIRPORT WITH EOBT FROM 2200 TO 1500 UTC ARE REQUIRED TO  
PARTICIPATE IN THE TRIAL OPERATION.  
- AIRCRAFT OPERATOR (AO) / GROUND HANDLER (GH) ARE TO REPORT AND UPDATE TOBT (TARGET OFF-BLOCK TIME)  
BY IDEP WEB-BASED APPLICATION (WWW.AEROTHAI.AERO) OR BY SMS VIA DIGITAL TRUNKED RADIO SYSTEM.  
- TARGET START-UP APPROVAL TIME (TSAT) WILL BE CALCULATED AND DISTRIBUTED TO  
AIRCRAFT OPERATOR (AO) /GROUND HANDLER (GH) VIA THE SAME REPORTING CHANNELS AS TOBT.  
- PILOT SHALL ENSURE THAT THE AIRCRAFT WILL BE READY AT TOBT FOR START-UP AND PUSH BACK. IN CASE OF  
SELF-MANEUVERING AUTHORIZED BY AIRPORT AUTHORITY, THE AIRCRAFT SHALL BE READY TO PUSH BACK  
THEN TAXI OR TAXI OUT FROM PARKING STAND.  
- PILOT SHALL CONTACT GROUND CONTROL FOR START UP AND PUSH BACK WITH IN TSAT WINDOW (+/- 5 MINS).  
- IF PILOT CONTACT GROUND CONTROL FOR START-UP AND PUSH BACK AFTER TSAT WINDOW, TSAT WILL BE  
EXPIRED. PILOT SHALL NOTIFY TO AO/GH TO UPDATE THE TOBT FOR A NEW TSAT.  
- FOR DETAILED INFORMATION AND MANUAL, PLEASE CONTACT AT BKK.ACDM AT AEROTHAI.CO.TH

**A1841/19** 1907251005/1910290800 ILS GP FREQ 333.2MHZ RWY 03L UNUSABLE BEYOND 6 DEG  
RIGHT SIDE OF LOC COURSE

**A1877/19** 1907311700/1908292200 JUL 31 AUG 05-09 13 19 20-23 AND 29 1700-2200  
RWY 03L/21R CLSD DUE TO WIP

**A1878/19** 1908011700/1908042200 01 AND 04 1700-2200 RWY 03R/21L CLSD DUE TO WIP

**A1883/19** 1907310558/1908311659 THE CLOSURE OF TAXIWAY D AT DON MUEANG INTERNATIONAL AIRPORT  
EXTENDED TO 31 AUG 2019  
REF AIP SUP A6/19

**A1890/19** 1907310750/1908311659 TXL B BTN ACFT STAND NR 45 AND NR 46 CLSD DUE TO WIP

**A1891/19** 1907310810/1908311659 TWY I LTD TO MAX ACFT CODE E DUE SEPARATION FM TWY CL TO  
CONST AREA REMAINING 31M

#### **VTBS (BANGKOK/SUVARNABHUMI INTL AIRPORT)**

**A2069/14** 1406100730/PERM IMPLEMENTATION OF PRE-DEPARTURE CLEARANCE(PDC)  
OVER DATA LINK AMD AS FLW  
ITEM 1.2 IMPLEMENTATION OF THE PDC OVER DATA LINK SERVICE IS EFFECTIVE 24 HOURS  
REF AIRAC AIP SUPPLEMENT A7/11

**A4114/14** 1410290640/PERM DEPARTURES AT VTBS SHALL NORMALLY BE CLEARED IN THE ORDER IN  
WHICH THEY ARE READY FOR TAKE-OFF, EXCEPT THAT DEVIATIONS MAY BE MADE FROM THIS ORDER OF PRIORITY TO  
FACILITATE THE MAXIMUM NUMBER OF DEPARTURES WITH THE LEAST AVERAGE DELAY AND TO ENHANCE ENROUTE  
CAPACITY MANAGEMENT

**A1616/17** 1707200638/PERM TO MINIMIZE TAXI-OUT DELAY AND REDUCE FUEL CONSUMPTION  
DURING PEAK HOURS OF TRAFFIC, GATE HOLD PROCEDURES FOR DEPARTING AIRCRAFT ARE IMPLEMENTED WITH  
THE FOLLOWING CONDITIONS. WHENEVER THERE ARE ABOUT FOUR DEPARTING AIRCRAFT AT THE RUNWAY  
HOLDING POSITION, AN EXPECTED PUSHBACK TIME WILL BE ISSUED TO SUBSEQUENT DEPARTING AIRCRAFT, WHICH  
IS READY FOR PUSHBACK. IN DETERMINATION OF EXPECTED PUSHBACK TIME, AN AIRCRAFT PARKING STAND  
AND TAXI TIME TO RUNWAY-IN-USE HOLDING POSITION WILL BE TAKEN INTO ACCOUNT. WHEN AN EXPECTED  
PUSHBACK TIME IS ISSUED, PILOTS ARE REQUESTED TO MONITOR ON A RELEVANT GROUND CONTROL FREQUENCY  
FOR UPDATES OF INFORMATION AND REVISIONS OF PUSHBACK TIME. IN SITUATION WHEN A DEPARTING AIRCRAFT  
IS OCCUPYING A GATE THAT HAS BEEN ASSIGNED TO AN ARRIVING AIRCRAFT, THE DEPARTING AIRCRAFT WILL BE  
INSTRUCTED BY GROUND CONTROL TO PUSH BACK ONTO THE TAXILANE OR TAXIWAY WITH NO ENGINE START-UP TO  
ALLOW THE ARRIVING AIRCRAFT TO TAXI IN, AND EXPECTED TAXI TIME WILL BE PROVIDED.

**A1148/19** 1905210000/1908172359 ACFT STAND NR D4 AND NR D5 CLSD DUE TO WIP

**A1149/19** 1905210000/1908172359 OBST MOBILE CRANE MAX HGT 40M (131.20FT) AGL OR 41.8M (137.10FT)  
AMSL RADIUS 28M OPR WI AREA BOUNDED BY THE FLW POINT: 134128.28N1004502.97E-134125.81N1004502.74E-  
134126.55N1004459.64E-134128.98N1004500.16E-134128.28N1004502.97E  
RMK/CRANES WILL BE MARKED AND LGTD

**A1159/19** 1905172000/1908200500 DLY 2000-0500 SUVARNABHUMI A-CDM TRIAL OPERATION WILL TAKE  
PLACE AT SUVARNABHUMI AIRPORT FROM 17 MAY 2019 TO 20 AUGUST 2019 FROM 2000 TO 0500 UTC DAILY.  
- DEPARTURE FLIGHTS FROM SUVARNABHUMI AIRPORT WITH EOBT FROM 2000 TO 0500 UTC ARE REQUIRED TO  
PARTICIPATE IN THE A-CDM TRIAL OPERATION.  
- AIRCRAFT OPERATOR (AO) / GROUND HANDLER (GH) ARE TO REPORT AND UPDATE TOBT (TARGET OFF-BLOCK TIME)  
BY IDEP WEB-BASED APPLICATION (WWW.AEROTHAI.AERO) OR BY SMS VIA DIGITAL TRUNKED RADIO SYSTEM.  
- TARGET START-UP APPROVAL TIME (TSAT) WILL BE CALCULATED AND DISTRIBUTED TO AIRCRAFT OPERATOR (AO) /  
GROUND HANDLER (GH) VIA THE SAME REPORTING CHANNELS AS TOBT.  
- PILOT SHALL ENSURE THAT THE AIRCRAFT WILL BE READY FOR PUSH BACK AT TOBT.  
- PILOT SHALL CONTACT GROUND CONTROL FOR START-UP AND PUSH BACK WITH IN TSAT WINDOW (+/- 5 MINS)  
- IF PILOT CONTACT GROUND CONTROL FOR START-UP AND PUSH BACK AFTER TSAT WINDOW, TSAT WILL BE  
EXPIRED. PILOT SHALL NOTIFY THE AO/GH TO UPDATE THE TOBT FOR A NEW TSAT.  
- FOR DETAILED INFORMATION AND MANUAL, PLEASE CONTACT AT BKK.ACDM AT AEROTHAI.CO.TH

**A1298/19** 1906040640/1909080100 ATIS FREQ 127.8MHZ OPR FREQ CHANGED TO 133.6MHZ

**A1299/19** 1906040645/1909080100 A/G FAC ARR FREQ 133.6MHZ OPR FREQ CHANGED TO 121.1MHZ

**A1674/19** 1907090817/1910100330 LOCAL TRAFFIC REGULATIONS TEMPO CHG AS FLW:  
6.TAXI PROCEDURES ITEM 6.1, 6.3, 6.5 AND 6.8 THE STANDARD TAXI ROUTES FOR DEPARTING  
AND ARRIVING AIRCRAFT SHALL NOT BE PROVIDED DUE TO THE EXISTING OF CONSTRUCTION AREAS AND TAXIWAY  
CLOSURES. THE DETAILED TAXI INSTRUCTIONS AS DESCRIBES IN ITEM 6.2, 6.4, 6.6 AND 6.7 SHALL BE APPLICABLE  
REF AIP VTBS AD 2-37

**A1675/19** 1907090840/1910100330 SIMULTANEOUS PARALLEL DEPARTURES ARE IN OPERATIONAL TRIAL  
AT SUVARNABHUMI INTERNATIONAL AIRPORT. THE RUNWAYS SHALL BE USED AS FLW:  
1. RWY 19L AND RWY 01L ARE USED MAINLY FOR DEPARTURES.  
2. RWY 19R IS APPROVED, UNDER ATC CONSIDERATION, FOR ONLY WESTBOUND AND SOUTHBOUND DEPARTURES.  
ACFT WILL BE INSTRUCTED TO TURN RIGHT HDG220 IMMEDIATELY AFTER AIRBORNE.  
3. RWY 01R IS APPROVED, UNDER ATC CONSIDERATION, FOR ONLY EASTBOUND, NORTHEASTBOUND, SOUTHBOUND  
AND SOUTHEASTBOUND DEPARTURES. ACFT WILL BE INSTRUCTED TO TURN RIGHT HDG050 IMMEDIATELY  
AFTER AIRBORNE

**A1803/19** 1907230300/1909201000 ACFT STAND NR 130 CLSD DUE TO WIP

**A1852/19** 907260920/1910210600 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) U/S DUE TO MAINT AS FLW:  
ACFT STAND NR 118  
ACFT STAND NR 123  
ACFT STAND NR 305  
ACFT STAND NR 306  
ACFT STAND NR 307  
ACFT STAND NR 308  
ACFT STAND NR 512  
ACFT STAND NR 523  
ACFT STAND NR 524 AND  
ACFT STAND NR 525  
RMK/ACFT HAVE TO FLW MARSHALLING SIGNALS STRICTLY

**A1888/19** 1908010200/1908010700 ACFT STAND NR 101 CLSD DUE TO WIP

**A1889/19** 1907312301/1908010500 ACFT STAND NR C8 CLSD DUE TO WIP

#### **VTBU (RAYONG/U-TAPAO PATTAYA INTL AIRPORT)**

**A1861/19** 1907300454/1908311100 NDB UP 414KHZ ON TEST, DO NOT USE

**A1862/19** 1907300459/1908311100 TACAN BUT CH105 U/S DUE TO MAINT

**A1863/19** 1907300502/1908311100 SALS RWY 36 U/S DUE TO MAINT

**A1864/19** 1907300509/1908311100 MSSR U/S DUE TO MAINT

**A1865/19** 1907300516/1908311100 BIRD CONCENTRATION IN THE VICINITY OF AD

**A1866/19** 1907300520/1908311100 PAPI LEFT SIDE RWY 36 ON TEST, DO NOT USE

**A1867/19** 1907300523/1908311100 DISTANCE MARKER SIGN LGT RWY 18/36 U/S DUE TO MAINT

**A1868/19** 1907300527/1908311100 ABN U/S

**A1869/19** 1907300530/1908311100 DVOR/DME BUT FREQ 110.8MHZ/CH45X ON TEST, DO NOT USE  
**A1870/19** 1907300537/1908311100 ILS/DME IBUT 111.1MHZ/CH48X RWY 18 U/S DUE TO MAINT  
**A1872/19** 1907300550/1908311100 PAPI RWY 18 ON TEST, DO NOT USE

**VTCC (CHIANG MAI/CHIANG MAI INTL AIRPORT)**

**A0200/18** 1802010000/PERM REF AIRAC AIP AMDT 2/18 WITH EFFECTIVE ON 1 FEBRUARY 2018  
ON PAGE ENR 1.6-4, KARAE HOLDING POINT FOR RADAR SERVICE IN CHIANGMAI TERMINAL CONTROL AREA IS TO  
REPLACE LANNA IN TMA CHART VTCC AD 2-35 04 JAN 18

**A1261/19** 1905310215/1908310130 RVR RWY 18 U/S  
**A1394/19** 1906120100/1909121000 DLY 0100-1000 RTAF APRON BTN TWY P3 AND TWY P4 OPR BUT CTN  
ADZ DUE TO CONST  
**A1477/19** 1906200232/1909131000 AVIATION BRIDGE ACFT STAND NR 6 AVBL FOR ACFT TYPE A319 A320 AND  
A321 ONLY  
**A1478/19** 1906200237/1909131000 BIRD CONCENTRATION IN THE VICINITY OF AD  
**A1479/19** 1906200240/1909131000 LIMITED OF PARKING AREA AT CHIANG MAI INTERNATIONAL AIRPORT  
CONGESTION ACFT MAY BE PARK AT TWY Q  
**A1561/19** 1906281005/1909271000 OBST TOWER CRANE ERECTED AT 184602N0985812E, HGT 115FT  
**A1731/19** 1907122300/1909101000 IN ORDER TO PREVENT DAMAGE TO RWY SURFACE, ALL ACFT ABOVE  
CODE B ARE NOT ALLOWED TO USE RWY 36 INTERSECTION TAKE OFF TWY G UNLESS ATC ASSIGNS ONLY ACFT CODE  
C TO EXPEDITE FLOW OF TRAFFIC  
**A1824/19** 907240338/1910181100 DLY 0100-1100 OBST MOBILE CRANE ERECTED AT 184547N0985737E  
ON LEFT SIDE OF RWY 36 DIST 270M FM RCL AND 1260M FM THR RWY 36, HGT 82FT AGL  
**A1825/19** 1907240346/1908191000 SEQUENCED FLG LGT RWY 18 U/S

**VTCT (CHIANG RAI/MAE FAH LUANG-CHIANG RAI INTL AIRPORT)**

**A1221/19** 1905270931/1908240730 IN ORDER TO PREVENT OF TWY A SURFACE, PILOT SHALL FLW TWY CL  
MARKING STRICTLY  
**A1497/19** 1906210935/1908311659 RWY 03/21 OPR BUT CTN ADZ DUE TO LOW RWY FRICTION  
DIST BTN 300-700M FM THR RWY 03  
**A1579/19** 1906300205/1909301000 DLY 0100-1000 OBST MOBILE CRANE HGT 50FT AGL ERECTED AT  
195552.38N0995225.89E ON FINAL RWY 03

**VTSG (KRABI)**

**A1000/12** 1203312330/PERM AIRCRAFT STANDS INSTALLED AND OPERATE AS FLW  
AIRCRAFT STAND NR CO-ORDINATES AIRCRAFT UP TO  
1 080554.8N 0985853.4E B747 2 080553.7N 0985855.8E B747  
3 080551.8N 0985857.6E B747 4 080548.8N 0985858.2E B747  
5B 080548.5N 0985900.4E B737 5 080548.0N 0985900.8E B747  
5A 080547.5N 0985901.2E B737 6B 080546.5N 0985902.0E B737  
6 080546.1N 0985902.4E B747 6A 080545.6N 0985902.8E B737  
7B 080544.6N 0985903.6E B737 7 080544.1N 0985904.0E B747  
7A 080543.8N 0985904.4E B737

**A1100/19** 1905130308/1908130225 LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) OPR 5 POLE  
(POLE NR3 ON NOT AVBL)  
**A1169/19** 1905171510/1908171500 ILS GP FREQ 334.4MHZ RWY 32 UNUSABLE BEYOND 6 DEG  
RIGHT OF LOC COURSE  
**A1440/19** 1906141435/1909151700 CONSTRUCTION WORKS ON EXTENDING WEST SIDE OF MAIN APRON  
EDGE RMK/WORK SITES WILL BE PROTECTED BY BARRICADES

**A1533/19** 1906261025/1909301700 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 3 U/S  
**A1546/19** 1906280220/1909301700 BIRD CONCENTRATION IN THE VICINITY OF AD  
**A1608/19** 1907020220/1910021700 NDB KB 299KHZ UNUSABLE ON BRG009 DIST BEYOND 40NM  
 FM NDB ALT 8000FT  
**A1757/19** 1907181700/1910252200 DLY 1700-2200 RWY 14/32 CLSD

**VTSP (PHUKET/PHUKET INTL AIRPORT)**

**A4629/13** 1312290305/PERM THE ARRIVAL CONTROL AIRSPACE WILL BE ESTABLISHED FOR OPERATION TO PROVIDE AIR TRAFFIC SERVICES FOR ARRIVING AIRCRAFT WITHIN PHUKET TMA AND PHUKET CTR THE DETAILS ARE AS FOLLOWS:

1. UNIT PROVIDING SERVICE: PHUKET APPROACH CONTROL RADAR ARRIVAL
2. CALL SIGN: PHUKET ARRIVAL
3. FREQUENCY: 120.7MHZ
4. TYPE OF SERVICE: RADAR SERVICE ONLY
5. THE AREA OF RESPONSIBILITY: THE DETAILS ARE AS FOLLOWS:
  - 5.1 LANDING RWY 09 THE AIRSPACE WITHIN THE AREA DEFINED BY THE STRAIGHT LINE FROM PUT DVOR/DME (080654.83N0981822.69E) TO RDL220/30 DME THENCE CLOCKWISE BY THE ARC OF 30 DME RADIUS CENTRE OF PUT TO PUT RDL310/30 DME THENCE STRAIGHT LINE TO PUT DVOR/DME ALTITUDE FROM GND UP TO 6000FT WITHIN 10 DME AND ALTITUDE 2000FT UP TO 6000FT BTN 10-30 DME
  - 5.2 LANDING RWY 27 THE AIRSPACE WITHIN THE AREA DEFINED BY THE STRAIGHT LINE FROM PUT DVOR/DME (080654.83N0981822.69E) TO RDL040/30 DME THENCE CLOCKWISE BY THE ARC OF 30 DME RADIUS CENTRE OF PUT TO PUT RDL130/30 DME THENCE STRAIGHT LINE TO PUT DVOR/DME ALTITUDE FROM GND UP TO 6000FT WITHIN 10 DME AND ALTITUDE 2000FT UP TO 6000FT BTN 10-30 DME

**A1020/19** 1905020440/1908021000 OBST ERECTED DETAIL AS FLW :  
 1. TREE AT 080638.8N0981843.41E DIST 930M BEYOND THR RWY 09, 210M SOUTH OF RCL, HGT 104FT  
 2. ELECTRIC POLE AT 080646.01N0981941.19E DIST 270M BEYOND THR RWY 27, 160M SOUTH OF RCL, HGT 42FT

**A1052/19** 1905070150/1908070330 LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) NOT AVBL

**A1053/19** 1905070157/1908070330 RVR RWY 09/27 U/S

**A1271/19** 1905310920/1908312359 ILS GP FREQ 333.8MHZ RWY 27 UNUSABLE BEYOND 6 DEG RIGHT OF LOC COURSE

**A1337/19** 1906060827/1909080500 HELICOPTER OPS:  
 1. ALL HELICOPTER OPR IN PHUKET INTL AIRPORT SHALL BE TREATED AS FIXED WING ACFT AND SHALL STRICTLY FLW ATC INSTRUCTION  
 2. WHILE HELICOPTERS ARE OPR ON THE MANOEUVRING AREA, EXTREME CAUTION MUST BE EXER REGARDING WINGTIP CLR AND TURB

**A1442/19** 1906151145/1908160130 RWY THR IDENT LGT (RTIL) RWY 09 U/S

**A1475/19** 1906200208/1909201000 TAXI GUIDANCE SIGN TWY A (BEACH SIDE) U/S

**A1753/19** 1907180000/1910181100 RWY 09/27 OPR BUT CTN ADZ DUE WIP ON EMERGENCY ACCESS ROAD PSN DIST 730M BEYOND THR RWY 09 AND 75M LEFT SIDE OF RCL

**A1830/19** 1907240650/1910241000 BIRD CONCENTRATION IN THE VICINITY OF AD

**A1853/19** 1908031730/1908042300 DLY 1730-2300 SSR U/S DUE TO MAINT

**A1881/19** 1908010100/1908011000 ACFT STAND NR 4 CLSD DUE TO WIP

**VTSS (SONGKHLA/HAT YAI INTL AIRPORT)**

**A0162/10** 1001150642/PERM ALL IAC-ICAO TWR 236.6MHZ AMD TO READ 275.8MHZ  
 REF AIP VTSS AD 2.24/PAGES VTSS AD 2-27, 2-29, 2-31, 2-33 AND 2-35

**A0721/10** 1003231005/PERM IAC VOR RWY26 AMD AS FLW:  
 1. FAF R-086 AMD R-084 065632.15N1003017.76E AMD 065646.81N1003016.48E  
 2. IF R-086 AMD R-084 065653.07N1003518.70E AMD 065718.22N1003516.51E  
 3. TWR: 118.1, 236.6 AMD 118.1, 275.8  
 REF AIP VTSS AD 2-33 DATED 19 NOV 09

**A2291/15** 1509090900/PERM ILS MM 75MHX RWY 26 COMPLETELY WITHDRAWN  
 REF AIP VTSS AD 2-14

**A0332/16** 1602180238/PERM THE FINAL APPROACH FIX (FAF) IS REVISED FROM R-086/7D HTY TO BE R-084/7D HTY THE INTERMEDIATE FIX (IF) IS REVISED FROM R-086/12D HTY TO BE R-084/12D HTY REF AIP VTSS AD 2-37 DATED 25 JUL 13, VOR RWY26

**A1437/19** 1906141302/1909141100 DVOR/DME HTY 115.3MHZ/CH100X UNUSABLE ON RDL266 DIST 9.0-10.5 DME ALT 5000FT

**A1601/19** 1907010532/PERM AIRCRAFT PARKING/DOCKING CHART-ICAO AND AERODROME GROUND MOVEMENT CHART-ICAO AMD ACFT STAND AND AVIATION BRIDGE AS FLW:  
-ACFT STAND NR 1-7 CHG TO NR 1-9 COOR  
NR 1 065609.30849N 1002343.25791E  
NR 2 065609.15826N 1002342.04545E  
NR 3 065608.99686N 1002340.73605E  
NR 4 065608.83478N 1002339.42648E  
NR 5 065608.82523N 1002337.10435E  
NR 6 065608.56312N 1002334.74307E  
NR 7 065608.02927N 1002332.92290E  
NR 8 065607.86751N 1002331.61331E  
NR 9 065607.71658N 1002330.40116E  
-AVIATION BRIDGE ACFT STAND NR 2-4 CHG TO ACFT STAND NR 4-6  
REF VTSS AD 2-23, VTSS AD 2-25

**A1794/19** 1907210955/1910211000 BIRD CONCENTRATION IN THE VICINITY OF AD

**A1795/19** 1907210957/1910211000 OBST TREE ERECTED DETAIL AS FLW:  
-ABEAM THR RWY 26, 261.59M RIGHT SIDE FM RCL HGT 115FT AGL AT 065612.12N1002425.67E  
-1476M BEYOND THR RWY 26, 252.43M LEFT SIDE FM RCL HGT 115FT AGL AT 065549.72N1002342.14E

**A1859/19** 1907300113/1910311100 ILS GP RWY 26 NOT COINCIDENT WITH PAPI STARTING AT 0.7 DME TO RWY THR

**LATEST AIRAC AIP AMENDMENT : 9/19 DATED 04 JUL 2019**

**AIP SUPPLEMENT SERIES A IN FORCE:**

<b>2001 : A7</b>	<b>2011 : A4 A7 AND A16</b>
<b>2014 : A14</b>	<b>2016 : A24 AND A31</b>
<b>2017 : A10 A16 A17 A18 A19 A21 A22 A23 A33 AND A40</b>	<b>2018 : A11 A17 AND A21</b>
<b>2019 : A1 A6 A8 A9 A10 A12 A13 A15 AND A16</b>	

**AIC IN FORCE:**

<b>2003 : 1</b>	<b>2014 : 1</b>
<b>2016 : 1</b>	<b>2018: 4 5 6 AND 7</b>
<b>2019 : 1</b>	

**-- END OF SUMMARY --**