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NOTAM LIST
SERIES A

REFERENCE NO. VTBDYNYX
01/20
01 JAN 2020

The following **NOTAM series A** were **still valid on 01 JAN 2020**, NOTAM not included have either been cancelled, time expired or superseded by AIP supplement or incorporated in the AIP-THAILAND.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))

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RAMA 7 BRIDGE WITHDRAWN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

A2769/19 1911070506/2002071100 DVOR/DME CMP 112.9MHZ/CH76X UNUSABLE ON RDL AS FLW:

- RDL102 DIST 9.5-10.5 DME ALT 4500FT AMSL

- RDL223 DIST 11.0-12.0 DME ALT 5000FT AMSL

- RDL273 DIST 13.0-14.0 DME ALT 6000FT AMSL

- RDL343 DIST 6.0-8.5 DME ALT 5500FT AMSL

A2849/19 1911180540/2002171000 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

A2850/19 1911180545/2002171000 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

A2881/19 1911200220/2002161100 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

A2901/19 1911250000/2002252359 AIR TRAFFIC AND FLIGHT LEVEL MANAGEMENT OPERATIONAL TRIAL, DOMESTIC FLIGHT DEPART FM VTBD VTBS AND VTBU TO VTSP VTSG VTCC AND VICE VERSA, ATC WILL PLAN AND ASSIGN CRUISE ALTITUDE FL340 AND BELOW

A3016/19 1912090155/2003112330 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 OPERATING ON THE MENTIONED ROUTES SHALL CONTACT BANGKOK CONTROL FREQ 122.05MHZ

A3017/19 1912090205/2003112330 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 173356.83N1010000E THENCE CLOCKWISE ALONG BANGKOK/VIETIANE FIR TO 175851N1030000E-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 2330-1730 UTC FREQ 126.5MHZ
2. BTN 1530-2329 UTC FREQ 124.5MHZ OR AS ASSIGNED BY ATC

A3048/19 1912120700/2003172330 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

A3057/19 1912130632/2003160800 RYN DVOR/DME 112.5MHZ/CH72X UNUSABLE ON RDL029 DIST 8-10 DME ALT 5500FT DUE TO ROUGHNESS OUT OF TOLERANCE

A3150/19 2001020000/2001162359 TRIGGER NOTAM-PERM AIRAC AIP AMDT 01/20 WEF 02 JAN 2020

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

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

A2475/19 1910030532/2001051500 DLY 2200-1500 DON MUEANG A-CDM TRIAL OPERATION WILL TAKE PLACE AT DON MUEANG AIRPORT FM 03 OCT 2019 TO 05 JAN 2020 FM 2200 TO 1500 UTC DLY.
- DEPARTURE FLIGHTS FM DON MUEANG AIRPORT WITH EOBT FM 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 INFO AND MANUAL, PLEASE CONTACT AT BKK.ACDM AT AEROTHAI.CO.TH

A2477/19 1910050100/2001051300 TO REDUCE COMMUNICATION WORKLOAD WHEN A TAKE-OFF CLEARANCE HAS BEEN ISSUED BY ATC, ALL DEPARTING ACFT SHALL STILL REMAIN ON TWR FREQ 118.1MHZ FM COMMENCING TAKEOFF ROLL UNTIL FURTHER ADVISED

A2649/19 1910250454/2001290800 ILS GP FREQ 333.2MHZ RWY 03L UNUSABLE BEYOND 6 DEG RIGHT SIDE OF LOC COURSE

A2719/19 1911010655/2001051300 TO ENHANCE SAFETY OPERATIONS BTN DEPARTING ACFT (RWY 21L) AND ARRIVING ACFT (RWY 21R), TRIAL OPERATIONS PROCEDURES WILL BE APPLIED AS FLW:
1. A TAKE-OFF CLEARANCE WILL BE ISSUED ONLY WHEN A LANDING OF ARRIVING ACFT IS ASSURED OR HAS LANDED
2. UPON RECEIVING A TAKE-OFF CLEARANCE, PILOT SHALL COMMENCE TAKEOFF ROLL WITHOUT DLA
3. IN CASE ARRIVING ACFT INITIATES A MISSED APPROACH, ATC MAY ADVISE DEPARTING ACFT TO FLY ON HDG180 AND INITIALLY CLIMB AND MAINTAIN 4000FT

A2895/19 1911221700/2001161659 TWY K LTD TO MAX ACFT CODE E DUE TO SEPARATION FM TWY CL TO CONST AREA REMAINING 40M

A2902/19 1911220500/2002220500 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

A3115/19 1912210000/2005311659 IN ORDER TO OBTAIN THE GND MOV FLOW AND SAFETY OPS, LANDING AIRCRAFT SHALL VACATE RWY 21R AT/OR BEYOND TWY O (DIST OF RWY 21R FM THR TO INTERSECTION O IS APRX 1900M) IF AN EXIT OTHER THAN THE PREFERRED EXIT IS REQUIRED, PLEASE ADVISE THE ARRIVAL CONTROL FREQUENCY ON FIRST CONTACT, UNLESS INSTRUCTED OTHERWISE BY ATC

A3163/19 1912311700/2003311659 BIRD CONCENTRATION IN VICINITY OF AD TYPE OF BIRDS: PAINTED STORK, GREY HERON, PURPLE HERON, OPEN-BILL STORK, BRAHMINY KITE, BLACK-SHOULDERED KITE, INTERMEDIATE EGRET, CATTLE EGRET, LITTLE EGRET, CHINESE POND HERON, BARN OWL, LITTLE CORMORANT, INDIAN ROLLER
BIRD WEIGHT: FM 300 UP TO 3000 GRAMS
MAX FLOCK LARGE SIZE: 200 BIRDS

A3170/19 1912310742/2001101000 TXL C BTN TWY S AND TWY C SOUTH LIMITATION ONLY TO ACFT TYPE A, B AND C

A3172/19 1912311500/2001010130 TXL B FM TWY D TO TWY E CLSD DUE TO TEMPO ACFT STAND

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.

A2775/19 1911080718/2002080100 ATIS FREQ 127.8MHZ OPR FREQ CHANGED TO 133.6MHZ

A2776/19 1911080720/2002080100 A/G FAC ARR FREQ 133.6MHZ OPR FREQ CHANGED TO 121.1MHZ

A2843/19 1911180100/2001161100 ACFT STAND NR 130 CLSD DUE TO WIP

A3083/19 1912170200/2003150200 ACFT STAND NR D5 CLSD DUE TO WIP

A3084/19 1912170210/2003150200 OBST MOBILE CRANE MAX HGT 12M (39.37FT) AGL OR 13.70M (45.62FT) AMSL RADIUS 10M OPR WI AREA BOUNDED BY THE FLW POINT: 134128.18N1004459.97E-134128.18N1004500.85E-134126.02N1004500.88E-134126.46N1004459.65E-134128.18N1004459.97E
RMK/CRANES WILL BE MARKED AND LGTD

A3088/19 1912170935/2003120600 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) U/S DUE TO MAINT AS FLW:
- ACFT STAND NR 301-308
- ACFT STAND NR 514-525
RMK/ACFT HAVE TO FLW MARSHALLING SIGNALS STRICTLY

A3138/19 1912240800/2004020630 LOCAL TRAFFIC REGULATIONS TEMPO CHG AS FLW:
5. TAXI PROCEDURES
ITEM 5.1, 5.3, 5.5 AND 5.8 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 5.2, 5.4, 5.6 AND 5.7 SHALL BE APPLICABLE
REF AIP VTBS AD 2.20

A3139/19 1912240813/2004020600 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

A3140/19 1912292000/2003291400 DLY 2000-1400 SUVARNABHUMI A-CDM TRIAL OPERATION WILL TAKE PLACE AT SUVARNABHUMI AIRPORT FROM 29 DECEMBER 2019 TO 29 MARCH 2020 FROM 2000 TO 1400 UTC DAILY.

- DEPARTURE FLIGHTS FROM SUVARNABHUMI AIRPORT WITH EOB T FROM 2000 TO 1400 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

A3153/19 1912270800/2002291000 ACFT STAND NR 525 CLSD DUE TO WIP

VTBU (RAYONG/U-TAPAO PATTAYA INTL AIRPORT)

A3173/19 2001010000/2003312359 SALS RWY 36 U/S DUE TO MAINT

A3174/19 2001010000/2003312359 ILS/DME IBUT 111.1MHZ/CH48X RWY 18 U/S DUE TO MAINT

A3175/19 2001010000/2003312359 MSSR U/S DUE TO MAINT

A3176/19 2001010000/2003312359 PAPI LEFT SIDE RWY 18 ON TEST, DO NOT USE

A3177/19 2001010000/2003312359 PAPI RIGHT SIDE RWY 18 ON TEST, DO NOT USE

A3178/19 2001010000/2003312359 PAPI LEFT SIDE RWY 36 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

A2567/19 1910150755/2001101100 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

A2880/19 1911200213/2002171000 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

A2911/19 1911250237/2002250130 RVR RWY 18 U/S

A2998/19 1912060205/2003031000 OBST TOWER CRANE ERECTED AT 184602N0985812E, HGT 115FT

A2999/19 1912060210/2003031000 BIRD CONCENTRATION IN THE VICINITY OF AD

A3000/19 1912060218/2003031000 LIMITED OF PARKING AREA AT CHIANG MAI INTERNATIONAL AIRPORT CONGESTION ACFT MAY BE PARK AT TWY Q

A3074/19 1912160825/2003160840 RVR RWY 36 U/S

A3134/19 1912240210/2001311100 SEQUENCED FLG LGT RWY 18 U/S

A3147/19 1912251146/2001250300 AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) RWY 18 NOT AVBL

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

A2771/19 1911071135/2001061000 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 2 U/S

A2953/19 1911291115/2001291000 AD CATEGORY FOR FIRE FIGHTING AND RESCUE SERVICES DOWNGRADED TO CAT 7

A3129/19 2001081900/2001082100 SSR-STATION AT MAE FAH LUANG-CHIANG RAI INTL AIRPORT SCHEDULED PREVENTIVE MAINT PERIOD CHG TO 08 JAN 2020 FM 1900-2100 UTC REF AIP ENR 1.6

A3171/19 2001010100/2001101000 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

A2461/19 1910020330/2001021700 NDB KB 299KHZ UNUSABLE ON BRG009 DIST BEYOND 40NM FM NDB ALT 8000FT

A2816/19 1911130930/2002130900 LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) OPR 5 POLE (POLE NR3 ON NOT AVBL)

A2844/19 1911160135/2002160130 ILS GP FREQ 334.4MHZ RWY 32 UNUSABLE BEYOND 6 DEG RIGHT OF LOC COURSE

A3030/19 1912110430/2003311700 CONSTRUCTION WORKS ON EXTENDING WEST SIDE OF MAIN APRON EDGE
RMK/WORK SITES WILL BE PROTECTED BY BARRICADES

A3033/19 1912110738/2003110730 DVOR/DME KBI 111.0MHZ/CH47X CLASSIFIED AS RESTRICTED DUE TO MOUNTAINOUS TERRAIN SURROUND DVOR/DME, COVERAGE CHECK DOES NOT PROVIDE ADEQUATE SIGNAL TO 40NM AT REQUIRED ALT IN VARIOUS AREAS AS FLW:
- ON RDL001-180 DEG ALT SHOULD NOT BELOW 5500FT
- ON RDL181-200 DEG ALT SHOULD NOT BELOW 7000FT
- ON RDL201-340 DEG ALT SHOULD NOT BELOW 10000FT
- ON RDL341-360 DEG ALT SHOULD NOT BELOW 15500FT

A3117/19 1912201055/2003312359 REVISED THE CONSTRUCTION OF TAXIWAY C AND INSTALLATION OF LIGHTING SYSTEM AT KRABI AIRPORT
ITEM 1. INTRODUCTION EXTENDED TO 31 MAR 2020
ITEM 2.2 THE CONSTRUCTION WORK WILL BE CARRIED OUT DAILY 0000-2359 UTC
REF AIP SUP B5/19

A3118/19 1912201110/2003311700 BIRD CONCENTRATION IN THE VICINITY OF AD

A3119/19 1912201125/2003311700 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 3 U/S

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

A2624/19 1910220510/2001221000 BIRD CONCENTRATION IN THE VICINITY OF AD

A2724/19 1911011535/2002011000 OBST ELECTRIC POLE ERECTED AT 080646.01N0981941.19E DIST 270M BEYOND THR RWY 27, 160M SOUTH OF RCL, HGT 42FT

A2762/19 1911060800/2001080300 LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) NOT AVBL

A2763/19 1911060804/2001080300 RVR RWY 09/27 U/S

A2797/19 1911120500/2001120500 AVIATION BRIDGE ACFT STAND NR 4 U/S

A2977/19 1912010053/2003012359 ILS GP FREQ 333.8MHZ RWY 27 UNUSABLE BEYOND 6 DEG RIGHT OF LOC COURSE

A3002/19 1912060640/2003061000 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, EXTREAM CAUTION MUST BE EXER REGARDING WINGTIP CLR AND TURB

A3036/19 1912172300/2001292300 OBST MARKED AND LIGHTED BACKHOE TRUCK HGT 32.8FT MOVING ON DIST 629M BEYOND THR RWY 09 AND 80M LEFT SIDE OF RCL AREA ALONG A LINE: 080652.24N0981831.69E-080652.35N0981833.48E-080647.71N0981834.01E

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

A2616/19 1910210505/2001191000 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

A2617/19 1910210509/2001191000 BIRD CONCENTRATION IN THE VICINITY OF AD

A2693/19 1910300208/2001311100 ILS GP RWY 26 NOT COINCIDENT WITH PAPI STARTING AT 0.7 DME TO RWY THR

A3029/19 1912110145/2003141100 DVOR/DME HTY 115.3MHZ/CH100X UNUSABLE ON RDL266 DIST 9.0-10.5 DME ALT 5000FT

A3092/19 1912180325/2001311100 TWY EDGE LGT TWY J FM INTERSECTION BTN TWY K AND TWY M TO ADJOINING OF RWY 26 U/S

LATEST AIRAC AIP AMENDMENT : 02/20 DATED 30 JAN 2020

AIP SUPPLEMENT SERIES A IN FORCE:

2001: A7

2011: A4 A7 AND A16

2014: A14

2016: A24 AND A31

2017: A10 A16 A17 A18 A19 A21 A22 A23 A33 AND A40

2018: A11

2019: A10 A13 A16 A23 A24 A26 A27 A30 A32 A33 A34 AND A35

AIC IN FORCE:

2003: 1

2014: 1

2016: 1

2019: 1 2 3 4 5 AND 6

-- END OF SUMMARY --