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NOTAM LIST
SERIES A

REFERENCE NO. VTBDYNYX
10/18
01 OCT 2018

The following **NOTAM series A** were **still valid on 01 OCT 2018**, NOTAM not included have either been cancelled, time expired or superseded by AIP supplement or incorporated in the AIP-THAILAND.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 WITHIN 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 AN EARLIER DATE FOR OTHER REASONS
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 DOC 4444 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 UNI-
DIRECTIONAL 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

A1480/18 1807100600/1810102359 AVOIDANCE OF UNNECESSARY TCAS RA WARNING : ACFT SHALL
STRICTLY USE RATE OF CLIMB OR RATE OF DESCENT AT 1500 FPM OR LESS WITHIN 2000FT TO THE ASSIGNED
ALTITUDE OR FLIGHT LEVEL, THEN USE RATE OF CLIMB OR RATE OF DESCEND AT 1000 FPM OR LESS WITHIN 1000FT
TO THE ASSIGNED ALTITUDE OR FLIGHT LEVEL WHEN FLIGHT CREW IS MADE AWARE OF ANOTHER ACFT AT OR
APPROACHING AN ADJACENT ALTITUDE OR FLIGHT LEVEL, UNLESS OTHERWISE INSTRUCTED BY ATC

A1548/18 1807170700/1810172359 DURING MONSOON SEASON, ARRIVING INTEND TO LAND AT ALL
AIRPORTS IN BANGKOK FIR, ADVERSE WEATHER CONDITION MAY CAUSE DELAY/HOLDING, EXTRA FUEL
RECOMMENDED

A1680/18 1808020940/PERM REF AIP THAILAND ENR 1.11-1 AND ENR 1.11-2 AMEND TO AS FLW:
ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. GENERAL

- 1.1 FLIGHT PLANS ARE ONLY SUBMITTED TO FLIGHT DATA MANAGEMENT CENTRE (FDMC) VIA
AFTN ADDRESS : VTBBZPZX
- 1.2 FLIGHT MOVEMENT MESSAGES RELATING TO TRAFFIC INTO OR VIA BANGKOK FIR SHALL BE ADDRESSED AS
STATED BELOW IN ORDER TO WARRANT CORRECT RELAY AND DELIVERY
- 1.3 FLIGHT MOVEMENT MESSAGES IN THIS CONTEXT COMPRISE FLIGHT PLAN MESSAGES, AMENDMENT MESSAGES
RELATING THERETO AND FLIGHT CANCELLATION MESSAGES. ICAO PANS-ATM DOC 4444, CHAPTER 11,
PARAGRAPH 11.2.1.1.3 REFERS.

CATEGORY OF FLIGHT	ROUTE	MESSAGE ADDRESS
(IFR,VFR OR BOTH)	(INTO OR VIA FIR AND/OR TMA)	
ALL FLIGHT (IFR/VFR)	INTO OR VIA BANGKOK FIR (VTBB)	VTBBZQZX
ALL FLIGHT (IFR/VFR)	OUTBOUND FROM AERODROMES IN BANGKOK FIR (VTBB)	VTBBZPZX

A1732/18 1808081130/1811071130 TO ENHANCE SAFETY AND TRAFFIC FLOW IN BANGKOK FIR ADVISE ALL
OVERFLY ACFT HEADING SOUTHBOUND VIA BKK VOR G458 TO FILED FLIGHT PLAN AS FLW:
BKK G458 MOTNA Y8 MENEX G458

A1733/18 1808081130/1811071130 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

A1734/18 1808080748/1811091130 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

A1833/18 1808220850/1810231000 TEMPORARY REPORTING POINT NAME PHULI (145502.35N1020823.32E)
WILL BE ESTABLISHED AT THE SAME COORDINATE OF KRT DVOR FOR ATS ROUTE B460 W1 W6 W8 AND Y14 DUE TO
KRT DVOR/DME UNDER WITHDRAWAL UNTIL KRT DVOR RESUME NORMAL OPERATION

A1840/18 1808222338/1811151800 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

A2028/18 1809120345/1812150810 RYN DVOR/DME 112.5MHZ/CH72X UNUSABLE ON RDL029 DIST 8-10 DME
ALT 5500FT DUE TO ROUGHNESS OUT OF TOLERANCE

A2035/18 1810110100/1811281000 TEMPORARY REPORTING POINT NAME ELAGI (104240.21N0992156.03E)
WILL BE ESTABLISHED AT THE SAME COORDINATE OF CPN DVOR FOR ATS ROUTE W34 DUE TO CPN DVOR/DME UNDER
WITHDRAWAL UNTIL CPN DVOR RESUMED NORMAL OPERATION

A2055/18 1810110000/PERM AIRAC AIP AMDT 11/18 PART ENR: ENR 3.3-7 ROUTE Y6 (RNAV5)
MARNI-CMA TRACK MAG (GEO) VOR RDL READ 349/169 INSTEAD OF 343/163

A2155/18 1809270040/1810311000 TEMPORARY REPORTING POINT NAME ANOVU (080627.19N0985839.07E)
WILL BE ESTABLISHED AT THE SAME COORDINATE OF KBI VOR FOR ATS ROUTE W32 AND Y4 DUE TO KBI DVOR/DME
UNDER WITHDRAWAL UNTIL KBI VOR RESUME NORMAL OPERATION

A2183/18 1809300420/1812312359 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

A2184/18 1809300426/1812312359 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

A2198/18 1810010000/1810012359 CONDITIONAL ROUTES (CDR) Y5 (RNAV5) AVAILABLE FOR FLIGHT
PLANNING AS FLW:

WEF : MINIMUM EN-ROUTE ALTITUDE LOWER/UPPER LIMITS
0000-0559 FL130-FL460
0600-0800 FL270-FL460
0801-2359 FL130-FL460
LOWER LIMIT: FL130 UPPER LIMIT: FL460

VTBD (BANGKOK/DON MUEANG INTL AIRPORT)

A2234/99 9911160800/PERM REF AIP SUPPLEMENT A8/99 DATED 8 NOV REVISION OF IAC VOR/DME
RWY 03R AT BANGKOK INTL AP AS FLW MISSED APPROACH AT DVOR CLIMB ON R022 UNTIL PASSING 1 500FT, RIGHT
TURN TO DVOR CLIMB TO 3 000 FT PROCEED ON R240 TO BKK 15 DME FIX AND HOLD OR AS DIRECTED BY ATC

A1317/04 0406280706/PERM IAC VOR/DME RWY03R OCA (H) CIRCLING
CAT A, B CHG TO READ 625 (616) FT CAT C,D CHG TO READ 725 (716) FT
REF AIP SUPPLEMENT A8/99 DATED 8 NOV

A0357/07 0702150620/PERM IAC BANGKOK/INTL MSA ON RDL 165-255 FM BKK DVOR/DME 2600FT CHG
TO 2300FT
REF AIP SUPPLEMENT A8/99

A1131/09 0905141110/PERM IAC-ICAO MSA ON HDG 075-345 TO BKK VOR/DME
AMD TO READ 1800FT AS FLW:
- VOR/DME RWY 03L REF AIP SUP A5/98
- VOR/DME RWY 03R REF AIP SUP A8/99

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

A1481/18 1807100543/1810090400 OPERATIONAL IMPLEMENTATION TO ENHANCE AIR TRAFFIC FLOW MANAGEMENT AND SAFETY FOR ACFT INTENDING TO DEPART AND LAND AT DONMUEANG INTL AIRPORT VIA M904 WILL BE APPLIED AS FLW:

1. DEPARTURE:
 - FLIGHT PLAN FILING : KIGOB M904
 - RNAV SID FOR RWY 21R/L : KIGOB1A/KIGOB1C
 - RNAV SID FOR RWY 03L/R : KIGOB1B/KIGOB1D
2. ARRIVAL:
 - FLIGHT PLAN FILING : M904 TONIK M644 ALUMO Y12 ALEMI
 - RNAV STAR FOR RWY 21R/L: SEHNA1A
 - RNAV STAR FOR RWY 03L/R: SEHNA1B
3. IN CASE OF VT D71 ACT:
 - FLIGHT PLAN FILING : RYN M644 TONIK M904 AND VICE VERSA

A1482/18 1807100546/1810090400 TO OPTIMIZE TRAFFIC FLOW MANAGEMENT OF ARRIVAL TRAFFIC AT DON MUEANG INTL AIRPORT, THE FOLLOWING OPERATIONAL IMPLEMENTATION OF ALTITUDE/LEVEL RESTRICTIONS WILL BE ENFORCED. PILOTS ARE TO STRICTLY COMPLY WITH ALL RESTRICTIONS UNLESS INSTRUCTED BY ATC.

VTBD : STANDARD ARRIVAL CHART INSTRUMENT (STAR) RUNWAY 21L/21R

1. RNAV STAR NAKON1A : CROSS NAKON AT OR BELOW FL130
2. RNAV STAR ENDUU1A : CROSS ENDUU AT OR BELOW FL160 AND CROSS OPERA AT OR BELOW FL130
3. RNAV STAR SEHNA1A : CROSS SEHNA AT OR BELOW FL220
4. RNAV STAR SABAI1A : CROSS SABAI AT OR BELOW FL200

REF AIP SUP A2/17 DATED 16 FEB 2017

A1540/18 1807161018/1810090400 THE APPLICATION OF APPROACH CONTROL PHRASEOLOGY PROCEDURE WILL BE IMPOSED IN ORDER TO AVOID MISUNDERSTANDING DURING CONTROLLER-PILOT RADIO COMMUNICATIONS. WHEN THE FOLLOWING PHRASEOLOGIES ARE USED BY ATC, THEY SHALL HAVE THE FOLLOWING MEANINGS:

- A. CLIMB VIA SID TO (LEVEL): A CLEARANCE TO CLIMB ON A SID WHICH HAS PUBLISHED LEVEL AND/OR SPEED RESTRICTIONS, WHERE THE PILOT IS TO CLIMB TO THE CLEARED LEVEL AND COMPLY WITH PUBLISHED LEVEL RESTRICTIONS, FOLLOW THE LATERAL PROFILE OF THE SID AND COMPLY WITH PUBLISHED SPEED RESTRICTIONS OR ATC ISSUED SPEED CONTROL INSTRUCTIONS AS APPLICABLE.
- B. DESCEND VIA STAR TO (LEVEL): A CLEARANCE TO DESCEND ON A STAR WHICH HAS PUBLISHED LEVEL AND/OR SPEED RESTRICTIONS, WHERE THE PILOT IS TO DESCEND TO THE CLEARED LEVEL AND COMPLY WITH PUBLISHED LEVEL RESTRICTIONS, FOLLOW THE LATERAL PROFILE OF THE STAR AND COMPLY WITH PUBLISHED SPEED RESTRICTIONS OR ATC ISSUED SPEED CONTROL INSTRUCTIONS.
- C. NO(ATC) SPEED RESTRICTIONS: AIRCRAFT MAY KEEP ITS PREFERRED SPEED WITHOUT RESTRICTIONS.
- D. RESUME NORMAL SPEED: AN INSTRUCTION TO CANCEL ANY PREVIOUSLY ATC ASSIGNED SPEED RESTRICTIONS AND INSTRUCT PILOT TO RETURN TO THE FOLLOWING SPEED RESTRICTIONS:
 1. ALL DEPARTING AND ARRIVING AIRCRAFT ARE TO APPLY SPEED OF NOT MORE THAN IAS 250 KNOTS WHEN FLYING AT OR BELOW ALTITUDE OF 10000FT
 2. ARRIVING AIRCRAFT SHALL COMPLY WITH SPEED CONTROL RESTRICTIONS AS PUBLISHED ON THE RNAV STARS CHARTS AND INSTRUMENT APPROACH PROCEDURES. WHEN AN ARRIVING AIRCRAFT IS BEING SEQUENCED UNDER RADAR GUIDANCE, THE PILOT SHOULD, AS MUCH AS PRACTICABLE, APPLY THE SPEED CONTROL PROCEDURES BELOW:
 - 2.1 IAS 250 KNOTS WITHIN 50NM RADIUS FROM BKK
 - 2.2 IAS 220 KNOTS WITHIN 25NM RADIUS FROM BKK
 - 2.3 IAS 190 KNOTS ON, OR SHORTLY BEFORE CLOSING HEADING TO THE ILS, OR 15-25NM FROM TOUCHDOWN.
 - 2.4 IAS 160 KNOTS WHEN ESTABLISHED ON THE ILS UNTIL FINAL APPROACH POINTS(FAP) OR 15NM FROM TOUCHDOWN NOTE: AIRCRAFT TYPE AIRBUS A330 REQUIRES IAS 150-160 KNOTS.
- E. CLEARED (TYPE) APPROACH : AN AUTHORIZATION TO EXECUTE THE INSTRUMENT APPROACH VIA THE PARTICULAR RNAV STAR-ROUTE

A1608/18 1807250809/1810290800 ILS GP FREQ 333.2MHZ RWY 03L UNUSABLE BEYOND 6 DEG RIGHT SIDE OF LOC COURSE

A1705/18 1808060430/1812060000 CANCEL CIRCLING PROCEDURES FOR ACFT CAT D AS FLW:
- IAC NDB RWY21R AIP AD 2-46/29 JUL 10
- IAC NDB RWY21L AIP AD 2-45/29 JUL 10
- IAC VOR/DME RWY03R AIP SUP A8/99
- IAC VOR RWY21R AIP AD 2-47/29 JUL 10
- IAC VOR RWY21L AIP AD 2-48/29 JUL 10
- IAC VOR/ILS/DME RWY03L AIP AD 2-49/29 JUL 10
- IAC ILS OR LOC RWY21R CAT II AIP AD 2-51/12 NOV 15
- IAC ILS OR LLZ RWY21L AIP AD 2-52/29 JUL 10
- IAC RNAV (GNSS) RWY21R AIRAC AIP SUP A21/16
- IAC RNAV (GNSS) RWY21L AIRAC AIP SUP A21/16

A1735/18 1808080754/1811091130 OPERATIONAL IMPLEMENTATION TO ENHANCE SAFETY AND TRAFFIC FLOW IN BANGKOK FIR DEPARTING AND ARRIVING AIRCRAFT FM VTBD VIA VKB AND FM VKB TO VTBD ARE REQUIRED TO FILE FLIGHT PLAN AS FLW:

A) DEPARTING : KIGOB Y11 GOLUD M751 VKB
B) ARRIVING : VKB M644 ALUMO Y12 ALEMI
C) IN CASE OF VT D71 ACT : RYN M644 VKB AND VICE VERSA

A1814/18 1808180217/1811211300 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

A2042/18 1809130748/1810151100 ILS RWY 21L ON TEST, DO NOT USE

A2118/18 1809222300/1810220300 DLY 2300-0300
DON MUEANG A-CDM TRIAL OPERATION WILL TAKE PLACE AT DON MUEANG AIRPORT FROM 22 SEPTEMBER 2018 TO 22 OCTOBER 2018 FROM 2300 TO 0300 UTC DAILY.

- DEPARTURE FLIGHTS FROM DON MUEANG AIRPORT WITH EOBT FROM 2300 TO 0300 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

A2182/18 1809301700/1812311659 BIRD CONCENTRATION ON MANEUVERING AREA AND VICINITY OF AD TYPE OF BIRDS : GREY HERON, PURPLE HERON, OPEN-BILLED STORK, BLACK-HEADED IBIS, INTERMEDIATE EGRET, BLACK-SHPULDERED KITE, CATTLE EGRET, LITTLE EGRET, CHINESE POND HERON, BLACK-CROWNED NIGHT HERON, BARN OWL, LITTLE CORMORANT, INDIAN ROLLER, RED-WATTLED LAPWING, BLACK WINGED STILT
BIRD WEIGHT : FM 170 UP TO 3000 GRAMS
MAX FLOCK LARGE SIZE : 10 BIRDS

VTBS (BANGKOK/SUVANNABHUMI INTL AIRPORT)

A0967/10 1004251234/PERM IAC-ICAO ILS OR LLZ RWY19L CAT II AMD AS FLW
1. SUVARNABHUMI VOR/DME 111.40 CH 51X SVB TO READ SUVARNABHUMI VOR/DME 111.40 CH 51X SVB 133932.50N1004353.20E
2. BANGKOK VOR/DME 117.70 CH 124X BKK TO READ BANGKOK VOR/DME 117.70 CH 124X BKK 135336.80N1003546.30E
3. IAF (LEMON) 1347.46N10047.08E TO READ 1347.41N10047.21E
4. DESCEND GRADIENT 2.5 TO READ 5.2
REF AIP VTBS AD 2.24/PAGE VTBS AD 2-183

A0968/10 1004251238/PERM IAC-ICAO ILS OR LLZ RWY19R CAT II AMD AS FLW
1. SUVARNABHUMI VOR/DME 111.40 CH 51X SVB TO READ SUVARNABHUMI VOR/DME 111.40 CH 51X SVB 133932.50N1004353.20E
2. BANGKOK VOR/DME 117.70 CH 124X BKK TO READ BANGKOK VOR/DME 117.70 CH 124X BKK 135336.80N1003546.30E
3. DESCEND GRADIENT 2.5 TO READ 5.2
4. MISSED APPROACH TO READ CLIMB STRAIGHT AHEAD TO SVB, THEN TURN RIGHT ON R-215 SVB TO 3000FT AND HOLD AT 7DME FIX OR AS DIRECTED BY ATC REF AIP VTBS AD 2.24/PAGE VTBS AD 2-185

A2858/10 1012250650/PERM IAC-ICAO AMD AS FLW VOR RWY01L : IAF(LEVIN) R-195, 5.6D SVB,
R-161 20.5D BKK
REF AIP VTBS AD 2.24/PAGE VTBS AD 2-175

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

A1483/18 1807100553/1810090400 LOCAL TRAFFIC REGULATIONS 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

A1484/18 1807100600/1810090400 TO OPTIMIZE TRAFFIC FLOW MANAGEMENT OF ARRIVAL TRAFFIC AT
SUARNABHUMI INTL AIRPORT, THE FOLLOWING OPERATIONAL IMPLEMENTATION OF ALTITUDE/LEVEL RESTRICTIONS
WILL BE ENFORCED. PILOTS ARE TO STRICTLY COMPLY WITH ALL RESTRICTIONS UNLESS INSTRUCTED BY ATC.

VTBS : STANDARD ARRIVAL CHART INSTRUMENT (STAR) RUNWAY 01L/01R

1. RNAV STAR WILLA1D : CROSS WILLA AT OR BELOW FL220
2. RNAV STAR NORTA1D : CROSS NORTA AT OR BELOW FL220
3. RNAV STAR EASTE1D : CROSS EASTE AT OR BELOW FL180
4. RNAV STAR DOLNI1D : CROSS DOLNI AT OR BELOW FL180
5. RNAV STAR LEBIM1D : CROSS LEBIM AT OR BELOW FL180

REF AIP SUP A3/17 DATED 16 FEB 2017

A1485/18 1807100621/1810090400 TO OPTIMIZE TRAFFIC FLOW MANAGEMENT OF ARRIVAL TRAFFIC AT
SUARNABHUMI INTL AIRPORT, THE FOLLOWING OPERATIONAL IMPLEMENTATION OF ALTITUDE/LEVEL RESTRICTIONS
WILL BE ENFORCED. PILOTS ARE TO STRICTLY COMPLY WITH ALL RESTRICTIONS UNLESS INSTRUCTED BY ATC.

VTBS : STANDARD ARRIVAL CHART INSTRUMENT (STAR) RUNWAY 19L/19R

1. RNAV STAR WILLA1C : CROSS WILLA AT OR BELOW FL180
2. RNAV STAR NORTA1C : CROSS NORTA AT OR BELOW FL180
3. RNAV STAR EASTE1C : CROSS EASTE AT OR BELOW FL180
4. RNAV STAR DOLNI1C : CROSS DOLNI AT OR BELOW FL180
5. RNAV STAR LEBIM1C : CROSS LEBIM AT OR BELOW FL180

REF AIP SUP A3/17 DATED 16 FEB 2017

A1486/18 1807100626/1810090400 OPERATIONAL IMPLEMENTATION TO ENHANCE AIR TRAFFIC FLOW
MANAGEMENT AND SAFETY FOR AIRCRAFT INTENDING TO DEPART AND LAND AT SUARNABHUMI INTL AIRPORT
VIA M904 WILL BE APPLIED AS FOLLOWS:

1. DEPARTURE:
FLIGHT PLAN FILING : KIGOB M904
RNAV SID FOR RWY 19R/L : KIGOB1G/KIGOB1J
RNAV SID FOR RWY 01L/R : KIGOB1H/KIGOB1K
2. ARRIVAL:
FLIGHT PLAN FILING : M904 TONIK M644 ALUMO Y12 ALEMI
RNAV STAR FOR RWY 19R/L: DOLNI1C
RNAV STAR FOR RWY 01L/R: DOLNI1D
3. IN CASE OF VT D71 ACT :
FLIGHT PLAN FILING : RYN M644 TONIK M904 AND VICE VERSA

A1539/18 1807161010/1810090400 THE APPLICATION OF APPROACH CONTROL PHRASEOLOGY PROCEDURE WILL BE IMPOSED IN ORDER TO AVOID MISUNDERSTANDING DURING CONTROLLER-PILOT RADIO COMMUNICATIONS. WHEN THE FOLLOWING PHRASEOLOGIES ARE USED BY ATC, THEY SHALL HAVE THE FOLLOWING MEANINGS:

- A. CLIMB VIA SID TO (LEVEL): A CLEARANCE TO CLIMB ON A SID WHICH HAS PUBLISHED LEVEL AND/OR SPEED RESTRICTIONS, WHERE THE PILOT IS TO CLIMB TO THE CLEARED LEVEL AND COMPLY WITH PUBLISHED LEVEL RESTRICTIONS, FOLLOW THE LATERAL PROFILE OF THE SID AND COMPLY WITH PUBLISHED SPEED RESTRICTIONS OR ATC ISSUED SPEED CONTROL INSTRUCTIONS AS APPLICABLE.
- B. DESCEND VIA STAR TO (LEVEL): A CLEARANCE TO DESCEND ON A STAR WHICH HAS PUBLISHED LEVEL AND/OR SPEED RESTRICTIONS, WHERE THE PILOT IS TO DESCEND TO THE CLEARED LEVEL AND COMPLY WITH PUBLISHED LEVEL RESTRICTIONS, FOLLOW THE LATERAL PROFILE OF THE STAR AND COMPLY WITH PUBLISHED SPEED RESTRICTIONS OR ATC ISSUED SPEED CONTROL INSTRUCTIONS.
- C. NO (ATC) SPEED RESTRICTIONS: AIRCRAFT MAY KEEP ITS PREFERRED SPEED WITHOUT RESTRICTIONS.
- D. RESUME NORMAL SPEED: AN INSTRUCTION TO CANCEL ANY PREVIOUSLY ATC ASSIGNED SPEED RESTRICTIONS AND INSTRUCT PILOT TO RETURN TO THE FOLLOWING SPEED RESTRICTIONS:
 - 1. ALL DEPARTING AND ARRIVING AIRCRAFT ARE TO APPLY SPEED OF NOT MORE THAN IAS 250 KNOTS WHEN FLYING AT OR BELOW ALTITUDE OF 10000FT
 - 2. ARRIVING AIRCRAFT SHALL COMPLY WITH SPEED CONTROL RESTRICTIONS AS PUBLISHED ON THE RNAV STARS CHARTS AND INSTRUMENT APPROACH PROCEDURES. WHEN AN ARRIVING AIRCRAFT IS BEING SEQUENCED UNDER RADAR GUIDANCE, THE PILOT SHOULD, AS MUCH AS PRACTICABLE, APPLY THE SPEED CONTROL PROCEDURES BELOW:
 - 2.1 IAS 250 KNOTS WITHIN 50NM RADIUS FROM BKK
 - 2.2 IAS 220 KNOTS WITHIN 25NM RADIUS FROM BKK
 - 2.3 IAS 190 KNOTS ON, OR SHORTLY BEFORE CLOSING HEADING TO THE ILS, OR 15-25NM FROM TOUCHDOWN.
 - 2.4 IAS 160 KNOTS WHEN ESTABLISHED ON THE ILS UNTIL FINAL APPROACH POINTS(FAP) OR 15NM FROM TOUCHDOWN
- E. CLEARED (TYPE) APPROACH: AN AUTHORIZATION TO EXECUTE THE INSTRUMENT APPROACH VIA THE PARTICULAR RNAV STAR-ROUTE

A1736/18 1808080803/1811091130 OPERATIONAL IMPLEMENTATION TO ENHANCE SAFETY AND TRAFFIC FLOW IN BANGKOK FIR DEPARTING AND ARRIVING AIRCRAFT FM VTBS VIA VKB AND FM VKB TO VTBS ARE REQUIRED TO FILE FLIGHT PLAN AS FLW:

- A) DEPARTING : KIGOB Y11 GOLUD M751 VKB
- B) ARRIVING : VKB M644 ALUMO Y12 ALEMI
- C) IN CASE OF VT D71 ACT : RYN M644 VKB AND VICE VERSA

A1981/18 1809061220/1812080100 A/G FAC ARR FREQ 133.6MHZ OPR FREQ CHANGED TO 121.1MHZ

A1982/18 1809061230/1812080100 ATIS FREQ 127.8MHZ OPR FREQ CHANGED TO 133.6MHZ

A2030/18 1809120730/1811010059 ACFT STAND NR E3 CLSD DUE TO WIP

A2065/18 1809151350/1810150600 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 303 U/S RMK/ACFT HAVE TO FLW MARSHALLING SIGNALS STRICTLY

A2116/18 1809250000/1810240300 DLY 0000-0300
SUARNABHUMI A-CDM TRIAL OPERATION WILL TAKE PLACE AT SUARNABHUMI AIRPORT FROM 25 SEPTEMBER 2018 TO 24 OCTOBER 2018 FROM 0000 TO 0300 UTC DAILY.
- DEPARTURE FLIGHTS FROM SUARNABHUMI AIRPORT WITH EOBT FROM 0000 TO 0300 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

A2167/18 1810010000/1810311500 ESTABLISHMENT OF THE TEMPORARY ENGINE RUN-UP AREA, THE TEMPORARY ISOLATED AIRCRAFT PARKING AREAS AND THE TEMPORARY HELICOPTER LANDING AREA AT SUARNABHUMI AIRPORT AMD AS FLW :
ITEM2. THE TEMPO ISOLATED ACFT PRKG AREA LOCATED ONLY ON THE PORTION OF TWY C BTN TWY C8-C10 REF AIRAC AIP SUP A14/14

A2175/18 1810010300/1810010700 TWY D BEHIND ACFT STAND NR 513 514 AND 515 CLSD DUE TO WIP
RMK/ACFT STAND NR 514 NOT AVBL

VTBU (RAYONG/U-TAPHAO RAYONG PATTAYA INTL AIRPORT)

A2040/18	1809130320/1810131100	DVOR/DME BUT FREQ 110.8MHZ/CH45X ON TEST, DO NOT USE
A2186/18	1809301019/1810311100	PAPI LEFT SIDE RWY 36 ON TEST, DO NOT USE
A2187/18	1809301026/1810311100	PAPI LEFT SIDE RWY 18 ON TEST, DO NOT USE
A2188/18	1809301031/1810311100	ILS GP 331.7MHZ RWY 18 ON TEST, DO NOT USE
A2189/18	1809301035/1810311100	DISTANCE MARKER SIGN LGT RWY 18/36 U/S DUE TO MAINT
A2190/18	1809301044/1810311100	NDB UP 414KHZ U/S DUE TO MAINT
A2191/18	1809301050/1810311100	TWY EDGE LGT U/S DUE TO MAINT DETAIL AS FLW: - TWY C - TWY D - TWY E BTN TWY A AND TWY B - TWY F - TWY H - TWY I
A2192/18	1809301054/1810311100	TACAN BUT CH105 U/S DUE TO MAINT
A2193/18	1809301057/1810311100	MSSR U/S DUE TO MAINT
A2194/18	1809301102/1810311100	PAPI RIGHT SIDE RWY 18 ON TEST, DO NOT USE
A2195/18	1809301104/1810311100	ILS MM 75MHZ RWY 18 U/S DUE TO MAINT
A2196/18	1809301107/1810311100	BIRD CONCENTRATION IN THE VICINITY OF AD
A2197/18	1809301110/1810311100	SALS RWY 36 U/S DUE TO MAINT

VTCC (CHIANG MAI/CHIANG MAI INTL AIRPORT)

A0351/13 1301300610/PERM THE PROVISION OF ATS SURVEILLANCE SERVICE IN ACCORDANCE WITH PRESCRIBED PROCEDURES AS PUBLISHED IN SUBSECTION ENR 1.6 OF AIP-THAILAND, THE ADDITIONAL PROVISION OF APPROACH CONTROL SERVICE INCLUDING IN THE PROVISION OF SEPARATION BTN ACFT BASED ON USING SSR ALONE BY CHIANG MAI APPROACH CONTROL CENTRE IS THE LIMITED SERVICE DEPENDENT UPON THE ACFT WHICH ARE EQUIPPED WITH FUNCTIONING TRANSPONDERS, PROVIDED THAT THE FOLLOWING CONDITION APPLY:

1. ALL ACFT FLYING IN CHIANG MAI TMA/CTR ARE REQUIRED TO OPERATE SSR TRANSPONDERS SELECTING MODE 3/A (4096 CODES).
2. REGARDLESS OF WEATHER CONDITIONS, AN ATC AUTHORIZATION IS REQUIRED PRIOR TO OPERATE WITHIN CHIANG MAI TMA/CTR.
3. UNLESS OTHERWISE AUTHORIZED BY CHIANG MAI APPROACH, EACH ACFT MUST BE EQUIPPED AS FOLLOW :
 - A) TWO-WAY RADIO CAPABLE OF COMMUNICATIONS WITH CHIANG MAI APPROACH CONTROL CENTRE ON APPROPRIATE FREQUENCY.
 - B) SERVICEABLE TRANSPONDER.
 - C) REQUEST FOR DEVIATION FROM THE 4096 TRANSPONDER EQUIPMENT MUST BE SUBMITTED TO CHIANG MAI APPROACH CONTROL CENTRE (VTCCZAX) AS SOON AS POSSIBLE, PREFERABLY AT LEAST ONE HOUR BEFORE THE PROPOSED OPERATION.
 - D) SERVICEABLE VOR ADF OR TACAN INCLUDING DME RECEIVER.
4. PILOT OF ARRIVING ACFT SHALL CONTACT THE CHIANG MAI APPROACH CONTROL ON PUBLISHED FREQUENCY AND REPORT THEIR POSITION, ALTITUDE AND SSR CODE, RADIO CONTACT SHALL BE INITIATED FAR ENOUGH FROM THE CHIANG MAI TMA/CTR BOUNDARY TO PRECLUDE ENTERING THE TMA/CTR BEFORE RADIO COMMUNICATION IS ESTABLISHED.
5. IFR OPERATIONS : ACFT WITHIN CHIANG MAI TMA/CTR OR DELIGATED AIRSPACE ARE REQUIRED TO OPERATE IN ACCORDANCE WITH CURRENT IFR PROCEDURES AS PRESCRIBED IN ANNEX 2, AIP-THAILAND OR NOTAM AND AMENDMENT THERETO.
6. VFR OPERATIONS :
 - A) ARRIVING ACFT MUST OBTAIN AUTHORIZATION PRIOR TO ENTERING CHIANG MAI TMA/CTR AND MUST CONTACT CHIANG MAI APPROACH CONTROL ON PUBLISHED FREQUENCY.
 - B) DEPARTING ACFT REQUIRED A CLEARANCE TO DEPART FROM THE TMA/CTR AND SHALL ADVISE THE CONTROL TOWER OF THEIR INTENDED CRUISING ALTITUDE, ROUTE OF FLIGHT, SSR CODE AND DESTINATION.
 - C) WHEN NECESSARY FOR SEPARATION, OR SEQUECING, RADAR VECTORING WILL BE PROVIDED FOR VFR ACFT, ADEQUATE TERRIAN AND OBSTACLE CLEARANCE STILL REMAIN THE RESPONSIBILITY OF THE PILOT. THE USE OF RADAR FOR VFR DOES NOT ABSOLVE THE PILOT FROM COMPLIANCE WITH THE REQUIREMENTS FOR OPERATION UNDER VFR.
 - D) VFR ACFT OUTSIDE CHIANG MAI TMA/CTR ARE CAUTIONED AGAINST OPERATING IN THE VICINITY OF THE TMA/CTR BOUNDARIES.
7. EXCEPT WHEN LARGER SEPERATIONS THAN THE SPECIFIED MINIMA ARE NECESSARY. THE HORIZONTAL

- SEPARATION MINIMUM BASED ON RADAR SHALL BE 5 NM.
8. RADAR APPROACH CONTROL SERVICE FOR ARRIVING ACFT WILL BE TERMINATED AT SUCH A POINT OR TIME THAT THE ACFT IS UNDER CONTROL AND COMMUNICATION WITH AERODROME CONTROL TOWER.
 9. RADAR TECHNICAL DETAILS AND COVERAGE
 - A) SECONDARY SERVEILLANCE RADAR -STATION : AT CHIANG MAI INTL AP 184534.6N0985801.7E
- RANGE : MAX 256NM WITH FOLLOWING LIMITATIONS -SCAN RATE: 12 RPM
 - B) VERTICAL COVERAGE
- ALTITUDE 3000FT WITHIN 26.5NM -ALTITUDE 4000FT WITHIN 38NM
- ALTITUDE 6000FT WITHIN 57NM -ALTITUDE 8000FT WITHIN 75NM -ALTITUDE 11000FT WITHIN 95NM
WITH COVERAGE RESTRICTION BETWEEN 270 RDL AND 342 RDL BEYOND 12NM FM CMA DVOR/DME BELOW 8000FT
 - C) HOURS OF OPERATION AVAILABLE 24 HR WITH THE EXCEPTION OF SCHEDULED PREVENTIVE MAINT PERIOD AS WILL BE NOTIFIED BY NOTAM

A3475/13 1310041000/PERM ACFT STAND AMD NR DETAIL AS FLW:
 - NR 2A AMD TO READ NR 3
 - NR 3 AMD TO READ NR 3A
 REF AIP VTCC AD 2-23, AD 2-25

A3476/13 1310041006/PERM AVIATION BRIDGE AND VISUAL DOCKING GUIDANCE SYSTEM INSTL AT ACFT STAND NR 3

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

A1620/18 1807260840/1810221000 BIRD CONCENTRATION IN THE VICINITY OF AD

A1704/18 1808060004/1810060000 RVR RWY 18 U/S

A1985/18 1809062300/1812031000 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

A2111/18 1809211055/1812211100 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

A2130/18 1809240724/1812211000 SEQUENCED FLG LGT RWY 18 U/S

A2152/18 1809261110/1810251000 DUE TO LIMITED OF PARKING AREA AT CHIANG MAI INTERNATIONAL AIRPORT, ACFT MAY BE REQUIRED TO PARK AT TWY Q DURING CONGESTION

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

A1566/18 1807181230/1810201100 ATIS FREQ 127.85MHZ ON TRIAL

A1794/18 1808151015/1810311000 DLY 0100-1000 RWY 03/21 OPR BUT CTN ADVISED DUE TO MEN AND EQPT WIP DETAIL AS FLW:
 - ON BOTH SIDE OF RWY 03/21, DIST 150M FM RCL
 - ON FINAL RWY 03, DIST 1200M BEFORE THR
 - ON FINAL RWY 21, DIST 800M BEFORE THR

A1812/18 1808171115/1810171200 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 2 U/S

VTSG (KRABI/KRABI AIRPORT)

AIRCRAFT STAND NR	CO-ORDINATES	AIRCRAFT STANDS INSTALLED AND OPERATE AS FLW	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

A1798/18 1808160230/1811160130 ILS GP FREQ 334.4MHZ RWY 32 UNUSABLE BEYOND 6 DEG
RIGHT OF LOC COURSE

A2142/18 1809251100/1810151700 RWY 14/32 OPR BUT CTN DUE TO ROUGH SURFACE PSN 130M FM THR
RWY 32, 10M FM RWY CL (RIGHT SIDE) WIDTH 1.0M X 1.0M

A2143/18 1809251103/1812311700 BIRD CONCENTRATION IN THE VICINITY OF AD

A2144/18 1809251107/1812311700 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 3 U/S

A2154/18 1809270034/1810311000 DVOR/DME KBI 111.0MHZ/CH47X U/S DUE TO UNDER WITHDRAWAL THE
PREVIOUS DVOR/DME AND INSTALLATION THE NEW ONE

VTSP (PHUKET/PHUKET INTL AIRPORT)

A2475/09 0910190137/PERM THE PROVISION OF ATS SURVEILLANCE SERVICE (PHUKET/KRABI)
THE PROVISION OF RADAR APPROACH CONTROL SERVICE BASED ON SSR DATA ONLY BY PHUKET APPROACH
CONTROL CENTER (PHUKET/KRABI) IS THE LIMITED SERVICE DEPENDENT UPON THE AIRCRAFT WHICH ARE EQUIPPED
WITH FUNCTIONING TRANSPONDERS, PROVIDED THAT THE FOLLOWING CONDITION APPLY:

- REGARDLESS OF WEATHER CONDITIONS, AN ATC AUTHORIZATION IS REQUIRED PRIOR TO OPERATE WITHIN THESE
TMAS/CTRS.
- UNLESS OTHERWISE AUTHORIZED BY APPROPRIATE APPROACH CONTROLLER, EACH AIRCRAFT MUST BE EQUIPPED
AS FOLLOW :
 - A) TWO-WAY RADIO CAPABLE OF COMMUNICATIONS WITH APPROACH CONTROL CENTER ON APPROPRIATE
FREQUENCY FOR THAT AREA.
 - B) OPERABLE RADAR BEACON TRANSPONDER
 - C) REQUEST FOR DEVIATION FROM THE 4096 TRANSPONDER EQUIPMENT MUST BE SUBMITTED TO THE PHUKET
APPROACH CONTROL CENTER (VTSPZAZX) AT LEAST ONE HOUR BEFORE THE PROPOSED OPERATION.
 - D) AN OPERABLE VOR, ADF OR TACAN RECEIVER.
- PILOT OF ARRIVING AIRCRAFT SHOULD CONTACT THE APPROPRIATE PHUKET APPROACH CONTROL CENTER
(PHUKET/KRABI) ON THE PUBLICIZED FREQUENCY AND GIVE THEIR POSITION, ALTITUDE, RADAR BEACON CODE
AND DESTINATION, RADIO CONTACT SHOULD BE INITIATED FAR ENOUGH FROM THE TMAS/CTRS BOUNDARY TO
PRECLUDE ENTERING THE TMAS/CTRS BEFORE RADIO COMMUNICATION IS ESTABLISHED.
- IFR OPERATION: AIRCRAFT WITHIN PHUKET AND KRABI TMAS/CTRS ARE REQUIRED TO OPERATE IN ACCORDANCE
WITH CURRENT IFR PROCEDURES AS PRESCRIBED IN ANNEX 2, AIP-THAILAND OR NOTAM AND AMENDMENT
THERE TO
- VFR OPERATION :
 - A) ARRIVING AIRCRAFT MUST OBTAIN AUTHORIZATION PRIOR TO ENTERING THESE TMAS/CTRS AND MUST
CONTACT APPROACH ON THE APPROPRIATE FREQUENCY.
 - B) DEPARTING AIRCRAFT REQUIRE A CLEARANCE TO DEPART THE TMAS/CTRS AND SHOULD ADVISE THE
APPROPRIATE CONTROL TOWER OF THEIR INTENDED CRUISING ALTITUDE AND ROUTE OF FLIGHT. ATC WILL
NORMALLY ADVISE VFR AIRCRAFT WHEN LEAVING THE GEOGRAPHICAL LIMIT OF TMAS/CTRS RADAR
SERVICE IS NOT AUTOMATICALLY TERMINATE WITH THIS ADVISORY UNLESS SPECIFICALLY STATE BY THE
CONTROLLER.
 - C) VFR AIRCRAFT OUTSIDE TMAS/CTRS ARE CAUTIONED AGAINST OPERATING TOO CLOSELY TO TMAS/CTRS
BOUNDARIES ESPECIALLY WHEN THE FLOOR OF THAT TMA IS 2000 FT OR LESS OR WHERE VFR CRUISE
ALTITUDE ARE AT OR NEAR THE FLOOR OF HIGHER LEVEL. OBSERVANCE AT THIS PRECAUTION WILL
REDUCE THE POTENTIAL FOR ENCOUNTERING TMAS/CTRS AIRCRAFT OPERATION AT TMAS/CTRS FLOOR
ALTITUDE.
 - D) THIS PROGRAMME IS NOT TO BE INTERPRETED AS A RELIEVE 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 OPATIONS AND FLIGHT PATH AS
NECESSARY TO PRECLUDE SERIOUS WAKE ENCOUNTERS AND TO MAINTAIN APPROPRIATE TERRAIN AND
OBSTRUCTION CLEARNCE OR TO REMAIN IN WEATHER CONDITIONS EQUAL TO OR BETTER THAN VMC.
APPROACH CONTROL 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.
- ATC CLEARANCE AND DISTANCE-BASED WAKE TURBULENCE SEPARATION MINIMA. AN ATC AUTHORIZATION IS
REQUIRED TO ENTER AND OPERATE WITHIN THESE TMAS/CTRS
 - A. SEQUENCING OF ALL ARRIVING RADAR CONTROLLED AIRCRAFT.
 - B. 5 NM RADAR SEPARATION BETWEEN IFR AIRCRAFT.
 - C. 5 NM RADAR SEPARATION BETWEEN IFR AND 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.
- SSR RADAR APPROACH CONTROL SERVICE TO AIRCRAFT PROCEEDING TO PHUKET OR KRABI IN THIS PROGRAMME
WILL BE TERMINATED AT A SUFFICIENT DISTANCE TO ALLOW TIME TO CHANGE TO THE APPROPRIATE TOWER
FREQUENCY.
- RADAR TECHNICAL DETIALS AND COVERAGE
 - A. SECONDARY SURVEILLANCE RADAR STATION : AT BANG DUK HILL PHUKET POSITION 080801.6167 N
0981946.5493 E RANGE : 250 NM WITH FOLLOWING LIMITATIONS: SCAN RATE : 12 RPM
 - B. VERTICAL COVERAGE
 - 1) ALTITUDE 3 000 FEET WITHIN 56 NM

- 2) ALTITUDE 4 000 FEET WITHIN 56 NM
- 3) ALTITUDE 6 000 FEET WITHIN 99 NM
- 4) ALTITUDE 8 000 FEET WITHIN 106 NM
- 5) ALTITUDE 11 000 FEET WITHIN 119 NM

C. HOURS OF OPERATION HOURS OF OPERATION WILL BE 24 HOURS WITH THE EXCEPTION OF SCHEDULED PREVENTIVE MAINTENANCE PERIOD: THE THIRD FRIDAY OF EACH MONTH FROM 1230-1500 UTC

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

A1426/18 1807041305/1810041000 OBST TOWER CRANE ERECTED AT 080712.45N0981823.83, HGT 82FT DIST 472M FM THR RWY 09 AND 880.57M LEFT SIDE OF RCL, MARK LGT AND RED FLAG ON TOP

A1601/18 1807240313/1810240500 OBST ERECTED DETAIL AS FLW :

1. TREE AT 080649.3N0981808.52E DIST 65M BEFORE THR RWY 09, 200M NORTH OF EXTENDED RCL, HGT 100FT
2. TREE AT 080652.75N0981835.01E DIST 730M BEYOND THR RWY 09, 265M NORTH OF RCL, HGT 50FT
3. TREE AT 080638.8N0981843.41E DIST 930M BEYOND THR RWY 09, 210M SOUTH OF RCL, HGT 105FT
4. ELECTRIC POLE AT 080646.01N0981941.19E DIST 270M BEYOND THR RWY 27, 160M SOUTH OF RCL, HGT 42FT

A1622/18 1807261525/1810270200 BIRD CONCENTRATION IN THE VICINITY OF AD

A1719/18 1808070342/1811070330 LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) NOT AVBL

A1872/18 1808280035/1811301130 DUE TO AIR TRAFFIC CONTROL TOWER RENOVATION AND AERODROME CONTROL SERVICE MOVE TO OPERATE IN TEMPORARY CONTROL ROOM WITH LIMITED VISION BETWEEN RADIAL R110-R250 PUT DVOR, ALL AIRCRAFT MAY EXPERIENCE SOME INCONVENIENCES, ESPECIALLY AS USING AERODROME TRAFFIC CIRCUIT NORTH ONLY FOR LANDING, OVERFLYING AND TRAINING PURPOSE, RWY 09 BY ENTERING LEFT TRAFFIC CIRCUIT AND RWY 27 BY ENTERING RIGHT TRAFFIC CIRCUIT

A1906/18 1808300900/1811300800 ILS GP FREQ 333.8MHZ RWY 27 UNUSABLE BEYOND 6 DEG RIGHT OF LOC COURSE

A1934/18 1808310955/1811231000 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 5 NR 6 AND NR 7 U/S
RMK/ACFT HAVE TO FLW MARSHALLING SIGNALS STRICTLY

A2034/18 1809301730/1810142300 PHUKET INTERNATIONAL AIRPORT RUNWAY MAINTENANCE PROGRAM THE ACTIVITY AND ITS EFFECTIVE DATE AND TIME CHANGED AS FOLLOWS:

1. INTRODUCTION
THE EFFECTIVE DATE CHANGED FROM
30 SEPTEMBER 2018 UNTIL 17 SEPTEMBER 2019
TO 8 OCTOBER 2018 UNTIL 17 SEPTEMBER 2019
2. CLOSURE OF RUNWAY 09/27
 - 2.1 PERIOD: CHANGED FROM SEPTEMBER 2018 - MARCH 2019
TO OCTOBER 2018 - MARCH 2019
SEPTEMBER 2018
- RUNWAY RUBBER REMOVAL ACTIVITY CANCELLED
OCTOBER 2018
- RUNWAY RUBBER REMOVAL ACTIVITY CHANGED FROM 1-6 OCTOBER 2018
DLY 1730-2330 TO 8-14 OCTOBER 2018 DLY 1730-2300

THE REST UNCHANGED
REF AIP SUPPLEMENT A9/18

A2124/18 1809230306/1811231000 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ALL ACFT STAND NOT AVBL FOR ACFT TYPE A350-900 AND B787-900 RMK/ACFT HAVE TO FLW MARSHALLING SIGNALS STRICTLY

A2156/18 1809270045/1810052300 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 1 NR 2 NR 3 NR 10 NR 16 NR 31 NR 32 NR 33 NR 34 NR 35 NR 36 NR 37 NR 38 NR 39 AND NR 40 U/S RMK/ACFT HAVE TO FLW MARSHALLING SIGNALS STRICTLY

A2173/18 1809280358/1810051701 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 09 U/S

A2180/18 1810010100/1810011000 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

A0130/13 1301111125/PERM THE PROVISION OF ATS SURVEILLANCE SERVICE(HATYAI) DETAIL AS FLW: THE PROVISION OF RADAR APPROACH CONTROL SERVICE BASED ON SSR DATA ONLY BY HATYAI APPROACH CONTROL CENTER(HATYAI)IS THE LIMITED SERVICE DEPENDENT UPON THE AIRCRAFT WHICH ARE EQUIPPED WITH FUNCTIONING TRANSPONDERS,PROVIDED THAT THE FOLLOWING CONDITION APPLY :

- REGARDLESS OF WEATHER CONDITONS, AN ATC AUTHORIZATION IS REQUIRED PRIOR TO OPERATE WITHIN HTY TMA/CTR.
- UNLESS OTHERWISE AUTHORIZED BY APPROPRIATE APPROACH CONTROLLER,EACH AIRCRAFT MUST BE EQUIPPED AS FOLLOW :
 - A) TWO-WAY RADIO CAPABLE OF COMMUNICATIONS WITH APPROACH CONTROL CENTER ON APPROPRIATE FREQUENCY FOR THAT AREA
 - B) OPERABLE RADAR BEACON TRANSPONDER
 - C) REQUEST FOR DEVIATION FROM THE 4096 TRANSPONDER EQUIPMENT MUST BE SUBMITTED TO THE HATYAI APPROACH CONTROL CENTER (VTSSZAX) AT LEAST ONE HOUR BEFORE THE PROPOSED OPERATION
 - D) AN OPERABLE VOR,ADF OR TACAN RECEIVER
- PILOT OF ARRIVING AIRCRAFT SHOULD CONTACT THE APPROPRIATE HATYAI APPROACH CONTROL CENTER ON THE PUBLICIZED FREQUENCY AND GIVE THEIR POSITION, ALTITUDE, RADAR BEACON CODE AND DESTINATION, RADIO CONTACT SHOULD BE INITIATED FAR ENOUGH FROM THE TMA/CTR BOUNDARY TO PRECLUDE ENTERING THE TMA/CTR BEFORE RADIO COMMUNICATION IS ESTABLISHED.
- IFR OPERATION : AIRCRAFT WITHIN HATYAI TMA/CTR ARE REQIUED TO OPERATE IN ACCORDANCE WITH CURRENT IFR PROCEDURES AS PRESCRIBED IN ANNEX 2, AIP-THAILAND OR NOTAM AND AMENDMENT THERETO.
- VFR OPERATION :
 - A) ARRIVING AIRCRAFT MUST OBTAIN AUTHOIZATION PRIOR TO ENTERING HTY TMA/CTR AND MUST CONTACT APPROACH ON THE APPROPRIATE FREQUENCY.
 - B) DEPARTING AIRCRAFT REQUIRE A CLEARANCE TO DEPART THE TMA/CTR AND SHOULD ADVISE THE APPROPRIATE CONTROL TOWER OF THE INTENDED CRUISING ALTITUDE AND ROUTE OF FLIGHT. ATC WILL NORMALLY ADVISE VFR AIRCRAFT WHEN LEAVING THE GEOGRAPHICAL LIMIT OF TMA/CTR RADAR SERVICE IS NOT AUTOMATICALLY TERMINATE WITH THIS ADVISORY UNLESS SPECIFICALLY STATE BY THE CONTROLLER.
 - C) VFR AIRCRAFT OUTSIDE TME/CTR ARE CAUTIONED AGAINST OPERATING TOO CLOSELY TO TMA/CTR BOUNDARY ESPECIALLY WHEN THE FLOOR OF THAT TMA IS 2000 FT OR LESS OR WHERE VFR CRUISE ALTITUDE ARE AT OR NEAR THE FLOOR OF HIGHER LEVEL OBSERVANCE AT THIS PRECAUTION WILL REDUCE THE POTENTIAL FOR ENCOUNTERING TMA/CTR AIRCRAFT OPERATION AT TMA/CTR FLOOR ALTITUDE.
 - D) THIS PROGRAMME IS NOT TO BE INTERPRETED AS A RELIEVE 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 MAINTAIN APPROPRIATE TERRAIN AND OBSTRUCTION CLEARANCE OR TO REMAIN IN WEATHER CONDITIONS EQUAL TO OR BETTER THAN VMC. APPROACH CONTROL 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.
- ATC CLEARANCE AND DISTANCE BASED WAKE TURBULENCE SEPARATION MINIMA, AN ATC AUTHORIZATION IS REQUIRED TO ENTER AND OPERATE WITHIN HTY TMA/CTR
 - A) SEQUENCING OF ALL ARRIVING RADAR CONTROLLED AIRCRAFT
 - B) 5 NM RADAR SEPARATION BETWEEN IFR AIRCRAFT.
 - C) 5 NM RADAR SEPARATION BETWEEN IFR AIRCRAFT AND 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.
- SSR RADAR APPROACH CONTROL SERVICE TO AIRCRAFT PROCEEDING TO HATYAI IN THIS PROGRAMME WILL BE TERMINATED AT A SUFFICIENT DISTANCE TO ALLOW TIME TO CHANGE TO THE APPROPRIATE TOWER FREQUENCY. RADAR TECHNICAL DETAILS AND COVERAGE
 - A) SECONDARY SERVEILLANC E RADAR
 - STATION : AT HATYAI AIRPORT POSITION 065608.1N1002300.3E
 - RANGE : 250 NM WITH FOLLOWING LIMI TATIONS :
 - SCAN RATE : 12 RPM
 - B) VERTICAL COVERAGE

- 1) ALTITUDE 3100 FT WITHIN 95.2 NM 2) ALTITUDE 5100 FT WITHIN 103.2 NM
 3) ALTITUDE 7100 FT WITHIN 126.2 NM 4) ALTITUDE 10100 FT WITHIN 135.1 NM
 C) HOURS OF OPERATION
 HOURS OF OPERATION WILL BE 24 HOURS.

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

A1502/18 1807120846/1810101000 ALL ACFT CODE LETTER C AND HIGHER ARE NOT ALLOWED
 TO MAKE 180 DEGREE TURN ON RWY

A1596/18 1807230855/1810231000 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

A1597/18 1807230858/1810231000 BIRD CONCENTRATION IN THE VICINITY OF AD

A1625/18 1807280045/1810301100 PAPI RWY 26 NOT COINCIDENT WITH GLIDE SLOPE
 STARTING FM 0.7 DME TO RWY THR

A2062/18 1809140942/1812141100 DVOR/DME HTY 115.3MHZ/CH100X UNUSABLE ON RDL266 DIST 9.0-10.5
 DME ALT 5000FT

LATEST AIRAC AIP AMENDMENT : 12/18 DATED 8 NOVEMBER 2018

AIP SUPPLEMENT SERIES A IN FORCE :

1999	A8	2001	A7
2007	A6	2011	A4 A7 AND A16
2014	A14	2016	A17 A20 A21 A24 A31 AND A32
2017	A2 A3 A10 A13 A16 A17 A18 A19 A21 A22 A23 A24 A33 A40 AND A43		
2018	A4 A6 A7 A9 A10 A11 A12 A13 A14 AND A15		

AIC IN FORCE :

2001	2	2002	1
2003	1	2006	4
2008	2	2014	1
2015	2	2016	1 3 AND 6
2017	10 11 12 AND 15	2018	1 AND 3

-- END OF SUMMARY --