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NOTAM LIST
SERIES C

REFERENCE NO. VTBDYNYX
8/19
01 AUG 2019

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**NOTAM series C** were **still valid on 01 AUG 2019**, NOTAM not included have either been cancelled, time expired or superseded by AIP supplement or incorporated in the AIP-THAILAND.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

- C7381/12** 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 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
- C7557/12** 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
- C9288/14** 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
- C2386/15** 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
- C0281/16** 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
- C0654/16** 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
- C3411/16** 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
- C3978/16** 1612080000/PERM REF AIRAC AIP SUP B10/16 REVISION OF THE ATS ROUTES WITHIN BANGKOK FIR AMD ATS ROUTE W38 UPPER LIMITS/LOWER LIMITS : FL460/ALT 6500FT ALT 7000FT

C0164/17 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

C1450/19 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

C1451/19 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 173356.83N1010000E THENCE CLOCKWISE ALONG BANGKOK/VIENTIANE 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 2330-1530 UTC FREQ 126.5MHZ
2. BTN 1530-2329 UTC FREQ 124.5MHZ OR AS ASSIGNED BY ATC

C1555/19 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

C1556/19 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

C1566/19 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

C1590/19 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

C1591/19 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

C1627/19 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

C1976/19 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

C2000/19 1906160556/1909160800 RYN DVOR/DME 112.5MHZ/CH72X UNUSABLE ON RDL029 DIST 8-10 DME ALT 5500FT DUE TO ROUGHNESS OUT OF TOLERANCE

C2214/19 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

C2215/19 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

C2341/19 1907180000/1908012359 TRIGGER NOTAM-PERM AIRAC AIP AMDT 8/19 WEF 18 JUL 2019

C2598/19 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)

C9040/14 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

C1765/15 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

C2204/17 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

C1216/19 1904111240/PERM AD CONTROL SERVICES ARE PROVIDED AT TWR-S
RMK : ABN AVBL ON TWR-S

C1678/19 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

C2036/19 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

C2037/19 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

C2054/19 1906210000/1909201659 ACFT STAND NR 105 CLSD

C2150/19 1906280428/1909301000 TXL C BTN TWY S AND TWY C SOUTH LIMITATION ONLY TO
ACFT TYPE A, B AND C

C2151/19 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

C2271/19 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

C2522/19 1907251005/1910290800 ILS GP FREQ 333.2MHZ RWY 03L UNUSABLE BEYOND 6 DEG
RIGHT SIDE OF LOC COURSE

C2569/19 1907311700/1908292200 JUL 31 AUG 05-09 13 19 20-23 AND 29 1700-2200
RWY 03L/21R CLSD DUE TO WIP

C2570/19 1908011700/1908042200 01 AND 04 1700-2200 RWY 03R/21L CLSD DUE TO WIP

C2587/19 1907310558/1908311659 THE CLOSURE OF TAXIWAY D AT DON MUEANG INTERNATIONAL AIRPORT
EXTENDED TO 31 AUG 2019
REF AIP SUP A6/19

C2594/19 1907310750/1908311659 TXL B BTN ACFT STAND NR 45 AND NR 46 CLSD DUE TO WIP

C2597/19 1907310810/1908311659 TWY I LTD TO MAX ACFT CODE E DUE SEPARATION FM TWY CL TO
CONST AREA REMAINING 31M

VTBK (NAKHON PATHOM/KAMPHAENG SAEN)

C2026/19 1906190300/1909191100 VOR/DME KPS 114.5MHZ/CH92X RESTRICTED USE DUE TO MOUNTAINOUS
TERRAIN SURROUND VOR/DME STATION AS FOLLOW
AREA WI 40 NM ORBIT: -RDL 160-269 ALT SHOULD NOT BELOW 2500FT
-RDL 270-319 ALT SHOULD NOT BELOW 5000FT
-RDL 320-069 ALT SHOULD NOT BELOW 2500FT
WI 20 NM ORBIT: -RDL 070-159 ALT SHOULD NOT BELOW 2500FT

C2127/19 1906270110/1909271100 BIRD CONCENTRATION IN THE VICINITY OF AD

C2128/19 1906270112/1909271100 SEQUENCED FLASHING LIGHTS RWY 03/21 U/S

VTBL (LOP BURI/KHOK KATHIAM)

C2106/19 1906260315/1909250200 BIRD CONCENTRATION IN THE VICINITY OF AD

C2107/19 1906260316/1909250200 ATIS FREQ 392.5MHZ ON TRIAL OPR

C2108/19 1906260318/1909250200 ILS RWY 05 ON TEST, DO NOT USE

C2495/19 1907240252/1908081100 TACAN LOB CH115X U/S

C2541/19 1907290125/1910311100 TWY A AND TWY C OPS BUT CTN ADZ DUE TO ROUGH SURFACE
PSN ADJOINING BTN TWY A AND TWY C DIST 260M FM THR RWY 05

VTBO (TRAT/KHAO SMING)

C2421/19 1907192300/1908192300 DME TRT CH36X ON TEST,DO NOT USE

VTBP (PRACHUAP KHIRI KHAN)

C1672/19 1905230130/1908231100 PAPI RWY 26 ON TEST, DO NOT USE

C2080/19 1906240310/1909241100 BIRD CONCENTRATION IN THE VICINITY OF AD

C2575/19 1908050001/1908081100 SOUTH APRON CLSD DUE TO MIL EXER
RMK/FOR OTHER INFORMATION CONTACT VTBP TEL 032 603 919

VTBS (BANGKOK/SUARNABHUMI INTL AIRPORT)

C4655/14 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

C9039/14 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

C2468/17 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.

C1611/19 1905210000/1908172359 ACFT STAND NR D4 AND NR D5 CLSD DUE TO WIP

C1612/19 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

C1623/19 1905172000/1908200500 DLY 2000-0500 SUARNABHUMI A-CDM TRIAL OPERATION WILL TAKE PLACE AT SUARNABHUMI AIRPORT FROM 17 MAY 2019 TO 20 AUGUST 2019 FROM 2000 TO 0500 UTC DAILY.
- DEPARTURE FLIGHTS FROM SUARNABHUMI 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

C1817/19 1906040640/1909080100 ATIS FREQ 127.8MHZ OPR FREQ CHANGED TO 133.6MHZ

C1818/19 1906040645/1909080100 A/G FAC ARR FREQ 133.6MHZ OPR FREQ CHANGED TO 121.1MHZ

C2315/19 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

C2316/19 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

C2469/19 1907230300/1909201000 ACFT STAND NR 130 CLSD DUE TO WIP

C2534/19 1907260920/1910210600 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

C2592/19 1908010200/1908010700 ACFT STAND NR 101 CLSD DUE TO WIP

C2593/19 1907312301/1908010500 ACFT STAND NR C8 CLSD DUE TO WIP

VTBU (RAYONG/U-TAPAO PATTAYA INTL AIRPORT)

C2550/19 1907300454/1908311100 NDB UP 414KHZ ON TEST, DO NOT USE
C2551/19 1907300459/1908311100 TACAN BUT CH105 U/S DUE TO MAINT
C2552/19 1907300502/1908311100 SALS RWY 36 U/S DUE TO MAINT
C2553/19 1907300509/1908311100 MSSR U/S DUE TO MAINT
C2555/19 1907300516/1908311100 BIRD CONCENTRATION IN THE VICINITY OF AD
C2556/19 1907300520/1908311100 PAPI LEFT SIDE RWY 36 ON TEST, DO NOT USE
C2557/19 1907300523/1908311100 DISTANCE MARKER SIGN LGT RWY 18/36 U/S DUE TO MAINT
C2558/19 1907300527/1908311100 ABN U/S
C2559/19 1907300530/1908311100 DVOR/DME BUT FREQ 110.8MHZ/CH45X ON TEST, DO NOT USE
C2560/19 1907300537/1908311100 ILS/DME IBUT 111.1MHZ/CH48X RWY 18 U/S DUE TO MAINT
C2562/19 1907300550/1908311100 PAPI RWY 18 ON TEST, DO NOT USE

VTBW (PRACHIN BURI/WATTHANA NAKHON)

C2076/19 1906240200/1908311100 ABN U/S
C2077/19 1906240200/1908311100 RWY EDGE LGT RWY 05/23 U/S
C2078/19 1906240200/1908311100 PAPI RWY 05/23 U/S

VTCC (CHIANG MAI/CHIANG MAI INTL AIRPORT)

C0339/18 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

C1762/19 1905310215/1908310130 RVR RWY 18 U/S

C1937/19 1906120100/1909121000 DLY 0100-1000 RTAF APRON BTN TWY P3 AND TWY P4 OPR BUT CTN
ADZ DUE TO CONST

C2044/19 1906200232/1909131000 AVIATION BRIDGE ACFT STAND NR 6 AVBL FOR ACFT TYPE A319 A320 AND A321 ONLY

C2045/19 1906200237/1909131000 BIRD CONCENTRATION IN THE VICINITY OF AD

C2046/19 1906200240/1909131000 LIMITED OF PARKING AREA AT CHIANG MAI INTERNATIONAL AIRPORT CONGESTION ACFT MAY BE PARK AT TWY Q

C2159/19 1906281005/1909271000 OBST TOWER CRANE ERECTED AT 184602N0985812E, HGT 115FT

C2376/19 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

C2498/19 1907240338/1910181100 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

C2499/19 1907240346/1908191000 SEQUENCED FLG LGT RWY 18 U/S

VTCH (MAE HONG SON)

C7100/09 0911171400/PERM IGS VOR/DME RWY11 AMD AS FLW :
 1. AERODROME ELEV 761FT AMD TO READ 929FT
 2. HEIGHTS RELATED TO THR RWY11 ELEV 707FT AMD TO READ 865FT
 REF AIP VTCH AD 2-11

C1673/19 1905230220/1908220000 DVOR/DME MHS 115.5MHZ/CH102X UNUSABLE DUE TO ROUGHNESS AND SCALLOPING DETAILS AS FLW
 -ON RDL090 DIST BTN 5 - 9 DME ALT 7000FT AMSL
 -ON RDL119 DIST BTN 5 - 10.5 DME ALT 8000FT AMSL
 -ON RDL180 DIST BTN 7.5 - 10 DME ALT 6000FT AMSL

C1674/19 1905230300/1908280200 NDB MH 384KHZ UNUSABLE ON BRG120 DIST BEYOND 35NM

VTCL (LAMPANG)

C4862/15 1512092300/PERM NEW ATC CONTROL TOWER IS FULLY OPERATIONAL REPLACING CURRENT ATC CONTROL TOWER. NEW ATC CONTROL TOWER IS LOCATED EAST OF AD APRX 221M FM RCL AND 1440M FM THR RWY 36

C1040/18 1804060100/PERM OBST FENCE LINE ERECTED 320-370M BEYOND THR RWY 18, 90M ON LEFT SIDE RCL HGT 6.56FT AGL

C1551/18 1805220450/PERM NEW TWY AND APRON INSTL, INCLUDING REVISE PCN OF OLD TWY AND APRON AS FLW :
 - NEW TWY : TWY C STRENGTH : PCN 44/F/C/X/T, WIDTH : 23M, SURFACE : ASPHALT
 - NEW APRON STRENGTH : PCN 50/R/C/X/T, SURFACE : CONCRETE
 - REVISED PCN : TWY A AND TWY B : PCN 41/F/C/X/T, WIDTH : 23M, SURFACE : ASPHALT
 - REVISED OLD APRON STRENGTH : PCN 41/R/C/X/T, SURFACE : CONCRETE

C1657/19 1905210805/1908211300 BIRD CONCENTRATION IN THE VICINITY OF AD.
 TYPE OF BIRDS - RED-WATTLED,STARLING,COUCALS,BAT,DOVE, TAILORBIRD,HERON,MARTIN
 BIRD WEIGHT - FM 20 UP TO 375 GRAMS MAX FLOCK SIZE- 15 BIRDS

VTCL (NAN/NAN NAKHON)

C1526/19 1905100625/1908101700 ILS INAN 110.3MHZ/CH40X RWY02 U/S

C1819/19 1906040657/1909021700 RWY 02/20 CLSD 90M FM THR RWY 02 DUE TO WIP
 LANDING ON RWY 02 IS NOT ALLOWED FOR ACFT CODE LETTER C OR HIGHER DECLARED DIST AS FLW :
 RWY TORA(M) TODA(M) ASDA(M) LDA(M)
 02 1985 2045 2045 1910
 20 1985 1985 1985 1910

C2025/19 1906181404/1909021700 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 02 U/S

VTCP (PHRAE)

C1869/19 1906070355/1909071100 NDB PR 340KHZ UNUSABLE ON
-BRG175 DIST BEYOND 35NM FM NDB ALT 7000FT
-BRG201 DIST BEYOND 40NM FM NDB ALT 9000FT

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

C1712/19 1905270931/1908240730 IN ORDER TO PREVENT OF TWY A SURFACE, PILOT SHALL FLW TWY CL MARKING STRICTLY

C2066/19 1906210935/1908311659 RWY 03/21 OPR BUT CTN ADZ DUE TO LOW RWY FRICTION
DIST BTN 300-700M FM THR RWY 03

C2185/19 1906300205/1909301000 DLY 0100-1000 OBST MOBILE CRANE HGT 50FT AGL ERECTED AT 195552.38N0995225.89E ON FINAL RWY 03

VTPB (PHETCHABUN)

C1594/19 1905150928/1908151100 DVOR/DME PCB 115.4MHZ/CH101X UNUSABLE ON RDL276
DIST BTN 7-9 DME

C1599/19 1905160150/1908211100 NDB PH 283.0KHZ UNUSABLE ON
-BRG093 DIST BEYOND 40NM FM NDB ALT 7000FT
-BRG276 DIST BEYOND 40NM FM NDB ALT 7000FT
-BRG326 DIST BEYOND 40NM FM NDB ALT 7000FT

C2258/19 1907040252/1910051100 AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) NOT AVBL

C2571/19 1907302300/1908311100 THE FIRST TWY OF RWY 18 CLSD DUE TO WIP
RMK/PARTIAL APRON NOT AVBL

VTPH (PRACHUAP KHIRI KHAN/HUA HIN)

C2233/19 1907020842/1910041100 DVOR/DME HHN FREQ 113.3 MHZ CH80X UNUSABLE
IN VARIOUS AREAS AS FLW:
1. ROUGHNESS ON RDL341 DIST 10.3 DME AT ALT 4000FT
2. 40NM ORBIT
RDL001-170 ALT SHOULD NOT BELOW 3000FT
RDL171-210 ALT SHOULD NOT BELOW 7000FT
RDL301-340 ALT SHOULD NOT BELOW 10000FT
RDL340-360 ALT SHOULD NOT BELOW 3000FT
3. 30NM ORBIT (DUE TO BORDER LIMITED) RDL211-300 ALT SHOULD NOT BELOW 10000FT
4. UNUSABLE STARTING ON RDL040-RDL090 CLOCKWISE DUE TO COURSE STRUCTURE UNSTABLE

C2324/19 1907100640/1910121100 NDB HN 213KHZ UNUSABLE ON
-BRG045 DIST BEYOND 34NM FM NDB ALT 4000FT
-BRG174 DIST BEYOND 26NM FM NDB ALT 4000FT

C2531/19 1907260711/1910311100 BIRD CONCENTRATION IN THE VICINITY OF AD

VTPH (NAKHON SAWAN/TAKHLI)

C0894/12 1202130506/PERM OBST 8 ANTENNAS ERECTED PSN DETAILS AS FLW:
1. 15.29164N100.29379E HGT 33FT AGL 2. 15.27835N100.29297E HGT 40FT AGL
3. 15.27913N100.29759E HGT 30FT AGL 4. 15.27204N100.29241E HGT 50FT AGL
5. 15.27200N100.29295E HGT 50FT AGL 6. 15.26300N100.29428E HGT 33FT AGL
7. 15.26325N100.29228E HGT 50FT AGL 8. 15.28045N100.29296E HGT 50FT AGL
ALL OF ANTENNAS MARKED BY RED LGT ON TOP EXCEPT PSN NR.3 AND NR.6

C1948/19 1906120030/1909301100 RWY 18/36 OPR BUT CTN ADZ DUE MEN AND EQUIP WIP ON BOTH SIDE
PSN AS FLW:
PSN 1: 25M BEYOND RWY THR AND 30M FM EITHER SIDE OF RWY EDGE
PSN 2: 396M BEYOND RWY THR AND 30M FM EITHER SIDE OF RWY EDGE

C2208/19 1907010100/1909301100 BIRD CONCENTRATION IN THE VICINITY OF AD

C2209/19 1907010100/1909301100 PAPI RWY 18 NOT COINCIDENT WITH GLIDE PATH
STARTING FM 0.7 DME OR 600FT AMSL

C2564/19 1907300647/1908311100 ILS RWY 18 U/S

VTPM (TAK/MAE SOT)

C0458/03 0301281207/PERM IAC-ICAO VOR/DME RWY 27B DELETE COLUMN
FAF-MAPT 6NM(MIN:S) 3:36 3:00 2:34 2:15 2:00
REF AIRAC AIP SUPPLEMENT B11/00

C0976/19 1903210405/PERM NEW TWY AND APRON INSTL AS FLW:
-NEW TWY TWY B : SURFACE : ASPHALTIC CONCRETE LEN : 154.29M WID : 23M
PSN : AT 728M FM CL TWY B TO THR RWY 09 STRENGTH : PCN/ 42/F/C/X/T TWY C : SURFACE : ASPHALTIC CONCRETE
LEN : 154.29M WID : 23M PSN : AT 885M FM CL TWY C TO THR RWY 09 STRENGTH : PCN/ 42/F/C/X/T
-NEW APRON SURFACE : CONCRETE LEN : 180M WID : 85M STRENGTH : PCN/ 42/R/C/X/T

C1770/19 1905310520/1908311100 DVOR/DME MST FREQ 116.7MHZ/CH114X U/S

C1771/19 1905310522/1908311100 DME CH114X PAIRED WITH NDB MS FREQ 316KHZ

C1837/19 1906071200/1909072200 DLY 1200-2200 MOVEMENT AREA CLSD DUE TO WIP

C2535/19 1907261035/1908271100 AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS) NOT AVBL

VTPO (SUKHOTHAI)

C1514/19 1905080857/1908081100 DME THS 292KHZ/CH40X ON TEST, DO NOT USE

VTPP (PHITSANULOK)

C1763/19 1905310240/1909021100 BIRD CONCENTRATION IN THE VICINITY OF AD

C2099/19 1906250930/1909271000 OBST TOWER CRANE HGT 120FT ERECTED AT 164624N1001646E
MARK RED LGT ON TOP

C2101/19 1906250945/1909271100 SEQUENCED FLG LGT RWY 32 U/S

VTSB (SURAT THANI)

C3959/00 0010130931/PERM RADIO MAST HGT 44 M ERECTED AT 0.92 NM FM STN DVOR
ON RADIAL 065, PAINTED ALTERNATIVELY RED AND WHITE MARKED BY RED LGT ON TOP

C1268/08 0803200900/PERM RADIO MAST OBST HGT 60M AGL ERECTED AT LEFT SIDE OF RWY22
DIST 130M FM RCL AND 2590M FM THR

C7086/08 0901010001/PERM THE CONSTRUCTION BUILDING NEAR NDB STATION HGT 40M DIST 1060M
ON SOUTHEAST FM THR RWY22

C1949/19 1906120345/1909121000 DVOR/DME STN 110.6MHZ/CH43X UNUSABLE ON RDL227 DIST 11-12DME
ALT 4000FT DUE TO ROUGHNESS OUT OF TOLERANCE

C2398/19 1907150642/1909161100 BIRD CONCENTRATION IN THE VICINITY OF AD

VTSC (NARATHIWAT)

C2224/19 1907011110/1910020800 ATIS FREQ 355KHZ OPR FREQ CHANGED TO 383KHZ

C2294/19 1907080200/1910091100 BIRD CONCENTRATION IN THE VICINITY OF AD

VTSE (CHUMPHON/TAB GAI)

C1637/19 1905180745/1908181000 NDB CP 279KHZ UNUSABLE ON
-BRG043 DIST BEYOND 30NM FM NDB ALT 7000FT
-BRG219 DIST BEYOND 30NM FM NDB ALT 7000FT

C1700/19 1905260113/1908260100 A/G FAC CHUMPHON APCH FREQ 119.75MHZ CHANGED TO 122.6MHZ
FOR OPR TRIAL

C2023/19 1906181150/1909181000 DVOR/DME CPN 110.0MHZ/CH37X CLASSIFIED AS RESTRICTED DUE TO
MOUNTAINOUS TERRAIN SURROUND DVOR/DME, COVERAGE CHECK DOES NOT PROVIDE ADEQUATE SIGNAL
CLOCKWISE ORBIT AT REQUIRED ALT AND DIST IN VARIOUS AREAS AS FLW:

1. 40 NM ORBIT
-ON RDL011-020 DEG ALT SHOULD NOT BELOW 5000FT
-ON RDL021-050 DEG ALT SHOULD NOT BELOW 4000FT
-ON RDL051-100 DEG ALT SHOULD NOT BELOW 2000FT
-ON RDL101-110 DEG ALT SHOULD NOT BELOW 4000FT
-ON RDL111-190 DEG ALT SHOULD NOT BELOW 2000FT
-ON RDL191-225 DEG ALT SHOULD NOT BELOW 4000FT
-ON RDL226-230 DEG ALT SHOULD NOT BELOW 6000FT
2. 30 NM ORBIT (DUE TO BORDER LIMITED)
-ON RDL231-270 DEG ALT SHOULD NOT BELOW 5000FT
3. 20 NM ORBIT (DUE TO BORDER LIMITED)
-ON RDL271-010 DEG ALT SHOULD NOT BELOW 5000FT

C2170/19 1906290415/1909290400 BIRD CONCENTRATION IN THE VICINITY OF AD

C2171/19 1906290420/1909290400 AD CATEGORY FOR FIRE FIGHTING CHG FM CAT 5 TO CAT 6

VTSF (NAKHON SI THAMMARAT)

C2270/06 0604252300/PERM RWY 01/19 RWY TURN PAD INSTL AND OPR
STRENGTH (PCN): 42/F/C/X/T
REF AIP VTSF AD2-11

C1695/19 1905250525/1908251700 OBST TREE HGT 99FT AGL LOCATED AT 083343.90N0995649.20E
ON FINAL RWY 19 DIST 1500M BFR THR

C1696/19 1905250559/1908251000 ILS GLIDE PATH RWY 19 NOT COINCIDENT WITH PAPI
STARTING FM 1 DME OR 400FT AMSL

C2548/19 1907300333/1909301300 RVR RWY 19 U/S

C2549/19 1907300344/1910311700 BIRD CONCENTRATION IN THE VICINITY OF AD

VTSG (KRABI)

C1883/12 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	

C4920/12 1207110920/PERM RWY END SAFETY AREA INSTALLED AT BOTH SIDES OF RWY END RWY
14/32, DIMENSION 90M X 300M

C1549/19 1905130308/1908130225 LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) OPR 5 POLE
(POLE NR3 ON NOT AVBL)

C1634/19 1905171510/1908171500 ILS GP FREQ 334.4MHZ RWY 32 UNUSABLE BEYOND 6 DEG
RIGHT OF LOC COURSE

C1996/19 1906141435/1909151700 CONSTRUCTION WORKS ON EXTENDING WEST SIDE OF MAIN
APRON EDGE
RMK/WORK SITES WILL BE PROTECTED BY BARRICADES

C2123/19 1906261025/1909301700 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 3 U/S

C2142/19 1906280220/1909301700 BIRD CONCENTRATION IN THE VICINITY OF AD

C2228/19 1907020220/1910021700 NDB KB 299KHZ UNUSABLE ON BRG009 DIST BEYOND 40NM
FM NDB ALT 8000FT

C2404/19 1907181700/1910252200 DLY 1700-2200 RWY 14/32 CLSD

VTSH (SONGKHLA)

C2188/19 1906300955/1909301100 ABN U/S DUE TO MAINT

C2189/19 1906301000/1909301100 RENL RWY 13/31 U/S DUE TO MAINT

C2190/19 1906301005/1909301100 REDL RWY 13/31 U/S DUE TO MAINT

C2191/19 1906301010/1909301100 SALS RWY 31 U/S DUE TO MAINT

C2192/19 1906301012/1909301100 PAPI RWY 31 U/S DUE TO MAINT

C2193/19 1906301015/1909301100 TWY EDGE LGT U/S DUE TO MAINT

C2194/19 1906301017/1909301100 THR LGT RWY 13/31 U/S DUE TO MAINT

C2212/19 1907010120/1909301100 NDB SK 410KHZ U/S DUE TO MAINT

VTSK (PATTANI)

C1565/19 1905130950/1908161100 NDB PT 201 KHZ U/S DUE TO UNDER WITHDRAWAL
THE PREVIOUS NDB AND INSTALLATION THE NEW ONE

VTSM (SURA TAHNI/SAMUI)

C0759/05 0502031125/PERM IN APPROACH/TKOF AREAS OBST ERECTED AS FLW:-
RWY 17-TREES AND ANTENNA HGT 19M DIST 60M ON LEFT SIDE FM RCL AND 548M TO THR.
-BUILDING HGT 12.50M DIST 100M ON RIGHT SIDE FM RCL AND 510M TO THR.
RWY 35-TREES HGT 22.80M DIST 40M ON LEFT SIDE FM RCL AND 412M TO THR.
-TREES HGT 19.70M DIST ON RCL AND 489M TO THR. RMK/ACFT TAKE CTN WHILE TKOF/LDG

C2187/19 1906300455/1909301000 DVOR/DME 117.6MHZ/CH123X CLASSIFIED AS RESTRICTED DUE TO
MOUNTAINOUS TERRAIN SURROUND, DVOR/DME UNUSABLE WI AREA AS FLW :
-RDL000-015 DEG BEYOND 25NM ALT SHOULD NOT BELOW 4000FT
-RDL016-040 DEG BEYOND 25NM ALT SHOULD NOT BELOW 6000FT
-RDL041-060 DEG BEYOND 20NM ALT SHOULD NOT BELOW 11000FT
-RDL061-070 DEG BEYOND 25NM ALT SHOULD NOT BELOW 9000FT
-RDL071-120 DEG BEYOND 40NM ALT SHOULD NOT BELOW 11000FT
-RDL121-180 DEG BEYOND 40NM ALT SHOULD NOT BELOW 5000FT
-RDL181-210 DEG BEYOND 25NM ALT SHOULD NOT BELOW 8000FT
-RDL211-260 DEG BEYOND 20NM ALT SHOULD NOT BELOW 9000FT
-RDL261-280 DEG BEYOND 25NM ALT SHOULD NOT BELOW 7000FT
-RDL281-360 DEG BEYOND 40NM ALT SHOULD NOT BELOW 8000FT

C2297/19 1907080340/1910080330 BIRD CONCENTRATION IN THE VICINITY OF AD

C2304/19 1907080650/1909301000 IAC VOR SMU AFTER AUSSY FLW ATC INSTRUCTION AS FLW :
-IAC VOR RWY 17 CAT A, B (VTSM AD 2-21)
-IAC VOR A RWY 17 CAT A, B (VTSM AD 2-23)
-IAC VOR RWY 17 CAT C (VTSM AD 2-31)
-IAC VOR A RWY 17 CAT C (VTSM AD 2-33) DUE TO RESTRICTED SMU DVOR/DME

C2338/19 1907110118/1910110600 TO PREVENT RWY PAVEMENT DAMAGE WHICH MAY RESULT IN THE
CLOSURE OF THE AERODROME IF SUCH DAMAGE IS SERVE, ACFT MTOW OVER 23 TON SHALL MAKE A 180 DEG TURN
AT THE RWY TURN PADS LOCATED ON BOTH END OF RWY EXC THE TIME FM 1300 UTC UNTIL THE AIRPORT CLSD

C2596/19 1907312300/1908011100 TWY E AND TWY F CLSD EXC MIL AND MEDICAL FLT
RMK/ACFT STAND NR 12 14 15 AND 16 AVBL FOR MIL AND MEDICAL FLT USE ONLY

VTSN (NAKHON SI TAMMARAT/CHA-IAN)

C0493/98 9802120440/PERM OBST WATER SUPPLY BUILDING HGT 4M ERECTED LOC ON THE LEFT
SIDE OF APCH END RWY 36 IN APCH SFC,DIST 53M FM THR AND 75M FM RCL

C3378/98 9811170538/PERM OBST AT AD DETAIL AS FLW
1. WATER TANK HGT 25 M DIST 800 M FM THR RWY 18
2. TREES HGT 31 M DIST 350 M FM THR RWY 36
3. ROW OF TREES ON LEFT SIDE OF RWY 18 HGT 4 M DIST 50 M FM EDGE OF RWY
4. FENCE ON RIGHT SIDE OF RWY 18 HGT 2 M DIST 33 M FM EDGE OF RWY
5. CTL TWR HGT 27 M ON LEFT SIDE OF RWY 18 DIST 160 M FM RCL
6. TWO RADIO MASTS HGT 60 M ERECTED AT 360 M FM THR RWY 18 DIST 450 M FM RCL AND 800 M FM THR RWY 18 DIST
320 M FM RCL HGT 94 M
RMK/ACFT TAKE CTN WHILE TKOF/LDG

VTSP (PHUKET/PHUKET INTL AIRPORT)

C9576/13 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

C1438/19 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

C1482/19 1905070150/1908070330 LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) NOT AVBL

C1483/19 1905070157/1908070330 RVR RWY 09/27 U/S

C1783/19 1905310920/1908312359 ILS GP FREQ 333.8MHZ RWY 27 UNUSABLE BEYOND 6 DEG
RIGHT OF LOC COURSE

C1861/19 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, EXTREAM CAUTION MUST BE EXER REGARDING
WINGTIP CLR AND TURB

C1999/19 1906151145/1908160130 RWY THR IDENT LGT (RTIL) RWY 09 U/S

C2042/19 1906200208/1909201000 TAXI GUIDANCE SIGN TWY A (BEACH SIDE) U/S

C2400/19 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

C2505/19 1907240650/1910241000 BIRD CONCENTRATION IN THE VICINITY OF AD

C2536/19 1908031730/1908042300 DLY 1730-2300 SSR U/S DUE TO MAINT

C2582/19 1908010100/1908011000 ACFT STAND NR 4 CLSD DUE TO WIP

VTSR (RANONG)

C1426/19 1905010000/1908010900 SALS RWY 02 U/S

C1519/19 1905090218/1908080000 BIRD CONCENTRATION IN THE VICINITY OF AD

C2418/19 1907180122/1910180100 ATIS FREQ 375 KHZ OPR FREQ CHANGED TO 126.475 MHZ

C2419/19 1907180150/1910180100 DVOR/DME RAN 113.4MHZ/CH81X UNUSABLE ON RDL189 DEG DIST BTN 10-11 DME ALT 4200FT (AMSL) AND DIST BTN 26.5-28.5DME ALT 6000FT (AMSL) DUE TO MOUNTAINOUS TERRAIN SURROUND DVOR/DME, COVERAGE CHECK DOES NOT PROVIDE ADEQUATE SIGNAL CLOCKWISE ORBIT 40NM AT REQUIRED ALT AND DIST IN VARIOUS AREAS AS FOLLOW

1. 20NM ORBIT

-RDL020-040 DEG ALT SHOULD NOT BELOW 6000FT

-RDL041-060 DEG ALT SHOULD NOT BELOW 12000FT

-RDL061-120 DEG ALT SHOULD NOT BELOW 16000FT

-RDL151-170 DEG ALT SHOULD NOT BELOW 9000FT

2. 40NM ORBIT

-RDL121-150 DEG ALT SHOULD NOT BELOW 16000FT

-RDL171-187 DEG ALT SHOULD NOT BELOW 12000FT

-RDL188-230 DEG ALT SHOULD NOT BELOW 7000FT

3. RDL231-019 DEG UNABLE TO FLY DUE TO BORDER LIMITED

VTSS (SONGKHLA/HAT YAI INTL AIRPORT)

C0309/10 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

C1364/10 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

C0528/16 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

C1993/19 1906141302/1909141100 DVOR/DME HTY 115.3MHZ/CH100X UNUSABLE ON RDL266
DIST 9.0-10.5 DME ALT 5000FT

C2218/19 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

C2456/19 1907210955/1910211000 BIRD CONCENTRATION IN THE VICINITY OF AD

C2457/19 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

C2546/19 1907300113/1910311100 ILS GP RWY 26 NOT COINCIDENT WITH PAPI
STARTING AT 0.7 DME TO RWY THR

VTST (TRANG)

C1798/19 1906020210/1908311400 BIRD CONCENTRATION IN THE VICINITY OF AD

VTUD (UDON THANI)

C1475/19 1905060330/1908061130 ILS GP FREQ 334.4MHZ RWY 30 UNUSABLE BEYOND 5 DEG
RIGHT SIDE OF LOC COURSE

C1523/19 1905100439/1908101100 NDB UD 236KHZ U/S

C1616/19 1905170215/1908171100 OBST TREE HGT 132FT AGL LOCATED AT 172336.09N1024613.09E
DIST 506M BEFORE THR RWY 12 AND 145M RIGHT SIDE OF EXTENDED CENTERLINE

C1804/19 1906040230/1909041100 BIRD CONCENTRATION IN THE VICINITY OF AD

C1896/19 1906090340/1908070330 ATIS FREQ 128.8MHZ OPR FREQ CHANGED TO 127.6MHZ

VTUI (SAKON NAKHON/BAN KHAI)

C1741/19 1905300240/1908291400 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 05 U/S

C2063/19 1906210855/1909201400 DISTANCE MARKER SIGN LGT RWY 05/23 U/S

VTUK (KHON KAEN)

C0148/11 1101090112/PERM OBST ERECTED RADIO MAST AT 0.9NM ON RDL310 FM KKN DVOR
HGT 500FT AGL PAINTED RED/WHITE

C1729/13 1303270800/PERM NEW A/G FAC KHON KAEN APPROACH FREQ 240.0 MHZ INSTL

C0892/17 1703230945/PERM AIRCRAFT STANDS INSTALLED AND OPERATE AS FLW
ACFT STAND NR CO-ORDINATES ACFT UP TO REMARK
1 162752.51N 1024708.29E A320 -
2 162754.12N 1024709.36E B747 AERO BRIDGE
3 162755.90N 1024710.55E A330 AERO BRIDGE
4 162758.40N 1024712.22E A330 -
4R 162757.54N 1024711.65E A320 -
4L 162759.02N 1024712.63E A320 -
REF AIP VTUK AD 2-15

C1633/19 1905170930/1908190230 PAPI RWY 21 U/S DUE TO MAINT

C2463/19 1907220540/1910221000 MON-FRI 0000-1000 IN ORDER TO AVOID ENTERING AN ACTIVE
EXERCISE AREA NAM PHONG RANGE (VT D65) DURING MILITARY AIR EXERCISE TAKING PLACE ALL ACFT
DEPARTING/ARRIVING VTUK SHALL STRICTLY COMPLY WITH THE FOLLOWING INSTRUCTIONS:
1.TAKE-OFF ACFT ARE RESTRICTED TO RWY 21 AND LANDING TO RWY 03
2.PILOT SHALL ENSURE THAT THERE IS SUFFICIENT LENGTH OF RUN AND THAT THE CROSSWIND OR DOWNWIND
COMPONENT IS WITHIN THE OPERATION LIMITS OF EACH PERTINENT OPERATION
3.ALL DEPARTING AND ARRIVING ACFT ARE SUBJECTED TO DELAY DURING THIS PERIOD

C2576/19 1907310230/1910031100 BIRD CONCENTRATION IN THE VICINITY OF AD

VTUL (LOEI)

C1422/19 1904300530/1908011100 DVOR/DME LOY 115.9MHZ/CH106X UNUSABLE DUE TO ROUGHNESS OUT
OF TOLERANCE DETAILS AS FLW:
-RDL020 BTN 10-11 DME ALT 3000FT AMSL
-RDL243 BTN 7-8 DME ALT 6000FT AMSL AND BTN 32-33 DME ALT 7500FT AMSL

C2433/19 1907180732/1909151100 TO PREVENT RWY PAVEMENT DAMAGE, ALL ACFT CODE LETTER C AND
HIGHER ARE NOT ALLOWED TO MAKE 180 DEGREE TURN ON THE RUNWAY, THE TURN SHALL BE MADE ON THE
RUNWAY TURN PAD AT THE END OF RWY 01/19 ONLY

VTUN (NAKHON RATCHASIMA/KHORAT)

C0628/03 0302060503/PERM GP ANTENNA INSTL HGT 15M AGL ON LEFT SIDE OF RWY24, 242M FM THR AND 120M FM RCL, PAINTED RED/WHITE AND RED LGT ON TOP

C2577/19 1907310250/1908311100 PAPI RWY 06 U/S

C2578/19 1907310252/1908311100 TACAN KRT CH125 ON TEST, DO NOT USE

C2579/19 1907310254/1908311100 SEQUENCED FLG LGT RWY 06/24 U/S

C2580/19 907310256/1908311100 BIRD CONCENTRATION IN THE VICINITY OF AD

VTUO (BURI RAM)

C2288/18 1807162200/PERM NEW TWY AND APRON INSTL AS FLW:
-NEW TWY : TWY B : PCN 42/F/C/X/T
-NEW APRON CONNECTED TO TWY B : PCN 45/R/C/X/T

C4335/18 1812160310/PERM PAPI RIGHT SIDE RWY 04/22 WITHDRAWN

C1585/19 1905150435/1908131500 ALL ACFT CODE LETTER C AND HIGHER ARE NOT ALLOWED TO TURN ON RWY. THE TURN SHALL BE MADE ON THE RWY TURN PAD ONLY

C2111/19 1906260425/1909301100 A/G FAC TWR FREQ 122.5MHZ CHANGED TO 118.05MHZ

C2112/19 1906260430/1909260330 DVOR/DME BRM 117.2MHZ/CH119X CLASSIFIED AS RESTRICTED DUE TO MOUNTAINOUS TERRAIN SURROUND DVOR/DME, COVERAGE CHECK DOES NOT PROVIDE ADEQUATE SIGNAL CLOCKWISE ORBIT 40 NM AT REQUIRED ALT IN VARIOUS AREAS AS FLW:
-ON RDL091-140 DEG ALT SHOULD NOT BELOW 3500FT
-ON RDL141-240 DEG ALT SHOULD NOT BELOW 5000FT
-ON RDL241-280 DEG ALT SHOULD NOT BELOW 4000FT
-ON RDL281-090 DEG ALT SHOULD NOT BELOW 2500FT

C2583/19 1907310412/1910311700 RWY 04/22 OPR BUT CTN ADZ DUE INSTL OF AWOS WIP PSN AS FLW:
PSN 1 : DIST 350M BEYOND THR RWY 04 AND 110M LEFT SIDE OF RCL
PSN 2 : DIST 350M BEYOND THR RWY 22 AND 110M RIGHT SIDE OF RCL

C2584/19 1907310420/1910311700 AD CATEGORY FOR FIRE FIGHTING CHG FM CAT 5 TO CAT 6

C2585/19 1907310425/1910311700 BIRD CONCENTRATION IN THE VICINITY OF AD

VTUU (UBON RATCHATHANI)

C1522/19 1905100315/1908101100 IN ORDER TO PREVENT DAMAGE TO RWY SURFACE, ALL ACFT CODE C AND HIGHER SHALL FLW TURNAROUND MARKING STRICTLY

C2223/19 1907011018/1910020900 BIRD CONCENTRATION IN THE VICINITY OF AD

C2537/19 1907261256/1910181100 MIL ASR ARRIVAL CONTROL FREQ 125.75MHZ U/S

C2538/19 1907261259/1910181100 MIL ASR ARRIVAL CONTROL FREQ 282.2MHZ U/S

VTUV (ROI ET)

C4361/18 1812171300/PERM PAPI RIGHT SIDE RWY 18/36 WITHDRAWN

VTUW (NAKHON PHANOM)

C0091/17 1701090756/PERM DVOR/DME NKP 111.6MHZ/CH53X COVERAGE RESTRICTION CHG TO AS FLW: COLUMN 7 REMARKS:
-RDL 181-190 DEG BEYOND 40NM ALT SHOULD NOT BELOW 2500FT
-RDL 191-260 DEG BEYOND 40NM ALT SHOULD NOT BELOW 4000FT
-RDL 261-320 DEG BEYOND 40NM ALT SHOULD NOT BELOW 2500FT
-RDL 321-180 DEG UNABLE TO CHECK DUE TO BORDER LIMITED
REF AIP VTUW AD 2-6

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

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 A17 AND A21
2019 : A1 A6 A8 A9 A10 A12 A13 A15 AND A16	

AIP SUPPLEMENT SERIES B IN FORCE:

2000 : B8 AND B10	2001 : B7
2003 : B13	2009 : B15
2010 : B1	2017 : B2
2019 : B3 AND B4	

AIC IN FORCE:

2003 : 1	2014 : 1
2016 : 1	2018: 4 5 6 AND 7
2019 : 1	

-- END OF SUMMARY --