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

**NOTAM LIST**  
**SERIES C**

REFERENCE NO. VTBDYNYX  
1/19  
01 JAN 2019

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**NOTAM series C** were **still valid on 01 JAN 2019**, NOTAM not included have either been cancelled, time expired or superseded by AIP supplement or incorporated in the AIP-THAILAND.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

**C3767/18** 1811010500/1902012359 ESTABLISHMENT OF AIR TRAFFIC MANAGEMENT OPERATIONAL TRIAL AND CONTROL FREQ WITHIN BANGKOK FIR FOR FLIGHT OPERATING WITHIN AN AREA BOUNDED BY STARTING POINT 161748.43N1004455.31E STRAIGHT LINE TO 163201.74N1004502.60E THENCE COUNTER CLOCKWISE ALONG 30NM ARC RADIUS CENTERED ON PSL VOR/DME (164613.34N1001728.70E) TO 170000N1004517.30E STRAIGHT LINE TO 173356.83N 1010000E THENCE CLOCKWISE ALONG BANGKOK/VIENTIANE FIR TO 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

**C3768/18** 1811010500/1902012359 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

**C3802/18** 1811050440/1902061130 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...

**C3945/18** 1811160625/1902161100 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

**C3987/18** 1811200820/1902201000 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

**C3988/18** 1811201000/1902201000 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

**C3993/18** 1811201305/1901071100 TEMPORARY REPORTING POINT NAME NUTMO (151422.43N1031531.59E) WILL BE ESTABLISHED AT THE SAME COORDINATE OF BRM DVOR/DME FOR ATS ROUTE W38 DUE TO BRM DVOR/DME UNDER WITHDRAWAL UNTIL BRM DVOR/DME RESUME NORMAL OPERATION. TO MAINTAIN EFFICIENCY OF ATS AND FACILITATE NON RNAV5 CAPABILITY ACFT OPERATION DURING BRM DVOR/DME UNDER WITHDRAWAL, CONVENTIONAL ATS ROUTE W38 WILL BE TEMPORARY UPGRADED TO RNAV5 NAVIGATION SPECIFICATION. NON-RNAV5 CAPABILITY ACFT SHALL FILE FPL AS FLW:  
A. VTBD/VTBS A1 TOPER W42 RAMEI DCT VTUO  
B. VTUO DCT RAMEI W1 VTBD/VTBS AND REQUEST RADAR VECTORING OR SUGGESTION FROM ATC ALL ACFT SHALL BE EQUIPPED WITH A FUNCTIONAL SURVEILLANCE TRANSPONDER

**C4051/18** 1811260715/1902281700 AERIAL LASER TOPOGRAPHY SURVEY BY ROYAL THAI SURVEY DEPARTMENT AMD COORDINATE ACTIVITY AREA A4 AS FLW :  
UPPER RIGHT : 14157.58N 1011521.75E  
LOWER LEFT : 135946.90N 1005922.38E  
LOWER RIGHT : 135938.88N 1011517.65E  
REF AIP SUP A19/18

**C4226/18** 1812150001/1903142359 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

**C4303/18** 1812140412/1903150810 RYN DVOR/DME 112.5MHZ/CH72X UNUSABLE ON RDL029 DIST 8-10 DME ALT 5500FT DUE TO ROUGHNESS OUT OF TOLERANCE

**C4524/18** 1812281100/1901162359 TRIGGER NOTAM-PERM AIRAC AIP AMDT 1/19 WEF 03 JAN 2019  
GEN 3.2 AERONAUTICAL CHARTS AD  
-BANGKOK/DON MUEANG INTERNATIONAL AIRPORT(VTBD)  
-SURAT THANI/SAMUI AIRPORT(VTSM)

**C4544/18** 1901010000/1901012359 CONDITIONAL ROUTES (CDR) Y5 (RNAV5) AVAILABLE FOR FLIGHT PLANNING  
AS FLW :  
WEF : MINIMUM EN-ROUTE ALTITUDE LOWER/UPPER LIMITS 0000-2359 FL130-FL460  
LOWER LIMIT: FL130 UPPER LIMIT: FL460

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

**C3892/99** 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

**C3176/04** 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 THE REST NC

**C0675/07** 0702150620/PERM IAC BANGKOK/INTL MSA ON RDL 165-255 FM BKK DVOR/DME 2600FT CHG TO  
2300FT REF AIP SUPPLEMENT A8/99

**C2759/09** 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

**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

**C3656/18** 1810250925/1901242359 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 OR KIGOB M904 PIDEL Y11 GOLUD M751 VKB  
B) ARRIVING : VKB M644 ALUMO Y12 ALEMI  
C) IN CASE OF VT D71 ACT : RYN M644 VKB AND VICE VERSA

**C3686/18** 1810290202/1901290800 ILS GP FREQ 333.2MHZ RWY 03L UNUSABLE BEYOND 6 DEG RIGHT SIDE OF  
LOC COURSE

**C3874/18** 1811091626/PERM VTBD AD 2.14 APPROACH AND RUNWAY LIGHTING PAPI RWY 21L AMEND TO  
READ 3 DEG INSTEAD OF 3.15 DEG.  
REF AIP VTBD AD 2-7

**C4014/18** 1811220345/1902220200 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

**C4200/18** 1812060000/1902272359 IAC VOR RWY 21L DESCENT GRADIENT NOT COINCIDENT WITH PAPI  
REF AIP VTBD AD 2-47

**C4472/18** 1812261005/1903261000 TXL C BETWEEN TWY S TO TWY C SOUTH LIMITATION ONLY ACFT TYPE A,B,C

**C4487/18** 1901021700/1901302200 02 06 07 08 09 10 15 25 AND 30 1700-2200  
RWY 03R/21L CLSD DUE TO WIP

**C4488/18** 1901031700/1901282200 03 11 17 20 21 22 23 24 AND 28 1700-2200  
RWY 03L/21R CLSD DUE TO WIP

**C4491/18** 1812272300/1902200300 DLY 2300-0300  
 DON MUEANG A-CDM TRIAL OPERATION WILL TAKE PLACE AT DON MUEANG AIRPORT FROM 27 DECEMBER 2018 TO 20 FEBRUARY 2019 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

**C4546/18** 1812311710/1903311659 BIRD CONCENTRATION ON MANEUVERING AREA AND VICINITY OF AD  
 TYPE OF BIRDS : PAINTED STORK, GREY HERON, PURPLE HERON, OPEN-BILL STORK, BRAHMINY KITE, BLACK-SHOULDERED KITE, EASTERN MARSH HARRIER, KESTREL, INTERMEDIATE EGRET, 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 300 UP TO 3000 GRAMS MAX FLOCK LARGE SIZE : 20 BIRDS

**VTBK (NAKHON PATHOM/KAMPHAENG SAEN)**

**C4436/18** 1812240300/1901251100 SEQUENCED FLASHING LIGHTS RWY 03/21 U/S  
**C4437/18** 1812240300/1901251100 BIRD CONCENTRATION IN THE VICINITY OF AD  
**C4494/18** 1812280138/1901241100 VOR/DME KPS 114.5MHZ/CH92X ON TEST, DO NOT USE

**VTBL (LOP BURI/KHOK KATHIAM)**

**C4479/18** 1812261305/1901311100 PAPI RWY 05/23 U/S  
**C4480/18** 1812261306/1901311100 PAPI RWY 16/34 U/S  
**C4495/18** 1812280145/1903311100 BIRD CONCENTRATION IN THE VICINITY OF AD  
**C4496/18** 1812280201/1903311100 ATIS FREQ 392.5MHZ ON TRIAL OPR  
**C4497/18** 1812280204/1903311100 ILS RWY 05 ON TEST, DO NOT USE

**VTBO (TRAT/KHAO SMING)**

**C3711/18** 1810300305/1901311200 PAPI RWY 05/23, LGT INTENSITY UNABLE CONTROL FROM CONTROL TOWER  
**C4235/18** 1812070400/1901311200 BIRD CONCENTRATION IN THE VICINITY OF AD

**VTBP (PRACHUAP KHIRI KHAN)**

**C3432/18** 1810080433/1901091100 BIRD CONCENTRATION IN THE VICINITY OF AD  
**C4013/18** 1811220200/1902221100 PAPI RWY 26 ON TEST, DO NOT USE

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

**C2047/10** 1004251234/PERM IAC-ICAO ILS OR LOCALIZER 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

**C2048/10** 1004251238/PERM IAC-ICAO ILS OR LOCALIZER 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

**C7667/10** 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

**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.

**C3457/18** 1810090405/1901090400 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

**C3460/18** 1810090430/1901090400 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

**C3657/18** 1810250930/1901242359 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 OR KIGOB M904 PIDEL Y11 GOLUD M751 VKB  
B) ARRIVING : VKB M644 ALUMO Y12 ALEMI  
C) IN CASE OF VT D71 ACT : RYN M644 VKB AND VICE VERSA

**C4248/18** 1812070807/1903080100 ATIS FREQ 127.8MHZ OPR FREQ CHANGED TO 133.6MHZ

**C4249/18** 1812070812/1903080100 A/G FAC ARR FREQ 133.6MHZ OPR FREQ CHANGED TO 121.1MHZ

**C4304/18** 1812140600/1903140600 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) U/S DUE TO MAINT AS FLW  
ACFT STAND NR A4  
ACFT STAND NR 303  
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

**C4490/18** 1812280000/1902200300 DLY 0000-0300  
SUVARNABHUMI A-CDM TRIAL OPERATION WILL TAKE PLACE AT SUVARNABHUMI AIRPORT FROM 28 DECEMBER 2018 TO 20 FEBRUARY 2019 FROM 0000 TO 0300 UTC DAILY.  
- DEPARTURE FLIGHTS FROM SUVARNABHUMI 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

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

**C4506/18** 1812280607/1901311100 DVOR/DME BUT FREQ 110.8MHZ/CH45X ON TEST, DO NOT USE  
**C4507/18** 1812280613/1901311100 PAPI LEFT SIDE RWY 18 ON TEST, DO NOT USE  
**C4508/18** 1812280618/1901311100 ILS MM 75MHZ RWY 18 U/S DUE TO MAINT  
**C4509/18** 1812280624/1901311100 PAPI RIGHT SIDE RWY 18 ON TEST, DO NOT USE  
**C4510/18** 1812280629/1901311100 BIRD CONCENTRATION IN THE VICINITY OF AD  
**C4511/18** 1812280634/1901311100 SALS RWY 36 U/S DUE TO MAINT  
**C4512/18** 1812280639/1901311100 MSSR U/S DUE TO MAINT  
**C4513/18** 1812280645/1901311100 TACAN BUT CH105 U/S DUE TO MAINT  
**C4514/18** 1812280651/1901311100 NDB UP 414KHZ U/S DUE TO MAINT  
**C4515/18** 1812280656/1901311100 ILS GP 331.7MHZ RWY 18 ON TEST, DO NOT USE  
**C4516/18** 1812280702/1901311100 PAPI LEFT SIDE RWY 36 ON TEST, DO NOT USE  
**C4517/18** 1812280716/1901311100 DISTANCE MARKER SIGN LGT RWY 18/36 U/S DUE TO MAINT  
**C4518/18** 1812280723/1901311100 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

**VTBV (TRAT)**

**C0799/98** 9803110410/PERM BUILDING HGT 39 FT ON RDL 153 DIST 500 FT FM ARP

**VTBW (PRACHIN BURI/WATTHANA NAKHON)**

**C1076/03** 0303070318/PERM ESTABLISHMENT OF NEW AIRPORTS IN BANGKOK FIR  
9. WATTHANA NAKHON  
COORDINATES CHG TO 134607.68N1021855.77E  
REF AIRAC AIP SUP B1/03

**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  
**C3661/18** 1810260325/1901211000 DUE TO LIMITED OF PARKING AREA AT CHIANG MAI INTERNATIONAL  
AIRPORT, ACFT MAY BE REQUIRED TO PARK AT TWY Q DURING CONGESTION  
**C3728/18** 1810300823/1901251000 BIRD CONCENTRATION IN THE VICINITY OF AD  
**C4089/18** 1811280405/1902201000 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  
**C4186/18** 1812040405/1903040430 RVR RWY 18 U/S  
**C4348/18** 1812170640/1903081100 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  
**C4535/18** 1812300608/1902200600 AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) RWY 18,  
TEMPERATURE INFO NOT AVBL

**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

**C4001/18** 1811210328/1902220330 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

**C4400/18** 1812200230/1903210600 NDB MH 384KHZ UNUSABLE ON BRG099 DIST BEYOND 35NM AND BRG119 DIST BEYOND 25NM

**C4484/18** 1812270643/1903270600 ANEMOMETER THR RWY 11 NOT AVBL

#### 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

**C4000/18** 1811210324/1902211300 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

#### VTGN (NAN/NAN NAKHON)

**C4107/18** 1811290440/1903011700 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 02 U/S

**C4164/18** 1811030333/1901031100 ILS GP 335.0MHZ RWY 02 ON TEST, DO NOT USE

**C4502/18** 1812280353/1903281700 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 20 U/S

**C4503/18** 1812280401/1903281700 RWY 02/20 OPR BUT CTN ADVISED DUE TO CONSTRUCTION WORK RESA

#### VTCP (PHRAE)

**C3675/18** 1810270110/1901271100 DVOR/DME PAE 111.8MHZ/CH55X UNUSABLE AS FLW:  
-ON RDL146 DIST 7.0-8.0 DME ALT 7000FT AMSL  
-ON RDL175 DIST 13.0-14.0 DME ALT 7000FT AMSL  
-ON RDL188 DIST 9.0-10.0 DME ALT 6000FT AMSL  
-ON RDL299 DIST 5.5-7.0 DME ALT 5500FT AMSL

**C3752/18** 1810310855/1901311100 OPERATIONAL TRIAL FOR DEPARTURE CLEARANCE PROCEDURE AT VTCP, THE FOLLOWING AIRSPACE ENHANCEMENT PROGRAMME IN BANGKOK FIR AND TO IMPROVE TACTICAL MANAGEMENT OF AIR TRAFFIC, MINIMIZE DELAY, AS WELL AS REDUCE CONTROLLERS AND PILOT WORKLOAD. THE DEPARTURE CLEARANCE PROCEDURE WILL BE APPLIED TO IFR FLIGHT DEPARTING FROM VTCP AS FOLLOWS.  
A. ATC CLEARANCE WILL BE ISSUED ACCORDING TO LAST RECEIVING FLIGHT PLAN DIRECTLY FROM TOWER. ROUTE OF FLIGHT AND FLIGHT LEVEL ARE DIFFERED FROM FLIGHT PLAN WILL BE INFORMED  
B. UNDER NORMAL CIRCUMSTANCES, ALT 11000FT SHALL BE INITIALLY CLEARED  
C. NO ON GROUND FLIGHT LEVEL NEGOTIATION AND RESERVATIONS  
D. OPTIMISTIC LEVEL WILL BE ASSIGNED BY ATC AFTER AIRBORNE  
E. ATC RESTRICTIONS MAY BE IMPOSED WHEN SO REQUIRED FOR ATM PURPOSES  
F. ATC CLEARANCE MAY BE CANCELLED BY BANGKOK AREA CONTROL CENTRE (BACC) AT ANYTIME IN ANY ABNORMAL CIRCUMSTANCES ACCORDING TO FLIGHT PERMISSION (PMSN) OR ATFM

**C4256/18** 1812071000/1903071100 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)

**C4082/18** 1811280100/1902281000 DLY 0100-1000 OBST MOBILE CRANE HGT 100FT AGL ERECTED AT 195531.00N0995209.36E ON FINAL RWY 03, MARK RED FLAG ON TOP

**C4489/18** 1812270935/1901101700 AVIATION BRIDGE ACFT STAND NR 2 U/S

**VTPB (PHETCHABUN)**

**C3340/18** 1810010817/1901021100 AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) NOT AVBL  
**C3923/18** 1811140940/1902141100 DVOR/DME PCB 115.4MHZ/CH101X UNUSABLE ON RDL276 DIST BTN 7-9 DME  
**C3999/18** 1811210319/1902211100 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

**VTPH (PRACHUAP KHIRI KHAN/HUA HIN)**

**C3346/18** 1810020325/1901020500 DVOR HHN 113.3MHZ UNUSABLE STARTING ON RDL040-RDL090 CLOCKWISE DUE TO COURSE STRUCTURE UNSTABLE  
**C3347/18** 1810020334/1901020500 DVOR/DME HHN FREQ 113.3 MHZ CH80X UNUSABLE DUE TO  
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  
**C4483/18** 1812270245/1901311100 DLY 2300-1100 BIRD CONCENTRATION IN THE VICINITY OF AD  
**C4541/18** 1901020500/1901041100 DVOR/DME HHN 113.3MHZ/CH80X ON TEST, DO NOT USE  
**C4542/18** 1901030500/1901041100 NDB HN 213KHZ ON TEST, DO NOT USE

**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  
**C4498/18** 1812280245/1901311100 BIRD CONCENTRATION IN THE VICINITY OF AD  
**C4499/18** 1812280252/1901311100 PAPI RWY 36 U/S  
**C4500/18** 1812280257/1901311100 PAPI RWY 18 NOT COINCIDENT WITH GLIDE PATH STARTING FM 0.7 DME OR 600FT AMSL

**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  
**C2687/18** 1808151010/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/ 22/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/ 22/F/C/X/T  
-NEW APRON SURFACE : CONCRETE LEN : 180M WID : 85M STRENGTH : PCN/ 22/R/C/X/T  
**C4110/18** 1811290536/1902281100 DME CH114X PAIRED WITH NDB MS FREQ 316KHZ  
**C4127/18** 1811300430/1902281100 DVOR/DME MST FREQ 116.7MHZ/CH114X U/S  
**C4224/18** 1812081200/1903062200 DLY 1200-2200 MOVEMENT AREA CLSD DUE TO WIP

**VTPO (SUKHOTHAI)**

**C3843/18** 1811080222/1902081100 DME THS 292KHZ/CH40X ON TEST, DO NOT USE



**C3931/18** 1811150440/1902151100 BIRD CONCENTRATION IN THE VICINITY OF AD

**VTTP (PHITSANULOK)**

**C3738/18** 1810310148/1901311100 DVOR/DME PSL 114.1MHZ/CH88X UNUSABLE ON RDL094  
DIST BTN 9.0-11.0DME AT ALT 3500FT

**C4076/18** 1811270550/1903021100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C4263/18** 1812081400/1903081100 OPERATIONAL TRIAL FOR DEPARTURE CLEARANCE PROCEDURE AT VTTP, THE FOLLOWING AIRSPACE ENHANCEMENT PROGRAMME IN BANGKOK FIR AND TO IMPROVE TACTICAL MANAGEMENT OF AIR TRAFFIC, MINIMIZE DELAY, AS WELL AS REDUCE CONTROLLERS AND PILOT WORKLOAD. THE DEPARTURE CLEARANCE PROCEDURE WILL BE APPLIED TO IFR FLIGHT DEPARTING FROM VTTP AS FOLLOWS.  
A. ATC CLEARANCE WILL BE ISSUED ACCORDING TO LAST RECEIVING FLIGHT PLAN DIRECTLY FROM TOWER. ROUTE OF FLIGHT AND FLIGHT LEVEL ARE DIFFERED FROM FLIGHT PLAN WILL BE INFORMED  
B. UNDER NORMAL CIRCUMSTANCES, ALT 11000FT SHALL BE INITIALLY CLEARED  
C. NO ON GROUND FLIGHT LEVEL NEGOTIATION AND RESERVATIONS  
D. OPTIMISTIC LEVEL WILL BE ASSIGNED BY ATC AFTER AIRBORNE  
E. ATC RESTRICTIONS MAY BE IMPOSED WHEN SO REQUIRED FOR ATM PURPOSES

**C4349/18** 1812170820/1903171100 OBST TOWER CRANE ERECTED AT 164831N1001548E, HGT 140FT

**C4442/18** 1812240530/1903271000 OBST TOWER CRANE HGT 120FT ERECTED AT 164624N1001646E  
MARK RED LGT ON TOP

**C4462/18** 1812250935/1903271100 SEQUENCED FLG LGT RWY 32 U/S

**C4504/18** 1812280505/1903260800 TAXI GUIDANCE SIGN TWY D 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

**C3655/18** 1810251000/1901251000 DISTANCE MARKER SIGN LGT RWY 04/22 U/S

**C3801/18** 1811050435/1901071100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C4275/18** 1812120345/1903120200 DVOR/DME STN 110.6MHZ/CH43X UNUSABLE ON RDL227 DIST 11-12DME  
ALT 4000FT DUE TO ROUGHNESS OUT OF TOLERANCE

**VTSC (NARATHIWAT)**

**C2624/16** 1608051022/PERM RWY TURNING BAY RWY 02/20 INSTL DETAILS AS FLW  
STRENGTH (PCN): 65/F/C/X/T  
RWY 02 DIMENSION : 45M X 160M  
RWY 20 DIMENSION : 12.10M X 80.50M  
REF AIP VTSC AD2-11

**C3352/18** 1810020406/1901051100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C4209/18** 1812060237/1901101100 SEQUENCED FLG LGT RWY 02 U/S

**C4505/18** 1812280520/1903281100 FOR PREVENTING RUNWAY PAVEMENT STRUCTURAL DAMAGE,  
ACFT WITH WEIGHT EQUIVALENT TO OR HEAVIER THAN B737 OR A319 ARE NOT ALLOWED TO MAKE 180 DEGREE TURN ON  
THE RUNWAY. THE TURN SHALL BE MADE ON THE RUNWAY TURNPAD LOCATED NEAR THE THRESHOLD OF RUNWAY 02

**VTSE (CHUMPHON/TAB GAI)**

**C3894/18** 1811120737/1902121000 NDB CP 279KHZ UNUSABLE ON  
-BRG043 DIST BEYOND 30NM FM NDB ALT 7000FT  
-BRG219 DIST BEYOND 30NM FM NDB ALT 7000FT

**C4043/18** 1811250145/1902250100 A/G FAC CHUMPHON APPROACH FREQ 119.75MHZ CHANGED TO 122.6MHZ  
FOR OPR TRIAL

**C4360/18** 1812171052/1903171100 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

**C4519/18** 1812280910/1903280800 AD CATEGORY FOR FIRE FIGHTING CHG FM CAT 5 TO CAT 6

**C4520/18** 1812280913/1903280745 BIRD CONCENTRATION IN THE VICINITY OF AD

**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

**C3693/18** 1810290558/1901311700 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3932/18** 1811150452/1902161700 OBST TREE HGT 99FT AGL LOCATED AT 083343.90N0995649.20E  
ON FINAL RWY 19 DIST 1500M BEFORE THR

**C4052/18** 1811260730/1902261000 ILS GLIDE PATH RWY 19 NOT COINCIDENT WITH PAPI  
STARTING FM 1 DME OR 400FT AMSL

**C4409/18** 1812200920/1901221000 ILS GP 333.2MHZ RWY 19 U/S

**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

**C3378/18** 1810030900/1901030600 NDB KB 299KHZ UNUSABLE ON BRG009 DIST BEYOND 40NM  
FM NDB ALT 8000FT

**C3971/18** 1811190336/1902160300 ILS GP FREQ 334.4MHZ RWY 32 UNUSABLE BEYOND 6 DEG  
RIGHT OF LOC COURSE

**C4038/18** 1811232358/1902130800 LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) OPR 5 POLE  
(POLE NR3 ON NOT AVBL)

**C4455/18** 1812250750/1903311700 RWY 14/32 OPR BUT CTN ADVISED DUE TO ROUGH SURFACE  
PSN 130M FM THR RWY 32, 10M FM RWY CL (RIGHT SIDE) WIDTH 1.0M X 1.0M

**C4456/18** 1812250800/1903311700 BIRD CONCENTRATION IN THE VICINITY OF AD

**C4457/18** 1812250805/1903311700 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 3 U/S

**VTSK (PATTANI)**

**C3944/18** 1811160500/1902161100 NDB PT 201 KHZ U/S DUE TO WITHDRAWAL

**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

**C3429/18** 1810071310/1901071300 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

**C3753/18** 1810310930/1901310900 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3868/18** 1811091040/PERM RWY PHYSICAL CHARACTERISTICS AND DECLARED DISTANCES AMD AS FLW  
VTSM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS  
SWY DIMENSION(M) RWY 17 : 225 X 45  
SWY DIMENSION(M) RWY 35 : 60 X 45  
CWY DIMENSION(M) RWY 17 : 60 X 45  
CWY DIMENSION(M) RWY 35 : 60 X 45  
STRIP DIMENSIONS(M) RWY 17 : 2085 X 150  
STRIP DIMENSIONS(M) RWY 35 : 2020 X 150  
VTSM AD 2.13 DECLARED DISTANCES  
RWY TORA(M) TODA(M) ASDA(M) LDA(M)  
17 1800 1860 2025 1825  
35 1900 1960 1960 1660  
REF AIP VTSM AD 2-4

**C4057/18** 1811261135/PERM RADIO NAVIGATION AND LANDING AIDS AMD AS FLW  
VTSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS NDB SITE OF TRASMITTING ANTENNA COORDINATES  
093314.10N1000335.65E  
REF AIP VTSM AD 2-6

**C4382/18** 1812181100/1903011059 OBST BUILDING ERECTED AT 093335.67N1000344.17E LEFT SIDE OF  
RWY 17 DIST 115M FM RCL AND 485M BEFORE THR RWY 17 HGT 93.5 FT OBSTACLE LGT NOT PROVIDED

**C4538/18** 1812310630/1903311000 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

**C4540/18** 1812310428/1903311000 IAC VOR SMU AFTER AUSSY FLW ATC INSTRUCTION AS FLW :  
-IAC VOR RWY 17 CAT A, B (VTSM AD 2-19)  
-IAC VOR A RWY 17 CAT A, B (VTSM AD 2-21)  
-IAC VOR RWY 17 CAT C (VTSM AD 2-29)  
-IAC VOR A RWY 17 CAT C (VTSM AD 2-31)  
DUE TO RESTRICTED SMU VOR/DME

**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

**C3598/18** 1810220255/1901220300 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

**C3640/18** 1810240903/1901270200 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3828/18** 1811070248/1902070330 LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) NOT AVBL

**C3829/18** 1811070330/1902070330 RVR RWY 09/27 U/S

**C4055/18** 1811270100/1901311000 ACFT STAND NR 39 AND NR 40 CLSD DUE TO WIP

**C4154/18** 1812010130/1903010100 ILS GP FREQ 333.8MHZ RWY 27 UNUSABLE BEYOND 6 DEG RIGHT OF LOC COURSE

**C4165/18** 1812030352/1902261130 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

**C4250/18** 1812070835/1901211000 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 32L U/S RMK/ACFT HAVE TO FLW MARSHALLING SIGNALS STRICTLY

**C4315/18** 1812150100/1901221000 DLY 0100-1000 OBST MOBILE CRANE ERECTED AT 080623N0981806E RIGHT SIDE OF RWY 09 DIST 214.82M BEYOND THR HGT 98FT MARK RED LGT AND RED FLAG ON TOP

**C4390/18** 1812190827/1901311659 TWO OBST MOBILE CRANE HGT 68FT ERECTED AT 080655.70N0981833.50E DIST APRX 700M BEYOND THR RWY 09 AND 330M LEFT SIDE OF RCL, MARK RED LGT ON TOP

## VTSR (RANONG)

**C3563/18** 1810180700/1901180630 ATIS FREQ 375 KHZ OPR FREQ CHANGED TO 126.475 MHZ

**C3564/18** 1810180702/1901180630 DVOR/DME RAN 113.4MHZ/CH81X UNUSABLE ON RDL189 DEG DIST BTN 10-11 DME ALT 4200FT (AMSL) AND DIST BTN 26.5-28.5 DME ALT 6000FT (AMSL) DUE TO MOUNTAINOUS TERRAIN SURROUND DVOR/DME, COVERAGE CHECK DOES NOT PROVIDE ADEQUATE SIGNAL CLOCKWISE ORBIT 40 NM AT REQUIRED ALT AND DIST IN VARIOUS AREAS AS FOLLOW

### 1. 20 NM 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. 40 NM 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

**C3503/18** 1810120030/1901121100 ALL ACFT CODE LETTER C AND HIGHER ARE NOT ALLOWED TO MAKE 180  
DEGREE TURN ON RWY

**C3602/18** 1810220710/1901221000 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3609/18** 1810220925/1901231000 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

**C3930/18** 1811150345/1901311100 ILS GP 333.8MHZ RWY 26 NOT COINCIDENT WITH PAPI STARTING AT 0.7 DME

**C4269/18** 1812110307/1903141100 DVOR/DME HTY 115.3MHZ/CH100X UNUSABLE ON RDL266 DIST 9.0-10.5 DME  
ALT 5000FT

**VTST (TRANG)**

**C4128/18** 1811300435/1902281400 BIRD CONCENTRATION IN THE VICINITY OF AD

**VTUD (UDON THANI)**

**C3803/18** 1811050725/1902051100 ILS GP FREQ 334.4MHZ RWY 30 UNUSABLE BEYOND 5 DEG  
RIGHT SIDE OF LOC COURSE

**C3876/18** 1811100430/1902101100 NDB UD 236KHZ U/S

**C3951/18** 1811160845/1902171100 OBST TREE HGT 132FT AGL LOCATED AT 172336.09N1024613.09E  
DIST 506M BEFORE THR RWY 12 AND 145M RIGHT SIDE OF RCL

**C4170/18** 1812030732/1903031100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C4253/18** 1812070925/1903070200 ATIS FREQ 128.8MHZ OPR FREQ CHANGED TO 127.6MHZ

**VTUI (SAKON NAKHON/BAN KHAI)**

**C2905/18** 1808311400/1903312200 THE OVER-LAY OF RUNWAY 05/23 AND TAXIWAY A PAVEMENT AT  
SAKON NAKHON AIRPORT  
ITEM 2.2 AMEND TO READ THE CONSTRUCTION WORK WILL BE CARRIED OUT DAILY FROM 1400-2200 UTC  
REF AIP SUP B10/18 DATED 30 AUG 2018

**C3571/18** 1810181150/1901171400 TWY A OPR BUT CTN ADVISED DUE TO ROUGH SURFACE

**C3631/18** 1810240737/1901231400 THR LGT RWY 23 MAX INTENSITY NOT AVBL

**C3905/18** 1811120905/1902111400 SALS RWY 23 U/S

**C4268/18** 1812110305/1903011400 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 05 U/S

**C4289/18** 1812130717/1903121400 SEQUENCED FLG LGT RWY 23 U/S

**C4439/18** 1812240347/1903231400 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

**C3575/18** 1810190752/1901221000 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

**C3783/18** 1811021100/1902021100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3964/18** 1811181225/1902190230 PAPI RWY 21 U/S DUE TO MAINT

**VTUL (LOEI)**

**C3766/18** 1811010315/1902011100 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

**C4433/18** 1812230700/1901080930 RWY 01/19 OPR BUT CTN ADVISED DUE TO CRACK SURFACE  
PSN 120M FM THR RWY 01 AT RCL DIMENSION : WIDTH 1.2M X LENGTH 2M

**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

**C4526/18** 1812290247/1901311100 PAPI RWY 06 U/S

**C4527/18** 1812290252/1901311100 TACAN KRT CH125 ON TEST, DO NOT USE

**C4528/18** 1812290256/1901311100 SEQUENCED FLG LGT RWY 06/24 U/S

**C4529/18** 1812290300/1901311100 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

**C3456/18** 1811072300/1901071100 DVOR/DME BRM FREQ 117.2MHZ/CH119X U/S DUE TO UNDER WITHDRAWAL  
THE PREVIOUS DVOR/DME AND INSTALLATION THE NEW ONE

**C3976/18** 1811190542/1902152200 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

**C4050/18** 1811260655/1902232200 BIRD CONCENTRATION IN THE VICINITY OF AD

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

**C4466/18** 1812260257/1903311100 A/G FAC TWR FREQ 122.5MHZ CHANGED TO 118.05MHZ

**C4521/18** 1812280920/1901301700 NEW APRON CONNECTED TO TWY B CLSD DUE TO WIP

**C4522/18** 1812280927/1901301700 TWY B CLSD DUE WIP

**C4523/18** 1812301700/1901301700 AD NOT ALLOW FOR ALL FLIGHT TRAINING

**VTUQ (NAKHON RATCHASIMA)**

**C3473/18** 1810100242/1901121100 DVOR/DME NKR 110.2MHZ/CH39X RESTRICTION DUE TO MOUNTAINOUS TERRAIN SURROUND DVOR/DME STATION, COVERAGE CHECK DOES NOT PROVIDE ADEQUATE SIGNAL CLOCKWISE ORBIT 40 NM AT REQUIRED ALT IN VARIOUS AREAS AS FLW:  
-ON RDL271-110 DEG ALT SHOULD NOT BELOW 3000FT  
-ON RDL111-160 DEG ALT SHOULD NOT BELOW 3500FT  
-ON RDL161-270 DEG ALT SHOULD NOT BELOW 4500FT

**VTUU (UBON RATCHATHANI)**

**C3351/18** 1810020403/1901020900 BIRD CONCENTRATION IN THE VICINITY OF AD  
**C3596/18** 1810220300/1901201100 MIL ASR ARRIVAL CONTROL FREQ 125.75MHZ U/S  
**C3610/18** 1810221056/1901201100 MIL ASR DEPARTURE CONTROL FREQ 134.1MHZ U/S  
**C3771/18** 1811010800/1901311100 ACFT CODE C SHALL FLW TURNAROUND MARKING STRICTLY  
**C4320/18** 1812150040/1903151100 PAPI RWY 23 NOT COINCIDENT WITH GLIDE SLOPE STARTING FROM 1 DME OR 700FT AMSL  
**C4440/18** 1812240355/1903240900 MIL ASR FINAL CONTROL FREQ 382.4MHZ U/S  
**C4463/18** 1812251500/1902272200 DLY 1500-2200 RWY 05/23 MEN AND EQPT WIP ALONG BOTH SIDE OUTSIDE OPR HR OF ADMINISTRATION RMK/IN CASE OF EMERG, 20 MIN PN FOR MEN AND EQPT TO VACATE  
**C4530/18** 1812291155/1901021100 FUEL AVGAS NOT AVBL

**VTUV (ROI ET)**

**C4312/18** 1812140805/1901151700 REVISION OF RUNWAY-TAXIWAY LIGHTING SYSTEM AT ROI ET AIRPORT EXTENDED TO 15 JAN 2019 REF AIP SUP B9/18  
**C4361/18** 1812171300/PERM PAPI RIGHT SIDE RWY 18/36 WITHDRAWN  
**C4407/18** 1812201100/1901201100 TAXI GUIDANCE SIGN LGT TWY A AND TWY B U/S

**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 : 2/19 DATED 22 DECEMBER 2018**

**AIP SUPPLEMENT SERIES A IN FORCE :**

1999 : A8  
2011 : A4 A7 AND A16  
2016 : A17 A24 A31 AND A32  
2018 : A6 A7 A11 A12 A16 A17 A18 A19 A21 AND A22  
2001 : A7  
2014 : A14  
2017 : A10 A13 A16 A17 A18 A19 A21 A22 A23 A24 A33 AND A40

**AIP SUPPLEMENT SERIES B IN FORCE :**

2000 : B8 AND B10  
2003 : B13  
2010 : B1  
2018 : B6 B8 B9 B10 B11 AND B12  
2001 : B7  
2009 : B15  
2017 : B2

**AIC IN FORCE :**

2001 : 2  
2003 : 1  
2008 : 2  
2016 : 1 3 AND 6  
2002 : 1  
2006 : 4  
2014 : 1  
2018 : 4 5 6 AND 7

-- END OF SUMMARY --