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NOTAM LIST
SERIES C

REFERENCE NO. VTBDYNYX
10/19
01 OCT 2019

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**NOTAM series C** were **still valid on 01 OCT 2019**, NOTAM not included have either been cancelled, time expired or superseded by AIP supplement or incorporated in the AIP-THAILAND.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

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RAMA 7 BRIDGE WITHDRAWN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

C2710/19 1908070824/1911071100 DVOR/DME CMP 112.9MHZ/CH76X UNUSABLE ON RDL AS FLW:
-RDL102 DIST 9.5-10.5 DME ALT 4500FT AMSL
-RDL223 DIST 11.0-12.0 DME ALT 5000FT AMSL
-RDL273 DIST 13.0-14.0 DME ALT 6000FT AMSL
-RDL343 DIST 6.0-8.5 DME ALT 5500FT AMSL

C2736/19 1908090350/1911161100 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

C2764/19 1908130500/1911142359 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

C2827/19 1908190330/1911181000 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

C2828/19 1908190335/1911181000 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-100006.9N0974918EPUT 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

C2944/19 1908300000/PERM DIRECTION AND CRUISING LEVELS OF W32 PORTION BETWEEN REGOS AND SUPOJ WILL BE AVAILABLE FOR UNI-DIRECTIONAL NORTHBOUND AND EVEN LEVEL SHALL BE APPLIED REF AIP ENR 3.1/W32

C2945/19 1908300000/PERM NOTE WHEN VT D60 IS INACTIVE IN 4.1.5 FLIGHTS DEPARTING FROM/ARRIVING TO VTSM

A) RNAV5-APPROVED AIRCRAFT AND
B) NON-RNAV5 APPROVED AIRCRAFT
WILL BE REVISED AS FOLLOWS:

A) RNAV5-APPROVED WHEN VT D60 IS INACTIVE:

1. FM VTBS/VTBD TO VTSM : KASNI M757 MABKO W33 SMU
2. OVERFLY BKK TO VTSM : (...) BKK M757 MABKO W33 SMU
3. FM VTSM OVERFLY BKK : W32 GOKEX M769 BKK (...)
4. FM VTSM TO VTBS : SMU W32 GOKEX M769 LEBIM
5. FM VTSM TO VTBD : SMU W32 GOKEX Y96 EMTIX Y99 HOTEL DCT SABAI
6. FM VTBU TO VTSM : BUT DCT ASEKU M757 MABKO W33 SMU
7. FM VTSM TO VTBU : SMU Y17 DONSI M769 SURMA W42 ASEKU DCT BUT
8. FM VTSP TO VTSM : ONETI W33 SMU
9. FM VTSM TO VTSP : SMU W32 STN Y8 SAVSA

B) NON-RNAV5-APPROVED WHEN VT D60 IS INACTIVE:

1. FM VTBS/VTBD TO VTSM : REGOS A464 UPNEP W33 SMU
2. OVERFLY BKK TO VTSM : (...) BKK A464 UPNEP W33 SMU
3. FM VTSM OVERFLY BKK : SMU W32 REGOS A464 BKK (...)
4. FM VTSM TO VTBD : SMU W32 REGOS A464 GUTSO DCT SABAI
5. FM VTSM TO VTBS : SMU W32 REGOS A464 GUTSO DCT LEBIM
6. FM VTBU TO VTSM : BUT DCT ASEKU W42 REGOS A464 UPNEP W33 SMU
7. FM VTSM TO VTBU : SMU W32 REGOS W42 ASEKU DCT BUT
8. FM VTSP TO VTSM : ONETI W33 SMU
9. FM VTSM TO VTSP : SMU W32 STN G458 SAVSA

REF AIP ENR 1.10/4.1.5

C3132/19 1909110625/1912111659 ESTABLISHMENT OF NEW CONTROL FREQ AND AIR TRAFFIC MANAGEMENT OPERATIONAL TRIAL WITHIN BANGKOK FIR FOR ATS ROUTES G463, L301, L507, L524, L877, M502 AND P646 TO INCREASE THE EFFECTIVENESS AIR TRAFFIC CONTROL SERVICES, FLIGHT OPERATING ON THE MENTIONED ROUTES SHALL CONTACT BANGKOK CONTROL FREQ 122.05MHZ

C3133/19 1909110640/1912111659 ESTABLISHMENT OF AIR TRAFFIC MANAGEMENT OPERATIONAL TRIAL AND CONTROL FREQ WITHIN BANGKOK FIR FOR FLIGHT OPERATING WITHIN AN AREA BOUNDED BY STARTING POINT 161748.43N1004455.31E STRAIGHT LINE TO 163201.74N1004502.60E THENCE COUNTER CLOCKWISE ALONG 30NM ARC RADIUS CENTERED ON PSL VOR/DME (164613.34N1001728.70E) TO 170000N1004517.30E STRAIGHT LINE TO 173356.83N1010000E THENCE CLOCKWISE ALONG BANGKOK/VIETIANE FIR TO 175851N1030000E-160948N1030000E AND THENCE STRAIGHT LINE THE STARTING POINT (161748.43N1004455.31E) INCLUDING PORTION OF ROUTES R474, B346, G473, W15, W16, W26, W27, W40 EXCEPT UDON TMA, LOEI TMA AND PHETCHABUN TMA FLIGHT OPERATING ON THE MENTIONED ROUTES SHALL CONTACT BANGKOK CONTROL ON THE FOLLOWING ASSIGNED FREQ

1. BTN 2330-1730 UTC FREQ 126.5MHZ
2. BTN 1530-2329 UTC FREQ 124.5MHZ OR AS ASSIGNED BY ATC

C3162/19 1909130400/1912172359 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

C3164/19 1909130538/1912160800 RYN DVOR/DME 112.5MHZ/CH72X UNUSABLE ON RDL029 DIST 8-10 DME ALT 5500FT DUE TO ROUGHNESS OUT OF TOLERANCE

C3377/19 1910010000/1910012359 CONDITIONAL ROUTES (CDR) Y5 (RNAV5) AVAILABLE FOR FLIGHT PLANNING AS FLW:

WEF : MINIMUM EN-ROUTE ALTITUDE LOWER/UPPER LIMITS
0000-2359 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

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

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

C2666/19 1908050445/PERM LOCATION OF VOR CHECKPOINTS ARE ESTABLISHED DETAILS AS FLW:
- PSN 135539.82N1003640.13E
- PSN 135413.17N1003553.74E
REF AIP VTBD AD 2.8 ITEM 4

C2872/19 1908220645/1911220200 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

C3170/19 1909130810/1910281100 13 0810-1100 AND 14-28 0100-1100 OBST MOBILE CRANE ERECTED AT
135508.55N1003658E HGT 60FT

C3340/19 1909300256/1910311659 TWY I LTD TO MAX ACFT CODE E DUE SEPARATION FM TWY CL TO
CONST AREA REMAINING 31M

C3352/19 1909301700/1912311659 BIRD CONCENTRATION IN VICINITY OF AD
TYPE OF BIRDS: GREY HERON, BLACK-HEADED IBIS, PURPLE HERON, OPEN-BILL STORK, BRAHMINY KITE, BLACK-
SHOULDERED KITE, EASTERN MARSH HARRIER, CHINESE POND HERON, 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: 50 BIRDS

C3367/19 1910010230/1910010330 TXL T BTN TWY U AND TWY V CLSD DUE TO MIL OPR

C3368/19 1910010230/1910010330 RTAF APRON CLSD DUE TO MIL OPR

C3374/19 1909301135/1910311659 TXL B BTN ACFT STAND NR 45 AND NR 46 CLSD DUE TO WIP

C3375/19 1909301155/1910311659 THE CLOSURE OF TAXIWAY D AT DON MUEANG INTERNATIONAL AIRPORT
EXTENDED TO 31 OCT 2019
REF AIP SUP A6/19

C3376/19 1909301215/1912311000 TXL C BTN TWY S AND TWY C SOUTH LIMITATION ONLY TO
ACFT TYPE A, B AND C

VTBK (NAKHON PATHOM/KAMPHAENG SAEN)

C3053/19 1909050210/1910311100 WIND DIRECTION AND SPEED INDICATOR NOT AVBL

C3217/19 1909190120/1912191100 DVOR/DME KPS 114.5MHZ/CH92X RESTRICTED USE DUE TO MOUNTAINOUS
TERRAIN SURROUND DVOR/DME STATION AS FOLLOW:
AREA WI 40 NM ORBIT
- RDL160-269 ALT SHOULD NOT BELOW 2500FT
- RDL270-319 ALT SHOULD NOT BELOW 5000FT
- RDL320-069 ALT SHOULD NOT BELOW 2500FT
WI 20 NM ORBIT
- RDL070-159 ALT SHOULD NOT BELOW 2500FT

C3309/19 1909270036/1912271100 BIRD CONCENTRATION IN THE VICINITY OF AD
C3310/19 1909270042/1912271100 SEQUENCED FLASHING LIGHTS RWY 03/21 U/S

VTBL (LOP BURI/KHOK KATHIAM)

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
C3234/19 1909191325/1912311100 BIRD CONCENTRATION IN THE VICINITY OF AD
C3235/19 1909191330/1912311100 ATIS FREQ 392.5MHZ ON TRIAL OPR
C3236/19 1909191335/1912311100 ILS RWY 05 ON TEST, DO NOT USE

VTBO (TRAT/KHAO SMING)

C3193/19 1909170350/1911071700 DME TRT CH36X ON TEST, DO NOT USE

VTBP (PRACHUAP KHIRI KHAN)

C3255/19 1909211310/1912311100 BIRD CONCENTRATION IN THE VICINITY OF AD
C3314/19 1909270700/1910011100 SOUTH APRON CLSD DUE TO MIL EXER
RMK/FOR OTHER INFORMATION CONTACT VTBP TEL +663 260 3919

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.

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 SUARNABHUMI 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

C2801/19 1908151320/1910212359 ACFT STAND NR D4 AND NR D5 CLSD DUE TO WIP

C2802/19 1908151326/1910212359 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

C3086/19 1909080220/1911080100 ATIS FREQ 127.8MHZ OPR FREQ CHANGED TO 133.6MHZ

C3087/19 1909080235/1911080100 A/G FAC ARR FREQ 133.6MHZ OPR FREQ CHANGED TO 121.1MHZ

C3130/19 1909110240/1911290600 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) U/S DUE TO MAINT AS FLW:
ACFT STAND NR 301-308
ACFT STAND NR 516-520
ACFT STAND NR 524-525
RMK/ACFT HAVE TO FLW MARSHALLING SIGNALS STRICTLY

C3288/19 1909292000/1912291400 DLY 2000-1400 SUVARNABHUMI A-CDM TRIAL OPERATION WILL TAKE PLACE AT SUVARNABHUMI AIRPORT FROM 29 SEPTEMBER 2019 TO 29 DECEMBER 2019 FROM 2000 TO 1400 UTC DAILY.
- DEPARTURE FLIGHTS FROM SUVARNABHUMI AIRPORT WITH EOBT FROM 2000 TO 1400 UTC ARE REQUIRED TO PARTICIPATE IN THE A-CDM TRIAL OPERATION.
- AIRCRAFT OPERATOR (AO) / GROUND HANDLER (GH) ARE TO REPORT AND UPDATE TOBT (TARGET OFF-BLOCK TIME) BY IDEP WEB-BASED APPLICATION (WWW.AEROTHAI.AERO) OR BY SMS VIA DIGITAL TRUNKED RADIO SYSTEM.
- TARGET START-UP APPROVAL TIME (TSAT) WILL BE CALCULATED AND DISTRIBUTED TO AIRCRAFT OPERATOR (AO) / GROUND HANDLER (GH) VIA THE SAME REPORTING CHANNELS AS TOBT.
- PILOT SHALL ENSURE THAT THE AIRCRAFT WILL BE READY FOR PUSH BACK AT TOBT.
- PILOT SHALL CONTACT GROUND CONTROL FOR START-UP AND PUSH BACK WITH IN TSAT WINDOW (+/- 5 MINS)
- IF PILOT CONTACT GROUND CONTROL FOR START-UP AND PUSH BACK AFTER TSAT WINDOW, TSAT WILL BE EXPIRED. PILOT SHALL NOTIFY THE AO/GH TO UPDATE THE TOBT FOR A NEW TSAT.
- FOR DETAILED INFORMATION AND MANUAL, PLEASE CONTACT AT BKK.ACDM AT AEROTHAI.CO.TH

VTBU (RAYONG/U-TAPAO PATTAYA INTL AIRPORT)

C3353/19 1909300650/1910311100 BIRD CONCENTRATION IN THE VICINITY OF AD

C3354/19 1909300655/1910311100 PAPI LEFT SIDE RWY 36 ON TEST, DO NOT USE

C3355/19 1909300710/1910311100 DISTANCE MARKER SIGN LGT RWY 18/36 U/S DUE TO MAINT

C3358/19 1909300725/1910311100 SALS RWY 36 U/S DUE TO MAINT

C3359/19 1909300730/1910311100 MSSR U/S DUE TO MAINT

C3360/19 1909300735/1910311100 NDB UP 414KHZ ON TEST, DO NOT USE

C3361/19 1909300738/1910311100 TACAN BUT CH105 U/S DUE TO MAINT

C3362/19 1909300740/1910311100 ABN U/S

C3363/19 1909300745/1910311100 DVOR/DME BUT FREQ 110.8MHZ/CH45X ON TEST, DO NOT USE

C3364/19 1909300750/1910311100 ILS/DME IBUT 111.1MHZ/CH48X RWY 18 U/S DUE TO MAINT

C3365/19 1909300755/1910311100 PAPI RWY 18 ON TEST, DO NOT USE

VTBW (PRACHIN BURI/WATTHANA NAKHON)

C3336/19 1909300040/1912311100 ABN U/S

C3337/19 1909300042/1912311100 RWY EDGE LGT RWY 05/23 U/S

C3338/19 1909300044/1912311100 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

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

C2805/19 1908160435/1911081000 SEQUENCED FLG LGT RWY 18 U/S

C3008/19 1909011150/1912011120 RVR RWY 18 U/S

C3101/19 1909090335/1912061000 AVIATION BRIDGE ACFT STAND NR 6 AVBL FOR ACFT TYPE A319 A320 AND A321 ONLY

C3102/19 1909090340/1912061000 LIMITED OF PARKING AREA AT CHIANG MAI INTERNATIONAL AIRPORT
CONGESTION ACFT MAY BE PARK AT TWY Q

C3103/19 1909090350/1912061000 BIRD CONCENTRATION IN THE VICINITY OF AD

C3165/19 1909130648/1910131000 DLY 0100-1000 RTAF HANGAR CONST WIP PSN
184625N0985756E BTN TWY P3 AND TWY P4 DIST 25M EAST FM EDGE OF TWY P

C3218/19 1909190225/1912131000 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

C3305/19 1909260922/1912231000 OBST TOWER CRANE ERECTED AT 184602N0985812E, HGT 115FT

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

C2631/19 1908022300/PERM HANDLING SERVICES AND FACILITIES CHG AS FLW:
-FUEL/OIL TYPES : NIL
-FUELLING FACILITIES/CAPACITY : NIL
REF AIP VTCH AD 2.4 ITEM 2, 3

C2793/19 1908150650/1911150430 AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS) NOT AVBL

C2841/19 1908200240/1911220000 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

C2907/19 1908260235/1911280200 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

C2691/19 1908060955/1911060900 OBST TREE EXIST DETAIL AS FLW:
-PSN 181629.20N0993018.40E HGT 26FT
-PSN 181618.08N0993017.80E HGT 26FT

C2853/19 1908210425/1911211300 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

C3369/19 1909300842/1910311000 OBST BACKHOE TRUCK HGT 25FT MOVING ON DIST 390M BEFORE THR
RWY 18 AREA ALONG A LINE: 181654.02N0993020.01E-181653.07N0993013.00E-181653.04N0993007.06E

VTGN (NAN/NAN NAKHON)

C2754/19 1908110303/1911111100 ILS INAN 110.3MHZ/CH40X RWY 02 U/S

C2927/19 1908271007/1911281700 RWY 02/20 OPR BUT CTN ADZ DUE INSTL OF AWOS WIP PSN AS FLW:
PSN 1: DIST 450M BEYOND THR RWY 02 AND 90M LEFT SIDE OF RCL
PSN 2: DIST 300M BEYOND THR RWY 20 AND 110M LEFT SIDE OF RCL

C3003/19 1909010300/1912031700 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

C3004/19 1909010305/1912031700 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 02 U/S

VTCP (PHRAE)

C2521/19 1907250958/1910271100 DVOR/DME PAE 111.8MHZ/CH55X UNUSABLE ON RDL146 DIST 7.0-8.0 DME
ALT 7000FT AMSL

C3083/19 1909070430/1912071100 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)

C2898/19 1908241320/1910011659 IN ORDER TO PREVENT DAMAGE OF TWY A SURFACE, PILOT SHALL FLW
TWY CL MARKING STRICTLY

C3059/19 1909050422/1911071659 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 2 U/S

C3347/19 1909300400/1912311000 DLY 0100-1000 OBST MOBILE CRANE HGT 50FT AGL ERECTED
AT 195552.38N0995225.89E ON FINAL RWY 03

VTPB (PHETCHABUN)

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

C2852/19 1908210340/1911211100 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

C3299/19 1909260335/1912261100 DVOR/DME PCB 115.4MHZ/CH101X UNUSABLE ON RDL277 DIST BTN 7-9 DME

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

VTPI (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

C2694/19 1908070200/1911301100 NDB TL 350KHZ U/S

C3202/19 1909180147/1910311100 ILS RWY 18 ON TEST, DO NOT USE

C3272/19 1909240205/1912241100 TACAN TKL CH95X U/S

C3339/19 1909300128/1912311100 PAPI RWY 18 NOT COINCIDENT WITH GLIDE PATH
STARTING FM 0.7 DME OR 600FT AMSL

C3342/19 1909300328/1912301100 STRIP RWY 18/36 WIP ON PSN DETAIL AS FLW :
RWY 18
- PSN 1 : DIST 25M BEYOND THR AND 53M ON BOTH SIDE OF RCL
- PSN 2 : DIST 396M BEYOND THR AND 53M ON BOTH SIDE OF RCL
RWY 36
- PSN 3 : DIST 25M BEYOND THR AND 53M ON BOTH SIDE OF RCL
- PSN 4 : DIST 396M BEYOND THR AND 53M ON BOTH SIDE OF RCL

C3366/19 1909300800/1912311100 BIRD CONCENTRATION IN THE VICINITY OF AD

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

C2913/19 1908260850/1911251100 AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS) NOT AVBL

C2979/19 1908300830/1911301100 DME CH114X INSTL PAIRED WITH NDB MS FREQ 316KHZ

C3028/19 1909030500/1912011100 BIRD CONCENTRATION IN THE VICINITY OF AD

C3079/19 1909081200/1912062200 DLY 1200-2200 MOV AREA CLSD DUE TO WIP

VTPO (SUKHOTHAI)

C2698/19 1908070248/1911081100 DME THS 292KHZ/CH40X ON TEST, DO NOT USE

C2840/19 1908200200/1911200300 PAPI RWY 18 U/S

VTPP (PHITSANULOK)

C3043/19 1909040651/1912021100 BIRD CONCENTRATION IN THE VICINITY OF AD

C3290/19 1909250750/1912271100 SEQUENCED FLG LGT RWY 32 U/S

C3291/19 1909250752/1912271000 OBST TOWER CRANE HGT 120FT ERECTED AT 164624N1001646E
MARK RED LGT ON TOP

C3304/19 1909270000/1912261600 AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) NOT AVBL

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

C3148/19 1909120645/1912121000 DVOR/DME STN 110.6MHZ/CH43X UNUSABLE ON RDL227 DIST 11-12DME
ALT 4000FT DUE TO ROUGHNESS OUT OF TOLERANCE

C3185/19 1909160505/1911151100 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

C3151/19 1909120820/1910151100 DUE TO CRACK SURFACE PSN 500M FM THR RWY02,
ACFT IN THE VICINITY SHALL TAKE CAUTION

VTSE (CHUMPHON/TAB GAI)

C2819/19 1908180405/1911181000 NDB CP 279KHZ UNUSABLE ON
-BRG043 DIST BEYOND 30NM FM NDB ALT 7000FT
-BRG219 DIST BEYOND 30NM FM NDB ALT 7000FT

C3049/19 1909040925/1912031100 A/G FAC CHUMPHON APCH FREQ 119.75MHZ CHANGED TO 122.6MHZ
FOR OPR TRIAL

C3206/19 1909180505/1912181000 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

C3331/19 1909290350/1912290400 BIRD CONCENTRATION IN THE VICINITY OF AD

C3332/19 1909290355/1912290400 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

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

C2900/19 1908250358/1911251000 ILS GP RWY 19 NOT COINCIDENT WITH PAPI STARTING FM 1 DME
OR 400FT AMSL

C2933/19 1908280337/1911281700 OBST TREE HGT 99FT AGL LOCATED AT 083343.90N0995649.20E
ON FINAL RWY 19 DIST 1500M BFR THR

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

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

C2763/19 1908130456/1911130330 LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) OPR 5 POLE
(POLE NR3 ON NOT AVBL)

C2773/19 1908140240/1911160100 ILS GP FREQ 334.4MHZ RWY 32 UNUSABLE BEYOND 6 DEG
RIGHT OF LOC COURSE

C3178/19 1909151115/1912161700 CONSTRUCTION WORKS ON EXTENDING WEST SIDE OF MAIN APRON EDGE
RMK/WORK SITES WILL BE PROTECTED BY BARRICADES

C3321/19 1909271205/1912311700 BIRD CONCENTRATION IN THE VICINITY OF AD

C3322/19 1909271210/1912311700 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 3 U/S

C3333/19 1909291130/1910051100 AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) RWY 32 NOT AVBL

VTSK (PATTANI)

C2734/19 1908090255/1911161100 NDB PT 201 KHZ U/S DUE TO UNDER WITHDRAWAL THE PREVIOUS NDB AND
INSTALLATION THE NEW ONE

VTSM (SURAT THANI/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

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

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

C3370/19 1909300908/1912301000 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

C3371/19 1909301014/1912301000 IAC VOR SMU AFTER AUSSY FLW ATC INSTRUCTION AS FLW :
-IAC VOR RWY 17 CAT A, B
-IAC VOR A RWY 17 CAT A, B
-IAC VOR RWY 17 CAT C
-IAC VOR A RWY 17 CAT C
DUE TO RESTRICTED SMU DVOR/DME
REF AIP VTSM AD 2.24

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

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

C2645/19 1908020505/1911020500 OBST ELECTRIC POLE ERECTED AT 080646.01N0981941.19E DIST 270M BEYOND THR RWY 27, 160M SOUTH OF RCL, HGT 42FT

C2751/19 1908110030/1911080300 LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) NOT AVBL

C2752/19 1908110036/1911080300 RVR RWY 09/27 U/S

C2999/19 1908310515/1911302359 ILS GP FREQ 333.8MHZ RWY 27 UNUSABLE BEYOND 6 DEG RIGHT OF LOC COURSE

C3099/19 1909090240/1912091000 HELICOPTER OPS:
 1. ALL HELICOPTER OPR IN PHUKET INTL AIRPORT SHALL BE TREATED AS FIXED WING ACFT AND SHALL STRICTLY FLW ATC INSTRUCTION
 2. WHILE HELICOPTERS ARE OPR ON THE MANOEUVRING AREA, EXTREME CAUTION MUST BE EXER REGARDING WINGTIP CLR AND TURB

C3372/19 1910010100/1910031659 ACFT STAND NR 15 CLSD DUE TO WIP

VTSR (RANONG)

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 26.5-28.5 DME 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 FOLLOWS

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

C2600/19 1908010206/1911010900 SALS RWY 02 U/S
C2633/19 1908011250/1911072359 BIRD CONCENTRATION IN THE VICINITY OF AD

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

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

C3163/19 1909130416/1912141100 DVOR/DME HTY 115.3MHZ/CH100X UNUSABLE ON RDL266 DIST 9.0-10.5 DME
ALT 5000FT

VTST (TRANG)

C3014/19 1909020240/1911301400 BIRD CONCENTRATION IN THE VICINITY OF AD

C3373/19 1910010600/1910021200 ILS/DME RWY 08 ON TEST, DO NOT USE

VTUD (UDON THANI)

C2753/19 1908110237/1911111100 NDB UD 236KHZ U/S

C2813/19 1908161230/1911171100 OBST TREE HGT 132FT AGL LOCATED AT 172336.09N1024613.09E
DIST 506M BEFORE THR RWY 12 AND 145M RIGHT SIDE OF EXTENDED CENTERLINE

C3031/19 1909030455/1912041100 BIRD CONCENTRATION IN THE VICINITY OF AD

C3088/19 1909080240/1911080230 ATIS FREQ 128.8MHZ OPR FREQ CHANGED TO 127.6MHZ

C3343/19 1909302300/1910151700 TWY N BTN TWY E AND TWY F CLSD DUE TO WIP

VTUI (SAKON NAKHON/BAN KHAI)

C2923/19 1908270735/1911281400 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 05 U/S

C3186/19 1909160715/1912161100 DVOR/DME SKN 114.2MHZ/CH89X CLASSIFIED AS RESTRICTED
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. 30 NM ORBIT
-RDL000-130 DEG ALT SHOULD NOT BELOW 2100FT
2. 40 NM ORBIT
-RDL131-280 DEG ALT SHOULD NOT BELOW 5500FT
-RDL281-359 DEG ALT SHOULD NOT BELOW 2100FT

C3196/19 1909170805/1911170800 PAPI RWY 05 UNUSABLE BEYOND 6 DEG LEFT OF RCL

C3248/19 1909200640/1912191400 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

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

C2824/19 1908190245/1911190230 PAPI RWY 21 U/S DUE TO MAINT

C3328/19 1909280855/1910130830 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 21 U/S

C3351/19 1909300600/1912271100 DLY 0100-1100 STRIP RWY 03/21 WIP ON PSN DETAIL AS FLW :
PSN 1: DIST 300M BEYOND THR RWY 03 AND 90M LEFT SIDE OF RCL
PSN 2: DIST 300M BEYOND THR RWY 21 AND 90M LEFT SIDE OF RCL

VTUL (LOEI)

C2605/19 1908010410/1911011100 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

C3116/19 1909091435/1911161100 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

C2680/19 1908060700/1912241100 ILS RWY 24 U/S

C3344/19 1909300350/1910311100 PAPI RWY 06 U/S

C3345/19 1909300355/1910311100 TACAN KRT CH125 ON TEST, DO NOT USE

C3346/19 1909300357/1910311100 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

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

C2766/19 1908130725/1910311700 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

C3268/19 1909302200/1910071300 AD NOT ALLOW FOR ALL FLIGHT TRAINING

C3317/19 1909270805/1912270700 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 40NM 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

C3325/19 1909271813/1912301100 TWR FREQ 122.5MHZ OPR FREQ CHANGED TO 118.05MHZ

VTUU (UBON RATCHATHANI)

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

C2679/19 1908060446/1911101100 IN ORDER TO PREVENT DAMAGE TO RWY SURFACE, ALL ACFT CODE C AND HIGHER SHALL FLW TURNAROUND MARKING STRICTLY

C3230/19 1909191135/1910311100 TWY EDGE LGT U/S DUE TO POWER AS FLW :
- TWY E
- TWY F
- TWY G
- TWY H
- TWY I
- TWY J
- NORTH PARALLEL TWY
- SOUTH PARALLEL TWY AND
- CIRCULAR TWY

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 : 12/19 DATED 26 SEP 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 AND A21
2019 : A1 A6 A9 A10 A13 A16 A20 A21 A22 A23 A24
 A25 AND A26

AIP SUPPLEMENT SERIES B IN FORCE:

2000 : B8 AND B10 2001 : B7
2003 : B13 2009 : B15
2017 : B2 2019 : B3 B4 B5 AND B6

AIC IN FORCE:

2003 : 1 2014 : 1
2016 : 1 2018: 4 5 6 AND 7
2019 : 1 AND 2

-- END OF SUMMARY --