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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  
10/18  
01 OCT 2018

The following **NOTAM series C** were **still valid on 01 OCT 2018**, NOTAM not included have either been cancelled, time expired or superseded by AIP supplement or incorporated in the AIP-THAILAND.

**VTBB (BANGKOK(ACC/FIC/COM CENTRE))**

**C7381/12** 1211031335/PERM FLIGHT DATA MANAGEMENT CENTER (FDMC) HAS BEEN ESTABLISHED TO CENTRALIZED FLIGHT PLAN AND DISTRIBUTION SERVICE UNDER AERONAUTICAL INFORMATION MANAGEMENT CENTER, AERONAUTICAL RADIO OF THAILAND LIMITED.THE FDMC SHALL COVER ALL AIR TRAFFIC SERVICES WITH IN BANGKOK FLIGHT INFORMATION REGION.,PROCESSING OF THE FLIGHT PLANS

1. THE FLIGHT PLAN ORIGINATOR IS RESPONSIBLE FOR
  - 1.1 COMPLETE AND CORRECT DATA
  - 1.2 CHECKING FLIGHT PLAN ENSURE RECEIPT OF THE MESSAGE AT FDMC TERMINAL. FDMC WILL BE INFORMED ACCEPTANCE FLIGHT PLAN LIST.
2. CONTENTS OF A FLIGHT PLAN A FLIGHT PLAN SHALL COMPRISE INFORMATION REGARDING SUCH OF THE FOLLOWING ITEMS AS ARE CONSIDERED RELEVANT BY THE APPROPRIATE ATS AUTHORITY AS SPECIFIC IN PANS-ATM, DOC 4444 ICAO FPL FORMAT.
3. ADVANCE TIMES FOR THE FILLING OF FLIGHT PLAN
  - 3.1 FLIGHT PLAN SHALL BE FILED 120 HOURS AND/OR 5 DAYS AT THE EARLIEST, AND 60 MINUTES AT THE LATEST PRIOR TO THE ESTIMATED OFF-BLOCK TIME
  - 3.2 FOR FLIGHTS INTO AREAS FOR WHICH ATFM MEASURES HAVE BEEN ESTABLISHED,FLIGHT PLAN SHALL BE FILED NOT LATER THAN 3 HOURS PRIOR TO THE ESTIMATED OFF-BLOCK TIME
  - 3.3 THE REGULATIONS REMAIN UNAFFECTED WHICH ESTABLISHED THE FILLING OF A FLIGHT PLAN FOR CERTAIN FLIGHT AT AN EARLIER DATE FOR OTHER REASONS
4. FILLING OF FLIGHT PLAN AND FLIGHT PLAN MESSAGES WITH FDMC
  - 4.1 FLIGHT PLANS AND ASSOCIATED MESSAGE FILED DIRECTLY WITH FDMC WILL BE CHECKED BY FDMC AS REGARDS SYNTAX AND FORMAT ACCORDING TO ICAO FLIGHT PLAN FORMAT.
  - 4.2 THE ORIGINATOR WILL BE INFORMED OF THE SUCCESSFUL PROCESSING OF FLIGHT PLANS AND FLIGHT PLANS ASSOCIATED MESSAGE WITHIN FDMC BY AN ACKNOWLEDGEMENT MESSAGE (ACK MESSAGE). FLIGHT PLANS, WHICH CANNOT BE PROCESSED BY FDMC OR NOT FOLLOW ICAO FPL FORMAT, WILL BE RETURNED TO THE ORIGINATOR TO BE CORRECTED ACCORDING TO REJECT MESSAGE (REJ) SENDING AUTOMATICALLY FROM FDMC SYSTEM

**C7557/12** 1211120000/PERM ICAO FLIGHT PLAN FORMAT CHANGE IN ACCORDANCE WITH AMENDMENT 1 TO 15TH EDITION OF PANS-ATM DOC4444 WILL BE APPLIED IN THE BANGKOK FIR ON 15 NOVEMBER 2012. WEF 1211120000 FLIGHT PLANS MAY BE FILED IN PRESENT OR NEW FORMAT WITH NEW BEING THE PREFERRED FORMAT, AIC 4/12 REFERS. FLIGHT PLANS WITH AN ESTIMATED OFF BLOCK TIME OF 150000 OR LATER MUST BE IN NEW FORMAT. FROM 1211150000 ONLY NEW FORMAT FLIGHT PLANS WILL BE ACCEPTED. FLIGHTS BY NON-COMPLIANT AIRCRAFT WITHIN THE BANGKOK FIR WILL NOT BE AUTHORISED OR PERMITTED. ALL ENQUIRIES DURING THE TRANSITION AND IMPLEMENTATION PERIOD SHOULD BE DIRECTED TO FLIGHT DATA MANAGEMENT CENTER (FDMC), AEROTHAI CONTACT TEL: +662 285 9670, +662 285 9254 FAX : +662 287 8868

**C9288/14** 1411041125/PERM FOR THE PURPOSE OF AIR TRAFFIC MANAGEMENT, FLIGHTS WITH RNAV5 CAPABILITY OPERATING BETWEEN BKK-CMA (VICE VERSA) ARE REQUIRED TO FILE FLIGHT PLAN ON Y6 AND Y7 AT FL290 AND ABOVE IN ADDITION ATS ROUTE A464 WILL BE AVAILABLE FOR FLIGHT PLANNING AT FL280 AND BELOW

**C2386/15** 1505290300/PERM FOR THE PURPOSE OF AIR TRAFFIC MANAGEMENT, FLIGHTS OPERATING ON ATS ROUTE A464 BETWEEN BKK-HTY (VICE VERSA) WILL BE AVAILABLE FOR FLIGHT PLANNING AT FL280 AND BELOW

**C0281/16** 1601290343/PERM REF AIRAC AIP SUP A7/15 ESTABLISHMENT OF THE AREA NAVIGATION (RNAV) ROUTES AND REVISION OF THE ATS ROUTES WITHIN BANGKOK FIR AMD AS FLW:

3. FLIGHT PLANNING PROCEDURE
  - 3.2 INTERNATIONAL FLIGHT NO. : 7  
DESTINATION AERODROME : WMKK/WMSA/WMKI  
FLIGHT PLANNING : HTY A464 KARMI A464

**C0654/16** 1602291143/PERM REVISION OF THE ATS ROUTES WITHIN BANGKOK FIR. PLEASE BE INFORMED THAT THE EFFECTIVE DATE OF AIRAC AIP SUP B8/15 WILL EFFECTIVE ON MAR 31 2016

**C3411/16** 1610100000/PERM VFR REPORTING POINT FOR HELICOPTERS RAMA 7 BRIDGE WITHDRAWN

**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

**C2232/18** 1807100600/1810102359 AVOIDANCE OF UNNECESSARY TCAS RA WARNING : ACFT SHALL STRICTLY USE RATE OF CLIMB OR RATE OF DESCENT AT 1500 FPM OR LESS WITHIN 2000FT TO THE ASSIGNED ALTITUDE OR FLIGHT LEVEL, THEN USE RATE OF CLIMB OR RATE OF DESCEND AT 1000 FPM OR LESS WITHIN 1000FT TO THE ASSIGNED ALTITUDE OR FLIGHT LEVEL WHEN FLIGHT CREW IS MADE AWARE OF ANOTHER ACFT AT OR APPROACHING AN ADJACENT ALTITUDE OR FLIGHT LEVEL, UNLESS OTHERWISE INSTRUCTED BY ATC

**C2332/18** 1807170700/1810172359 DURING MONSOON SEASON, ARRIVING INTEND TO LAND AT ALL AIRPORTS IN BANGKOK FIR, ADVERSE WEATHER CONDITION MAY CAUSE DELAY/HOLDING, EXTRA FUEL RECOMMENDED

**C2530/18** 1808020940/PERM REF AIP THAILAND ENR 1.11-1 AND ENR 1.11-2 AMEND TO AS FLW:  
ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. GENERAL

1.1 FLIGHT PLANS ARE ONLY SUBMITTED TO FLIGHT DATA MANAGEMENT CENTRE (FDMC) VIA  
AFTN ADDRESS : VTBBZPX

1.2 FLIGHT MOVEMENT MESSAGES RELATING TO TRAFFIC INTO OR VIA BANGKOK FIR SHALL BE ADDRESSED AS WARRANT CORRECT RELAY AND DELIVERY

1.3 FLIGHT MOVEMENT MESSAGES IN THIS CONTEXT COMPRISE FLIGHT PLAN MESSAGES, AMENDMENT MESSAGES RELATING THERETO AND FLIGHT CANCELLATION MESSAGES. ICAO PANS-ATM DOC 4444,

CHAPTER 11, PARAGRAPH 11.2.1.1.3 REFERS.

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

**C2600/18** 1808081130/1811071130 TO ENHANCE SAFETY AND TRAFFIC FLOW IN BANGKOK FIR ADVISE ALL OVERFLY ACFT HEADING SOUTHBOUND VIA BKK VOR G458 TO FILED FLIGHT PLAN AS FLW:  
BKK G458 MOTNA Y8 MENEX G458

**C2601/18** 1808081130/1811071130 STABLISHMENT 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

**C2602/18** 1808080748/1811091130 ESTABLISHMENT OF NEW CONTROL FREQUENCY AND AIR TRAFFIC MANAGEMENT OPERATIONAL TRIAL WITHIN BANGKOK FIR FOR FLIGHTS OPERATING WITHIN AN AREA BOUNDED BY STRAIGHT LINES JOINING THE FOLLOWING POINTS 064726.5N0995947.6E-062607.9N0995948.5E THENCE WESTWARD ALONG BANGKOK/KUALALUMPUR FIR TO 063007.9N0992948.9E-071507.7N0975949.5E-100006.9N0962950.1E-100006.9N0974918E-PUT THENCE STRAIGHT LINES TO THE STARTING POINT INCLUDING PORTION OF ROUTES R325 B579 P627 L645 R203 L579 L515 FLIGHT OPERATING ON THE MENTIONED AREA/ROUTES SHALL CONTACT BANGKOK CONTROL ON THE FOLLOWING ASSIGNED FREQUENCY 133.9MHZ OR ASSIGNED BY ATC

**C2767/18** 1808220850/1810231000 TEMPORARY REPORTING POINT NAME PHULI (145502.35N1020823.32E) WILL BE ESTABLISHED AT THE SAME COORDINATE OF KRT DVOR FOR ATS ROUTE B460 W1 W6 W8 AND Y14 DUE TO KRT DVOR/DME UNDER WITHDRAWAL UNTIL KRT DVOR RESUME NORMAL OPERATION

**C2772/18** 1808220920/1811151800 TEMPORARY REPORTING POINT NAME POXUN (064718.45N1010852.51E) WILL BE ESTABLISHED AT THE SAME COORDINATE OF PT NDB FOR ATS ROUTE W14 DUE TO PT NDB UNDER WITHDRAWAL UNTIL PT NDB RESUMED NORMAL OPERATION

**C3063/18** 1809120345/1812150810 RYN DVOR/DME 112.5MHZ/CH72X UNUSABLE ON RDL029 DIST 8-10 DME ALT 5500FT DUE TO ROUGHNESS OUT OF TOLERANCE

**C3074/18** 1810110100/1811281000 TEMPORARY REPORTING POINT NAME ELAGI (104240.21N0992156.03E) WILL BE ESTABLISHED AT THE SAME COORDINATE OF CPN DVOR FOR ATS ROUTE W34 DUE TO CPN DVOR/DME UNDER WITHDRAWAL UNTIL CPN DVOR RESUMED NORMAL OPERATION

**C3099/18** 1810110000/PERM AIRAC AIP AMDT 11/18 PART ENR: ENR 3.3-7 ROUTE Y6 (RNAV5) MARNI-CMA TRACK MAG(GEO) VOR RDL READ 349/169 INSTEAD OF 343/163

**C3249/18** 1809270040/1810311000 TEMPORARY REPORTING POINT NAME ANOVU (080627.19N0985839.07E) WILL BE ESTABLISHED AT THE SAME COORDINATE OF KBI VOR FOR ATS ROUTE W32 AND Y4 DUE TO KBI DVOR/DME UNDER WITHDRAWAL UNTIL KBI VOR RESUME NORMAL OPERATION

**C3304/18** 1809300420/1812312359 ESTABLISH NEW REPORTING POINT FOR HELICOPTERS OPERATIONS IN BANGKOK CONTROL ZONE DETAILS AS FLW:

1. REPORTING POINT : RAMA 5 BRIDGE  
 LANDMARK : RAMA 5 BRIDGE  
 RADIAL/DME FROM BKK VOR : RDL239/6.9DME  
 LAT/LONG : 134958N1002943E
2. REPORTING POINT : MUEANG THONG THANI  
 LANDMARK : IMPACT ARENA BUILDING  
 RADIAL/DME FROM BKK VOR : RDL288/3.3DME  
 LAT/LONG : 135435N1003235E
3. THE VFR ENTRY AND EXIT PROCEDURES FOR HELICOPTERS OPERATING AT VTBD AS FLW:
  - 3.1 DON MUEANG-SOUTHBOUND AND WESTBOUND  
 MUEANG THONG THANI-RAMA 5 BRIDGE
  - 3.2 DON MUEANG-NORTHBOUND  
 MUEANG THONG THANI-PATUMTHANI
  - 3.3 DON MUEANG (RTAF)-BANGYAI OR TPAD-BANGYAI OR BANGKHEN-BANGYAI  
 CRIMINAL COURT-RAMA 5 BRIDGE-BANGYAI

**C3305/18** 1809300426/1812312359 ESTABLISH NEW REPORTING POINT FOR HELICOPTER OPERATIONS IN BANGKOK CONTROL ZONE DETAILS AS FLW:

1. REPORTING POINT : BUENGBA  
 LANDMARK : BUENBAPRAPASAWAT TEMPLE  
 RADIAL/DME FROM BKK VOR : RDL045/20.0DME  
 LAT/LONG : 140750N1004938E
2. REPORTING POINT : SANABTUEB  
 LANDMARK : PETROLEUM AUTHORITY OF THAILAND (PTT) OFFICE AT SANABTUEB  
 RADIAL/DME FROM BKK VOR : RDL027/27.0DME  
 LAT/LONG : 141745N1004831E
3. THE VFR ENTRY AND EXIT PROCEDURES
  - 3.1 ENTRY DEPARTURE AERODROME-SANABTUEB-BUENGBA-LUMLOOKKA
  - 3.2 EXIT LUMLOOKKA-BUENGBA-SANABTUEB-DESTINATION AERODROME

**C3320/18** 1810010000/1810012359 CONDITIONAL ROUTES (CDR) Y5 (RNAV5) AVAILABLE FOR FLIGHT PLANNING AS FLW:

WEF : MINIMUM EN-ROUTE ALTITUDE LOWER/UPPER LIMITS

0000-0559	FL130-FL460
0600-0800	FL270-FL460
0801-2359	FL130-FL460

LOWER LIMIT: FL130 UPPER LIMIT: FL460

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

**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 000FT 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

**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

**C2233/18** 1807100543/1810090400 OPERATIONAL IMPLEMENTATION TO ENHANCE AIR TRAFFIC FLOW  
MANAGEMENT AND SAFETY FOR ACFT INTENDING TO DEPART AND LAND AT DONMUEANG INTL AIRPORT VIA M904 WILL BE  
APPLIED AS FLW:

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

**C2234/18** 1807100546/1810090400 TO OPTIMIZE TRAFFIC FLOW MANAGEMENT OF ARRIVAL TRAFFIC AT  
DON MUEANG INTL AIRPORT,THE FOLLOWING OPERATIONAL IMPLEMENTATION OF ALTITUDE/LEVEL RESTRICTIONS  
WILL BE ENFORCED. PILOTS ARE TO STRICTLY COMPLY WITH ALL RESTRICTIONS UNLESS INSTRUCTED BY ATC.  
VTBD : STANDARD ARRIVAL CHART INSTRUMENT (STAR) RUNWAY 21L/21R

1. RNAV STAR NAKON1A : CROSS NAKON AT OR BELOW FL130
  2. RNAV STAR ENDUU1A : CROSS ENDUU AT OR BELOW FL160 AND CROSS OPERA AT OR BELOW FL130
  3. RNAV STAR SEHNA1A : CROSS SEHNA AT OR BELOW FL220
  4. RNAV STAR SABAI1A : CROSS SABAI AT OR BELOW FL200
- REF AIP SUP A2/17 DATED 16 FEB 2017

**C2318/18** 1807161018/1810090400 THE APPLICATION OF APPROACH CONTROL PHRASEOLOGY PROCEDURE  
WILL BE IMPOSED IN ORDER TO AVOID MISUNDERSTANDING DURING CONTROLLER-PILOT RADIO COMMUNICATIONS.  
WHEN THE FOLLOWING PHRASEOLOGIES ARE USED BY ATC, THEY SHALL HAVE THE FOLLOWING MEANINGS:

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

**C2427/18** 1807250809/1810290800 ILS GP FREQ 333.2MHZ RWY 03L UNUSABLE BEYOND 6 DEG  
RIGHT SIDE OF LOC COURSE

**C2568/18** 1808060430/1812060000 CANCEL CIRCLING PROCEDURES FOR ACFT CAT D AS FLW:

- IAC NDB RWY21R	(AIP AD 2-46/29 JUL 10)
- IAC NDB RWY21L	(AIP AD 2-45/29 JUL 10)
- IAC VOR/DME RWY03R	(AIP SUP A8/99)
- IAC VOR RWY21R	(AIP AD 2-47/29 JUL 10)
- IAC VOR RWY21L	(AIP AD 2-48/29 JUL 10)
- IAC VOR/ILS/DME RWY03L	(AIP AD 2-49/29 JUL 10)
- IAC ILS OR LOC RWY21R	(CAT II) (AIP AD 2-51/12 NOV 15)
- IAC ILS OR LLZ RWY21L	(AIP AD 2-52/29 JUL 10)
- IAC RNAV (GNSS) RWY21R	(AIRAC AIP SUP A21/16)
- IAC RNAV (GNSS) RWY21L	(AIRAC AIP SUP A21/16)

**C2603/18** 1808080754/1811091130 OPERATIONAL IMPLEMENTATION TO ENHANCE SAFETY AND TRAFFIC FLOW IN BANGKOK FIR DEPARTING AND ARRIVING AIRCRAFT FM VTBD VIA VKB AND FM VKB TO VTBD ARE REQUIRED TO FILE FLIGHT PLAN AS FLW:

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

**C2722/18** 1808180217/1811211300 DVOR/DME BKK 117.7MHZ/CH124X UNUSABLE DETAILS AS FLW:  
BEYOND 40NM

- ON RDL321-030 DEG ALT SHOULD NOT BELOW 2500FT
- ON RDL031-060 DEG ALT SHOULD NOT BELOW 4000FT
- ON RDL061-120 DEG ALT SHOULD NOT BELOW 3000FT
- ON RDL121-320 DEG ALT SHOULD NOT BELOW 4000FT

**C3083/18** 1809130748/1810151100 ILS RWY 21L ON TEST, DO NOT USE

**C3188/18** 1809222300/1810220300 DLY 2300-0300  
DON MUEANG A-CDM TRIAL OPERATION WILL TAKE PLACE AT DON MUEANG AIRPORT FROM 22 SEPTEMBER 2018 TO 22 OCTOBER 2018 FROM 2300 TO 0300 UTC DAILY.

- DEPARTURE FLIGHTS FROM DON MUEANG AIRPORT WITH EOBT FROM 2300 TO 0300 UTC ARE REQUIRED TO PARTICIPATE IN THE TRIAL OPERATION.
- AIRCRAFT OPERATOR (AO) / GROUND HANDLER (GH) ARE TO REPORT AND UPDATE TOBT (TARGET OFF-BLOCK TIME) BY IDEP WEB-BASED APPLICATION (WWW.AEROTHAI.AERO) OR BY SMS VIA DIGITAL TRUNKED RADIO SYSTEM.
- TARGET START-UP APPROVAL TIME (TSAT) WILL BE CALCULATED AND DISTRIBUTED TO AIRCRAFT OPERATOR (AO) / GROUND HANDLER (GH) VIA THE SAME REPORTING CHANNELS AS TOBT.
- PILOT SHALL ENSURE THAT THE AIRCRAFT WILL BE READY AT TOBT FOR START-UP AND PUSH BACK. IN CASE OF SELF-MANEUVERING AUTHORIZED BY AIRPORT AUTHORITY, THE AIRCRAFT SHALL BE READY TO PUSH BACK THEN TAXI OR TAXI OUT FROM PARKING STAND.
- PILOT SHALL CONTACT GROUND CONTROL FOR START UP AND PUSH BACK WITH IN TSAT WINDOW (+/- 5 MINS).
- IF PILOT CONTACT GROUND CONTROL FOR START-UP AND PUSH BACK AFTER TSAT WINDOW, TSAT WILL BE EXPIRED. PILOT SHALL NOTIFY TO AO/GH TO UPDATE THE TOBT FOR A NEW TSAT.
- FOR DETAILED INFORMATION AND MANUAL, PLEASE CONTACT AT BKK.ACDM AT AEROTHAI.CO.TH

**C3303/18** 1809301700/1812311659 BIRD CONCENTRATION ON MANEUVERING AREA AND VICINITY OF AD TYPE OF BIRDS : GREY HERON, PURPLE HERON, OPEN-BILLED STORK, BLACK-HEADED IBIS, INTERMEDIATE EGRET, BLACK-SHPULDERED KITE, CATTLE EGRET, LITTLE EGRET, CHINESE POND HERON, BLACK-CROWNED NIGHT HERON, BARN OWL, LITTLE CORMORANT, INDIAN ROLLER, RED-WATTLED LAPWING, BLACK WINGED STILT  
BIRD WEIGHT : FM 170 UP TO 3000 GRAMS  
MAX FLOCK LARGE SIZE : 10 BIRDS

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

**C2580/18** 1808070258/1811071100 SEQUENCED FLASHING LIGHTS RWY 03/21 U/S

**C3205/18** 1809240047/1812211100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3206/18** 1809240059/1810301100 VOR/DME KPS 114.5MHZ/CH92X ON TEST, DO NOT USE

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

**C2903/18** 1808310655/1810311100 OBST MOBILE CRANE ERECTED AT 145231.01N1003933.42E HGT 100FT

**C3081/18** 1809130325/1810311100 REDL RWY 05/23 U/S

**C3123/18** 1809170146/1810311100 REDL RWY 16/34 U/S

**C3207/18** 1809240106/1812311100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3208/18** 1809240109/1812311100 ATIS FREQ 392.5MHZ ON TRIAL OPR

**C3209/18** 1809240112/1812311100 ILS RWY 05 ON TEST, DO NOT USE

#### **VTBO (TRAT (KHAO SMING)/KHAO AIRPORT)**

**C2493/18** 1807310920/1810301700 PAPI RWY 05/23, LGT INTENSITY UNABLE CONTROL FROM CONTROL TOWER

#### **VTBP (PRACHUAP KHIRIKHAN/PRACHUAP AIRPORT)**

**C2206/18** 1807090230/1810091100 BIRD CONCENTRATION IN THE VICINITY OF AD

**VTBS (BANGKOK/SUVANABHUMI INTL AIRPORT)****C2047/10** 1004251234/PERM IAC-ICAO ILS OR LLZ RWY19L CAT II AMD AS FLW

1. SUVARNABHUMI VOR/DME 111.40 CH 51X SVB TO READ SUVARNABHUMI VOR/DME 111.40 CH 51X SVB 133932.50N1004353.20E
  2. BANGKOK VOR/DME 117.70 CH 124X BKK TO READ BANGKOK VOR/DME 117.70 CH 124X BKK 135336.80N1003546.30E
  3. IAF (LEMON) 1347.46N10047.08E TO READ 1347.41N10047.21E
  4. DESCEND GRADIENT 2.5 TO READ 5.2
- REF AIP VTBS AD 2.24/PAGE VTBS AD 2-183

**C2048/10** 1004251238/PERM IAC-ICAO ILS OR LLZ RWY19R CAT II AMD AS FLW

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

**C7667/10** 1012250650/PERM IAC-ICAO AMD AS FLWVOR 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**C2235/18** 1807100553/1810090400 LOCAL TRAFFIC REGULATIONS CHG AS FLW

6. TAXI PROCEDURES  
ITEM 6.1, 6.3, 6.5 AND 6.8 THE STANDARD TAXI ROUTES FOR DEPARTING AND ARRIVING AIRCRAFT SHALL NOT BE PROVIDED DUE TO THE EXISTING OF CONSTRUCTION AREAS AND TAXIWAY CLOSURES. THE DETAILED TAXI INSTRUCTIONS AS DESCRIBES IN ITEM 6.2, 6.4, 6.6 AND 6.7 SHALL BE APPLICABLE.
- REF AIP VTBS AD 2-37

**C2236/18** 1807100600/1810090400 TO OPTIMIZE TRAFFIC FLOW MANAGEMENT OF ARRIVAL TRAFFIC AT SUVARNABHUMI INTL AIRPORT, THE FOLLOWING OPERATIONAL IMPLEMENTATION OF ALTITUDE/LEVEL RESTRICTIONS WILL BE ENFORCED. PILOTS ARE TO STRICTLY COMPLY WITH ALL RESTRICTIONS UNLESS INSTRUCTED BY ATC.  
VTBS : STANDARD ARRIVAL CHART INSTRUMENT (STAR) RUNWAY 01L/01R

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

REF AIP SUP A3/17 DATED 16 FEB 2017

**C2237/18** 1807100621/1810090400 TO OPTIMIZE TRAFFIC FLOW MANAGEMENT OF ARRIVAL TRAFFIC AT SUVARNABHUMI INTL AIRPORT, THE FOLLOWING OPERATIONAL IMPLEMENTATION OF ALTITUDE/LEVEL RESTRICTIONS WILL BE ENFORCED. PILOTS ARE TO STRICTLY COMPLY WITH ALL RESTRICTIONS UNLESS INSTRUCTED BY ATC.  
VTBS : STANDARD ARRIVAL CHART INSTRUMENT (STAR) RUNWAY 19L/19R

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

REF AIP SUP A3/17 DATED 16 FEB 2017

**C2238/18** 1807100626/1810090400 OPERATIONAL IMPLEMENTATION TO ENHANCE AIR TRAFFIC FLOW MANAGEMENT AND SAFETY FOR AIRCRAFT INTENDING TO DEPART AND LAND AT SUVARNABHUMI INTL AIRPORT VIA M904 WILL BE APPLIED AS FOLLOWS:

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

**C2317/18** 1807161010/1810090400 THE APPLICATION OF APPROACH CONTROL PHRASEOLOGY PROCEDURE WILL BE IMPOSED IN ORDER TO AVOID MISUNDERSTANDING DURING CONTROLLER-PILOT RADIO COMMUNICATIONS. WHEN THE FOLLOWING PHRASEOLOGIES ARE USED BY ATC, THEY SHALL HAVE THE FOLLOWING MEANINGS:

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

**C2604/18** 1808080803/1811091130 OPERATIONAL IMPLEMENTATION TO ENHANCE SAFETY AND TRAFFIC FLOW IN BANGKOK FIR DEPARTING AND ARRIVING AIRCRAFT FM VTBS VIA VKB AND FM VKB TO VTBS ARE REQUIRED TO FILE FLIGHT PLAN AS FLW:

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

**C2991/18** 1809061220/1812080100 A/G FAC ARR FREQ 133.6MHZ OPR FREQ CHANGED TO 121.1MHZ

**C2992/18** 1809061230/1812080100 ATIS FREQ 127.8MHZ OPR FREQ CHANGED TO 133.6MHZ

**C3067/18** 1809120730/1811010059 ACFT STAND NR E3 CLSD DUE TO WIP

**C3112/18** 1809151350/1810150600 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 303 U/S RMK/ACFT HAVE TO FLW MARSHALLING SIGNALS STRICTLY

**C3186/18** 1809250000/1810240300 DLY 0000-0300  
SUVARNABHUMI A-CDM TRIAL OPERATION WILL TAKE PLACE AT SUVARNABHUMI AIRPORT FROM 25 SEPTEMBER 2018 TO 24 OCTOBER 2018 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

**C3267/18** 1810010000/1810311500 ESTABLISHMENT OF THE TEMPORARY ENGINE RUN-UP AREA, THE TEMPORARY ISOLATED AIRCRAFT PARKING AREAS AND THE TEMPORARY HELICOPTER LANDING AREA AT SUVARNABHUMI AIRPORT AMD AS FLW :  
ITEM2. THE TEMPO ISOLATED ACFT PRKG AREA LOCATED ONLY ON THE PORTION OF TWY C BTN TWY C8-C10 REF AIRAC AIP SUP A14/14

**C3290/18** 1810010300/1810010700 TWY D BEHIND ACFT STAND NR 513 514 AND 515 CLSD DUE TO WIP  
RMK/ACFT STAND NR 514 NOT AVBL

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

**C3080/18** 1809130320/1810131100 DVOR/DME BUT FREQ 110.8MHZ/CH45X ON TEST, DO NOT USE

**C3307/18** 1809301019/1810311100 PAPI LEFT SIDE RWY 36 ON TEST, DO NOT USE

**C3308/18** 1809301026/1810311100 PAPI LEFT SIDE RWY 18 ON TEST, DO NOT USE

**C3309/18** 1809301031/1810311100 ILS GP 331.7MHZ RWY 18 ON TEST, DO NOT USE

**C3310/18** 1809301035/1810311100 DISTANCE MARKER SIGN LGT RWY 18/36 U/S DUE TO MAINT

**C3311/18** 1809301044/1810311100 NDB UP 414KHZ U/S DUE TO MAINT

**C3312/18** 1809301050/1810311100 TWY EDGE LGT U/S DUE TO MAINT DETAIL AS FLW:  
- TWY C  
- TWY D  
- TWY E BTN TWY A AND TWY B  
- TWY F  
- TWY H  
- TWY I

**C3313/18** 1809301054/1810311100 TACAN BUT CH105 U/S DUE TO MAINT

**C3314/18** 1809301057/1810311100 MSSR U/S DUE TO MAINT

**C3315/18** 1809301102/1810311100 PAPI RIGHT SIDE RWY 18 ON TEST, DO NOT USE

**C3316/18** 1809301104/1810311100 ILS MM 75MHZ RWY 18 U/S DUE TO MAINT

**C3317/18** 1809301107/1810311100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3318/18** 1809301110/1810311100 SALS RWY 36 U/S DUE TO MAINT

**VTBV (TRAT AIRPORT)**

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

**VTBW (SA KAEOWATTHANA NAKHON AIRPORT)**

**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)**

**C0615/13** 1301300610/PERM THE PROVISION OF ATS SURVEILLANCE SERVICE IN ACCORDANCE WITH PRESCRIBED PROCEDURES AS PUBLISHED IN SUBSECTION ENR 1.6 OF AIP-THAILAND, THE ADDITIONAL PROVISION OF APPROACH CONTROL SERVICE INCLUDING IN THE PROVISION OF SEPARATION BTN ACFT BASED ON USING SSR ALONE BY CHIANG MAI APPROACH CONTROL CENTRE IS THE LIMITED SERVICE DEPENDENT UPON THE ACFT WHICH ARE EQUIPPED WITH FUNCTIONING TRANSPONDERS, PROVIDED THAT THE FOLLOWING CONDITION APPLY:

1. ALL ACFT FLYING IN CHIANG MAI TMA/CTR ARE REQUIRED TO OPERATE SSR TRANSPONDERS SELECTING MODE 3/A (4096 CODES).
2. REGARDLESS OF WEATHER CONDITIONS, AN ATC AUTHORIZATION IS REQUIRED PRIOR TO OPERATE WITHIN CHIANG MAI TMA/CTR.
3. UNLESS OTHERWISE AUTHORIZED BY CHIANG MAI APPROACH, EACH ACFT MUST BE EQUIPPED AS FOLLOW :
  - A) TWO-WAY RADIO CAPABLE OF COMMUNICATIONS WITH CHIANG MAI APPROACH CONTROL CENTRE ON APPROPRIATE FREQUENCY.
  - B) SERVICEABLE TRANSPONDER.
  - C) REQUEST FOR DEVIATION FROM THE 4096 TRANSPONDER EQUIPMENT MUST BE SUBMITTED TO CHIANG MAI APPROACH CONTROL CENTRE (VTCCZAX) AS SOON AS POSSIBLE, PREFERABLY AT LEAST ONE HOUR BEFORE THE PROPOSED OPERATION.



- D) SERVICEABLE VOR ADF OR TACAN INCLUDING DME RECEIVER.
- 4. PILOT OF ARRIVING ACFT SHALL CONTACT THE CHIANG MAI APPROACH CONTROL ON PUBLISHED FREQUENCY AND REPORT THEIR POSITION, ALTITUDE AND SSR CODE, RADIO CONTACT SHALL BE INITIATED FAR ENOUGH FROM THE CHIANG MAI TMA/CTR BOUNDARY TO PRECLUDE ENTERING THE TMA/CTR BEFORE RADIO COMMUNICATION IS ESTABLISHED.
- 5. IFR OPERATIONS : ACFT WITHIN CHIANG MAI TMA/CTR OR DELIGATED AIRSPACE ARE REQUIRED TO OPERATE IN ACCORDANCE WITH CURRENT IFR PROCEDURES AS PRESCRIBED IN ANNEX 2, AIP-THAILAND OR NOTAM AND AMENDMENT THERETO.
- 6. VFR OPERATIONS :
  - A) ARRIVING ACFT MUST OBTAIN AUTHORIZATION PRIOR TO ENTERING CHIANG MAI TMA/CTR AND MUST CONTACT CHIANG MAI APPROACH CONTROL ON PUBLISHED FREQUENCY.
  - B) DEPARTING ACFT REQUIRED A CLEARANCE TO DEPART FROM THE TMA/CTR AND SHALL ADVISE THE CONTROL TOWER OF THEIR INTENDED CRUISING ALTITUDE, ROUTE OF FLIGHT, SSR CODE AND DESTINATION.
  - C) WHEN NECESSARY FOR SEPARATION, OR SEQUECING, RADAR VECTORING WILL BE PROVIDED FOR VFR ACFT, ADEQUATE TERRIAN AND OBSTACLE CLEARANCE STILL REMAIN THE RESPONSIBILITY OF THE PILOT. THE USE OF RADAR FOR VFR DOES NOT ABSOLVE THE PILOT FROM COMPLIANCE WITH THE REQUIREMENTS FOR OPERATION UNDER VFR.
  - D) VFR ACFT OUTSIDE CHIANG MAI TMA/CTR ARE CAUTIONED AGAINST OPERATING IN THE VICINITY OF THE TMA/CTR BOUNDARIES.
- 7. EXCEPT WHEN LARGER SEPERATIONS THAN THE SPECIFIED MINIMA ARE NECESSARY. THE HORIZONTAL SEPARATION MINIMUM BASED ON RADAR SHALL BE 5 NM.
- 8. RADAR APPROACH CONTROL SERVICE FOR ARRIVING ACFT WILL BE TERMINATED AT SUCH A POINT OR TIME THAT THE ACFT IS UNDER CONTROL AND COMMUNICATION WITH AERODROME CONTROL TOWER.
- 9. RADAR TECHNICAL DETAILS AND COVERAGE
  - A) SECONDARY SERVEILLANCE RADAR
    - STATION : AT CHIANG MAI INTL AP 184534.6N0985801.7E
    - RANGE : MAX 256NM WITH FOLLOWING LIMITATIONS
    - SCAN RATE: 12 RPM
  - B) VERTICAL COVERAGE
    - ALTITUDE 3000FT WITHIN 26.5NM -ALTITUDE 4000FT WITHIN 38NM
    - ALTITUDE 6000FT WITHIN 57NM -ALTITUDE 8000FT WITHIN 75NM
    - ALTITUDE 11000FT WITHIN 95NM
    - WITH COVERAGE RESTRICTION BETWEEN 270 RDL AND 342 RDL BEYOND 12NM FM CMA DVOR/DME BELOW 8000FT
  - C) HOURS OF OPERATION AVAILABLE 24 HR WITH THE EXCEPTION OF SCHEDULED PREVENTIVE MAINT PERIOD AS WILL BE NOTIFIED BY NOTAM

**C7711/13** 1310041000/PERM ACFT STAND AMD NR DETAIL AS FLW :  
 NR 2A AMD TO READ NR 3 - NR 3 AMD TO READ NR 3A  
 REF AIP VTCC AD 2-23, AD 2-25

**C7714/13** 1310041006/PERM AVIATION BRIDGE AND VISUAL DOCKING GUIDANCE SYSTEM INSTL  
 AT ACFT STAND NR 3

**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

**C2441/18** 1807260840/1810221000 BIRD CONCENTRATION IN THE VICINITY OF AD

**C2565/18** 1808060004/1810060000 RVR RWY 18 U/S

**C2995/18** 1809062300/1812031000 IN ORDER TO PREVENT DAMAGE TO RWY SURFACE, ALL ACFT ABOVE CODE  
 B ARE NOT ALLOWED TO USE RWY 36 INTERSECTION TAKE OFF TWY G UNLESS ATC ASSIGNS ONLY ACFT CODE C TO  
 EXPEDITE FLOW OF TRAFFIC

**C3181/18** 1809211055/1812211100 DLY 0100-1100  
 OBST MOBILE CRANE ERECTED AT 184547N0985737E ON LEFT SIDE OF RWY 36 DIST 270M FM RCL AND 1260M FM THR RWY  
 36, HGT 82FT AGL

**C3212/18** 1809240724/1812211000 SEQUENCED FLG LGT RWY 18 U/S

**C3246/18** 1809261110/1810251000 DUE TO LIMITED OF PARKING AREA AT CHIANG MAI INTERNATIONAL  
 AIRPORT, ACFT MAY BE REQUIRED TO PARK AT TWY Q DURING CONGESTION

**VTCH (MAE HONG SON/MAE HONG SON AIRPORT)**

**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

**C2728/18** 1808190435/1811220330 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

**C3174/18** 1809210611/1812210600 NDB MH 384KHZ UNUSABLE ON BRG099 DIST BEYOND 35NM AND BRG119 DIST BEYOND 25NM

**VTCL (LAMPANG/LAMPANG AIRPORT)**

**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

**C2746/18** 1808200710/1811211300 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

**C2899/18** 1808310540/1811301300 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 36 OPR STEP 1

**C3236/18** 1809251120/1810121300 TWY EDGE LGT TWY C U/S

**C3237/18** 1809251123/1810121300 TAXI GUIDANCE SIGN LGT TWY B U/S

**VTGN (NAN/NAN NAKHON AIRPORT)**

**C3008/18** 1809071700/1811301700 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 02 U/S

**C3272/18** 1809271320/1901011700 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 20 U/S

**C3273/18** 1809271327/1901011700 RWY 02/20 OPR BUT CTN ADVISED DUE TO CONSTRUCTION WORK RESA

**VTCP (PHRAE/PHRAE AIRPORT)**

**C2446/18** 1807271006/1810271100 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

**C2454/18** 1807300321/1810311100 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

**C2492/18** 1807310912/1810310600 OBST CRANE ERECTED AT 180800.53N1000911.42E HGT 115FT

**C2734/18** 1808200230/1811201100 NDB PR 340KHZ UNUSABLE ON BRG201 DIST BEYOND 40NM FM NDB ALT 9000FT

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

**C2357/18** 1807181230/1810201100 ATIS FREQ 127.85MHZ ON TRIAL

**C2688/18** 1808151015/1810311000 DLY 0100-1000 RWY 03/21 OPR BUT CTN ADVISED DUE TO MEN AND EQPT WIP DETAIL AS FLW:  
- ON BOTH SIDE OF RWY 03/21, DIST 150M FM RCL  
- ON FINAL RWY 03, DIST 1200M BEFORE THR  
- ON FINAL RWY 21, DIST 800M BEFORE THR

**C2720/18** 1808171115/1810171200 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 2 U/S

**VTPB (PHETCHABUN/PHETCHABUN AIRPORT)**

**C2661/18** 1808120157/ 1811121100 NDB PH 283.0KHZ UNUSABLE ON  
- BRG093 DIST BEYOND 40NM FM NDB ALT 7000FT  
- BRG276 DIST BEYOND 40NM FM NDB ALT 7000FT

**C2662/18** 1808120225/1811121100 DVOR/DME PCB 115.4MHZ/CH101X UNUSABLE ON RDL276 DIST BTN 7-9 DME

**C2812/18** 1808270330/1811281100 OPERATIONAL TRIAL FOR DEPARTURE CLEARANCE PROCEDURE AT VTPB, 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 DOMESTIC IFR FLIGHT DEPARTING FROM VTPB 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 OR BELOW 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

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

**C1925/18** 1806180723/1810181100 RWY 16/34 OPR BUT CTN ADVISED DUE TO MEN AND EQPT WIP ON 300M FM THR RWY 34

**C2096/18** 1806300215/1810020500 DVOR HHN 113.3MHZ UNUSABLE STARTING ON RDL040-RDL090 CLOCKWISE DUE TO COURSE STRUCTURE UNSTABLE

**C2097/18** 1806300225/1810020500 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

**C3251/18** 1809270053/1810311100 BIRD CONCENTRATION IN THE VICINITY OF AD

**VTPH (NAKHON SAWAN/TAKHLI AIRPORT)**

**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

**C3259/18** 1809270650/1810310900 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3260/18** 1809270651/1810311100 PAPI RWY 36 U/S

**C3261/18** 1809270653/1810311100 PAPI RWY 18 NOT COINCIDENT WITH GLIDE PATH STARTING FM 0.7 DME OR 600FT AMSL

**VTPM (TAK/MAE SOT AIRPORT)**

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

**C2399/18** 1807230718/1810301100 DLY 0100-1100 MANOEUVRING AREA OPR BUT CTN ADVISE DUE TO  
WIP MEN AND EQUIPMENT UNDER TWR CONTROL AND AIRPORT AUTHORITY SUPERVISION

**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

**C2917/18** 1808311051/1811301100 DME CH114X PAIRED WITH NDB MS FREQ 316KHZ

**C2918/18** 1808311055/1811301100 DVOR/DME MST FREQ 116.7MHZ/CH114X U/S

**C3011/18** 1809071200/1812072200 DLY 1200-2200 MOVEMENT AREA CLSD DUE TO WIP

**C3018/18** 1809081100/1812081100 DVOR MST FREQ 116.7MHZ ON TEST, DO NOT USE

**VTPN (NAKHON SAWAN)**

**C2862/18** 1808300305/1811301100 REDL RWY 05/23 U/S

**VTPO (SUKHOTHAI/SUKHOTHAI AIRPORT)**

**C3009/18** 1809071125/1811081100 DME CH40X ON TEST, DO NOT USE

**C3145/18** 1809220200/1810070800 DLY 0200-0800 APRON CLSD DUE TO WIP

**VTPP (PHITSANULOK/PHITSANULOK AIRPORT)**

**C1947/18** 1806190855/PERM SSR SERVICE AVIALABLE AT PHITSANULOK AND SUKHOTHAI TMA  
REMARKS: FOLLOW ATC INSTRUCTION

**C2487/18** 1807310835/1810311100 DVOR/DME PSL 114.1MHZ/CH88X UNUSABLE ON RDL094 DIST BTN 9.0-11.0  
DME AT ALT 3500FT

**C2915/18** 1808311030/1812021100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C2937/18** 1809030250/1812011100 TO PREVENT RWY PAVEMENT DAMAGE, ALL ACFT ARE NOT ALLOWED TO  
MAKE 180 DEGREE TURN ON THE RUNWAY, EXCEPT ACFT WITH WEIGHT OF 5700KG OR LESS. THE TURN SHALL BE MADE AT  
END OF RWY 14/32 ONLY

**C3015/18** 1809080010/1812081100 OPERATIONAL TRIAL FOR DEPARTURE CLEARANCE PROCEDURE AT VTPP,  
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 VTPP 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

**C3132/18** 1809170645/1810110930 SEQUENCED FLG LGT RWY 32 U/S

**C3165/18** 1809201100/1812201100 OBST TOWER CRANE ERECTED AT 164831N1001548E, HGT 140FT

**C3271/18** 1809271313/1812271000 OBST TOWER CRANE HGT 120FT ERECTED AT 164624N1001646E MARK RED  
LGT ON TOP

**VTSB (SURAT THANI/SURAT THANI AIRPORT)**

**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

**C2137/18** 1807021545/1810202300 DLY 1500-2300 RWY 04/22 OPR BUT CTN ADVISED DUE TO MEN AND  
EQPT WIP  
RMK: 20MIN PN FOR MEN AND EQPT TO VACATE

**C2509/18** 1808010808/1810010900 SEQUENCED FLG LGT RWY 22 U/S

**C2765/18** 1808220750/1810221000 DISTANCE MARKER SIGN LGT RWY 04/22 U/S

**C2945/18** 1809030855/1811051100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3077/18** 1809121205/1812122359 DVOR/DME STN 110.6MHZ/CH43X UNUSABLE ON RDL227 DIST 11-12DME  
ALT 4000FT DUE TO ROUGHNESS OUT OF TOLERANCE

**VTSC (NARATHIWAT/NARATHIWAT AIRPORT)**

**C2624/16** 1608050920/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

**C2161/18** 1807041130/1810051100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C2611/18** 1808082300/1810081100 OBST CRANE ERECTED AT 063119.52N1014449.49E, HGT 53FT  
MARK RED FLAG ON TOP

**C3037/18** 1809102300/1810101100 SEQUENCED FLG LGT RWY 02 U/S

**C3038/18** 1809102300/1810101100 PAPI RWY 02 U/S

**C3238/18** 1809251126/1812281100 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/CHUMPHON AIRPORT)**

**C2737/18** 1808200315/1811201700 AD CATEGORY FOR FIRE FIGHTING CHG FM CAT 5 TO CAT 6

**C2798/18** 1808250150/1811250100 A/G FAC CHUMPHON APPROACH FREQ 119.75MHZ CHANGED TO 122.6MHZ  
FOR OPR TRIAL

**C3066/18** 1809120711/1810110100 DVOR/DME CPN 110.0MHZ/CH37X UNUSABLE ON RDL045-065 CLOCKWISE  
DUE TO RADIAL ERROR OUT OF TOLERANCE

**C3071/18** 1810110100/1811281000 DVOR/DME CPN 110.0MHZ U/S DUE TO UNDER WITHDRAWAL  
THE PREVIOUS DVOR/DME AND INSTALLATION THE NEW ONE

**C3162/18** 1810110000/1811082359 REF AIP THAILAND PAGE VTSE AD 2-13 TO VTSE AD 2-16  
DATED 10 DEC 08 DELETE IAC AS FLW:  
-IAC ICAO RWY 06 VOR/DME PAGE VTSE AD 2-13  
-IAC ICAO RWY 24 VOR/DME PAGE VTSE AD 2-14  
-IAC ICAO RWY 24 ILS/DME PAGE VTSE AD 2-15  
-IAC ICAO RWY 24 LLZ/DME PAGE VTSE AD 2-16

**C3210/18** 1809240303/1812241100 BIRD CONCENTRATION IN THE VICINITY OF AD

**VTSF (NAKHON SI THAMMARAT/NAKHON SI THAMMARAT AIRPORT)**

**C2270/06** 0604252300/PERM RWY01/19 RWY TURN PAD INSTL AND OPR STRENGTH (PCN): 42/F/C/X/T  
REF AIP VTSF AD2-11

**C2491/18** 1807310900/1810311700 BIRD CONCENTRATION IN THE VICINITY OF AD

**C2719/18** 1808171030/1811161700 OBST TREE ERECTED AT 083343.90N0995649.20E DIST 1500M BEFORE THR  
RWY 19, HGT 99FT AGL

**C2807/18** 1808261000/1811261000 ILS GLIDE PATH RWY 19 NOT COINCIDENT WITH PAPI  
STARTING FM 1 DME OR 400FT AMSL

**VTSG (KRABI/KRABI AIRPORT)**

**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

**C2695/18** 1808160230/1811160130 ILS GP FREQ 334.4MHZ RWY 32 UNUSABLE BEYOND 6 DEG  
RIGHT OF LOC COURSE

**C3233/18** 1809251100/1810151700 RWY 14/32 OPR BUT CTN DUE TO ROUGH SURFACE PSN 130M FM THR  
RWY 32, 10M FM RWY CL (RIGHT SIDE) WIDTH 1.0M X 1.0M

**C3234/18** 1809251103/1812311700 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3235/18** 1809251107/1812311700 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 3 U/S

**C3248/18** 1809270034/1810311000 DVOR/DME KBI 111.0MHZ/CH47X U/S DUE TO UNDER WITHDRAWAL THE  
PREVIOUS DVOR/DME AND INSTALLATION THE NEW ONE

**VTSH (SONGKLA AIRPORT)**

**C3279/18** 1809280300/1812311100 ABN U/S

**C3280/18** 1809280305/1812311100 THR LGT RWY 13/31 U/S DUE TO MAINT

**C3281/18** 1809280308/1812311100 TWY EDGE LGT U/S DUE TO MAINT

**C3282/18** 1809280311/1812311100 PAPI RWY 31 U/S DUE TO MAINT

**C3283/18** 1809280315/1812311100 REDL RWY 13/31 U/S DUE TO MAINT

**C3284/18** 1809280317/1812311100 RENL RWY 13/31 U/S DUE TO MAINT

**C3285/18** 1809280320/1812311100 SALS RWY 31 U/S DUE TO MAINT

**VTSK (PATTANI/PATTANI AIRPORT)**

**C2689/18** 1808151100/1811151800 NDB PT 201 KHZ U/S DUE TO WITHDRAWAL

### VTSM (SURAT THANI/SAMUI AIRPORT)

- 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
- C4426/07** 0708302300/PERM APRON EXTENSION TO NORTH COMPLETED, 2 NEW TWY INSTL AND OLD TWY RENAMED AS FLW:-  
NEW TWY INSTL  
TWY A AND TWY B WIDTH : 30M  
SURFACE : CONCRETE  
STRENGTH : PCN 42/R/D/Y/T  
OLD TWY RENAMED TWY A TO READ TWY C  
TWY B TO READ TWY D  
REF AIP VTSM AD 2-2, 2-9, 2-11
- C1607/08** 0804040725/PERM APRON SURFACE: CONCRETE, STRENGTH CHG TO PCN:38/F/B/W/T  
AIP VTSM AD 2-11 REFERS
- C1608/08** 0804040738/PERM RWY 17/35 BEARING STRENGTH CHG TO PCN:38/F/B/W/T  
AIP VTSM AD 2-9 REFERS
- C4593/17** 1712060845/PERM NDB INSTALLED DETAIL AS FLW:  
- ID : SM  
- FREQ : 316KHZ  
- HOURS OF OPERATION : H24  
- SITE OF TRANSMITTING ANTENNA COOR : 093314.01N1000335.65E
- C2171/18** 1807050329/1810041130 IAC VOR SMU AFTER AUSSY FLW ATC INSTRUCTION AS FLW :  
- IAC VOR RWY 17 CAT A, B (VTSM AD 2-17)  
- IAC VOR A RWY 17 CAT A, B (VTSM AD 2-19)  
- IAC VOR RWY 17 CAT C (VTSM AD 2-27)  
- IAC VOR A RWY 17 CAT C (VTSM AD 2-29)  
DUE TO RESTRICTED SMU VOR/DME
- C2456/18** 1807301255/1810301200 BIRD CONCENTRATION IN THE VICINITY OF AD
- C2566/18** 1808060124/1810061300 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
- C2793/18** 1808241100/1811240100 OBST CRANE ERECTED AT 093148N1000354E DIST 600M BEFORE THR RWY 35, LEFT SIDE FM RCL HGT 40FT
- C3144/18** 1809180425/1812180400 OBST BUILDING ERECTED AT 093335.23N1000346.24E LEFT SIDE OF RWY 17 DIST 170M FM RCL AND 480M BEFORE THR RWY 17 HGT 59 FT OBSTACLE LGT NOT PROVIDED
- C3227/18** 1809250849/1810251000 RCLL RWY 17/35 ON TEST

### VTSN (NAKHON SI TAMMARAT/CHA-IAN AIRPORT)

- 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)

- C6540/09** 0910190137/PERM THE PROVISION OF ATS SURVEILLANCE SERVICE (PHUKET/KRABI)THE PROVISION OF RADAR APPROACH CONTROL SERVICE BASED ON SSR DATA ONLY BY PHUKET APPROACH CONTROL CENTER (PHUKET/KRABI) IS THE LIMITED SERVICE DEPENDENT UPON THE AIRCRAFT WHICH ARE EQUIPPED WITH FUNCTIONING TRANSPONDERS, PROVIDED THAT THE FOLLOWING CONDITION APPLY:

- REGARDLESS OF WEATHER CONDITIONS, AN ATC AUTHORIZATION IS REQUIRED PRIOR TO OPERATE WITHIN THESE TMAS/CTRS.
- UNLESS OTHERWISE AUTHORIZED BY APPROPRIATE APPROACH CONTROLLER, EACH AIRCRAFT MUST BE EQUIPPED AS FOLLOW :
  - A. TWO-WAY RADIO CAPABLE OF COMMUNICATIONS WITH APPROACH CONTROL CENTER ON APPROPRIATE FREQUENCY FOR THAT AREA.
  - B. OPERABLE RADAR BEACON TRANSPONDER
  - C. REQUEST FOR DEVIATION FROM THE 4096 TRANSPONDER EQUIPMENT MUST BE SUBMITTED TO THE PHUKET APPROACH CONTROL CENTER (VTSPZAZX) AT LEAST ONE HOUR BEFORE THE PROPOSED OPERATION.
  - D. AN OPERABLE VOR, ADF OR TACAN RECEIVER.
- PILOT OF ARRIVING AIRCRAFT SHOULD CONTACT THE APPROPRIATE PHUKET APPROACH CONTROL CENTER (PHUKET/KRABI) ON THE PUBLICIZED FREQUENCY AND GIVE THEIR POSITION, ALTITUDE, RADAR BEACON CODE AND DESTINATION. RADIO CONTACT SHOULD BE INITIATED FAR ENOUGH FROM THE TMAS/CTRS BOUNDARY TO PRECLUDE ENTERING THE TMAS/CTRS BEFORE RADIO COMMUNICATION IS ESTABLISHED.
- IFR OPERATION : AIRCRAFT WITHIN PHUKET AND KRABI TMAS/CTRS ARE REQUIRED TO OPERATE IN ACCORDANCE WITH CURRENT IFR PROCEDURES AS PRESCRIBED IN ANNEX 2, AIP-THAILAND OR NOTAM AND AMENDMENT THERETO.
- VFR OPERATION :
  - A. ARRIVING AIRCRAFT MUST OBTAIN AUTHORIZATION PRIOR TO ENTERING THESE TMAS/CTRS AND MUST CONTACT APPROACH ON THE APPROPRIATE FREQUENCY.
  - B. DEPARTING AIRCRAFT REQUIRE A CLEARANCE TO DEPART THE TMAS/CTRS AND SHOULD ADVISE THE APPROPRIATE CONTROL TOWER OF THEIR INTENDED CRUISING ALTITUDE AND ROUTE OF FLIGHT. ATC WILL NORMALLY ADVISE VFR AIRCRAFT WHEN LEAVING THE GEOGRAPHICAL LIMIT OF TMAS/CTRS RADAR SERVICE IS NOT AUTOMATICALLY TERMINATE WITH THIS ADVISORY UNLESS SPECIFICALLY STATE BY THE CONTROLLER.
  - C. VFR AIRCRAFT OUTSIDE TMAS/CTRS ARE CAUTIONED AGAINST OPERATING TOO CLOSELY TO TMAS/CTRS BOUNDARIES ESPECIALLY WHEN THE FLOOR OF THAT TMA IS 2000 FT OR LESS OR WHERE VFR CRUISE ALTITUDE ARE AT OR NEAR THE FLOOR OF HIGHER LEVEL. OBSERVANCE AT THIS PRECAUTION WILL REDUCE THE POTENTIAL FOR ENCOUNTERING TMAS/CTRS AIRCRAFT OPERATION AT TMAS/CTRS FLOOR ALTITUDE.
  - D. THIS PROGRAMME IS NOT TO BE INTERPRETED AS A RELIEVE TO THE PILOT OF THEIR RESPONSIBILITIES TO SEE AND AVOID OTHER TRAFFIC OPERATING IN BASIC VFR WEATHER CONDITIONS AND TO ADJUST THEIR OPERATING IN BASIC VFR WEATHER CONDITIONS AND TO ADJUST THEIR OPATIONS AND FLIGHT PATH AS NECESSARY TO PRECLUDE SERIOUS WAKE ENCOUNTERS AND TO MAINTAIN APPROPRIATE TERRAIN AND OBSTRUCTION CLEARANCE OR TO REMAIN IN WEATHER CONDITIONS EQUAL TO OR BETTER THAN VMC. APPROACH CONTROL SHOULD BE ADVISED AND A REVISED CLEARANCE OR INSTRUCTION OBTAINED WHEN COMPLIANCE WITH AN ASSIGNED ROUTE, HEADING, AND/OR ALTITUDE IS LIKELY TO COMPROMISE PILOT RESPONSIBILITIES WITH RESPECT TO TERRAIN AND OBSTRUCTION CLEARANCE, VORTEX EXPOSURE, AND WEATHER MINIMUM.
- ATC CLEARANCE AND DISTANCE-BASED WAKE TURBULENCE SEPARATION MINIMA. AN ATC AUTHORIZATION IS REQUIRED TO ENTER AND OPERATE WITHIN THESE TMAS/CTRS
  - A. SEQUENCING OF ALL ARRIVING RADAR CONTROLLED AIRCRAFT.
  - B. 5 NM RADAR SEPARATION BETWEEN IFR AIRCRAFT.
  - C. 5 NM RADAR SEPARATION BETWEEN IFR AND VFR AIRCRAFT.
  - D. BETWEEN VFR AIRCRAFT TRAFFIC ADVISORIES AND AS APPROPRIATE SAFETY ALERT, AND ALSO INFORMATION TO ENABLE THEM TO FIT INTO THE LANDING SEQUENCE.
- SSR RADAR APPROACH CONTROL SERVICE TO AIRCRAFT PROCEEDING TO PHUKET OR KRABI IN THIS PROGRAMME WILL BE TERMINATED AT A SUFFICIENT DISTANCE TO ALLOW TIME TO CHANGE TO THE APPROPRIATE TOWER FREQUENCY.
- RADAR TECHNICAL DETAILS AND COVERAGE
  - A) SECONDARY SURVEILLANCE RADAR
    - STATION : AT BANG DUK HILL PHUKET POSITION 080801.6167 N 0981946.5493 E
    - RANGE : 250 NM WITH FOLLOWING LIMITATIONS:
    - SCAN RATE: 12 RPM
    - B) VERTICAL COVERAGE
      - 1) ALTITUDE 3 000 FEET WITHIN 56 NM
      - 2) ALTITUDE 4 000 FEET WITHIN 56 NM
      - 3) ALTITUDE 6 000 FEET WITHIN 99 NM
      - 4) ALTITUDE 8 000 FEET WITHIN 106 NM
      - 5) ALTITUDE 11 000 FEET WITHIN 119 NM
    - C) HOURS OF OPERATION HOURS OF OPERATION WILL BE 24 HOURS WITH THE EXCEPTION OF SCHEDULED PREVENTIVE MAINTENANCE PERIOD: THE THIRD FRIDAY OF EACH MONTH FROM 1230-1500 UTC

**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

**C2163/18** 1807041305/1810041000OBST TOWER CRANE ERECTED AT 080712.45N0981823.83, HGT 82FT  
DIST 472M FM THR RWY 09 AND 880.57M LEFT SIDE OF RCL, MARK LGT AND RED FLAG ON TOP

**C2412/18** 1807240313/1810240500 OBST ERECTED DETAIL AS FLW :  
1. TREE AT 080649.3N0981808.52E DIST 65M BEFORE THR RWY 09, 200M NORTH OF EXTENDED RCL, HGT 100FT  
2. TREE AT 080652.75N0981835.01E DIST 730M BEYOND THR RWY 09, 265M NORTH OF RCL, HGT 50FT  
3. TREE AT 080638.8N0981843.41E DIST 930M BEYOND THR RWY 09, 210M SOUTH OF RCL, HGT 105FT  
4. ELECTRIC POLE AT 080646.01N0981941.19E DIST 270M BEYOND THR RWY 27, 160M SOUTH OF RCL, HGT 42FT

**C2444/18** 1807261525/1810270200 BIRD CONCENTRATION IN THE VICINITY OF AD

**C2584/18** 1808070342/1811070330 LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) NOT AVBL

**C2822/18** 1808280035/1811301130 DUE TO AIR TRAFFIC CONTROL TOWER RENOVATION AND AERODROME  
CONTROL SERVICE MOVE TO OPERATE IN TEMPORARY CONTROL ROOM WITH LIMITED VISION BETWEEN RADIAL  
R110-R250 PUT DVOR, ALL AIRCRAFT MAY EXPERIENCE SOME INCONVENIENCES, ESPECIALLY AS USING AERODROME  
TRAFFIC CIRCUIT NORTH ONLY FOR LANDING, OVERFLYING AND TRAINING PURPOSE, RWY 09 BY ENTERING LEFT TRAFFIC  
CIRCUIT AND RWY 27 BY ENTERING RIGHT TRAFFIC CIRCUIT

**C2869/18** 1808300900/1811300800 ILS GP FREQ 333.8MHZ RWY 27 UNUSABLE BEYOND 6 DEG  
RIGHT OF LOC COURSE

**C2912/18** 1808310955/1811231000 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 5 NR 6 AND  
NR 7 U/S  
RMK/ACFT HAVE TO FLW MARSHALLING SIGNALS STRICTLY

**C3073/18** 1809301730/1810142300 PHUKET INTERNATIONAL AIRPORT RUNWAY MAINTENANCE PROGRAM  
THE ACTIVITY AND ITS EFFECTIVE DATE AND TIME CHANGED AS FOLLOWS:

1. INTRODUCTION  
THE EFFECTIVE DATE CHANGED FROM 30 SEPTEMBER 2018 UNTIL 17 SEPTEMBER 2019  
TO 8 OCTOBER 2018 UNTIL 17 SEPTEMBER 2019

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

THE REST UNCHANGED  
REF AIP SUPPLEMENT A9/18

**C3197/18** 1809230306/1811231000 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ALL ACFT STAND NOT AVBL  
FOR ACFT TYPE A350-900 AND B787-900 RMK/ACFT HAVE TO FLW MARSHALLING SIGNALS STRICTLY

**C3250/18** 1809270045/1810052300 VISUAL DOCKING GUIDANCE SYSTEM (VDGS) ACFT STAND NR 1 NR 2 NR 3 NR  
10 NR 16 NR 31 NR 32 NR 33 NR 34 NR 35 NR 36 NR 37 NR 38 NR 39 AND NR 40 U/S  
RMK/ACFT HAVE TO FLW MARSHALLING SIGNALS STRICTLY

**C3287/18** 1809280358/1810051701 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 09 U/S

**C3301/18** 1810010100/1810011000 ACFT STAND NR 4 CLSD DUE TO WIP

#### **VTSR (RANONG/RANONG AIRPORT)**

**C2303/18** 1807150645/1810150630 ATIS FREQ 375 KHZ OPR FREQ CHANGED TO 126.475 MHZ

**C2384/18** 1807211000/1810160500 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 FOLLOWS

- 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
- 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
- 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

**C0216/13** 1301111125/PERM THE PROVISION OF ATS SURVEILLANCE SERVICE (HATYAI) DETAIL AS FLW:  
THE PROVISION OF RADAR APPROACH CONTROL SERVICE BASED ON SSR DATA ONLY BY HATYAI APPROACH CONTROL CENTER(HATYAI) IS THE LIMITED SERVICE DEPENDENT UPON THE AIRCRAFT WHICH ARE EQUIPPED WITH FUNCTIONING TRANSPONDERS, PROVIDED THAT THE FOLLOWING CONDITION APPLY :

- REGARDLESS OF WEATHER CONDITONS, AN ATC AUTHORIZATION IS REQUIRED PRIOR TO OPERATE WITHIN HTY TMA/CTR.
- UNLESS OTHERWISE AUTHORIZED BY APPROPRIATE APPROACH CONTROLLER,EACH AIRCRAFT MUST BE EQUIPPED AS FOLLOW :
  - A) TWO-WAY RADIO CAPABLE OF COMMUNICATIONS WITH APPROACH CONTROL CENTER ON APPROPRIATE FREQUENCY FOR THAT AREA
  - B) OPERABLE RADAR BEACON TRANSPONDER
  - C) REQUEST FOR DEVIATION FROM THE 4096 TRANSPONDER EQUIPMENT MUST BE SUBMITTED TO THE HATYAI APPROACH CONTROL CENTER (VTSSZAZX) AT LEAST ONE HOUR BEFORE THE PROPOSED OPERATION
  - D) AN OPERABLE VOR,ADF OR TACAN RECEIVER
- PILOT OF ARRIVING AIRCRAFT SHOULD CONTACT THE APPROPRIATE HATYAI APPROACH CONTROL CENTER ON THE PUBLICIZED FREQUENCY AND GIVE THEIR POSITION, ALTITUDE, RADAR BEACON CODE AND DESTINATION, RADIO CONTACT SHOULD BE INITIATED FAR ENOUGH FROM THE TMA/CTR BOUNDARY TO PRECLUDE ENTERING THE TMA/CTR BEFORE RADIO COMMUNICATION IS ESTABLISHED.
- IFR OPERATION : AIRCRAFT WITHIN HATYAI TMA/CTR ARE REQUIED TO OPERATE IN ACCORDANCE WITH CURRENT IFR PROCEDURES AS PRESCRIBED IN ANNEX 2, AIP-THAILAND OR NOTAM AND AMENDMENT THERETO.
- VFR OPERATION :
  - A) ARRIVING AIR CRAFT MUST OBTAIN AUTHOIZATION PRIOR TO ENTERING HTY TMA/CTR AND MUST CONTACT APPROACH ON THE APPROPRIATE FREQUENCY.
  - B) DEPARTING AIRCRAFT REQUIRE A CLEARANCE TO DEPART THE TMA/CTR AND SHOULD ADVISE THE APPROPRIATE CONTROL TOWER OF THE INTENDED CRUISING ALTITUDE AND ROUTE OF FLIGHT. ATC WILL NORMALLY ADVISE VFR AIRCRAFT WHEN LEAVING THE GEOGRAPHICAL LIMIT OF TMA/CTR RADAR SERVICE IS NOT AUTOMATICALLY TERMINATE WITH THIS ADVISORY UNLESS SPECIFICALLY STATE BY THE CONTROLLER.
  - C) VFR AIRCRAFT OUTSIDE TME/CTR ARE CAUTIONED AGAINST OPERATING TOO CLOSELY TO TMA/CTR BOUNDARY ESPECIALLY WHEN THE FLOOR OF THAT TMA IS 2000 FT OR LESS OR WHERE VFR CRUISE ALTITUDE ARE AT OR NEAR THE FLOOR OF HIGHER LEVEL OBSERVANCE AT THIS PRECAUTION WILL REDUCE THE POTENTIAL FOR ENCOUNTERING TMA/CTR AIRCRAFT OPERATION AT TMA/CTR FLOOR ALTITUDE.
  - D) THIS PROGRAMME IS NOT TO BE INTERPRETED AS A RELIEVE TO THE PILOT OF THEIR RESPONSIBILITIES TO SEE AND AVOID OTHER TRAFFIC OPERATING IN BASIC VFR WEATHER CONDITIONS AND TO ADJUST THEIR OPERATING IN BASIC VFR WEATHER CONDITIONS AND TO ADJUST THEIR OPERATIONS AND FLIGHT PATH AS NECESSARY TO PRECLUDE SERIOUS WAKE ENCOUNTERS AND TO MAINTAIN APPROPRIATE TERRAIN AND OBSTRUCTION CLEARANCE OR TO REMAIN IN WEATHER CONDITIONS EQUAL TO OR BETTER THAN VMC. APPROACH CONTROL SHOULD BE ADVISED AND A REVISED CLEARANCE OR INSTRUCTION OBTAINED WHEN COMPLIANCE WITH AN ASSIGNED ROUTE, HEADING, AND/OR ALTITUDE IS LIKELY TO COMPROMISE PILOT RESPONSIBILITIES WITH RESPECT TO TERRAIN AND OBSTRUCTION CLEARANCE, VORTEX EXPOSURE, AND WEATHER MINIMUM.
- ATC CLEARANCE AND DISTANCE BASED WAKE TURBULENCE SEPARATION MINIMA, AN ATC AUTHORIZATION IS REQUIRED TO ENTER AND OPERATE WITHIN HTY TMA/CTR
  - A) SEQUENCING OF ALL ARRIVING RADAR CONTROLLED AIRCRAFT
  - B) 5 NM RADAR SEPARATION BETWEEN IFR AIRCRAFT.
  - C) 5 NM RADAR SEPARATION BETWEEN IFR AIRCRAFT AND VFR AIRCRAFT.
  - D) BETWEEN VFR AIRCRAFT - TRAFFIC ADVISORIES AND AS APPROPRIATE SAFETY ALERT, AND ALSO INFORMATION TO ENABLE THEM TO FIT INTO THE LANDING SEQUENCE.
- SSR RADAR APPROACH CONTROL SERVICE TO AIRCRAFT PROCEEDING TO HATYAI IN THIS PROGRAMME WILL BE TERMINATED AT A SUFFICIENT DISTANCE TO ALLOW TIME TO CHANGE TO THE APPROPRIATE TOWER FREQUENCY.
- RADAR TECHNICAL DETAILS AND COVERAGE
  - A) SECONDARY SERVEILLANC E RADAR
    - STATION : AT HATYAI AIRPORT POSITION 065608.1N1002300.3E
    - RANGE : 250 NM WITH FOLLOWING LIMI TATIONS :
    - SCAN RATE : 12 RPM
  - B) VERTICAL COVERAGE
    - 1) ALTITUDE 3100 FT WITHIN 95.2 NM
    - 2) ALTITUDE 5100 FT WITHIN 103.2 NM
    - 3) ALTITUDE 7100 FT WITHIN 126.2 NM
    - 4) ALTITUDE 10100 FT WITHIN 135.1 NM
  - C) HOURS OF OPERATION : HOURS OF OPERATION WILL BE 24 HOURS.

**C0528/18** 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

**C2264/18** 1807120846/1810101000 ALL ACFT CODE LETTER C AND HIGHER ARE NOT ALLOWED TO MAKE 180 DEGREE TURN ON RWY

**C2402/18** 1807230855/1810231000 OBST TREE ERECTED DETAIL AS FLW:  
- ABEAM THR RWY 26, 261.59M RIGHT SIDE FM RCL HGT 115FT AGL AT 065612.12N1002425.67E  
- 1476M BEYOND THR RWY 26, 252.43M LEFT SIDE FM RCL HGT 115FT AGL AT 065549.72N1002342.14E

**C2403/18** 1807230858/1810231000 BIRD CONCENTRATION IN THE VICINITY OF AD

**C2449/18** 1807280045/1810301100 PAPI RWY 26 NOT COINCIDENT WITH GLIDE SLOPE STARTING FM 0.7 DME TO RWY THR

**C3107/18** 1809140942/1812141100 DVOR/DME HTY 115.3MHZ/CH100X UNUSABLE ON RDL266 DIST 9.0-10.5 DME ALT 5000FT

**VTST (TRANG/TRANG AIRPORT)**

**C2900/18** 1808310555/1811301400 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3319/18** 1809301130/1810150930 WDI, TEMPERATURE AND DEW POINT INFO NOT AVBL

**VTUD (UDON THANI/UDON THANI AIRPORT)**

**C2636/18** 1808100135/1811101100 NDB UD 236KHZ U/S

**C2711/18** 1808170205/1811171100 OBST TREE ERECTED AT 172336.09N1024613.09E RIGHT SIDE OF RWY 12 DIST 506M BEFORE THR 12 AND 145M FM EXTEND RCL, HGT 132FT AGL

**C2951/18** 1809040410/1812041100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C2997/18** 1809070100/1812070330 ATIS FREQ 128.8MHZ OPR FREQ CHANGED TO 127.6MHZ

**C3288/18** 1809280450/1810310900 NET BARRIER RAG AT DEPARTURE END RWY 30 U/S

**VTUI (SAKON NAKHON/SAKON NAKHON AIRPORT)**

**C2364/18** 1807190402/1810191400 TWY A OPR BUT CTN ADVISED DUE TO ROUGH SURFACE

**C2413/18** 1807240420/1810241400 THR LGT RWY 23 MAX INTENSITY NOT AVBL

**C2598/18** 1808130300/1811141700 ALS RWY 23 U/S

**C2901/18** 1808310612/1811301400 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL) RWY 05 U/S

**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

**C3106/18** 1809140909/1812131400 SEQUENCED FLG LGT RWY 23 U/S

**C3211/18** 1809240720/1812231400 ACFT STAND NR 2 CLSD

**C3222/18** 1809250308/1812241400 DISTANCE MARKER SIGN LGT RWY 05/23 U/S

**VTUK (KHON KAEN/KHON KAEN AIRPORT)**

**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

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

**C2381/18** 1807230000/1810201000 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

**C2506/18** 1808010340/1811011100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C2718/18** 1808170855/1811190230 PAPI RWY 21 U/S DUE TO MAINT

#### **VTUL (LOEI/LOEI AIRPORT)**

**C2392/18** 1807222313/1810231100 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 32-33 DME ALT 7500FT AMSL

#### **VTUN (NAKHON RATCHASIMA/KHORAT AIRPORT)**

**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

**C2684/18** 1808200100/1810231000 DVOR/DME KRT 113.7MHZ U/S DUE TO UNDER WITHDRAWAL THE PREVIOUS DVOR/DME AND INSTALLATION THE NEW ONE

#### **VTUO (BURI RAM/BURI RAM AIRPORT)**

**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

**C2333/18** 1807172200/1810122200 TWY A AND OLD APRON CONNECTED WITH TWY A CLSD DUE TO MAINT  
REF AIP SUP B4/18 ITEM 2.3 DATED 07 JUNE 2018

**C2816/18** 1808270915/1811132200 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

**C2850/18** 1808290655/1811272200 BIRD CONCENTRATION IN THE VICINITY OF AD

**C3278/18** 1809280255/1812311100 A/G FAC TWR FREQ 122.5MHZ CHANGED TO 118.05MHZ

#### **VTUQ (NAKHON RATCHASIMA/NAKHON RATCHASIMA AIRPORT)**

**C2245/18** 1807110520/1810121100 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/UBON RATCHATHANI AIRPORT)**

**C2133/18** 1807020900/1810020900 BIRD CONCENTRATION IN THE VICINITY OF AD

**C2520/18** 1808020500/1810311100 ACFT CODE C SHALL FLW TURNAROUND MARKING STRICTLY

**C2761/18** 1808220305/1810221100 MIL ASR DEPARTURE CONTROL FREQ 134.1MHZ U/S

**C3111/18** 1809150659/1812151100 PAPI RWY 23 NOT COINCIDENT WITH GLIDE SLOPE STARTING FROM 1 DME OR 700FT AMSL

**C3286/18** 1809280330/1812250900 MIL ASR FINAL CONTROL FREQ 382.4MHZ U/S

**VTUV (ROI ET/ROI ET AIRPORT)**

**C2609/18** 1808081100/1811081100 BIRD CONCENTRATION IN THE VICINITY OF AD

**C2871/18** 1808310630/1810052200 REF AIP SUP B9/18 REVISION OF RUNWAY-TAXIWAY LIGHTING SYSTEM AT ROI ET AIRPORT CHG ITEM 2 CONSTRUCTION AREAS AND PERIOD AS FLW  
2.2 RUNWAY 18/36 CLOSE FROM 0630-0930 UTC DURING THE CONSTRUCTION PERIOD  
2.3 THE CONSTRUCTION WORK WILL BE CARRIED OUT DAILY FROM 0630-0930 AND 1500-2200 UTC  
RMK/AFTER THIS PERIOD FLW AIP SUP B9/18

**C3148/18** 1809180932/1810031100 TAXI GUIDANCE SIGN LGT TWY A AND TWY B U/S

**C3294/18** 1809292300/1810011701 TURN PAD RWY 18 CLSD  
RMK/ACFT TURN OVER RWY

**VTUW (NAKON PHANOM/NAKHON PHANOM AIRPORT)**

**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

**C3228/18** 1809250936/1810301100 ALS RWY 15 U/S

**C3229/18** 1809250953/1810301100 SALS RWY 33 U/S DUE TO MAINT

**C3230/18** 1809251006/1810301100 THE CONSTRUCTION OF RESA RUNWAY 15 AND RUNWAY 33 AT NAKHON PHANOM AIRPORT, AIP SUP B3/18 EXTENDED TO 30 OCT 2018

**C3231/18** 1809251014/1810301100 SWY RWY 15/33 CLSD  
DECLARED DIST:  
TORA(M) TODA(M) ASDA(M) LDA(M)  
RWY 15 2500 2500 2500 2500  
RWY 33 2500 2500 2500 2500

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

**AIP SUPPLEMENT SERIES A IN FORCE :**

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

**AIP SUPPLEMENT SERIES B IN FORCE :**

2000	B8 AND B10	2001	B7
2003	B13	2009	B15
2010	B1	2017	B2 AND B7
2018	B3 B4 B5 B6 B8 B9 B10 AND B11		

**AIC IN FORCE :**

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

-- END OF SUMMARY --