

<b>SOP</b>	<b>VATSIM (VIRTUAL AIR TRAFFIC SIMULATION) Standard Operating Procedure</b>	
Subject:	<b>BANGKOK TMA</b>	Final 6.0
Operations	<b>Thailand vACC</b>	26-December-2018

## 1. PURPOSE.

This Standard Operating Procedure (SOP) outlines the procedures to be used by controllers working Bangkok Approach to ensure that arrival flows are handled in as efficient and timely a manner as possible. By specifying standard handoff points, and arrival routes, coordination between Bangkok Approach and Bangkok Center sectors may be greatly reduced.

## 2. ROLES AND RESPONSIBILITIES.

The Office of Primary Responsibility (OPR) for this SOP is the Thailand vACC Director/Chief. This SOP shall be maintained, revised, updated or cancelled by the Thailand vACC Director/Chief or any organization that supersedes, replaces or assumes the Director's responsibilities. Any suggestions for modification/amendment to this SOP should be sent to the Director for review.

## 3. DISTRIBUTION.

This SOP is intended for use by controllers staffing Bangkok Approach/Departure, Bangkok Tower and Suvarnabhumi Tower.

## 4. BACKGROUND.

Over time, controllers have found that having aircraft arrive via pre-approved arrival routes, either by STAR's (Standard Terminal Arrival Routes) or via vectors through pre-determined arrival "gates", provides for a more orderly traffic flow, and reduces the need for communication between Bangkok Approach and other Bangkok Center positions. It is also vitally important that all facilities understand what an airplane is going to do (i.e., what altitude he has been cleared to) when he approaches an adjacent controller's airspace. These procedures outline what instructions pilots will be issued as they go from controller to controller.

## 5. REQUIREMENTS.

### a. Frequencies:

1. Bangkok Approach (VTBS\_APP) shall use 124.35 as its frequency if no sub-sectorization of Bangkok TMA is in effect.
2. If sub-sectorization of Bangkok Approach is in effect, the following frequencies will be used:
  - i. VTBD\_APP 119.10
  - ii. VTBS\_APP 124.35
3. Bangkok Intl Tower (VTBD\_TWR) shall use 118.10
4. Bangkok Intl Ground (VTBD\_GND) shall use 121.90
5. Bangkok Intl ATIS frequency will be 126.40
6. Suvarnabhumi Tower (VTBS\_TWR) shall use 118.20 as its frequency if no sub-sectorization of Suvarnabhumi Tower is in effect.
7. If sub-sectorization of Suvarnabhumi Tower is in effect, the following frequencies will be used:
  - i. VTBS\_TWR 118.20
  - ii. VTBS\_2\_TWR 119.00
8. Suvarnabhumi Ground (VTBS\_GND) shall use 121.65
9. Suvarnabhumi Clearance Delivery (VTBS\_DEL) shall use 121.95
10. Suvarnabhumi Intl ATIS frequency will be 127.80

## 6. OPERATIONS.

### A. Bangkok Approach/Departure:

1. Airspace:
  - a. Normal Operations – Control Zone (CTR), Bangkok Approach/Departure owns that airspace depicted on the sector file in red from the surface to 11000 MSL, centered on BKK VOR extending out 35 NM.
  - b. Normal Operations – Terminal Control Area (TMA), Bangkok Approach/Departure owns that airspace depicted on the sector file in green from 3000 to 16000 MSL, centered on BKK VOR extending out 50 NM.
  - c. Sub-sectoring of Bangkok Approach sector is to be determined at a later date.



### 2. Special Instructions:

- a. The procedures outlined below assume that all sectors and sub-sectors are open. If any are closed, the controller owning the airspace in question acts according to the SOP for aircraft in his sector.
- b. All aircraft checking in without indicating that they have the current weather must be issued current weather at their destination airport, and the type of approach to expect.
- c. A minimum of 5 NM horizontal separation shall be maintained between all aircraft (Thailand AIP ENR 1.6-1 section 3.4)
- d. Simultaneous ILS approaches to Suvarnabhumi Intl (VTBS) are authorized.
- e. Simultaneous visual approaches to Suvarnabhumi Intl (VTBS), may be initiated in accordance with these regulations. Simultaneous visual approaches must be handled differently depending upon the distance between parallel runways, which at Suvarnabhumi Intl (VTBS) are separated by the following:
  - i. 01L/19R and 01R/19L – 4300 feet or more.
- f. The following rules apply as it pertains to Suvarnabhumi Intl (VTBS)

the visual approach for runways separated by:

1. Parallel runways separated by 4,300 feet or more.
  - a. When aircraft flight paths do not intersect, visual approaches may be conducted simultaneously, provided standard separation is maintained until one of the aircraft has been issued and the pilot has acknowledged receipt of the visual approach clearance.
  - b. Visual approaches may be conducted to one runway while visual or instrument approaches are conducted simultaneously to the other runway, provided the of subpara (1) are met.
  - c. Provided the aircraft flight paths do not intersect, when the provisions of subparas (a) and (b) are met, it is not necessary to apply any other type of separation with aircraft on the adjacent final approach course.
- g. Simultaneous ILS approaches to Bangkok Intl (VTBD) Don Muang are NOT authorized.
- h. Simultaneous visual approaches to Bangkok Intl (VTBD) Don Muang, may be initiated in accordance with these regulations. Simultaneous visual approaches must be handled differently depending upon the distance between parallel runways, which at Bangkok Intl (VTBD) Don Muang are separated by the following:
  - i. Runways 03R/21L and Runways 03L/21R -1300 feet
- i. The following rules apply to Bangkok Intl (VTBD) Don Muang: When vectoring for the visual approach for runways separated by:
  - i. Less than 2500 feet – Unless standard separation is provided by ATC, an aircraft must report sighting a preceding aircraft making an approach (instrument or visual) to the adjacent parallel runway. When an aircraft reports another aircraft in sight on the adjacent final approach course and visual separation is applied, controllers must advise the succeeding aircraft to maintain visual separation. However, do not permit a heavy/B757 aircraft to overtake a small aircraft.

**e. Active Runway Procedures:**

1. Suvarnabhumi Intl Airport (VTBS) active runways shall be determined by what is shown on the website [www.flightaware.com](http://www.flightaware.com). The controller shall utilize the graphic to determine what runway is active. When [www.flightaware.com](http://www.flightaware.com) is off line the Tower controller (or next higher controller) shall determine the active runway by direction of the winds. The runway most in line with the winds shall be used so that aircraft take-off and land into the wind.
2. Bangkok Intl Airport (VTBD) active runways shall be determined by what is shown on the website [www.flightaware.com](http://www.flightaware.com). The controller shall utilize the graphic to determine what runway is active. When [www.flightaware.com](http://www.flightaware.com) is off line the Tower controller (or next higher controller) shall determine the active runway by direction of the winds. The runway most in line with the winds shall be used so that aircraft take-off and land into the wind.

## B. Bangkok Arrivals Normal Operations South Flow:

### a. Suvarnabhumi Intl (VTBS)

1. Non-RNAV/GPS/FMC equipped aircraft or any aircraft requesting shall be issued vectors from their entry gate to the final approach course.
2. All RNAV, GPS and FMC (that are able to fly STARS) equipped aircraft shall be issued instructions and given a clearance to fly the appropriate RNAV approach for their filed arrival gate.
3. Authorized STARS:

Airway	Gates/Arrival	Runway
(R474)	ALBOS – NORTA3C	19R
(G474)	BATOK – DOLNI3C	19L
(A464)	SEMBO – NORTA3C	19R
(G463/P646)	TARED – WILLA3C	19R
(R201)	BUT – DOLNI3C	19R
(R468)	GOMES – DOLNI3C	19L
(G458/W31/Y5)	HOTEL -- LEBIM3C	19R
(Y1/Y2/W1)	UBLOD – EASTE3C	19L
(Y13)	RUKSA – EASTE3C	19L
(A1/L507)	IGONI – WILLA3C	19R
(B346/W21)	NOBER – NORTA3C	19R
(A464/M751/W19)	GUTSO – LEBIM3C	19R
(N891)	RYN – DOLNI3C	19L
(W9/Y7)	TL – NORTA3C	19R
(M502)	BONVO – WILLA3C	19R
(M769)	SURMA – LEBIM3C	19R
(Y12)	ALEMI – DOLNI3C	19L
(L301)	PASTO – WILLAC3C	19R
(L524)	IBETO – WILLA3C	19R

### b. Bangkok Intl Don Muang (VTBD)

1. Non-RNAV/GPS/FMC equipped aircraft or any aircraft requesting shall be issued vectors from their entry gate to the final approach course.
2. All RNAV, GPS and FMC (that are able to fly STARS) equipped aircraft shall be issued instructions and given a clearance to fly the appropriate RNAV approach for their filed arrival gate.
3. At all times Runway 21R shall be used for Commercial Operations.
4. At all times Runway 21L shall be used for Military, General Aviation and Commercial Overflow Operations
5. Authorized STARS:

Airway	Gates/Arrival	Runway
(R474)	ALBOS- NAKON3A	21L or 21R
(G474)	BATOK- SEHNA3A	21L or 21R
(A464)	SENBO—NAKON3A	21L or 21R
(G463/P646)	TARED – WEHHA3A	21L or 21R
(R201/M904)	BUT- SABAI3A	21L or 21R
(R468)	GOMES-SEHNA3A	21L or 21R
(G458/W31/Y5)	HOTEL- SABAI3A	21L or 21R
(W1/Y1/Y2)	UBLOD – ENDUU3A	21L or 21R
(A1/L507)	OSUKA – WEHHA3A	21L or 21R
(L524)	IBETO – WEHHA3A	21L or 21R
(G458)	HOTEL- SABAI3A	21L or 21R
(B346/W21)	NOBER - NAKON1A	21L or 21R
(A464/M751/W19)	GUTSO- SABAI1A	21L or 21R

(N891)	RYN- SEHNA1A	21L or 21R
(R468)	TANEK-ANNIE 4A	21L or 21R
(W9)	TKL- NAKON1A	21L or 21R
(M502)	BONVO – WEHHA1A	21L or 21R
(Y7)	TL – NAKON1A	21L or 21R
(M769)	SURMA – SABAI1A	21L or 21R
(Y12)	ALEMI – SEHNA1A	21L or 21R
(L301)	PASTO -- WEHHA1A	21L or 21R

### C. Bangkok Arrivals Normal Operations North Flow:

#### a. Suvarnabhumi Intl (VTBS)

1. Non-RNAV/GPS/FMC equipped aircraft or any aircraft requesting shall be issued vectors from their entry gate to the final approach course.
2. All RNAV, GPS and FMC (that are able to fly STARS) equipped aircraft shall be issued instructions and given a clearance to fly the appropriate RNAV approach for their filed arrival gate.
3. Authorized STARS:

Airway	Gates/Arrival	Runway
(R474)	ALBOS – NORTA3D	01L
(G474)	BATOK – DOLNI3D	01R
(A464)	SEMBO – NORTA3D	01L
(G463/P646)	TARED – WILLA3D	01L
(R201)	BUT – DOLNI3D	01R
(R468)	GOMES – DOLNI3D	01R
(G458/W31/Y5)	HOTEL -- LEBIM3D	01R
(Y1/Y2W1)	UBLOD – EASTE3D	01R
(Y13)	RUKSA – EASTE3D	01R
(L507)	IGONI – WILLA3D	01L
(B346/W21)	NOBER – NORTA3D	01L
(A464/M751/W19)	GUTSO – LEBIM3D	01R
(N891)	RYN – DOLNI3D	01R
(W9/Y7)	TL – NORTA3D	01L
(M502)	BONVO – WILLA3D	01R
(M769)	SURMA – LEBIM3D	01R
(Y12)	ALEMI – DOLNI3D	01R
(L301)	PASTO – WILLA3D	01L
(L524)	IBETO – WILLA3D	01L

#### b. Bangkok Intl Don Muang (VTBD)

1. Non-RNAV/GPS/FMC equipped aircraft or any aircraft requesting shall be issued vectors from their entry gate to the final approach course.
2. All RNAV, GPS and FMC (that are able to fly STARS) equipped aircraft shall be issued instructions and given a clearance to fly the appropriate RNAV approach for their filed arrival gate.
3. At all times Runway 03L shall be used for Civil Operations.
4. At all times Runway 03R shall be used for Military, General Aviation and Commercial Overflow Operations
5. Authorized STARS:

Airway	Gates/Arrival	Runway
(R474)	ALBOS- NAKON1B	03L or 03R
(G474)	BATOK- SEHNA1B	03L or 03R
(A464)	SENBO--NAKON1B	03L or 03R
(G463/P646)	TARED -- WEHHA1B	03L or 03R
(R201/M904)	BUT- SABAI1B	03L or 03R
(R468)	GOMES-SEHNA1B	03L or 03R
(G458/W31/Y5)	HOTEL- SABAI1B	03L or 03R

(W1/Y1/Y2)	UBL0D – ENDUU1B	03L or 03R
(A1/L507)	IGONI -- WEHHA1B	03L or 03R
(B346/W21)	NOBER - NAKON1B	03L or 03R
(A464/M751/W19)	GUTSO- SABAI1B	03L or 03R
(N891)	RYN- SEHNA1B	03L or 03R
(R468)	TANEK-ANNIE 4B	03L or 03R
(W9)	TKL- NAKON1B	03L or 03R
(M502)	BONVO – WEHHA1B	03L or 03R
(Y7)	TL – NAKON1B	03L or 03R
(M769)	SURMA – SABAI1B	03L or 03R
(Y12)	ALEMI – SEHNA1B	03L or 03R
(L301)	PASTO -- WEHHA1B	03L or 03R
(L524)	IBETO – WEHHA1B	03L or 03R

#### D. Bangkok Departures Normal Operations South Flow:

##### a. Suvarnabhumi Intl (VTBS)

1. Aircraft filing “NO SID” or are not RNAV/GPS/FMC equipped (or those that have not filed for an approved SID) shall be vectored as if on one of the approved SIDs, so that all traffic passes through the approved departure gates.
2. All Aircraft with RNAV/GPS/FMC equipment shall be received from tower and cleared to fly the filed RNAV departure.

Airway	Gates	SID/Runway	
(R474)	ALBOS	ALBOS3G-19R	ALBOS3J-19L
(G474)	BATOK	BATOK3G-19R	BATOK3J-19L
(A464)	SEMBO	SEMBO3G-19R	SEMBO3J-19L
(G463, P646)	TARED	TARED3G-19R	TARED3J-19L
(R468)	GORSI	GORSI3G-19R	GORSI3J-19L
(G458)	UKERA	UKERA3G-19R	UKERA3J-19L
(W31)	HHN	HHN3G-19R	HHN3J-19L
(Y16)	UPKUP	UPKUP3G-19R	UPKUP3J-19L
(L507)	NUNLI	NUNLI3G-19R	NUNLI3J-19L
(B346, W21)	NOBER	NOBER3G-19R	NOBER3J-19L
(A464, M751, W19)	REGOS	REGOS3G-19R	REGOS3J-19L
(N891)	RYN	RYN3G-19R	RYN3J-19L
(A1)	ROBKA	ROBKA3G-19R	ROBKA3J-19L
(L301)	PASTO	PASTO3G-19R	PASTO3J-19L
(W9)	TL	TL3G-19R	TL3J-19L
(M502)	BONVO	BONVO3G-19R	BONVO3J-19L
(Y6)	TANGO	TANGO3G-19R	TANGO3J-19L
(Y8)	SABIS	SABIS3G-19R	SABIS3J-19L
(M757)	KASNI	KASNI3G-19R	KASNI3J-19L
(Y11/R201/M904)	KIGOB	KIGOB3G-19R	KIGOB3J-19L

##### b. Bangkok Intl Don Muang (VTBD)

1. Aircraft filing “NO SID” or are not RNAV/GPS/FMC equipped (or those that have not filed for an approved SID) shall be vectored as if on one of the approved SIDs, so that all traffic passes through the approved departure gates.

2. All Aircraft with RNAV/GPS/FMC equipment shall be received from tower and cleared to fly the filed RNAV departure.

Airway	Gate	SID / Runway	
(R474)	ALBOS	ALBOS3A – 21R	ALBOS3C -- 21L
(G474)	BATOK	BATOK3A – 21R	BATOK3C – 21L
(A464)	SEMBO	SEMBO3A –21R	SEMBO3C – 21L
(G463/P646)	TARED	TARED3A – 21R	TARED3C – 21L
(R201/M904/Y11)	KIGOB	KIGOB3A – 21R	KIGOB3C – 21L
(R468)	GORSI	GORSI3A – 21R	GORSI3C – 21L
(G458)	UKERA	UKERA3A -21R	UKERA3C – 21L
(A1)	ROBKA	ROBKA3A – 21R	ROBKA3C -21L
(L507)	NUNLI	NUNLI3A – 21R	NUNLI3C – 21L
(B346/W21)	NOBER	NOBER3A – 21R	NOBER3C – 21L
(A464/M751/W19)	REGOS	REGOS3A – 21R	REGOS3C – 21L
(N891)	RYN	RYN3A – 21R	RYN3C – 21L
(W9)	TL	TL3A – 21R	TL3C – 21L
(Y8)	SABIS	SABIS3A – 21R	SABIS3C – 21L
(M502)	BONVO	BONVO3A – 21R	BONVO3C – 21L
(Y6)	TANGO	TANGO3A – 21R	TANGO3C – 21L
(M757)	KASNI	KASNI3A – 21R	KASNI3C – 21L
(W31)	HHN	HHN3A – 21R	HHN3C – 21L
(L301)	PASTO	PASTO3A – 21R	PASTO3C – 21L
(Y16)	UPKUP	UPKUP3A – 21R	UPKUP3C – 21L

## E. Bangkok Departures Normal Operations North Flow:

### a. Suvarnabhumi Intl (VTBS)

1. Aircraft filing “NO SID” or are not RNAV/GPS/FMC equipped (or those that have not filed for an approved SID) shall be vectored as if on one of the approved SIDs, so that all traffic passes through the approved departure gates.

2. All Aircraft with RNAV/GPS/FMC equipment shall be received from tower and cleared to fly the filed RNAV departure.

Airway	Gates	SID/Runway	
(R474)	ALBOS	ALBOS3H-01L	ALBOS3K-01R
(G474)	BATOK	BATOK3H-01L	BATOK3K-01R
(A464)	SEMBO	SEMBO3H-01L	SEMBO3K-01R
(G463, P646)	TARED	TARED3H-01L	TARED3K-01R
(R468)	GORSI	GORSI3H-01L	GORSI3K-01R
(G458)	UKERA	UKERA3H-01L	UKERA3 K-01R
(W31)	HHN	HHN3 H-01L	HHN3 K-01R
(A1)	ROBKA	ROBKA3K-01L	ROBKA3K-01R
(L507)	NUNJLI	NUNLI3H-01L	NUNLI3K-01R
(B346, W21)	NOBER	NOBER3K-01L	NOBER3K-01R
(A464, M751, W19)	REGOS	REGOS3H-01L	REGOS3 K-01R
(N891)	RYN	RYN3H-01L	RYN3K-01R
(A1)	ROBKA	ROBKA3H-01L	ROBKA3K-01R
(L301)	PASTO	PASTO3H-01L	PASTO3K-01R
(W9)	TL	TL3H-01L	TL3K-01R
(M502)	BONVO	BONVO3 H-01L	BONVO3K-01R
(Y6)	TANGO	TANGO3H-01L	TANGO3K-01R
(Y8)	SABIS	SABIS3 H-01L	SABIS3K-01R
(M757)	KASNI	KASNI3 H-01L	KASNI3K-01R
(Y11/R201/M904)	KIGOB	KIGOB3 H-01L	KIGOB3 K-01R
(Y16)	UPKUP	UPKUP3H -01L	UPKUP3K – 01R

## **b. Bangkok Intl Don Muang (VTBD)**

1. RNAV/FMC/GPS equipped and Non-RNAV aircraft shall be received from tower and provided vectors onto filed airway or to Approved Departure gate.
2. All Aircraft with RNAV/GPS/FMC equipment shall be received from tower and cleared to fly the filed RNAV departure.

Airway	Gate	SID / Runway	
(R474)	ALBOS	ALBOS1B – 03L	ALBOS1D – 03R
(G474)	BATOK	BATOK1B – 03L	BATOK1D – 03R
(A464)	SEMBO	SEMBO1B – 03L	SEMBO1D – 03R
(G463/P646)	TARED	TARED1B – 03L	TARED1D – 03R
(R201/M904/Y11)	KIGOB	KIGOB1B – 03L	KIGOB1D – 03R
(R468)	GORSI	GORSI1B – 03L	GORSI1D – 03R
(G458)	UKERA	UKERA1B -- 03L	UKERA1D – 03R
(A1)	ROBKA	ROBKA1B – 03L	ROBKA1D – 03R
(L507)	NUNLI	NUNLI1B – 03L	NUNLI1D – 03R
(B346/W21)	NOBER	NOBER1B – 03L	NOBER1D – 03R
(A464/M751/W19)	REGOS	REGOS1B – 03L	REGOS1D – 03R
(N891)	RYN	RYN1B – 03L	RYN1D – 03R
(W9)	TL	TL1B – 03L	TL1D – 03R
(Y8)	SABIS	SABIS1B – 03L	SABIS1D – 03R
(M502)	BONVO	BONVO1B – 03L	BONVO1D – 03R
(Y6)	TANGO	TANGO1B – 03L	TANGO1D – 03R
(M757)	KASNI	KASNI1B – 03L	KASNI1D – 03R
(W31)	HHN	HHN1B – 03L	HHN1D – 03R
(L301)	PASTO	PASTO1B – 03L	PASTO1D – 03R
(Y16)	UPKUP	UPKUP1B – 03L	UPKUP1D – 03R

## **F. Suvarnabhumi Intl (VTBS) Operations (Tower)**

1. Aircraft with RNAV/GPS/FMS capabilities will be issued the appropriate RNAV SID for their filed departure gate.
2. Aircraft with non-RVAV capabilities will be issued vectors to join Airway or vectors direct departure gate.
3. All turbo jet/turbo prop/prop aircraft will be issue there filed cruise altitude as the initial altitude.  
3a. Approach/Center will issue any needed altitude restrictions.
- 5 All aircraft shall be taxied to the closest runway from their gate via published taxi route.
6. All arriving aircraft shall be taxied to their gate via published taxi routes.
7. Ground and Tower positions will NOT Tag up (Track) aircraft.

## **G. Bangkok Intl Don Muang (VTBD) Operations (Tower)**

1. Aircraft with RNAV/GPS/FMS capabilities will be issued the appropriate RNAV SID for their filed departure gate.
2. Aircraft with non-RVAV capabilities will be issued vectors to join Airway or vectors direct departure gate.
3. All turbo jet/turbo prop/prop aircraft will be issue there filed cruise altitude as the initial altitude.  
3a. Approach/Center will issue any needed altitude restrictions.
5. Commercial operations are to be conducted from the West side ramp and use runway 21R/03L
6. Military operations are to be conducted from the East side ramp and use runway 21L/03R
7. General Aviation operations are to be conducted from the East side ramp and use 21R/03L
8. During heavy operations runway 21L/03R may be used for Commercial Departures.
7. Ground and Tower positions will NOT Tag up (Track) aircraft.



## H. ATS Routing

A. RVSM Procedures: The following procedures shall be applied when aircraft file for flights along these airways.

1. **N-895, P-762**
  - RVSM, standard ICAO cruise levels apply eastbound
  - RVSM, FL300, FL360 westbound
2. **W-1, W-2**
  - RVSM, FL310, FL350 northbound
  - RVSM, FL320, FL360 southbound
  - **W-1** Available Westbound FL130 and below between KRT and BKK only
3. **L-759, M-770**
  - RVSM, FL310, FL330, FL350, FL370, FL390 eastbound
  - RVSM, FL320, FL340, FL360, FL380, FL400 westbound
4. **A-1, A-202**
  - RVSM, FL290, FL330, FL370, FL390, FL410 eastbound
  - RVSM, FL280, FL300, FL340, FL380, FL400 westbound
5. **G-474, B-202**
  - RVSM, FL330, FL370, FL410 eastbound
  - RVSM, FL280, FL340 westbound
6. **N-891**
  - RVSM, FL260, FL300, FL380 northbound
  - RVSM, FL330 southbound
7. **M-768**
  - RVSM, FL270, FL330, FL410 eastbound
  - RVSM, FL300, FL380 westbound
8. **M-753, M-755**
  - RVSM, FL260, FL300, FL380 northbound
  - RVSM, FL270, FL330 southbound
9. **R-468**
  - RVSM, FL27, FL330, FL410 eastbound
  - RVSM, FL300, FL380 southbound
10. **M-751**
  - RVSM, FL290, FL330, FL350, FL370, FL410 eastbound
  - RVSM, standard ICAO cruise levels applied westbound
11. **R-588**
  - RVSM, FL270 eastbound
  - RVSM, FL28, FL320, FL340 westbound
12. **P-628**
  - RVSM, FL310, FL330, FL350, FL370, FL390, FL410 eastbound
  - RVSM, FL300, FL340, FL360, FL380 westbound
13. **L-645**
  - RVSM, standard ICAO cruise levels apply eastbound
  - RVSM, FL320, FL360 westbound
14. **M-765**
  - RVSM, FL290, FL310, FL330, FL350, FL370 north eastbound
  - RVSM, FL280, FL300, FL320, FL340 south westbound
15. **A-1** between BKK and UBL shall be utilized for eastbound traffic only.  
Westbound traffic shall be routed from UBL W-1, A-202 to BKK.
- 16 **A-464**
  - From BKK (south) to KARMI Odd Thousand
  - From KARMI (north) to BKK Even Thousand
- 17 **W-19**
  - From BKK (South) to UPNEP Odd Thousand
  - From UPNEP (North) to BKK Even Thousand
- 18 **W-9**
  - From BKK (North) to MHS Even Thousand
  - From MHS (South) to BKK Odd Thousand
- 19 **Y-6**
  - Single direction RNAV airway / Even Flight levels / VTBD-VTBS to VTCC only.
20. **Y-8**
  - Single direction (South) RNAV airway / Even Flight levels / VTBD-VTBS to

VTSP/VTSGVTSR/VTSB/VTSE/VTST or other destination beyond Thailand.

21. **Y-9**
  - Single direction (North) RNAV airway / Even Flight levels  
North only. Airway connects HTY VOR with Airway M769
22. **Y-10**
  - Single direction (South) RNAV airway / Odd Flight levels  
Connects Airway M757 OBLEX to HTY VOR
23. **Y-11**
  - Single direction (South) RNAV airway / Odd Flight levels / VTBD-VTBS to  
WSSS/WIII via VKB
24. **Y-12**
  - Single direction (North) RNAV airway / Even Flight levels /  
WSSS/WIII
25. **M-769**
  - Single direction (North) RNAV airway / Even Flight levels /  
VTSS/VTSM/VTSF/Lumpur FIR to VTBS/VTBD and destinations  
North only
26. **M-757**
  - Single direction (South) RNAV airway / Odd Flight levels / VTBD-  
VTBS to VTSS/VTSM/VTSF or Lumpur FIR.
27. **M-901**
  - RVSM, FL260, FL300, FL380 northbound
  - RVSM, FL330 southbound
28. **Y-13**
  - Single direction (West) RNAV airway / Even Flight levels /  
For VTBS arrivals only
29. **Y-16**
  - Single direction (East) RNAV airway / Odd Flight levels /
30. **L-524**
  - Single direction (East) RNAV airway / Odd Flight levels / Between KAMKO  
and BKK
31. **L-877**
  - Single direction (East) RNAV airway / Odd Flight levels / For arrivals to VTBS  
and VTBD only
32. **L301**
  - For overflights No arrivals to VTBS or VTBD

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