

AD 1. AERODROMES – INTRODUCTION**AD 1.1 AERODROME AVAILABILITY****1. INTRODUCTION**

- 1.1 This section contains information on all aerodromes which are available for use in international and domestic aircraft operations. Section AD 1 gives a description relating to the use of aerodromes and the clearance formalities involved. Section AD 2 contains information on the physical characteristics of aerodromes available for international and domestic operations.

As there are no heliports, section AD 3 has been omitted.

2. AERODROMES ADMINISTRATION

- 2.1 The administration of domestic aerodromes are responsibility of Director of the airports of the Department of Civil Aviation while Samui, Sukhothai and trat Airports are under the Bangkok Airways Company Limited and Suvarnabhumi, Don Mueang, Chiang Mai, Mae Fah Luang-Chiang Rai, Hat Yai and Phuket International Airports are under the Airports of Thailand Public Company Limited, with the exception of U-Tapao Pattaya International Airport which is the responsibility of the Royal Thai Navy. (See AD 2 item 2.2 for postal and telegraphic addresses).

3. CONDITIONS OF AVAILABILITY

- 3.1 Civil aircraft are not permitted to land at any aerodrome not listed in this AIP except in cases of real emergency or where special permission has been granted.

4. REGULATIONS CONCERNING AIRPORT USE

- 4.1 STANDARD CONDITIONS APPLICABLE TO THE LANDING, PARKING OR STORAGE OF AIRCRAFT ON AERODROMES AVAILABLE FOR USE BY CIVIL AIRCRAFT.

- 4.1.1 The conditions under which aircraft way land, be parked, housed or otherwise dealt with, at any of the aerodromes available to civil aviation in Thailand are as follows:

- a) The fees and charges for the landing, parking or housing of aircraft shall be those from time to time published by the Director General of the Department of Civil Aviation in the AIP of Aeronautical Information Circulars. The fees and charges referred to in this paragraph shall accrue from day to day and shall be payable on demand;
- b) The Airports Authority shall have the right to delay the aircraft until such fees and charges as aforesaid are paid;
- c) Neither the Airports Authority nor any servant or agent of the Government shall be liable for loss of or damage to the aircraft, its parts or accessories or any property contained in the aircraft, however such loss or craft is on any of the aerodromes under the control of the Airports Authority or is the course of landing or taking – off at any such aerodromes or damage may arise, occurring while the

4.1.2 LANDING MADE ELSEWHERE THAN AT ALTERNATE AIRPORTS

If a landing is made elsewhere than at an international airport or a designated alternate airport, the pilot-in-command shall report the landing as soon as practicable to the health, customs, immigration and agricultural authorities at the international airport at which the landing was scheduled to take place. This notification may be made through any available communication link, or by telegram.

The pilot-in-command shall be responsible for ensuring that:

- a) If pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and the passengers and crew on the other is avoided:
- b) That cargo, baggage and mail are not removed from the aircraft unless such action is necessary to avoid loss or destruction;

- c) Any foodstuff or overseas origin, or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc., must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons. In which case they must be destroyed by destroyed by burning or deep burial.

5. TRAFFIC OF PERSONS AND VEHICLES ON AERODROMES

5.1 Demarcation of Zone

The ground of each aerodromes are divided into two zones:

- (a) a public zone Comprising the part of the aerodrome open to the public;
- (b) a restricted zone, Comprising the rest of the aerodrome.

5.2 Movement of Persons

Access to the restricted zone is authorized only under conditions prescribed by the special rules governing the aerodrome. The customs, immigration and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by the air traffic regulations and by the special rules laid down by the person responsible for the management of the aerodrome.

5.3 Movement of Vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit and an official card of admittance. Drivers of vehicles, of whatever type, driving within the confines of the aerodrome, must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with instructions given by the competent authorities.

5.4 Policing

Care and protection of aircraft, vehicles, equipment or goods for which the aerodrome facilities are used are not the responsibility of the Government of Thailand, who cannot be responsible for loss or damage which is not incurred through action by them or their agents.

6. APPLICABLE ICAO DOCUMENTS

6.1 ICAO Standards and Recommended Practices contained in Annex 14 are applied.

6.2 Differences from Standards and Recommended Practices.

ANNEX 14 Reference

Differences

TABLE 3-1
Taxiway Minimum.
Clearance

1. At Bangkok International Airport.

The minimum distance between the centre line of the runway 03R/21L and the centre line of parallel taxiway T

- At the adjoining taxiway D is 165 m.
- At the adjoining taxiway U is 156 m.
- At the adjoining taxiway V is 150 m.
- At the adjoining taxiway V to taxiway S is 180 m.

Remark / take-off and landing restrictions. Pilots who do not hold a valid professional pilot license or instructor rating shall not take-off or landing when there is a wide-bodied aircraft on taxiway T.

2. At Phuket International Airport

The minimum distance between the centre line of the runway and the centre line of the parallel Taxiway P is 150 m.

At Hat Yai International Airport.

The minimum distance between the centre line of the runway and :-

- 3.1 The centre line of parallel Taxiway K is 150 m.
- 3.2 The centre line of parallel Taxiway A is 120 m.

7. DISSEMINATION OF INFORMATION ON RUNWAYS AFFECTED BY STANDING WATER NOT ASSOCIATED WITH SNOW OR ICE.

If a runway is affected by standing water not associated with snow or ice at any time during the approach of an aircraft for landing the depth and location of such standing water is notified by the aerodrome authority direct to ATS for transmission to the aircraft. If the duration of the phenomenon is likely to persist, and the information requires a wider distribution, a NOTAM is issued.

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