

VTSS AD 2. AERODROMES

VTSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSS - SONGKLA / HAT YAI INTERNATIONAL AIRPORT

VTSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	06 55 58N100 23 42E(WGS-84) Centre of runway 1600 M from THR RWY 08
2	Direction and distance from (city)	12 KM SW
3	Elevation/Reference temperature	27.5 M (90 ft) /26.8°C
4	MAG VAR/Annual change	0° 22' W(2011)/ 0° 1' W
5	AD Administration, address, telephone, telefax, telex, AFS	Hat Yai International Airports of Thailand Public Company Limited Hat Yai, Songkhla 90115, Thailand. Tel. 66-0-7422-7000 Fax. 66-0-7425-1334 AFS: VTSSYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

VTSS AD 2.3 OPERATIONAL HOURS

1	AD Administration	AD 2300-1700, ATS H24
2	Customs and immigration	Available within AD hours, Immigration : H24
3	Health and sanitation	Available within AD hours
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24 (Jet A-1 and AVGAS 100 LL)
9	Handling	AD 2300-1400, from 1400-1700 shall be requested 3 hrs. prior landing.
10	Security	H24
11	De-icing	Nil
12	Remarks	Nil

VTSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Thai Airways International Public Co., Ltd.
2	Fuel/oil types	Jet A-1, AVGAS
3	Fuelling facilities/capacity	2 JET A-1 Refueller @ 12,000 LTS 1 AVGAS 100LL Refueller @ 3,000 LTS - JET A-1: 4 tank.TTK 960,000 LTS - AVGAS 100 LL: 1 tank.TTK 3,000 LTS
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

VTSS AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	At AD and in the city
3	Transportation	Limousines and Taxis
4	Medical facilities	First aid at AD. Hospitals in the city
5	Bank and Post Office	In the city/ At AD open within AD HR.
6	Tourist Office	Office in the city Tel. (074) 243747 Telefax. (074) 245986
7	Remarks	2310555

VTSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Facility of Category 9 is provided
3	Capability for removal of disabled aircraft	Available – Up to B747
4	Remarks	Nil

VTSS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	The aerodrome is available all seasons.

VTSS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 60/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A : 23 m., Asphalt, PCN 60/F/C/X/T Taxiway B, C : 26 m., Concrete / Asphalt, PCN 60/R/C/X/T and PCN 60/F/C/X/T Taxiway D : 26 m., Concrete, PCN 60/R/C/X/T Taxiway E : 30 m., Concrete, PCN 60/R/C/X/T Taxiway F, I : 27 m., Concrete, PCN 60/R/C/X/T Taxiway G, H : 24 m., Asphalt, PCN 60/F/C/X/T Taxiway J, K : 26 m., Asphalt Taxiway L, M : 23 m., Asphalt Taxilane N : Concrete, PCN 60/R/C/X/T
3	ACL location and elevation	Location: At Apron Elevation: 27.5 m/90 ft
4	VOR/INS checkpoints	Nil
5	Remarks	- Taxiway J, K, L and M are the responsibility of RTAF. - Taxiway A not available when the aircraft code C, D, E take-off and landing. - Taxilane N not available for aircraft code E taxi behind aircraft stand number 2, 3, 4 when aircraft code E parked at aircraft stand number 2, 3, 4

VTSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY. Nose-in guidance at aircraft stands. Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. RLG Docking Guidance System at stand number 2 and 3.
2	RWY and TWY markings and LGT	RWY marking : RWY Designation, THR, TDZ, Centreline, Aiming Point and Side Strip. RWY LGT : THR, RWY Edge and RWY End lights TWY marking : Centre line, Edge , RWY Holding Positions and Intermediate Holding Positions. TWY LGT : TWY Edge light.
3	Stop bars	Nil
4	Remarks	Nil

RLG AUTOMATED GUIDE - IN SYSTEM AT HAT YAI INTERNATIONAL AIRPORT

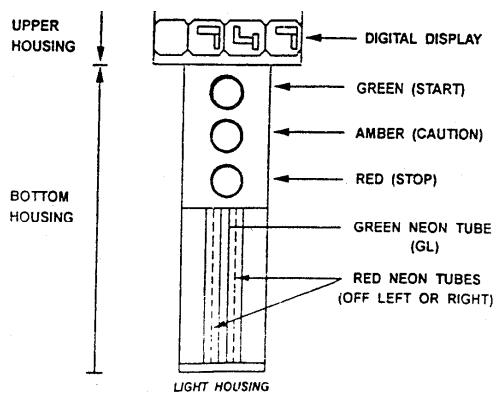
1. INTRODUCTION

- 1.1 The RLG Automated Guide - in system is installed at Bay 2 and 3.
- 1.2 The system enables the pilot seated on the left of the cockpit to position his aircraft on the correct stand centre line and stop position.
- 1.3 All types of aircraft programmed into the system are as follow:

B777	A330	L1011	MD 11
B767	A320	A310	L1011-1
B757			
B747 SP	A310		
B747	A300		
B737			
B727			

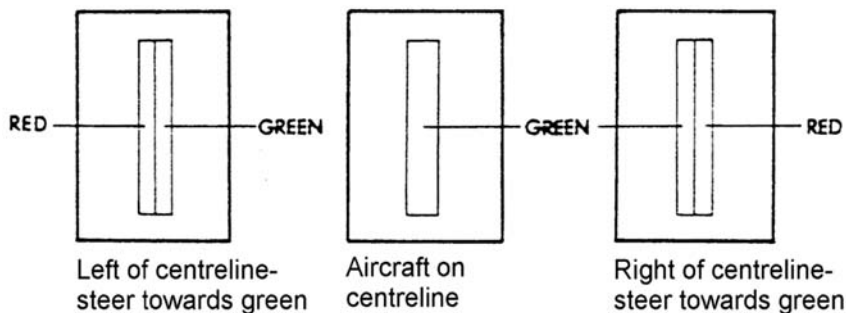
2. PILOT OPERATING INSTRUCTION

- 2.1 Check aircraft indicator light to be sure that ground Crew has set the system for your type of aircraft.
- 2.2 If the aircraft indicator light is set correctly and the ROUND-GREEN-CLEAR lamps are illuminated you may enter the gate.
- 2.3 Align the aircraft so that the green vertical azimuth tube on the bottom part of the light housing is visible. This must be accomplished from the left hand seat only. If a vertical line of red light can be seen on one side of the green azimuth only, the aircraft is off line in that direction. Re-align the aircraft so that only the green azimuth is visible.
- 2.4 ROUND AMBER-CAUTION lamps will illuminate 15 ft (4.57 m) prior to reaching the desired stop position. At this time the round-green lights will go out.
- 2.5 ROUND RED-STOP lamps will illuminate when the appropriate stopping position is reached. This will allow the rear edge of the aircraft door open to clear the air bridge collar. Caution, the aircraft has from 1 ft and 1 inch (0.33 m) to 4 ft (1.31 m) depending on aircraft type, to its maximum stopping position before the aircraft door will foul the air bridge collar. When the door is opened.
- 2.6 If any lamps fail, the entire system will automatically shut down. This means stop immediately, you will be towed or manually guided into your final parking position.
- 2.7 Your ground crew has a back-up manual switch and can pre-empt all automatic controls should emergency stopping be required or to complete manual Guide-in procedures should the Apron Sensors be inoperative.
- 2.8 DIAGRAM RLG AUTOMATED GUIDE-IN SYSTEM.



2.9 CENTRE LINE GUIDANCE-BOTTOM HOUSING NEON TUBES.

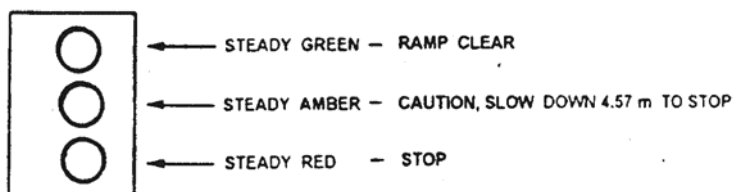
a) Look at bottom housing and interpret vertical neon light as show:



b) discontinue docking when light goes off (Apron Marshaller shall marshall aircraft into bay)

2.10 STOPPING GUIDANCE.

Look at round incandescent lamps on top half of bottom housing and interpret as shown:



3. ALLOCATION OF AIRCRAFT PARKING BAYS.

All aircraft parking bays are allocated by Ground / Apron. Controller with regard to aircraft type involved and the prevailing or anticipated traffic situation.

4. AIRCRAFT MARSHALLING AND TOWING SERVICES.

The marshalling of scheduled, non-scheduled and casual aircraft into the bays either manually or by the aid of the RLG Guide - in system and the pushing out of aircraft for departure shall be under the responsibility of the aircraft operator or its appointed ground handling agency.

5. TAXIING PROCEDURES

Due to the minimum separation distance between runway centre line and centre line of parallel TWY Alpha and TWY Kilo (military use) are 120 m and 150 m respectively. When IMC, the wide body aircraft may be requested to hold on the apron for wide body aircraft landing and taking-off.

5.1 Arriving Aircraft

5.1.1 Aircraft entering the aprons are to follow closely to the taxiing and apron centre-line so as to avoid reducing safety distance between them and parking aircraft.

5.2 Departing Aircraft

5.2.1 When start-up clearance is issued by ATC, and then pushed out onto apron centre-line.

VTSS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Radio mast,HGT 45M Marked/LGT	065624N1002338E	-

VTSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hat Yai
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF Preparation Periods of validity	Songkhla/Hat yai, Chumpon, Surat Thani, Nakhon Sri Thamarat, Samui, Pattani, Narathiwat 24 HR
4	Type of landing forecast Interval of issuance	TREND 2 HR
5	Briefing/consultation provided	Personal Consultation,telephone,internet
6	Flight documentation Language (s) used	Charts,abbreviated plain language text English
7	Charts and other information available for briefing or consultation	S,U85,U70,U50,P85,P70,P50,P30,P20 SWH,SWL
8	Supplementary equipment available for providing information	WXR,APT
9	ATS units provided with information	Hat Yai TWR Hat Yai APP
10	Additional information (Limitation of service, etc.)	Nil

VTSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	
1	2	3	4	5	6	
08	082°	3 050x45	60/F/C/X/T Asphaltic Concrete	065551.55N 1002249.84E (WGS-84)	THR 19.81 M/65 ft	
26	262°	3 050x45	60/F/C/X/T Asphaltic Concrete	065603.92N 1002428.30E (WGS-84)	THR 17.81 m/58 ft	
Slope of RWY-SWY		SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	OFZ	Remarks
7		8	9	10	11	12
0.60% +0.30% -0.13% -0.80% (1110 m 1460 m 1910 m 3050 m)		60x45	Nil	3290x300	Nil	Nil
+0.80% +0.13% -0.30%-0.60% (1140 m 1590 m 1940 m 3050 m)		60x45	Nil	3290x300	Nil	Nil

VTSS AD 2.13 DECLARED DISTANCESVTSS

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
08	3050	3050	3110	3050	-
26	3050	3050	3110	3050	-

VTSS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
→ 26	SALS 420 m LIH	Green	PAPI Left/Right 3° (61.09 ft)	Nil	Nil	3050 m,60 m White; FM2450-3050 m Yellow:LIH	Red	60	Nil
→ 08	Nil	Green	PAPI Left/Right 3° (64.06 ft)	Nil	Nil	3050 m,60 m White; FM 2450-3050 m Yellow:LIH	Red	60	Nil

VTSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation.	ABN: ON top of control tower , FLG WG EV 3 Sec. / IBN : Nil H24
2	LDI location and LGT Anemometer location and LGT.	WDI : Wind Cone, illuminated At 1196 m. from right side of THR 26 Anemometer : see AD Chart.
3	TWY edge and centre line lighting	EDGE: All TWY Centre Line: Nil
4	Secondary power supply/switch-over time	RWY 08/26 supplied by stand by generator switch over time 15 SEC
5	Remarks	-

VTSS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	-
2	TLOF and/or FATO elevation M/FT	-
3	TLOF and FATO area dimensions, surface, strength, marking	-
4	True and MAG BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	Adjacent to apron: near Terminal Building

VTSS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on 0655.9N 10023.5E
2	Vertical limits	3000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language (S)	Hat Yai Tower En, Thai
5	Transition altitude	11000 ft
6	Remarks	Nil

VTSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Hat Yai Approach	126.7 MHz 301.5 MHz	H24	*Emergency Freq.
TWR	Hat Yai Tower	118.1 MHz 121.5* MHz 275.8 MHz 243.0* MHz		
GND	Ground Control	121.9 MHz 257.8 MHz		
ATIS	Hat Yai Intl.Airport	128.8 MHz		

VTSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS(For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks	
1	2	3	4	5	6	7	
NDB	HY	328 kHz	H24	065611.00N 1002320.07E (WGS-84)	37.3 m	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as following : - 40 NM orbit RDL 321-040 degree ALT should not below 2,000 ft. RDL 041-100 degree ALT should not below 3,000 ft. - 30 NM orbit RDL 101-130 degree ALT should not below 3,000 ft. RDL 131-240 degree ALT should not below 5,000 ft. - 15 NM orbit RDL 241-320 degree ALT should not below 5,000 ft. (due to border limited) out put 50 WATTS	
DVOR/DME	HTY	115.3 MHz CH100X		065602.75N 1002316.47E (WGS-84)			
COMPASS LOCATOR	TY	303 kHz		0655.9N 10025.1E			
ILS CAT I LOC/DME RWY26	IHTY	109.9 MHz CH 36X		065549.07N 1002230.14E (WGS-84)	37.7 m		Both Glide slope tolerances are exceeded at a specific point on the glide path starting at Middle Marker (2.4 DME) to runway Threshold. RWY 26 ILS glide slope unusable below 250 ft MSL (2.4 DME).
GP		333.8 MHz		065558.83N 1002419.24E (WGS-84)			
MM		75 MHz		065607.30N 1002455.23E (WGS-84)			
TACAN	HTY	115.70 MHz CH104X	2300-1100 daily	065541N 1002344E		HR service 30 Min PN to ATC	

VTSS AD 2.20 LOCAL TRAFFIC REGULATIONS

VFR REPORTING POINTS AND LOCAL PROCEDURES

HAT YAI INTERNATIONAL AIRPORT

1. Reporting points for VFR flight
In order to expedite and maintain an orderly flow of air traffic into airport, the procedure of the inbound traffic of VFR flights, conventional and prop-jet aircraft, be set up as follow:
 - a) Aircraft entering to land from north of Hat yai international Airport, shall report over Pak Phayun District, designated as PAPA PAPA (0722.0N 10022.0E) which is approximately 26 NM on R-356 of HTY VOR/DME. When reaching PP the aircraft will be instructed to join aerodrome traffic circuit accordingly.
 - b) Aircraft entering to land from east of Hat Yai International Airport, shall report over Chana District, designated as CHARLIE NOVEMBER (0655.0E 10044.5E) which is approximately 20 NM on R-094 of HTY VOR/DME. When reaching CN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
 - c) Aircraft entering to land from south of Hat Yai International Airport, shall report over Sadao District, designated as SIERRA DELTA (0639.0N 10027.0E) which is approximately 18 NM on R-175 of HTY VOR/DME. When reaching SD the aircraft will be instructed to join aerodrome traffic circuit accordingly.
 - d) Aircraft entering to land from northwest of Hat Yai International Airport, shall report over Khao Hua Chang, designated as KILO CHARLIE (0718.0N 10002.0E) and Rattaphum District, designated as ROMEO PAPA (0708.0N 10016.0E) which are approximately 31 NM on R-315 and 14 NM on R-322 of HTY VOR / DME respectively, when reaching RP the aircraft will be instructed to join aerodrome traffic circuit accordingly.
2. Aerodrome traffic circuit
Using both sides of traffic circuit.
3. Overhead approach pattern
 - a) Using runway 08 by right turn pattern.
 - b) Using runway 26 by left turn pattern.

STARTING UP PROCEDURE

1. **Hat Yai International Airport**
 - 1.1 All IFR aircraft are to call "Ground Control" 5 minutes prior to start up to request for ATC clearance.
 - 1.2 Pilot are to inform "Ground Control" their call signs, and proposed flight level if it is different from the flight plan when they make the call as item 1.1 above.
 - 1.3 In order to provide a more flexible ground traffic movement all domestic departures shall on longer be required to be ready to taxi within 5 minutes after clearance received.

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VTSS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSS AD 2.22 FLIGHT PROCEDURES

NIL

VTSS AD 2.23 ADDITIONAL INFORMATION

NIL

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VTSS AD 2.24 CHARTS RELATED TO AN AERODROME

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Aerodrome Chart- ICAO	VTSS AD 2-17
Aircraft Parking/Docking Chart - ICAO	VTSS AD 2-19
Aerodrome Ground Movement Chart - ICAO	VTSS AD 2-21
Aerodrome obstacle Chart - ICAO - Type A - RWY 08/26	VTSS AD 2-23
Area Chart- ICAO	VTSS AD 2-25
Instrument Approach Chart - ICAO – NDB C	VTSS AD 2-27
Instrument Approach Chart - ICAO – VOR A	VTSS AD 2-29
Instrument Approach Chart - ICAO – VOR B	VTSS AD 2-31
Instrument Approach Chart - ICAO – RWY 26 - VOR	VTSS AD 2-33
Instrument Approach Chart - ICAO – RWY 26 – ILS or LLZ	VTSS AD 2-35

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