Pilot Briefings & Charts

Pilot briefings and charts

?? Accessing charts

When flying on VATSIM, it is very crucial to have charts on board. Charts contain important information such as navigation aids, airport layouts, and instrument procedures. They assist you so that you can follow ATC instructions correctly and as intended.

This page covers two methods to obtain latest charts for Thailand: via the Aeronautical Information Publication (AIP) - free, and via commercial services (paid).

AIP Thailand - free

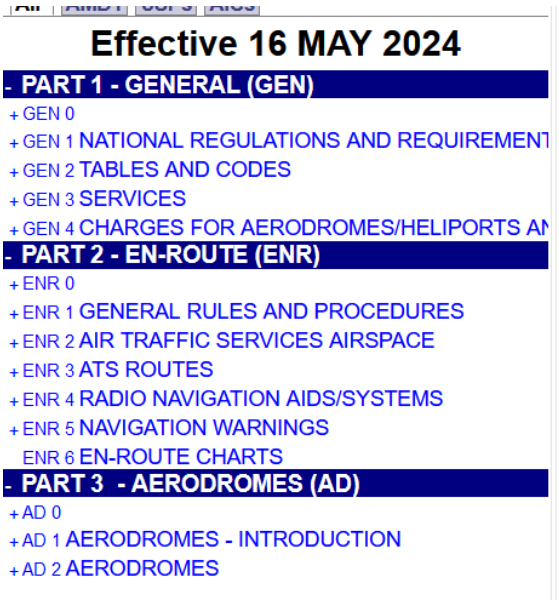
The AIP for Thailand is accessible at no cost via the link below:

https://aip.caat.or.th/

Currently Effective Issue

Effective date	Publication date	
16 MAY 2024	4 APR 2024	This Package Contains AIRAC AIP AMDT 05/24

After accessing the link above, click on the date under "Currently Effective Issue".



You will be presented with another screen. On the left sidebar, under "PART 3 - AERODROMES (AD)", press on "**AD 2 AERODROMES**".

A list of airports will appear. Simply find the intended airport in the list, then click on it.

Scroll down to the bottom of the page to find all charts related to the selected airport.

Commercial services - paid

There are companies which offer access to different aeronautical chart providers. As alluded above, they are not free and are almost certainly subscription-based. However, one of their advantages is that they provide a single unified format for all available airports and AIP providers, which is easy to understand.

Two of the most popular services in the flight simulation community are as follows:

- Navigraph - provider of Jeppesen charts
- AviaPlanner - provider of LIDO charts
  - **Note**: As of early January 2025, it appears that VTBS charts still reflect the old layout, the latest ones are not available.

Thailand vACC makes no recommendations on the service to use - this listing is for informational purposes only.

VTBS - Suvarnabhumi Airport

Overview

Suvarnabhumi Airport (VTBS) is the biggest airport in Thailand, and is one of two airports covering Bangkok and the surrounding areas - the other being Don Mueang Airport (VTBD). Opened in 2006, it is located 25 kilometers east of downtown Bangkok and is a major hub for international transportation within Southeast Asia and beyond.

News

? Updates to procedures - 3 OCT 2024

> VTBS has implemented entirely new SID & STAR procedures and 3rd runway opening as of AIRAC 2410 (3 OCT 2024). Please kindly ensure to update your navigation data if you are able to do so.

Runway redesignations

Old	New
- (not exist)	Runway 02L/20R
Runway 01L/19R	Runway 02R/20L
Runway 01R/19L	Runway 01/19

New procedures

Arrivals: DOLNI arrivals do not exist anymore. Depending on airways, please file the following:

Airway R201: R201 BUT DCT TUMGA
Airway Y12: Y12 ALEMI DCT TUMGA
Airway N891: N891 RYN DCT TUMGA
Airway P629: P629 NUGPA DCT TUMGA

Departures: KIGOB/GORSI departures do not exist anymore. Refile via BUT and GOMES respectively.

Pilot Briefing

Main frequencies

Identifier	Radio Callsign	Frequency	Remarks
VTBS_DEL	Suvarnabhumi Delivery	128.700 MHz	
VTBS_GND	Suvarnabhumi Ground	121.750 MHz	
VTBS_TWR	Suvarnabhumi Tower	118.200 MHz	
VTBS_APP	Bangkok Approach	124.350 MHz	
VTBS_F_APP	Suvarnabhumi Arrival	121.100 MHz	Arrivals below 7000ft
VTBS_DEP	Suvarnabhumi Departure	119.250 MHz	
VTBS_D_ATIS	-	127.650 MHz	Departure ATIS
VTBS_A_ATIS	-	133.600 MHz	Arrival ATIS

Gates

At Suvarnabhumi, there are two areas in use: the main terminal (A-G gates), and the newly opened SAT-1 terminal.

Domestic flights

- A Gates
- B Gates
- Remote stands (including stands in front of cargo terminal)

International flights

- C Gates
- D Gates
- E Gates
- F Gates
- G Gates
- SAT-1 Terminal
- Remote stands (including stands in front of cargo terminal)

Airbus A380 stands

- **Main terminal:** C3, C7, E4, E8
- **SAT-1 terminal:** S111-118
- **Remote:** 201-203, 401-403

TWY T8, T9, T10, T11, T12 prohibited for A380

Cargo flights

- Remote stands in front of cargo terminal (506-525)

Preferential runway system

> The runway in use on VATSIM does not necessarily follow what is used in real life all the time for various reasons, including but not limited to traffic, controller discretion, etc.

Generally, runways 19/20L/20R are used unless the tailwind component exceeds 5 knots (usually in the winter season).

Usually, runway 01/19 will handle both arrivals and departures; 02L/20R will handle arrivals only while 02R/20L will handle departures.

Transition Altitude & Transition Level

For all airports in Thailand, the transition altitude is 11,000ft and the transition level is always FL130.

Departing flights

IFR Clearance

On initial contact, state stand number and received ATIS.

□□✈	Suvarnabhumi Delivery, sawasdee krub, THAI 104, information B, gate A4, requesting IFR clearance to Chiang Mai, FL360
□□	THAI 104, Delivery, sawasdee krub, cleared to Chiang Mai via OLVUK1K departure flight plan route, runway 01, initial climb 6000ft, expect FL360, squawk 7120

> The standard initial climb altitude for all departures is 6,000ft.

Pushback

Pushback instructions will include the direction for the nose to face.

□□✈	Suvarnabhumi Ground, sawasdee krub, THAI 104, gate A4, requesting push and start
□□	THAI 104, Suvarnabhumi Ground, sawasdee krub, push and start approved, facing south on T5

If the pushback is not approved straight away, a reason will be given by the controller.

Taxi

> Please take a look at the ground charts at least once before requesting taxi. The taxiway layout is quite complex with different taxiway designations for each intersection.

Departure

> All speed and level restrictions apply unless explicitly cancelled by ATC!

Upon first contact with the departure frequency, state your passing altitude and assigned departure route.

□□✈	Suvarnabhumi Departure, Thai 104, passing 1300ft for 6000ft, OLVUK1K departure

You will be identified and given further climb instructions when appropriate. Do not climb above initial climb altitude (usually 6,000ft) until assigned otherwise.

As alluded above, there are restrictions on the SID which need to be followed unless cancelled. Keep an ear out for the following phraseology:

🎧	THAI 104, climb unrestricted FL160 THAI 104, climb via SID FL160, no restrictions *All speed and level restrictions on the SID are cancelled. You still have to maintain 250kts or less below 10,000ft*
🎧	THAI 104, climb via SID FL160, cancel level / altitude restrictions *Only level restrictions on the SID are cancelled, speed restrictions remain*
🎧	THAI 104, climb via SID FL160, cancel speed restrictions *Only speed restrictions on the SID are cancelled, level restrictions remain. 250 kts or less below 10,000ft still applies*
🎧	THAI 104, direct TANGO *All restrictions for waypoints before TANGO are cancelled. You still have to maintain 250kts or less below 10,000ft*

Subsequently, when nearing FL160, you will be handed off to enroute ATC (Bangkok Control) if online.

Arriving flights

During cruise, you will be cleared for an appropriate STAR for the active runway(s). When nearing top of descent, inform the controller that you are ready for descent if instructions have not yet been given.

When nearing FL170, you will be handed off to Bangkok Approach if online.

Descent

All STARs have speed and level restrictions. You must follow them unless explicitly cancelled by ATC, or if instructions were given at a time where it is impractical to meet those restrictions.

🎧	THAI 103, descend via STAR 5000ft QNH 1013, no restrictions *All speed and level restrictions on the STAR are cancelled. You still have to maintain 250kts or less below 10,000ft*
🎧	THAI 103, descend via STAR 5000ft QNH 1013, cancel level / altitude restrictions *Only level restrictions on the STAR are cancelled, speed restrictions remain*

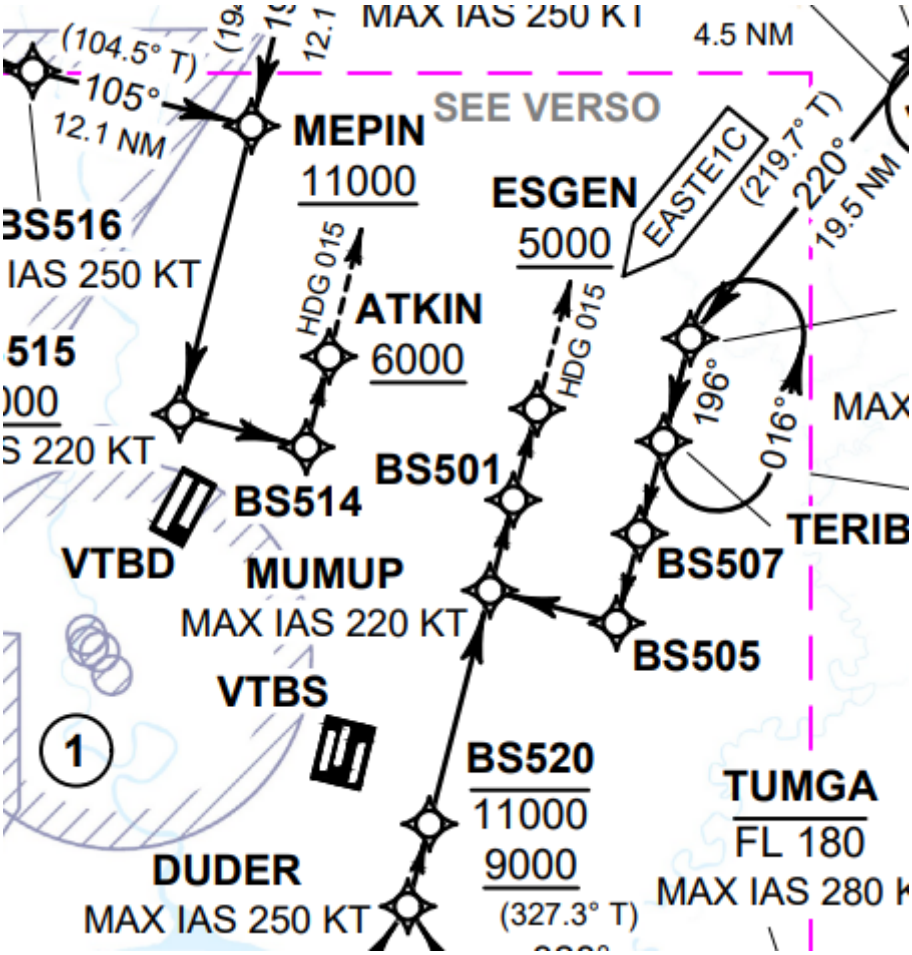
□□	THAI 103, descend via STAR 5000ft QNH 1013, cancel speed restrictions *Only speed restrictions on the STAR are cancelled, level restrictions remain. 250 kts or less below 10,000ft still applies*
□□	THAI 103, direct EKCHO *All restrictions for waypoints **before** EKCHO are cancelled. You still have to maintain 250kts or less below 10,000ft*

If traffic levels are low, you may be given "direct to" instructions to shorten the track miles to landing, or told by ATC to expect shortcuts. In that case, you should use your discretion to descend below VNAV profile while following constraints if not cancelled.

> If traffic levels are low, you may be given "direct to" instructions to shorten the track miles to landing, or told by ATC to expect shortcuts. In that case, you should use your discretion to descend below VNAV profile while following constraints if not cancelled. Expect to be vectored to the IAP before ending of STAR

Open STARs

> All VTBS STARs are open STARs. If ATC has not given instructions otherwise, **continue on the charted heading after the last waypoint on the STAR**. Do not proceed on instrument approach procedure without ATC clearance! **Do not delete flightplan discontinuity between STAR and IAP**



WARNING

- **After ESGEN, ATKIN maintain heading 015° or as directed by ATC.**
- **Do not proceed Instrument Approach Procedure without ATC clearance.**

Approach clearance

There are two methods that you can be cleared for the ILS or LOC Z approach:

1) Own navigation (direct to)
You can be given a direct to instruction to a waypoint on the instrument approach procedure, along with a possible descent instruction to the appropriate altitude for the waypoint. The maximum turn radius is 90 degrees.

You may be cleared for the approach even though you are still on the downwind leg.

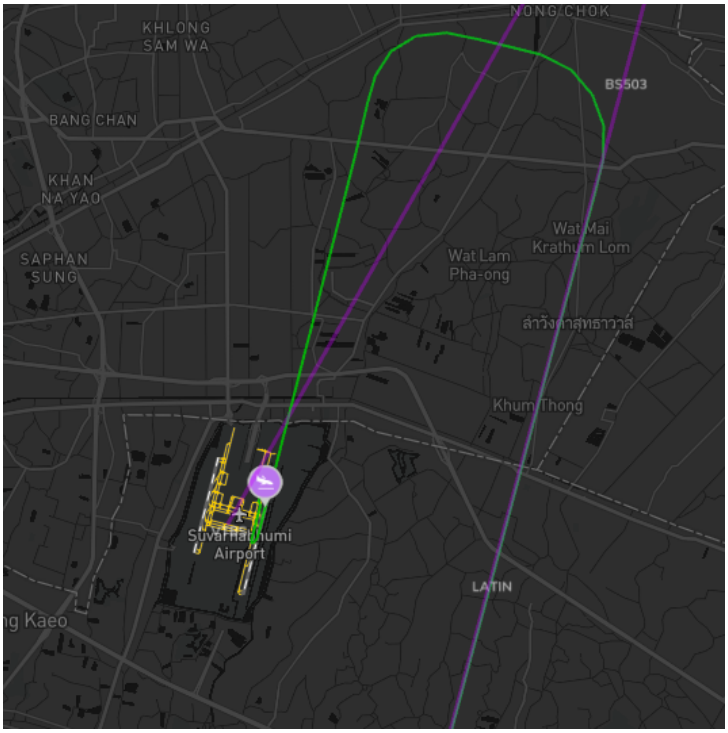
> Waypoints on the ILS Z approach procedures for all runways have been changed as of 13JUN 2024. These table refer to the updated procedures.

Runway	**19 (ILS Z)**	**20L (ILS Z)**	**20R (RNP)**
Waypoints	LOTMU @ 2500ft LAVOG @ 2500ft LETMA @ 4000ft	REVMO @ 3500ft RUMAD @ 3500ft REGIR @ 5000ft	OSEVA @ 3500ft ANORU @ 3500ft RUPED @ 5000ft
Runway	**01 (ILS Z)**	**02L (RNP)**	**02R (ILS Z)**
Waypoints	RUPUX @ 2500ft REPEN @ 3000ft	ABVER @ 3500ft BATEM @ 4000ft	LOSDO @ 3500ft LASAM @ 4000ft

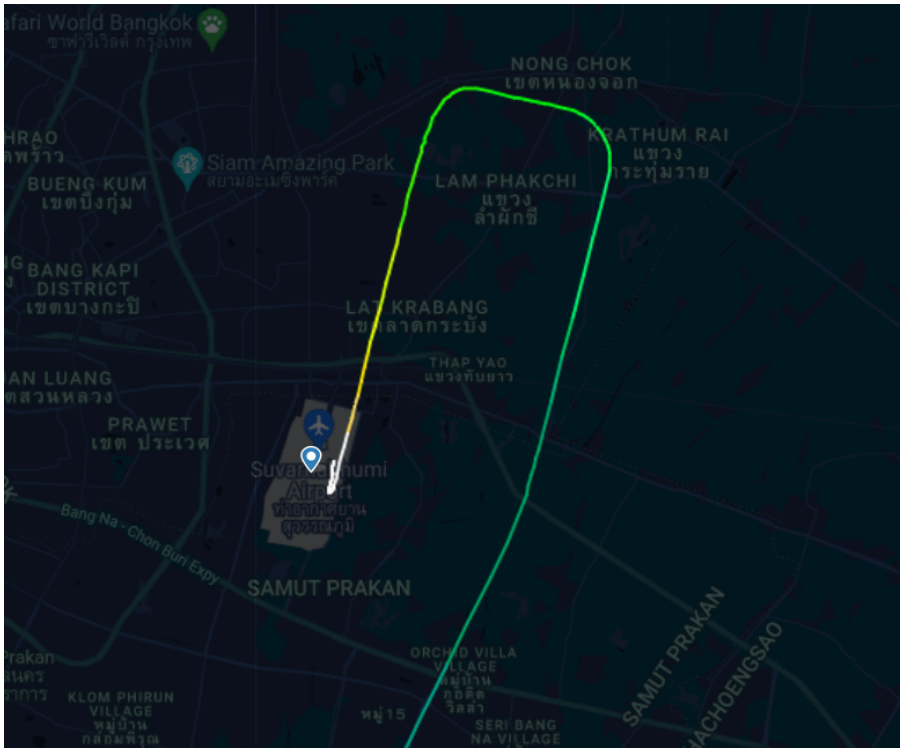
This can happen from three situations:

- Turn after waypoint: "After BS503, direct LOTMU"
  - The intended turn is 90 degrees. You do not need to wait until you have reached BS503 before starting the turn, it is not abeam.
  - This can be programmed in the flight management computer in your aircraft.

Examples of correct execution



In this specific example the turn is programmed using the A320 MCDU.



Real life example from Flightradar24 (BS503 -> LANCO). This is before the procedures changed.

- Straightforward turn: "Turn left direct LOTMU"
- "Resume own navigation" after vectoring: "Resume own navigation, direct LOTMU"

After you are given the approach clearance, you may descend below your last assigned altitude in accordance to the procedure.

□□	THAIVIETJET 2343, cleared ILS Z approach runway 19L, report established

2) Vectoring to intercept localizer
In this case, you will be given heading and altitude instructions, ending with a clearance to intercept the localizer (and glideslope if ILS). Inform the controller once you are established on the approach.

Speed control

To facilitate traffic flow, ATC may issue speed instructions such as follows:

□□	THAIVIETJET 2343, speed 160 knots or greater until 6 miles final

> The ILS DME for Suvarnabhumi is offset by 2.2nm (01L/19R) or 2.3nm (01R/19L) - in other words, at the runway threshold, the DME will read 2.2 or 2.3nm.
> As such, you should rely on the navigation display or apply the offset if relying on the DME.

Landing

On first contact with Tower, state your callsign and arriving runway. You will be given the weather information, and if there is no preceding traffic for the runway, you will be cleared to land.

As of writing, there is only one side to vacate for each runway. Expect simple taxi instructions on rollout.

Please ensure you vacate the runway completely. Additionally, with instructions, please turn onto the assigned taxiway without stopping at the runway exit.

If you have a particular stand in mind, please inform the Ground controller on initial contact.

Taxi

> Please take a look at the ground charts at least once before arrival. The taxiway layout is quite complex with different taxiway designations for each intersection.

If you have arrived on runway 02L/20R, you are automatically cleared to taxi to runway 02R/20L holding point without explicit instructions.

> 6.9.3 Taxi procedures for arriving aircraft runway 02L/20R
>
> After landing runway 02L/20R, aircraft are not to stop on rapid exit taxiway to awaiting instructions from ATC, but should continue taxi via the following taxi procedures, unless otherwise instructed by ATC.
>
> - 6.9.3.1 Runway 02L: All landing aircraft should continue taxi to TWY F and W then hold short of RWY 02R. Remain on the TWR FREQ (119.0 MHz). Explicit runway crossing clearance required.
> - 6.9.3.2 Runway 20R: All landing aircraft should continue taxi to TWY F and Z then hold short of RWY 20L. Remain on the TWR FREQ (119.0 MHz). Explicit runway crossing clearance required.

VFR flights

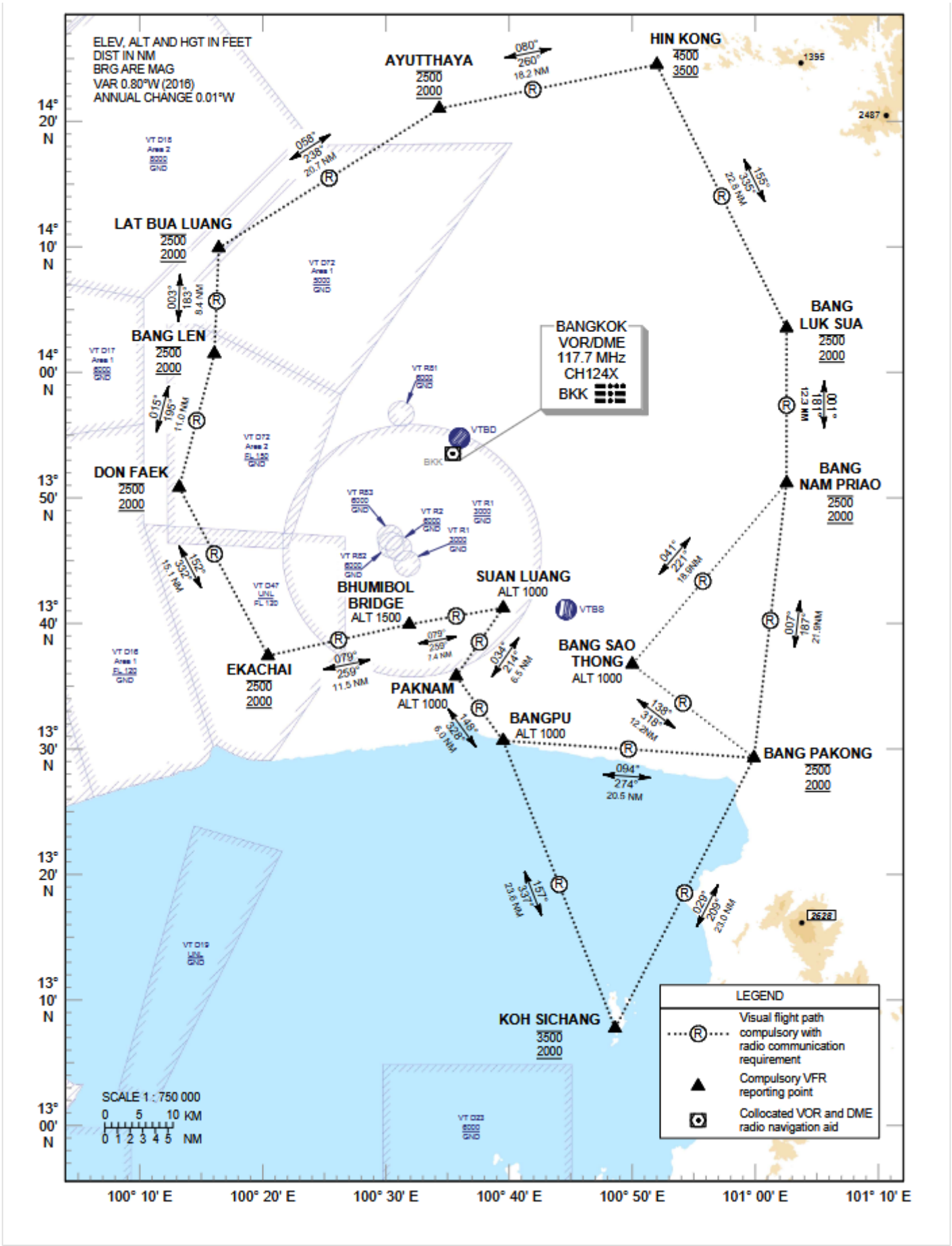
While VFR traffic is on an approval-only basis at Suvarnabhumi in real life, there exists procedures and reporting points.

Controlled airspace

- Suvarnabhumi Aerodrome Traffic Zone - a circle of 5nm radius around VTBS, SFC-2,000ft
- Bangkok Control Zone - a circle of 35nm radius around VTBD, SFC-11,000ft
- Bangkok Terminal Control Area - a circle of 50nm radius around VTBD, 3,000ft-FL160

Reporting points

Map of reporting points



Usually aircraft departing west will be asked to report over Suanluang, while aircraft departing east will be asked to report over Bang Sao Thong.

ATC clearance

Initial contact will be with Ground (or higher station covering). Delivery does not cover VFR traffic; request VFR clearance from Ground.

Closing remarks

If you do not understand any instructions on frequency, please do not hesitate to ask for clarification! Our controllers are here to assist you.

Any constructive feedback (no matter positive or negative) for our controllers can be submitted at this page.

Thank you for reading this pilot briefing and we sincerely hope you enjoy your flight to/from Suvarnabhumi Airport!

VTBD - Don Mueang Airport

Overview

Don Mueang Airport (VTBD) is an airport located within Bangkok. It used to serve all flights for Bangkok; however, with the opening of Suvarnabhumi Airport, the airport now primarily serves domestic flights in addition to some international flights, along with business, general aviation, and military traffic.

ATC frequencies

Identifier	Radio Callsign	Frequency	Remarks
VTBD_DEL	Don Mueang Delivery	127.700 MHz	
VTBS_GND	Don Mueang Ground	121.900 MHz	
VTBD_TWR	Don Mueang Tower	118.100 MHz	
VTBS_APP	Bangkok Approach	124.350 MHz	
VTBD_APP	Don Mueang Approach	119.400 MHz	

Identifier	Radio Callsign	Frequency	Remarks
VTBD_F_APP	Don Mueang Arrival	121.100 MHz	Arrivals below 7000ft
VTBS_ATID	-	128.800 MHz	

Gates

At Don Mueang, there are two passenger terminals. Terminal 1 is for international flights and is located to the north, while Terminal 2 is for domestic flights and is located to the south.

Domestic flights

- Gate 31-36
- Gate 41-46
- Gate 51-56
- Bangkok Airways ATR72 only uses Stand 67
- Remote stands

International flights

- Gate 12, 14, and 15
- Gate 21-26

Business, GA, Cargo flights

- South apron

Military traffic

- East apron (east of 03R/21L)

Preferential runway system

> The runway in use on VATSIM does not necessarily follow what is used in real life all the time for various reasons, including but not limited to traffic, controller discretion, etc.

Due to the proximity of the approach path of the 03 runways over densely populated areas in Bangkok, a strong preferential runway system is used towards the 21 runways.

Generally, the 21 runways are used as long as the tailwind component does not exceed 10 knots.

The normal configuration of the runways are as follows:

- 03L/21R: Civil traffic (departing & landing)
- 03R/21L: Military traffic (departing & landing)

- During busy traffic periods, civil traffic may depart from 03R/21L as well.

Transition Altitude & Transition Level

For all airports in Thailand, the transition altitude is 11,000ft and the transition level is always FL130.

Departing flights

IFR Clearance

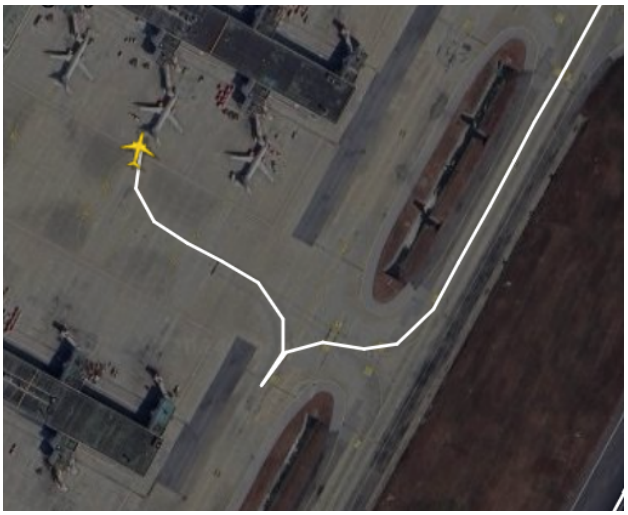
On initial contact, state stand number and received ATIS.

🛩	Don Mueang Delivery, sawasdee krub, NOK AIR 124, information B, gate 34, requesting IFR clearance to Chiang Mai, FL360
🎧	NOK AIR 124, Delivery, sawasdee krub, cleared to Chiang Mai via TANGO3A departure flight plan route, runway 21R, initial climb 8000ft, expect FL360, squawk 7120

> The standard initial climb altitude for 21L/R departures is 8,000ft, 03L/R departures is 6,000ft.

Pushback

For gates 20-56, the standard pushback instruction is to face northeast or southwest **on taxiway B**. If you are unable to execute this, advise ATC on pushback request.



🛩	Don Mueang Ground, sawasdee krub, NOK AIR 124, gate A4, requesting push and start
🎧	NOK AIR 124, Don Mueang Ground, sawasdee krub, push and start approved, facing north on B

If the pushback is not approved straight away, a reason will be given by the controller.

Taxi

If the departure is from 03R or 21L and you are at the west side of the airport, you will need a clearance to cross runway 21R. Do not cross the runway until you receive a crossing clearance.

Departure

> All speed and level restrictions apply unless explicitly cancelled by ATC!

Upon first contact with the departure frequency, state your altitude passing and assigned SID.

✈	Bangkok Approach, NOK AIR 124, passing 1300ft for 8000ft, TANGO3A departure

You will be identified and given further climb instructions when appropriate. Do not climb above initial climb altitude (usually 8,000ft) until assigned otherwise.

As alluded above, there are restrictions on the SID which need to be followed unless cancelled. Keep an ear out for the following phraseology:

	NOK AIR 124, climb unrestricted FL160 NOK AIR 124, climb via SID FL160, no restrictions *All speed and level restrictions on the SID are cancelled. You still have to maintain 250kts or less below 10,000ft*
	NOK AIR 124, climb via SID FL160, cancel level / altitude restrictions *Only level restrictions on the SID are cancelled, speed restrictions remain*
	NOK AIR 124, climb via SID FL160, cancel speed restrictions *Only speed restrictions on the SID are cancelled, level restrictions remain. 250 kts or less below 10,000ft still applies*
	NOK AIR 124, direct TANGO *All restrictions for waypoints before TANGO are cancelled. You still have to maintain 250kts or less below 10,000ft*

Subsequently, when nearing FL160, you will be handed off to enroute ATC (Bangkok Control) if online.

Arriving flights

During cruise, you will be cleared for an appropriate STAR for the active runway(s). When nearing top of descent, inform the controller that you are ready for descent if instructions have not yet been given.

When nearing FL180, you will be handed off to Bangkok Approach if online.

> The default approach type for Don Mueang is ILS Z.

Descent

All STARs have speed and level restrictions. You must follow them unless explicitly cancelled by ATC, or if instructions were given at a time where it is impractical to meet those restrictions.

☐☐	NOK AIR 125, descend via STAR 5000ft QNH 1013, no restrictions *All speed and level restrictions on the STAR are cancelled. You still have to maintain 250kts or less below 10,000ft*
☐☐	NOK AIR 125, descend via STAR 5000ft QNH 1013, cancel level / altitude restrictions *Only level restrictions on the STAR are cancelled, speed restrictions remain*
☐☐	NOK AIR 125, descend via STAR 5000ft QNH 1013, cancel speed restrictions *Only speed restrictions on the STAR are cancelled, level restrictions remain. 250 kts or less below 10,000ft still applies*
☐☐	NOK AIR 125, direct BD111 *All restrictions for waypoints **before** BD111 are cancelled. You still have to maintain 250kts or less below 10,000ft*

If traffic levels are low, you may be given "direct to" instructions to shorten the track miles to landing.

Approach clearance - 21L/R

For SABAI3A and SEHNA3A arrivals, it is possible to receive an instruction "After BD112, direct BD111" to shorten the track miles.
Other arrivals may receive a direct to BD111.

BD111 is the intermediate fix for both ILS Z 21L/21R and you can expect to be cleared for the ILS approach from this waypoint.

In addition to this, the controller may choose to vector you onto the ILS, the standard altitude to clear for the approach is 1600ft.

Approach clearance - 03L/R

> Due to the proximity of the approach path to restricted areas in central Bangkok, the approach involves various waypoints before the localizer and glideslope. **Please review the chart and ensure you select the approach correctly.**
> ILS Z 03L: DOTLI -> KAGET -> BONDU -> LURPO -> BD310 -> RW03L

The terminating waypoint of 03L/R STARs is DOTLI. For the ILS Z approach, it is important that you choose VIA DOTLI in your flight management computer. The controller will **not** vector you onto the localizer.

In real life, it is common for aircraft to be vectored, given a "direct to" instruction to BONDU, then cleared for the ILS Z approach from there.

Speed control

To facilitate traffic flow, ATC may issue speed instructions such as follows:

NOK AIR 125, speed 160 knots or greater until 6 miles final

Landing

On first contact with Tower, state your callsign and arriving runway. You will be given the weather information, and if there is no preceding traffic for the runway, you will be cleared to land.

For civil traffic, if landing on 21L/R, vacate to the right, and vice versa if landing on 03L/R.

Please ensure you vacate the runway completely. Additionally, with instructions, please turn onto the assigned taxiway without stopping at the runway exit.

If you have a particular stand in mind, please inform Ground on initial contact.

VFR flights

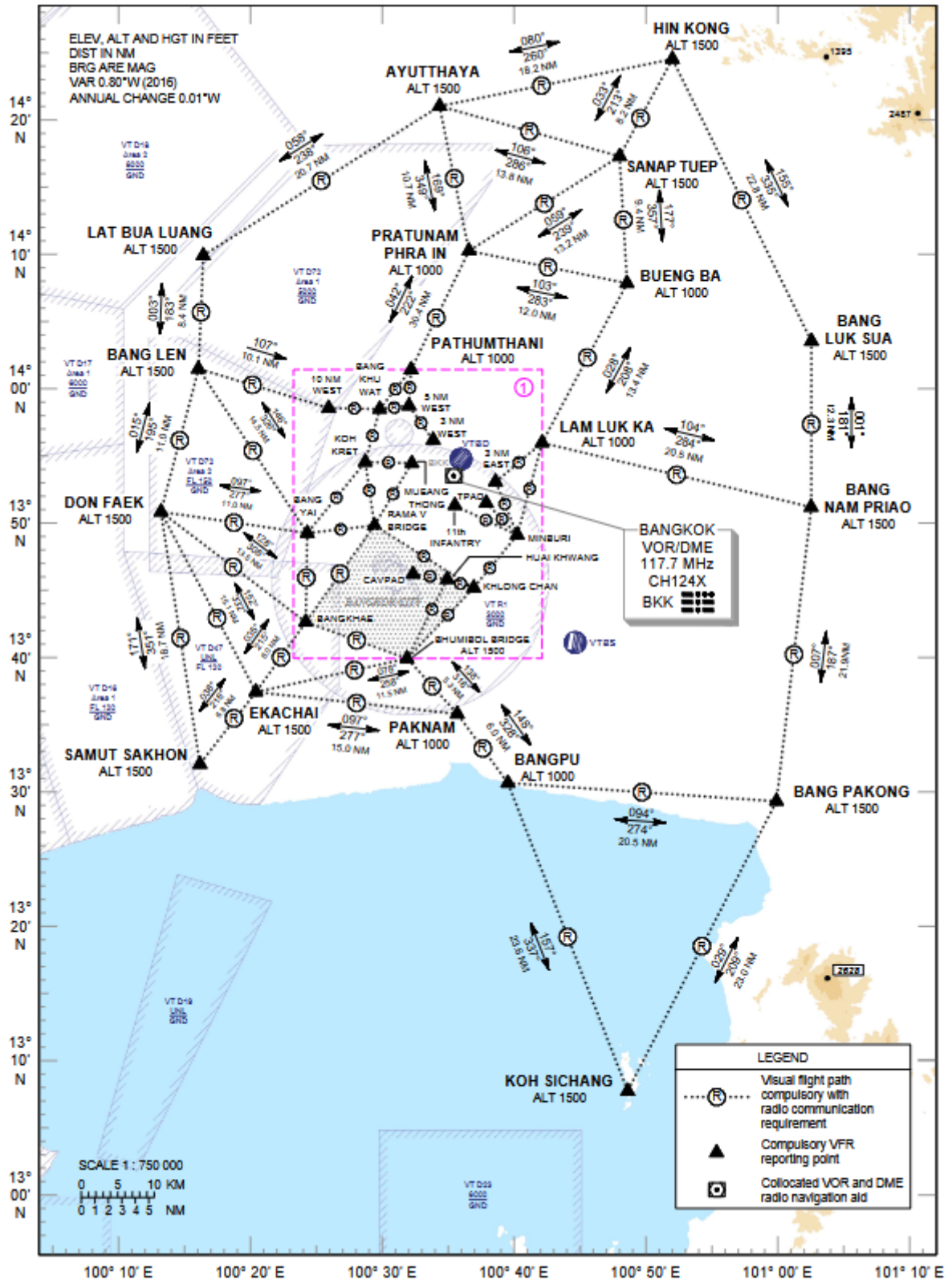
In real life, VFR flights to/from Don Mueang can be seen almost every day - both civil and military VFR traffic are present at the airport.

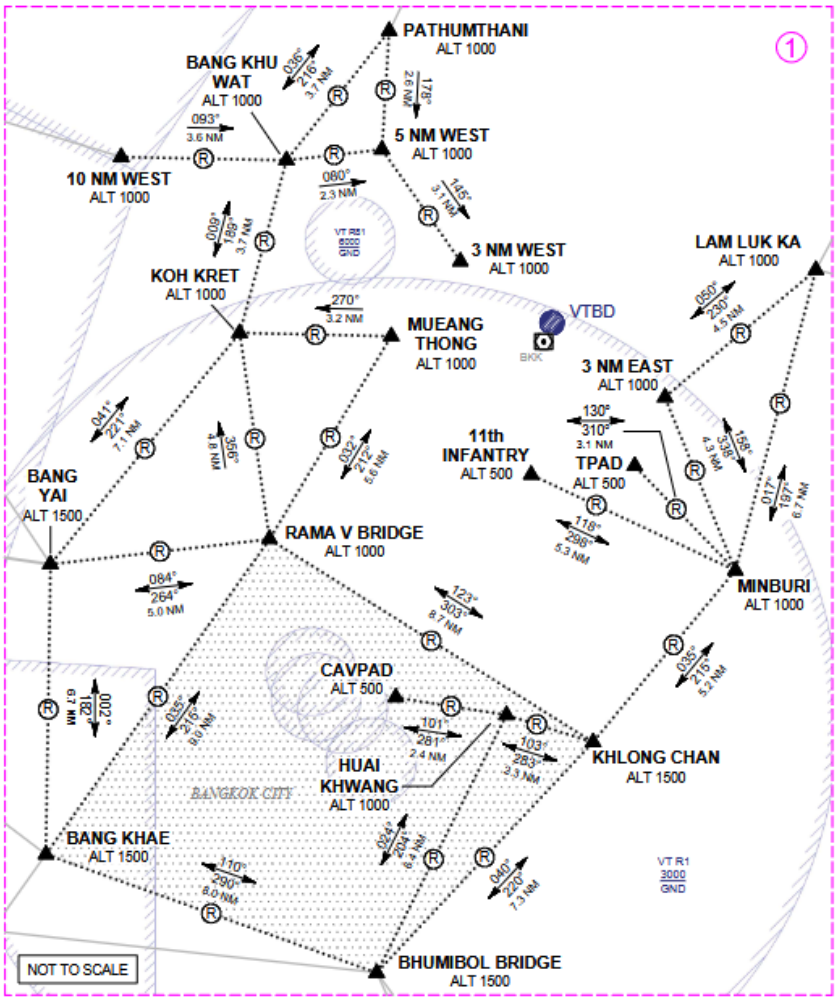
Controlled airspace

- Don Mueang Aerodrome Traffic Zone - a circle of 5nm radius around VTBD, SFC-2,000ft
- Bangkok Control Zone - a circle of 35nm radius around VTBD, SFC-11,000ft
- Bangkok Terminal Control Area - a circle of 50nm radius around VTBD, 3,000ft-FL160

Reporting points

Map of reporting points





Usually aircraft departing west will be asked to report over Mueang Thong, while aircraft departing east will be asked to report over 3 NM East.

ATC clearance

Initial contact will be with Ground (or higher station covering). Request VFR clearance from Ground.

Closing remarks

If you do not understand any instructions on frequency, please do not hesitate to ask for clarification! Our controllers are here to assist you.

Any constructive feedback (no matter positive or negative) for our controllers can be submitted at this page.

Thank you for reading this pilot briefing and we sincerely hope you enjoy your flight to/from Don Mueang Airport!

Banner photo: Nopparuj Lamaikul on Unsplash

VTSP - Phuket International Airport

Overview

Phuket Airport (VTSP) is an airport located within the island and the southern province of Phuket, Thailand. It is the third-busiest airport in Thailand and plays a major role as the gateway to tourism within the island. The airport also serves business aviation flights.

ATC frequencies

Identifier	Radio Callsign	Frequency	Remarks
VTSP_DEL	Phuket Delivery	118.550 MHz	
VTSP_GND	Phuket Ground	121.900 MHz	
VTSP_TWR	Phuket Tower	118.100 MHz	
VTSP_APP	Phuket Approach	124.700 MHz	

Identifier	Radio Callsign	Frequency	Remarks
VTSP_F_APP	Phuket Arrival	120.700 MHz	Arrivals below 7000ft
VTSP_ATIS	-	128.000 MHz	

Gates

At Phuket, there is one passenger terminal, one cargo terminal, and also a private jet terminal.

Domestic flights

- Gate 4-10

International flights

- Gate 11-15
- Remote stands

Cargo flights

- Gate 1-3

Private flights

- Gate 51-54 (private jet terminal)

Preferential runway system

> The runway in use on VATSIM does not necessarily follow what is used in real life all the time for various reasons, including but not limited to traffic, controller discretion, etc.

Because only runway 27 is equipped with ILS, it is prioritized until the tailwind for the runway exceeds 5 knots or more.

Transition Altitude & Transition Level

For all airports in Thailand, the transition altitude is 11,000ft and the transition level is always FL130.

Departing flights

IFR Clearance

On initial contact, state stand number and received ATIS.

□□✈	Phuket Delivery, sawasdee krub, THAI 123, information B, gate 6, requesting IFR clearance to Suvarnabhumi
□□	THAI 123, Delivery, sawasdee krub, cleared to Suvarnabhumi via EMRIT1B departure flight plan route, runway 27, initial climb 5000ft, expect FL330, squawk 7125

> The standard initial climb altitude for all departures is 5,000ft; however, ATC may give a different altitude.

Pushback

Pushback instructions will include the direction for the nose to face.

□□✈	Phuket Ground, sawasdee krub, THAI 123, gate 6, requesting push and start
□□	THAI 123, Phuket Ground, sawasdee krub, push and start approved, facing east

If the pushback is not approved straight away, a reason will be given by the controller.

Taxi

Depending on your departure runway, your taxi instructions will be given accordingly.

Runway 27 construction

In real life, as of May 2024, the taxiway parallel to runway 27 has been extended to the full length of the runway, thus backtracking would not be required anymore. However, most sceneries have not been updated, thus holding point G will be used.

If you require **backtracking**, please inform the Ground controller as soon as convenient so that planning can be done.

Departure

> All speed and level restrictions apply unless explicitly cancelled by ATC!

Upon first contact with the departure frequency, state your altitude passing and assigned SID.

□□✈	Phuket Approach, THAI 123, passing 1300ft for 5000ft, EMRIT1B departure

You will be identified and given further climb instructions when appropriate. Do not climb above initial climb altitude (usually 5,000ft) until assigned otherwise.

Subsequently, when nearing 11,000ft, you will be handed off to enroute ATC (Bangkok Control) if online.

Arriving flights

During cruise, you will be cleared for an appropriate STAR for the active runway(s). When nearing top of descent, inform the controller that you are ready for descent if instructions have not yet been given.

When nearing FL130, you will be handed off to Phuket Approach if online.

Descent

All STARs have speed and level restrictions. You must follow them unless explicitly cancelled by ATC, or if instructions were given at a time where it is impractical to meet those restrictions.

☐	THAI 123, descend via STAR 5000ft QNH 1013, no restrictions *All speed and level restrictions on the STAR are cancelled. You still have to maintain 250kts or less below 10,000ft*
☐	THAI 123, descend via STAR 5000ft QNH 1013, cancel level / altitude restrictions *Only level restrictions on the STAR are cancelled, speed restrictions remain*
☐	THAI 123, descend via STAR 5000ft QNH 1013, cancel speed restrictions *Only speed restrictions on the STAR are cancelled, level restrictions remain. 250 kts or less below 10,000ft still applies*
☐	THAI 123, direct BARON *All restrictions for waypoints **before** BARON are cancelled. You still have to maintain 250kts or less below 10,000ft*

If traffic levels are low, you may be given "direct to" instructions to shorten the track miles to landing, or told by ATC to expect shortcuts.

Approach Clearance - 27

Typically, ILS approach is used for runway 27. Alternatively RNP Z also can be used.

> The localizer for the ILS Z of runway 27 has an offset of 1.4 degrees. This means you will need to line up with the runway manually, autoland is not permitted!

Approach clearance – 09

In most cases the approach clearance for runway 09 will be the RNP Z approach.

Speed control

To facilitate traffic flow, ATC may issue speed instructions such as follows:

□□	THAI 123, speed 160 knots or greater until 6 miles final

Landing

On first contact with Tower, state your callsign and arriving runway. You will be given the weather information, and if there is no preceding traffic for the runway, you will be cleared to land.

Unless you are business jet traffic, vacate to the south side of the runway.

Please ensure you vacate the runway completely. Additionally, with instructions, please turn onto the assigned taxiway without stopping at the runway exit.

If you have a particular stand in mind, please inform Ground on initial contact.

Closing remarks

If you do not understand any instructions on frequency, please do not hesitate to ask for clarification! Our controllers are here to assist you.

Any constructive feedback (no matter positive and negative) for our controllers can be submitted at this page.

Thank you for reading this pilot briefing and we sincerely hope you enjoy your flight to/from Phuket International Airport!

Banner photo: Oleksandr Voloshchenko on Unsplash

Changes to Suvarnabhumi (VTBS) on 3 October 2024

Overview

On 3 October 2024, Suvarnabhumi Airport will be opening the third runway for operations. Consequently, there are multiple changes that will be implemented as a result:

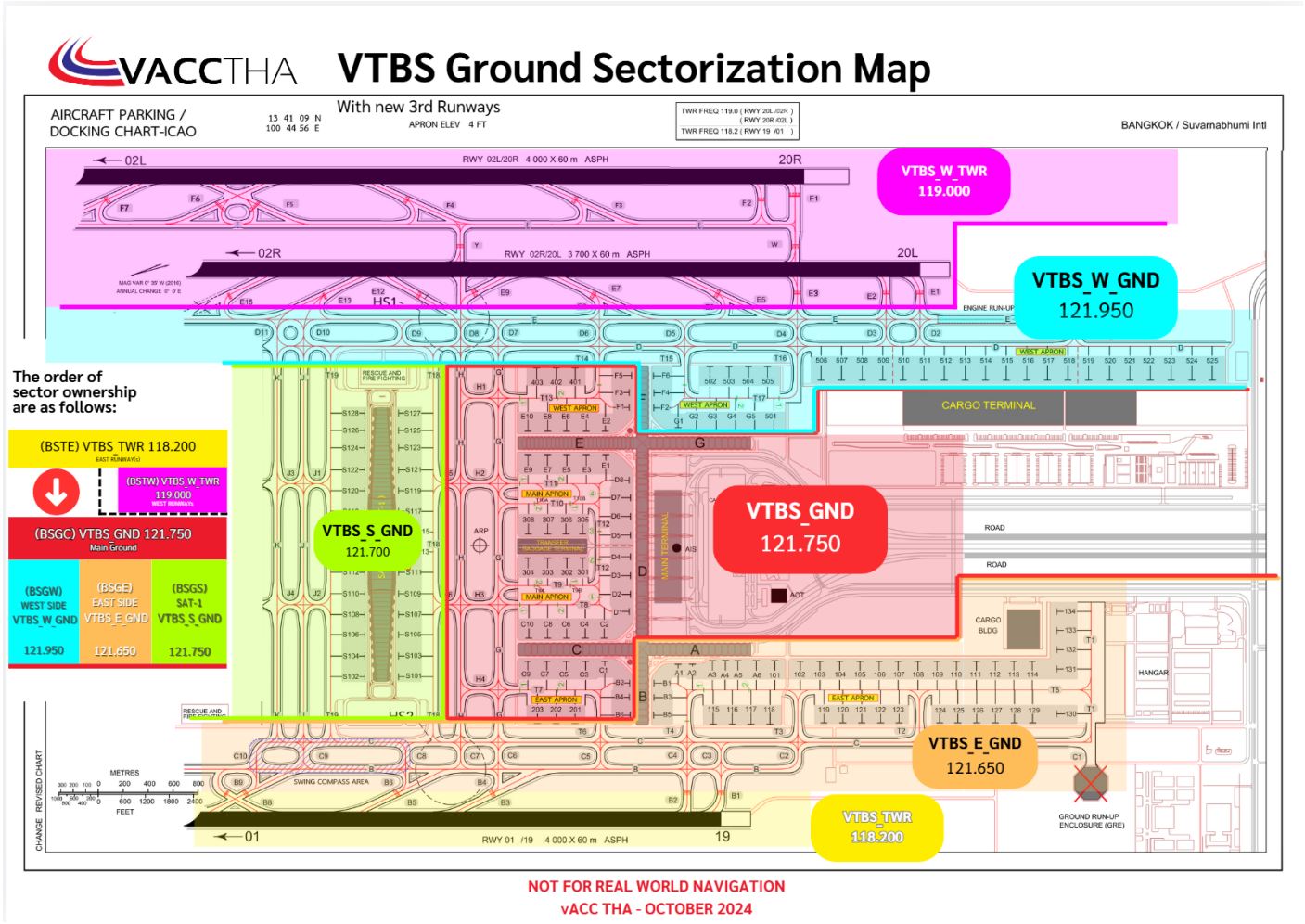
New runway designations

The designation of the runways will be changed.

Old	New
- (not exist)	Runway 02L/20R
Runway 01L/19R	Runway 02R/20L
Runway 01R/19L	Runway 01/19

> **AIP:** There are three runways at Suvarnabhumi International Airport. When all runways are available, the operations of parallel runways are as follows:
>
> 9.1 South Flow (Runway 19, Runway 20)
>
> - Runway 19 is used for departures and arrivals
> - Runway 20L is used for departures
> - Runway 20R is used for arrivals
>
> 9.2 North Flow (Runway 01, Runway 02)
>
> - Runway 01 is used for departures and arrivals
> - Runway 02R is used for departures
> - Runway 02L is used for arrivals

Taxiways associated with 3rd runway



They will be controlled by VTBS_W_TWR (or VTBS_TWR if W offline). Explicit runway crossing clearance is required.

> **AIP:** After landing runway 02L/20R, aircraft are not to stop on rapid exit taxiway to awaiting instructions from ATC, but should continue taxi via the following taxi procedures, unless otherwise instructed by ATC.
>
> 6.9.3.1 Runway 02L: All landing aircraft should continue taxi to TWY F and W then hold short of RWY 02R. Remain on the TWR FREQ (119.0 MHz). Explicit runway crossing clearance required.
>
> 6.9.3.2 Runway 20R: All landing aircraft should continue taxi to TWY F and Z then hold short of RWY 20L. Remain on the TWR FREQ (119.0 MHz). Explicit runway crossing clearance required.

New ground frequency

New ground frequency **121.700** for Satellite 1 terminal (not available on VATSIM yet). See above.

Existing ones unchanged.

New SID and STARs

3.1 Aircraft departing from Suvarnabhumi International Airport will normally be assigned the RNAV SIDs detailed as in the table and additional information in VTBS AD 2.24.

OUTBOUND ROUTES	SIDs NAME	SID VTBS											
		JET						PROPELLER					
		20R	02L	20L	02R	19	01	20R	02L	20L	02R	19	01
A1, Y14	SELKA	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
Y16	LIPLI	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
G474, L880	DOSBU	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
B204, N506, R468	GOMES	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
N891	RYN	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
R201, M904, Y11	BUT	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1Q	1T	1U
M757	KASNI	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1Q	1T	1U
A464, M751, W19	REGOS	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1Q	1T	1U
G458	UKERA	1E	1F	1G	1H	1J	1K						
	HOTEL							1P	1Q	1R	1Q	1T	1U
W31	HHN	1E	1F	1G	1H	1J	1K						
	HOTEL							1P	1Q	1R	1Q	1T	1U
Y8	VANKO	1E	1F	1G	1H	1J	1K						
M502	BONVO	1E	1F	1G	1H	1J	1K						
L301	PASTO	1E	1F	1G	1H	1J	1K						
G463, P646	TARED	1E	1F	1G	1H	1J	1K						
L507	NUNLI	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
Y6	TANGO	1E	1F	1G	1H	1J	1K						
A464	SEMBO	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
W9	TL	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
B346, W21, W39	NOBER	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
R474	ALBOS	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U

3.2 Aircraft arriving at Suvarnabhumi International Airport will normally be assigned the RNAV STARs detailed as in the table and additional information in VTBS AD 2.24.

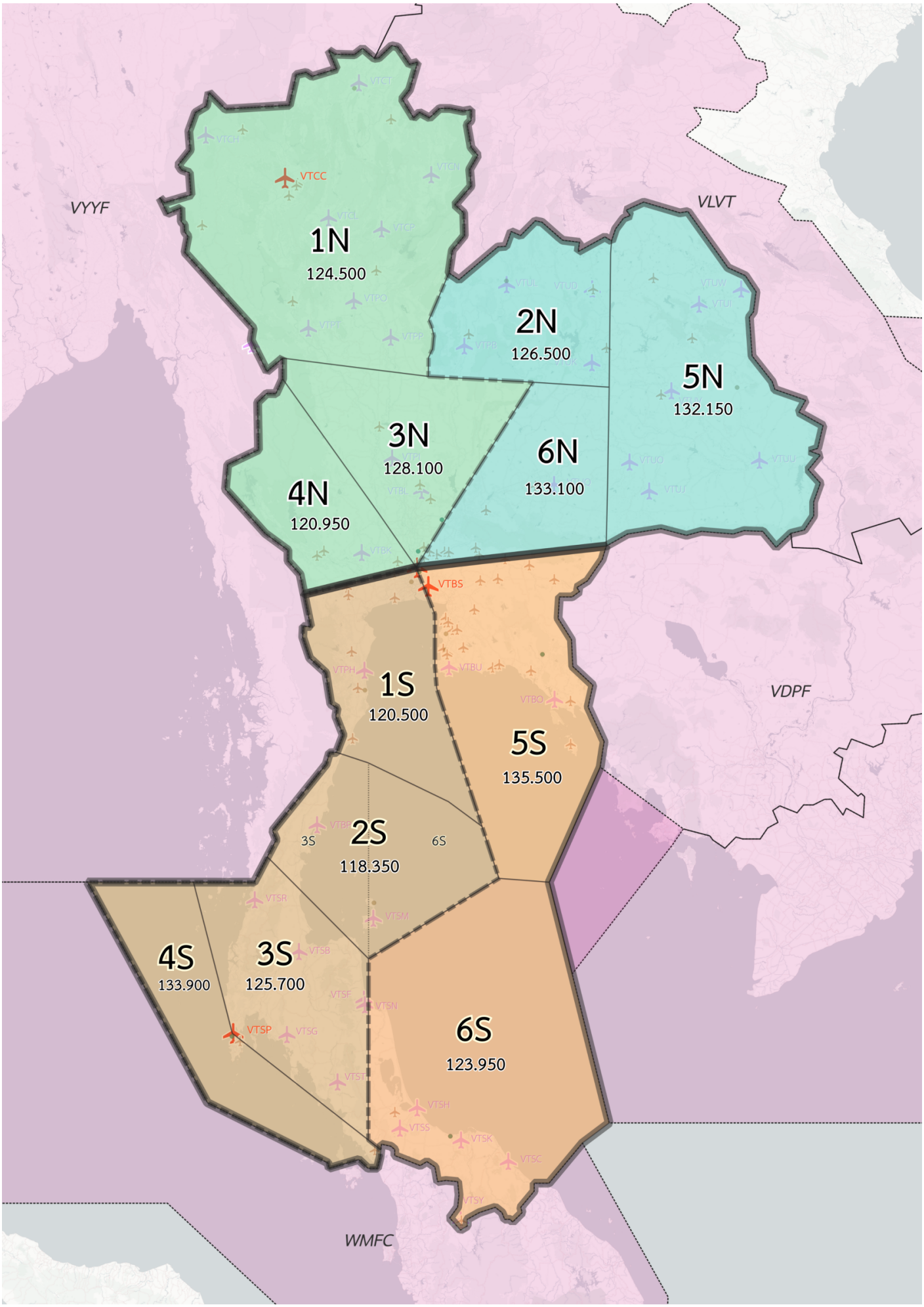
INBOUND ROUTES	TRANSITION WAYPOINT	STAR VTBS	
		19/20L/20R	01/02L/02R
W1, Y1, Y2	UBLOD	EASTE 1C	EASTE 1D
Y13	RUKSA		
G474, L880	ANREN	TUMGA 1C	TUMGA 1D
M633	DULEM		
N506, R468	GOMES		
P629	NUGPA		
N891	RYN		
Y12	ALEMI		
R201	BUT		
A464, M751, W19	GUTSO	LEBIM 1C	LEBIM 1D
M769, Y98	SURMA		
G458, W31, Y99	HOTEL		
M502	BONVO	WILLA 1C	WILLA 1D
L301	PASTO		
L524	IBETO		
G463, P646	TARED		
L507	IGONI		
A464	SEMBO	NORTA 1C	NORTA 1D
W9, Y7	TL		
B346, W21, W39	NOBER		
R474	ALBOS		

VTBB | Bangkok FIR Subsector

Overview

Bangkok FIR (Flight Information Region) is basically the airspace that belong to Kingdom of Thailand. The FIR can be split into subsector to reduce ATC Workload for the following information.

> Thai Language available in pdf file below, **?????????????????????????? PDF**.
> B1-VTBB Subsector map.pdf.


VYYF
VLVT
VDPF
WMFC
VTCC
VTBS
1N
124.500
2N
126.500
3N
128.100
4N
120.950
5N
132.150
6N
133.100
1S
120.500
2S
118.350
3S
6S
4S
133.900
3S
125.700
5S
135.500
6S
123.950

The priority of frequency shall be follow by top-down configuration on the following table.