

# TRAINING GUIDE



**KHOK KATHIAM AIR FORCE BASE**

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**CHAPTER 1**  
**AERODROME STATUS**  
**KHOK KATHIAM AIR FORCE BASE**

- 1.1 Location indicator** : VTBL
- 1.2 Aerodrome elevation** : 133 ft. (35.72 m.)
- 1.3 Coordinates** : Lat 145228.7N  
: Long 1003948.2E
- 1.4 OPR** : 2300 -1100 daily or on request
- 1.5 Runway**
- RWY 16/34 dimension : 2200 x 45 m (7,250 x 150 ft )  
asphaltic concrete
  - RWY 05/23 dimension : 1340 x 45 m (4,400 x 150 ft )  
concrete
  - RWY 16/34 PCN : 38/F/D/Y/T
  - RWY 05/23 PCN : 35/R/C/W/T
- 1.6 Stopway (over run)**
- RWY 05/23 Dimension 150 x 750 ft. (45 x 225 m.)
- 1.7 Taxiway**
- Parallel TWY A : 1340 x 30 m. (PCN 11/F/D/Y/T)
  - Parallel TWY B : 900 x 25 m. (PCN 35/R/C/W/T)
  - TWY C, D, E : 24 m. (PCN 35/R/C/W/T)
  - TWY F, G : 59 x 23 m.
- 1.8 Apron**
- 201 SQDN base operations : 700 x 100 m.
  - 202 SQDN
  - 203 SQDN : 250 x 80 m. (PCN 35/R/C/W/T)
- 1.9 Lighting**
- Aerodrome beacon (on the top of control tower), threshold, runway, taxiway, PAPI
- 1.9.1 PAPI RWY 16/34
- On left sides of RWY 16/34 base on 3 degrees glide slope distance 300 m from THR RWY 16/34

*Remark* : Final approach RWY 34 due to high mountain on the right of the approach direction approximate 1.5 NM from runway threshold facilities performance unusable beyond 1.5 NM and should be used for day time and left traffic pattern only

#### 1.9.2 PAPI RWY 05/23

On left sides of RWY 05/23 base on 3 degrees glide slope distance 200 m from THR RWY 05/23

*Remark* : Final approach RWY 23 due to mountain on the right of the approach direction approximate 2.5 NM from runway threshold facilities performance unusable beyond 2.5 NM and should be used for day time and right traffic pattern only.

### 1.10 Navigation aids

- **NDB** (1452.3N 10039.3E)
  - Frequency : 280 KHz
  - Ident : LB
  - OPR : 2300 - 1100 daily or on request.
- **TACAN** (145234.33N 1003935.49E)
  - Frequency : 115X
  - Ident : LOB
  - OPR : 2300 - 1100 daily or on request.
- **ILS /DME** (145246.56N 1004007.78E)
  - LLZ : 108.3MHz
  - GP/DME : 334.1 MHz CH 20X
  - Ident : I LOB
  - OPR : 2300 - 1100 daily or on request.

### 1.11 Radio communications

- GND : 121.75, 257.8 MHz
- TWR : 122.6, 238.6 MHz
- Emergency : 121.5, 243.0 MHz

**1.12 Aircraft arresting system** : NIL

**1.13 Transition altitude/level** : NIL

**1.14 Fuel services** : JP8 , Octane 100/130

**1.15 Controlled airspace (class D)**

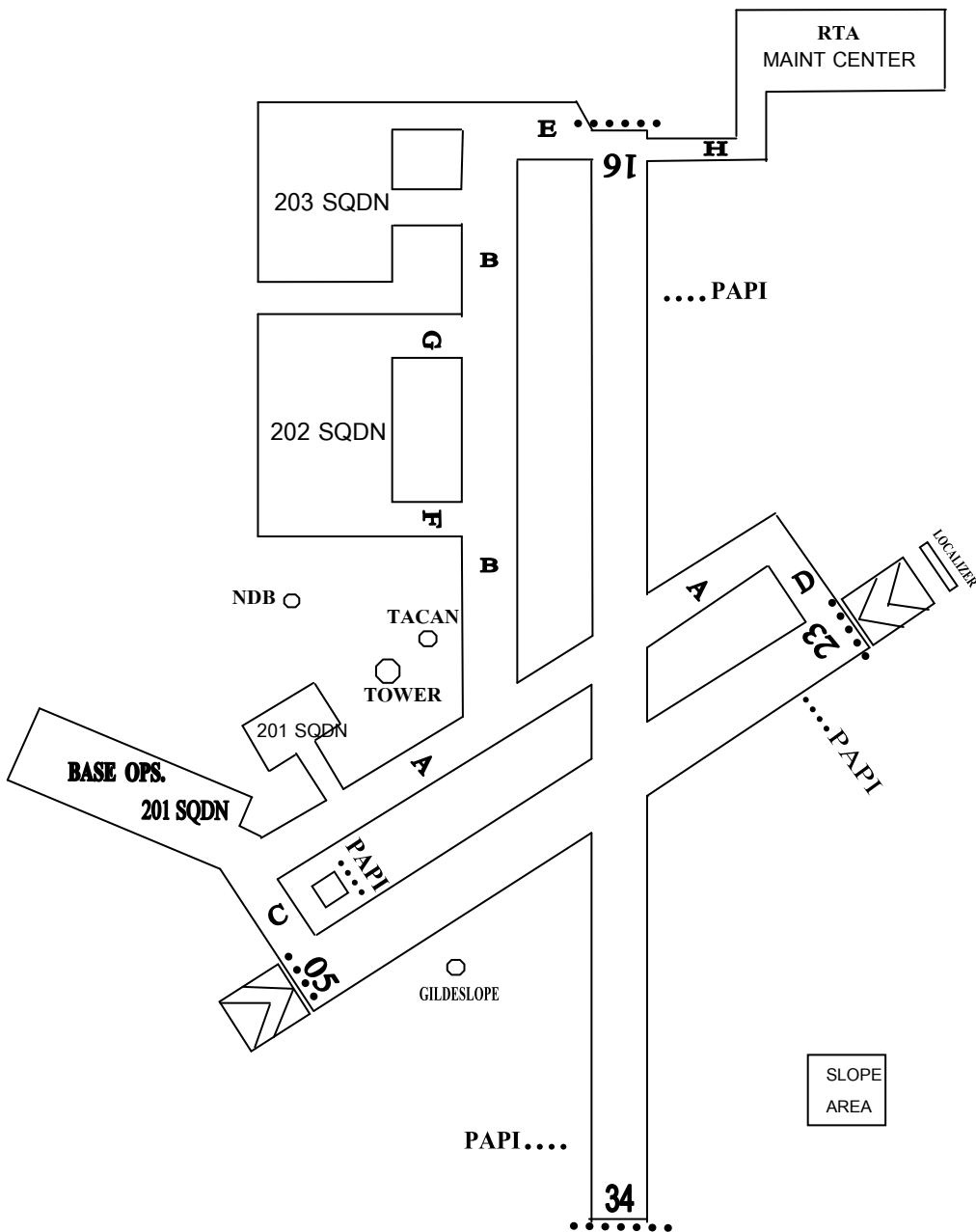
- Control zone : 12 NM radius center of 145228.7N 1003948.2E  
ALT. from ground up to 5,500 FT AGL. excluding Saphannak  
aerodrome traffic zone.

**1.16 An airway crossed the aerodrome.**

- W21 BKK/VOR - NOBER
  - Lower limit/upper limit FL100/FL460
  - B346 BKK/VOR - NOBER
  - Lower limit/upper limit FL100/FL460
-

# KHOK KATHIAM AIRFIELD DIAGRAM

LAT 145228.7 N LONG 1003948.2 E

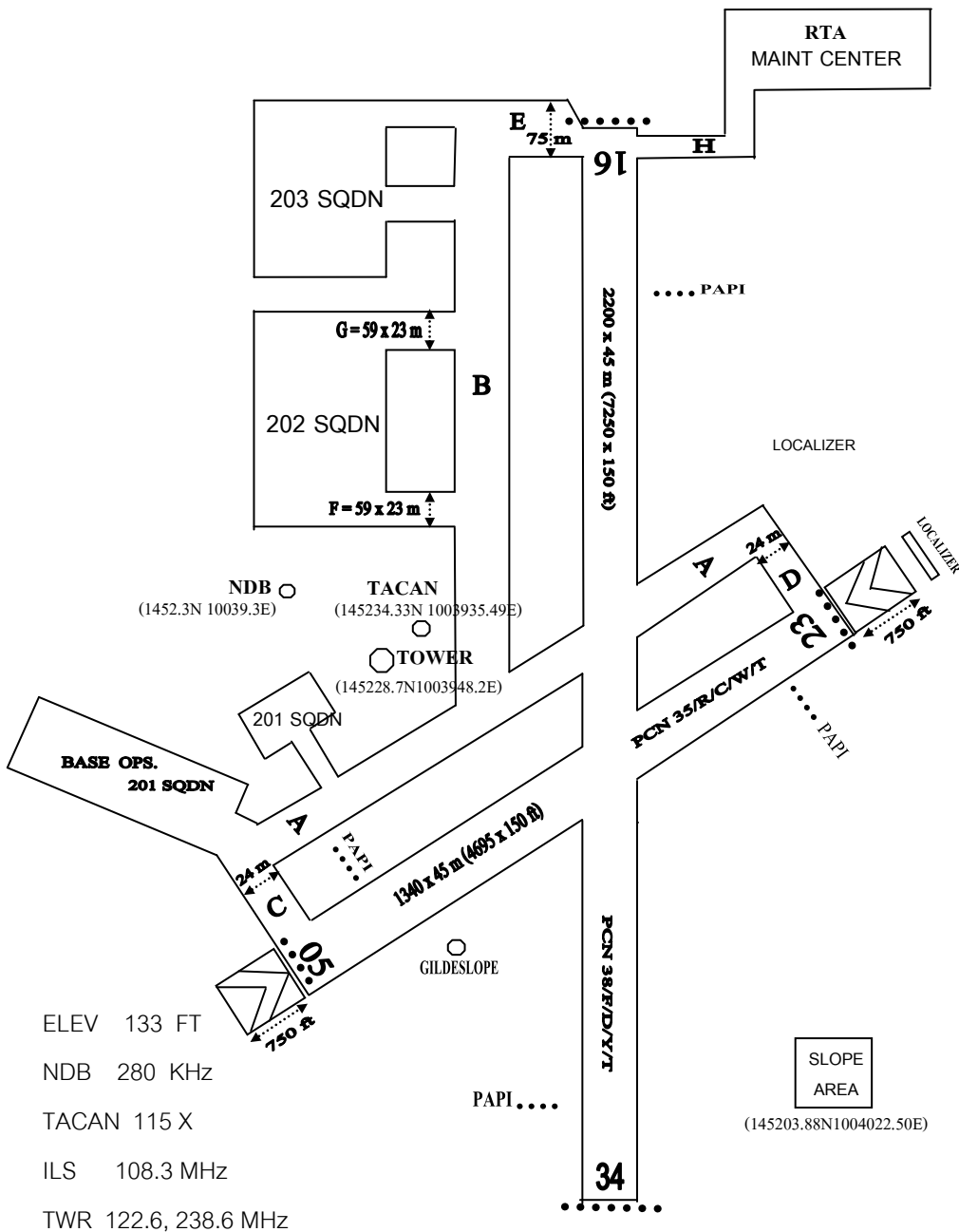




# KHOK KATHIAM RWY & TWY DIAGRAM



### KHOK KATHIAM RWY & TWY DIAGRAM



## CHAPTER 2

### LOCAL TRAFFIC REGULATIONS

#### 2.1 VFR flight

##### 2.1.1 By Day (Sunrise/Sunset)

- unless otherwise specifically authorized VFR flights shall not be permitted to land/take-off at Khok kathiam aerodrome when weather conditions as reported by ground observer are less than.

Ground visibility : 5 km or

Ceiling : 450 m (1 500 ft)

- Except for the helicopters may be permitted to operated when the flight visibility are less than 1.5 km if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

##### 2.1.2 By Night (Sunset/Sunrise)

VFR flights shall not be operated in the night time unless otherwise specifically authorized only.

##### 2.1.3 At all time as authorized

VFR flight within the Khok kathiam aerodrome traffic zone and local flights in VTD31 shall be conducted so that the aircraft maintain flight visibility and distance from cloud equal to of greater than.

Flight visibility - 8 km when at and above 3 050 m (10 000 ft)

- 5 km when below 3 050 m (10 000 ft)

Distance from cloud - 1 500 m horizontally

and 300 m (1 000 ft) vertically

##### 2.1.4 No authorization for special VFR flights.

#### 2.2 VFR departure procedures

2.2.1 after take-off, aircraft shall continue climbing straight ahead until passing the departure end of runway unless safety or when specifically authorized by the control tower.

RMK/ Fix wings shall start turn when passing 500 ft

Helicopter shall start turn when passing 200 ft

2.2.2 Take-off from RWY 16 shall right turn for leaved traffic.

2.2.3 Take-off from RWY 34, RWY 05 shall left turn for leaved traffic.

2.2.4 Take-off from RWY 23 shall left or right turn as pilot requested.

2.2.5 VFR departure to others aerodrome

2.2.5.1 Aircraft shall be reported of their the following information to the control tower prior to taxi for departure.

- aircraft call signs
- type of aircraft
- Destination
- Cruising level
- Radial outbound or Route
- Transponder code
- Intention of the pilot if necessary

2.2.5.2 Aircraft shall be reported to the control tower when passing 12 NM or 5500 ft. which is earlier.

2.2.6 VFR departure to VTD31 (local flight)

2.2.6.1 After departure climbing to 5 NM West of the airfield at an altitude 1500 ft. (500 ft. for Helicopter) initially then proceeding to area 1 (GND - 5500 ft.)

2.2.6.2 After departure, climbing to Lima point (about 5nm south of the airfield) at an altitude 1500 ft. (500 ft. for Helicopter) initially then proceeding to area 2, area 3 and area 4 (GND - 5500 ft.)

2.2.6.3 All aircrafts are operating in VTD31 should be reported altitude and the words “operation normal” every 30 minutes to the control tower for traffic advised.

## **2.3 IFR flight**

### 2.3.1 Start-up procedure

a) IFR aircrafts make initial contact to Khok kathiam tower to request ATC clearance and Start-up clearance.

b) Pilots shall inform Khok kathiam tower of the call sign and proposed flight level if it is different from the flight plan prior to request ATC clearance.

### 2.3.2 IFR departure procedure

- a) No SID for IFR aircraft
- b) After take-off, climb to flight plan route or as directed by ATC.

## 2.4 Reporting points for VFR flight

2.4.1 Arriving aircraft shall report to the control tower of their call sign, type of aircraft, point of departure, position, altitude, track or intention of the pilot before Estimate Time of Arrival (ETA) about 10 minutes or at least 15 NM from aerodrome.

2.4.2 Aircraft are entering to land from north of Khok kathiam aerodrome, shall be reported over amphure Banmi, designated as **BRAVO point** (150230N 1003230E) which is approximately 12 NM on RDL 325 of LB NDB not below altitude 2000 ft. (1000 ft. for Helicopter) then proceeding to Ban Khok kathiam, designated as **KILO point** (145359N 1003537E) 4 NM on BRG 290 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) the aircraft will be instructed to join aerodrome traffic circuit accordingly.

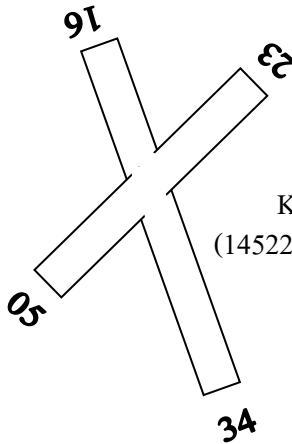
2.4.3 Aircrafts are entering to land from East and South east of Khok kathiam aerodrome, shall be reported over amphure Phapudthab at designated as **PAPA point** (144300N 1004730E) which is approximately 13 NM on BRG 140 of LB NDB altitude not below 2000 ft. (1000 ft. for Helicopter) then proceeding to Lopburi province designated as **LIMA point** (144758N 1003803E) 5 NM on BRG 196 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) when reaching LIMA point the aircraft will be instructed to join aerodrome traffic circuit accordingly.

2.4.4 Aircrafts are entering to land from south of Khok kathiam aerodrome shall be reported over Lopburi province designated as **LIMA point** (144758N 1003803E) which is approximately 5 NM on BRG 196 of LB NDB altitude 2000 ft. (1000 ft. for Helicopter) when reaching LIMA point the aircraft will be instructed to join aerodrome traffic circuit accordingly.

**VFR REPORTING POINTS**

**B** (150230N 1003230E)  
12 NM BRG 325

**K**  
**KILO**  
(145359N 1003537E)  
4 NM BRG 290



Khok kathiam  
(145228.7N 1003948.2E)

**L**  
**LIMA**  
(144758N 1003803E)  
5 NM BRG 196

**P**  
**PAPA**  
(144300N 1004730E)  
12 NM BRG 141

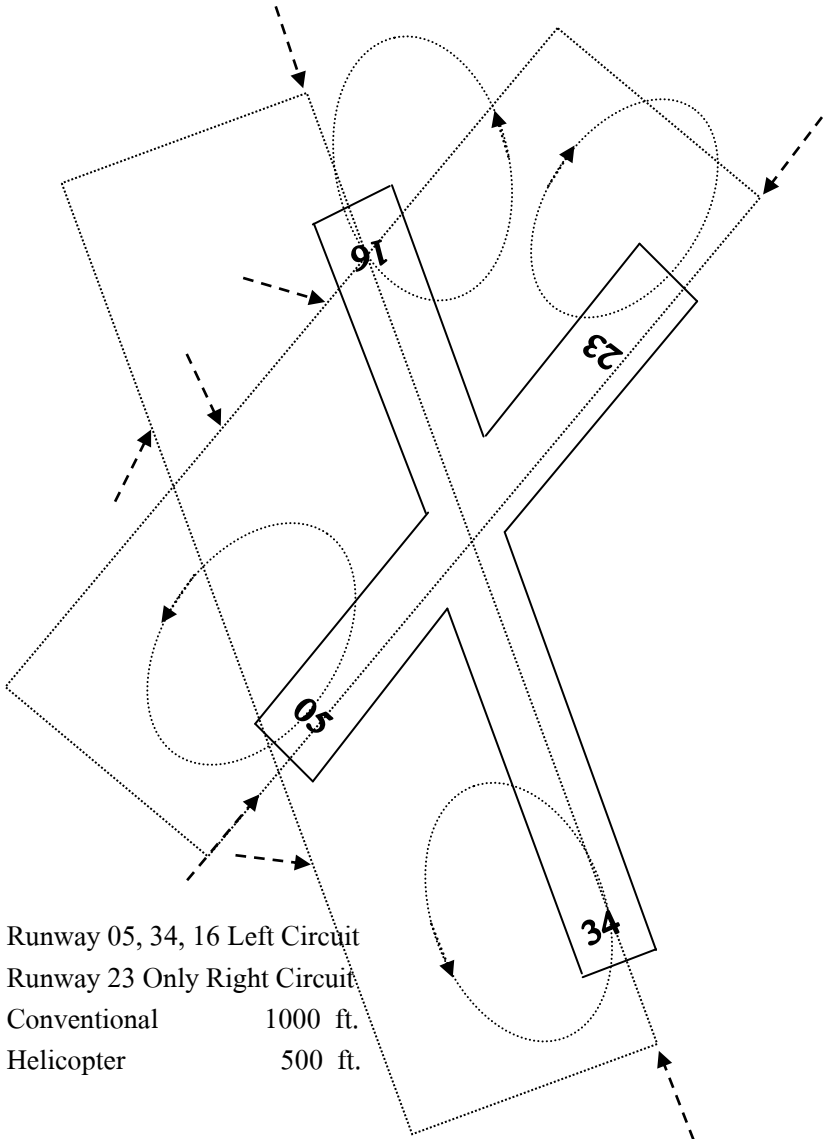
**2.5 Aerodrome Traffic Pattern**

- Conventional = 1000 ft.
  - Helicopter = 500 ft.
- a. Using runway 16 by entering right traffic circuit.
  - b. Using runway 34 by entering left traffic circuit.
  - c. Using runway 05 by entering left traffic circuit.
  - d. Using runway 23 by entering right traffic circuit.

## 2.6 Overhead approach pattern

- Using runway 16 by left turn pattern.
- Using runway 34 by left turn pattern.
- Using runway 05 by left turn pattern.
- Using runway 23 by **right** turn pattern.

### AERODROME TRAFFIC PATTERN DIAGRAM



Note.- Traffic pattern shown in diagram , The unlighted a range of high mountains approximately the west to NNW, 1.4 NM and the north to SSE, 1.8 NM from the runway intersection of Khok kathiam constitutes a hazard to VFR operation.

## **2.7 Simulated emergency by helicopters**

The helicopters shall be simulated emergency conditions on the runway in use only. Except for safety reason the pilot shall operate on taxiway, if necessary. There are as followed;

- 2.7.1.1 Simulated single emergency failure.
- 2.7.1.2 Simulated hydraulic system failure.
- 2.7.1.3 Simulated fuel control unit failure.
- 2.7.1.4 Simulated tail rotor failure.
- 2.7.1.5 Simulated forced landing.
- 2.7.1.6 Simulated run on running landing.
- 2.7.1.7 Simulated basic auto rotation.
- 2.7.1.8 Simulated hovering auto rotation.

## **2.8 Submission of a flight plan**

a) A flight plan shall be submitted to the control tower or base operations at least sixty minutes before departure.

b) In the even of a delay of 30 minutes in excess of the estimated off block time for any flight. The flight plan shall be automatically cancelled unless the estimated time of departure is revised by notification of the pilot in command or designated representative.

## **2.9 Radio communication failure**

### 2.9.1 Departing aircraft

2.9.1.1 Aircraft will not be permitted to take - off unless two - way communication can be maintained with the control tower.

2.9.1.2 If an aircraft experiences radio communications failure after departure, the pilot will follow the procedures for VFR in the table of cruising altitudes. (Track from 000° – 179° = ODD thousand + 500 ft. and 180° – 359° = EVEN thousand + 500 ft.)



## 2.9.2 Arriving aircraft

### Day time

- a) Operated transponder mode A code 7600
- b) Report their position, distance, heading, altitude and departure point when approaching about 15 NM or at least 10 minutes before estimated time arrival from aerodrome by transmitting in the blind.
- c) Observe the direction of traffic in the pattern and enter downwind with the flow of traffic.
- d) Make a low approach between the runway and taxiway at an altitude 1000 ft. (500 ft. for helicopters) and rock the wings of the aircraft.
- e) Re-enter downwind leg and observe light signals pyrotechnic or signals light gun from the control tower.

### Night time

- a) Operated transponder mode A code 7600
- b) Report their position, distance, heading, altitude and departure point when approaching about 15 NM or at least 10 minutes before estimated time arrival from aerodrome by transmitting in the blind.
- c) Observe the direction of traffic in the pattern and enter downwind with the flow of traffic.
- d) Make a low approach between the runway and taxiway at an altitude 1000 ft. (500 ft. for helicopters) and rock the wings of the aircraft and flashing on and off landing light for 3 times except for the helicopters by flashing on and off search light for 3 times.
- e) Re-enter downwind leg and observe light signals pyrotechnic or signals light gun from the control tower.

## 2.9.3 Acknowledgement by an aircraft

- a) When in flight :
  - 1) during the hours of daylight:
    - by rocking the aircraft's wings;

Note.- This signal should not be expected on the base and final legs of the approach.

2) during the hours of darkness:  
 - by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

b) When on the ground:

1) during the hours of daylight:

- by moving the aircraft's ailerons or rudder;

2) during the hours of darkness:

- by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

## **2.10 The instrument approach procedures.**

2.10.1 In IMC no landing

2.10.2 In VMC make visual approach and follow ATC instruction.

## **2.11 The instrument approach procedures (for training only)**

2.11.1 **NDB (RWY 34)**

- Initial approach level = 4000 ft.
- Inbound/Outbound track = 360/180 degrees

The aircraft should be instructed to report the following elements of information respectively after it has been cleared for NDB approach

- over NDB 4000 ft
- Leaving 4000 ft.
- Completed procedure turn inbound
- Runway in sight for visual approach landing.

Missed approach procedure

- at NDB climb on runway heading until 3000 ft return to NDB and hold.

### 2.11.2 TACAN RWY 05 (for training only)

The aircraft should be instructed to report the following elements of information respectively after it has been cleared for TACAN approach.

- Over MOKON 4000 ft (MOKON is RDL280/10DME)
- Initial approach level = 4000 ft.
- Inbound/Outbound track = 100/280 degrees
- Leaving 4000 ft
- Intercepted RDL 218 at 2000 ft
- Final approach fixed 4 NM at 1400 ft
- Runway in sight

#### Missed approach procedure

- At 1 DME climb on heading 350 until 2000 ft within 10 DME from LOB and turn left direct to MOKON and hold, or as directed by ATC.

### 2.11.3 TACAN RWY 16 (for training only)

The aircraft should be instructed to report the following elements of information respectively after it has been cleared for TACAN approach.

- Over MOKON 4000 ft (MOKON is RDL280/10DME)
- Initial approach level = 4000 ft.
- Inbound/Outbound track = 100/280 degrees
- Leaving 4000 ft
- Intercepted RDL 350 at 1900 ft
- Final approach fixed 3 NM at 1100 ft
- Runway in sight

#### Missed approach procedure

- At 1DME climb on heading 190 until 2000 ft within 10 DME from LOB and turn right direct to MOKON and hold, or as directed by ATC

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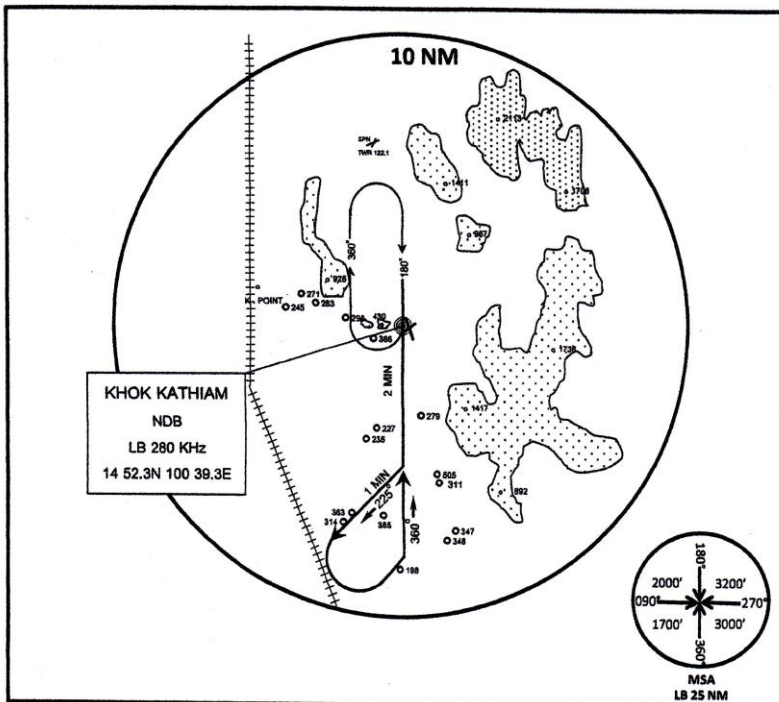
**INSTRUMENT  
APPROACH  
CHART**

**AERODROME ELEV 123 FT  
HEIGHTS RELATED TO  
AERODROME ELEV**

TWR :122.6 238.6  
GND :121.75 257.8

**LOP BURI/Khok kathiam(VTBL)**

**NDB RWY 34**



**MISSED APPROACH:**  
AT NDB CLIMB ON  
RWY HEADING UNTIL  
3,000 FT RETURN TO NDB  
AND HOLD

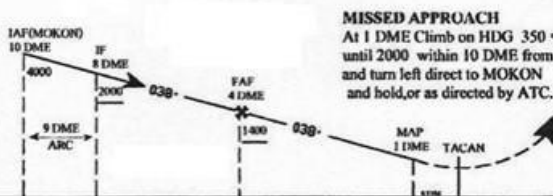
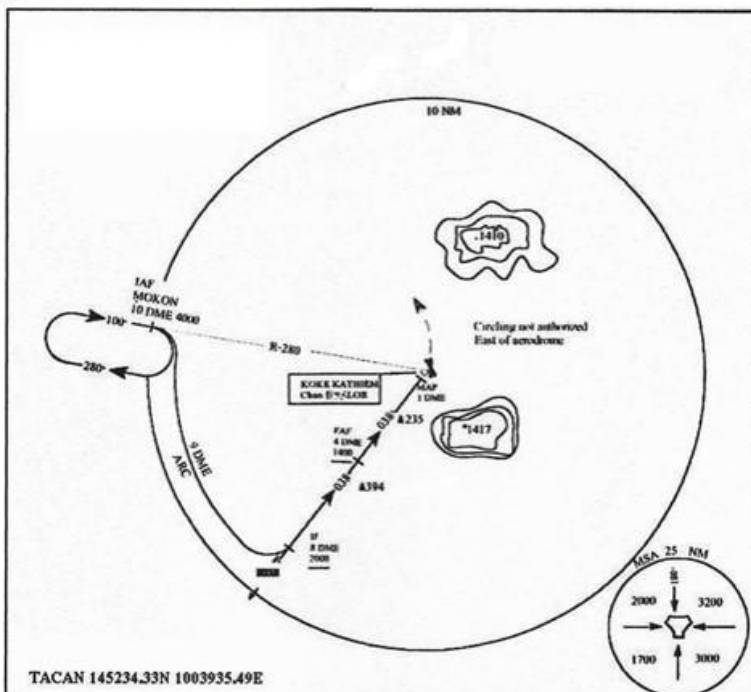
<b>CATEGORY</b>	<b>A</b>	<b>B</b>
<b>CIRCLING</b>	980-1 <sup>1</sup> / <sub>4</sub> 857(900-1 <sup>1</sup> / <sub>4</sub> )	

**ELEV 123**

**AERODROME ELEV 123 FT**  
**LOW TACAN HEIGHTS RELATED TO**  
**RWY05 AERODROME ELEV**

**TWR 122.6 , 238.6**  
**GND 121.75, 257.8**

**KHOK KATHIAM**  
**(VTBL)**



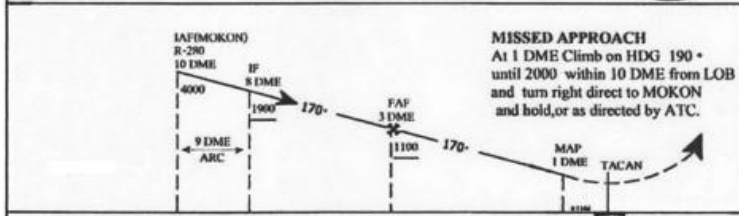
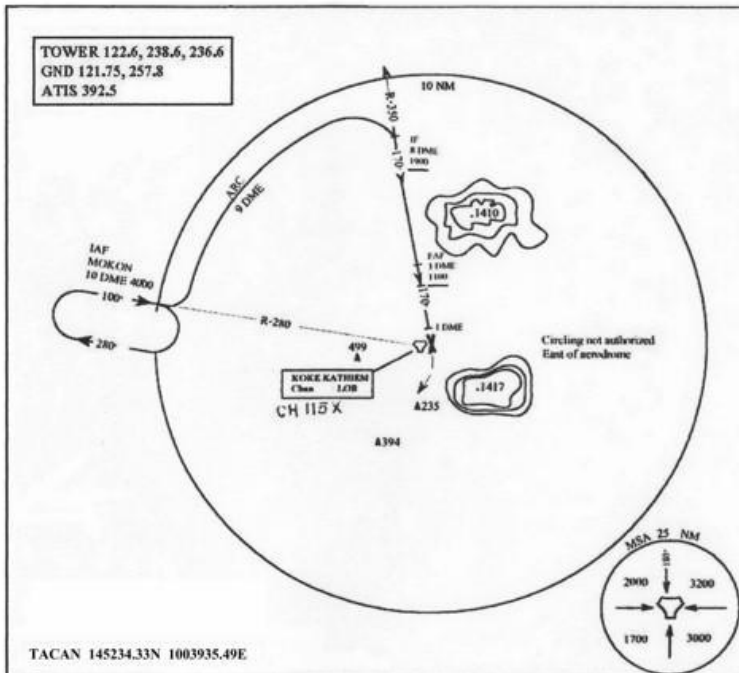
CATEGORY	A	B	C	D
S - 05	500 - 1 402 (500-1)		500-1½ 402 (500-1½)	500-1½ 402(500-1½)
CIRCLING	800 - 1 667(700-1)	800 - 1 ½ 667(700 - 1½)	800 2¼ 677(700-2¼)	800-2¼ 677(700-2¼)

COPY ON 7 MAY 13

**AERODROME ELEV 123 FT**  
**LOW TACAN HEIGHTS RELATED TO**  
**RWY16 AERODROME ELEV**

**TWR 122.6 238.6**  
**236.6**

**KHOK KATHIAM**  
**(VTBL)**



**MISSED APPROACH**  
 At 1 DME Climb on HDG 190 ° until 2000 within 10 DME from LOB and turn right direct to MOKON and hold, or as directed by ATC.

CATEGORY	A	B	C	D
S - 16		401-1 302(400-1)		401-1 <sup>1</sup> / <sub>2</sub> , 302(400-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	800-1 677(700-1)	800-1 <sup>1</sup> / <sub>2</sub> , 677(700-1 <sup>1</sup> / <sub>2</sub> )	800-2 <sup>1</sup> / <sub>2</sub> , 677(700-2 <sup>1</sup> / <sub>2</sub> )	800-3 <sup>1</sup> / <sub>2</sub> , 677(700-2 <sup>1</sup> / <sub>2</sub> )

## CHAPTER 3 TRAINING AREA

### **Training area** (VT D31 Lopburi)

- An area bounded by lines joining successively the following point 1503N10010E 1505N10100E 1430N10055E 1437N10009E and 1503N10010E Excluding VT P4 (Chandy Range)

- VT D31 shall be divided in to 4 areas. There are area 1, area 2, area 3, and area 4.

- Operation hour : Monday – Friday 2200 – 1700 (UTC)

- Contact Khok kathiam tower frequency 122.6, 238.6 MHz before entering

- Lower limit/upper limit : fixed wing and helicopters  
GND/ALT 5,500 ft. MSL.

- RMK/ RTAF flying training.

**3.1 Area 1** : An area bounded by lines joining successively the following points :

- Lat 145228.7 N Long 1003948.2 E

- Lat 145345 N Long 1001000 E

- Lat 143700 N Long 1000900 E

- Lat 143530 N Long 1001900 E

**3.2 Area 2** : An area bounded by lines joining successively the following points :

- Lat 145228.7 N Long 1003948.2 E

- Lat 143530 N Long 1001900 E

- Lat 143150 N Long 1004300 E

**3.3 Area 3** : An area bounded by lines joining successively the following points :

- Lat 145228.7 N Long 1003948.2 E

- Lat 143150 N Long 1004350 E

- Lat 143000 N Long 1005500 E

- Lat 145000 N Long 1003800 E

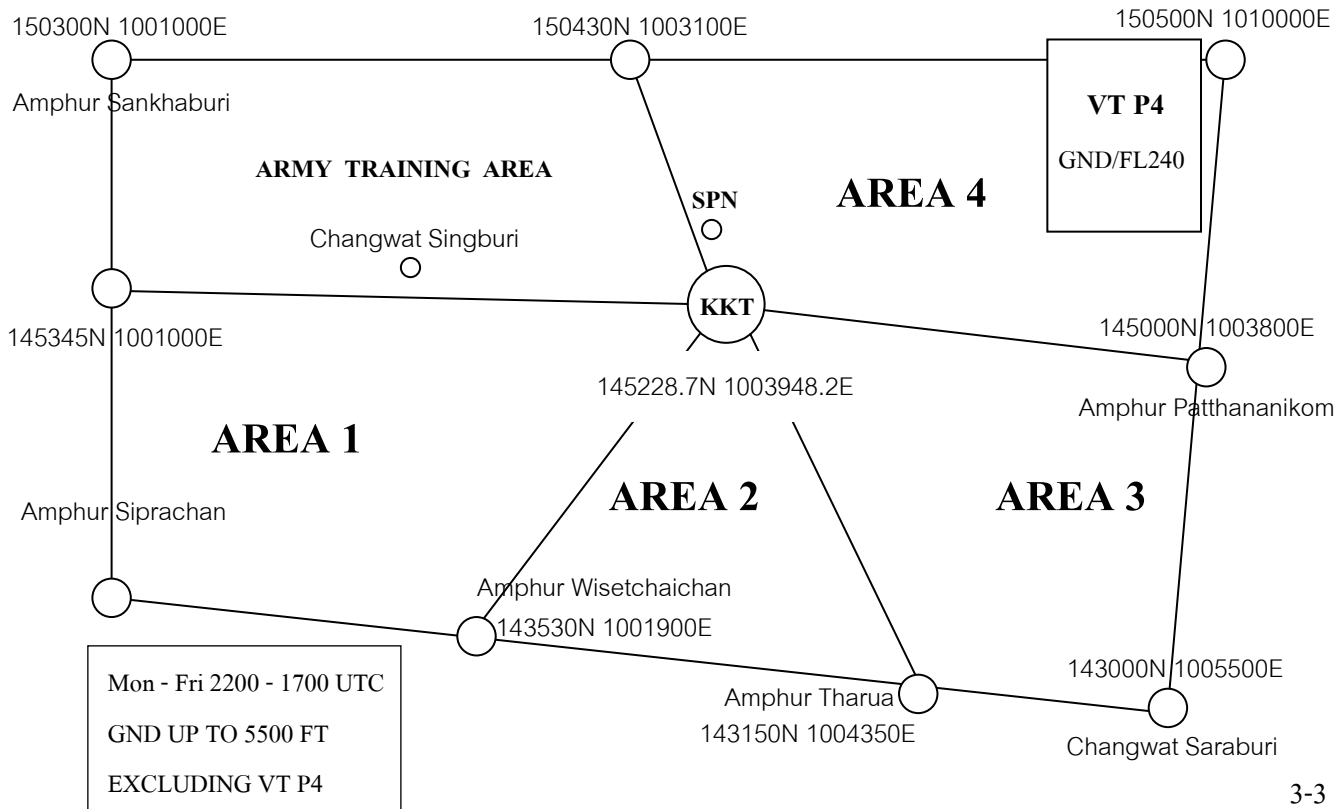
**3.4 Area 4** : An area bounded by lines joining successively the following points :

- Lat 145228.7 N Long 1003948.2 E
- Lat 145000 N Long 1003800 E
- Lat 150500 N Long 1010000 E
- Lat 150430 N Long 1003100 E

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# TRAINING AREA (VT D31)



## **CHAPTER 4**

### **RTA parachute drop zone and danger area**

RMK/ parachuting drop zone and danger area notified by NOTAM.

#### **4.1 Erawan drop zone (144845N 1004138E)**

- RDL 160/4.2 NM from aerodrome

#### **4.2 Phatcharakitiyapa drop zone (144810N 1004200E)**

- RDL 150/4.5 NM from aerodrome

#### **4.3 Pawai drop zone (144600N 1004000E)**

- RDL 180/6 NM from aerodrome

#### **4.4 Ban Thadua drop zone (144810N 1004420E)**

- RDL 135/6 NM from aerodrome

#### **4.5 Narai Camp drop zone (144800N 1004238E)**

- RDL 223/5 NM from aerodrome

#### **4.6 Danger area**

- **Gun firing area of Royal Thai Army**

RMK/notified by NOTAM.

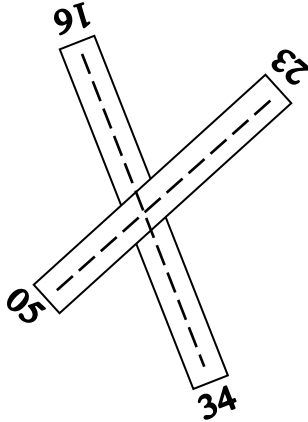
#### **4.7 Obstacle within traffic circuit pattern**

(from runway intersection)

- Khao Pra Ngam : 919 ft. (282 m) RDL 305/2.9 NM
- Khao Nam Jon : 492 ft. (150 m) RDL 274/1.4 NM
- Khao Pra Bat Noi : 427 ft. (130 m) RDL 295/0.6 NM
- Khao Sam Yod : 1,418 ft. (432 m) RDL 134/1.8 NM
- Khao Wong : 1,394 ft. (425 m) RDL 102/2.8 NM
- Khao Wong Pra Jun : 2,147 ft. (651 m) RDL 030/8.0 NM
- Khao Sung Nam : 885 ft. (270 m) RDL 090/2.2 NM
- Khao Phu Lon : 951 ft. (290 m) RDL 040/3.2 NM
- Khao Phu Kha : 1,412 ft. (430 m) RDL 017/3.2 NM
- RTA mast : 415 ft. (126 m) RDL 165/3.2 NM

- 13<sup>th</sup> RTA radio mast : 427 ft. (130 m) RDL 193/4.8 NM
  - Artillery radio mast : 377 ft. (115 m) RDL 270/1.25 NM
  - RTAF 02 radio mast : 305 ft. (93 m) RDL 260/1.3 NM  
(AM 765 Khz, FM 99 Mhz)
-

**PARACHUTE DROP ZONE**



TADUA

6 NM RDL 135



ERAWAN

4.2 NM RDL 160



NARAI CAMP

5 NM RDL 223



PHATCHARAKITIYAPA

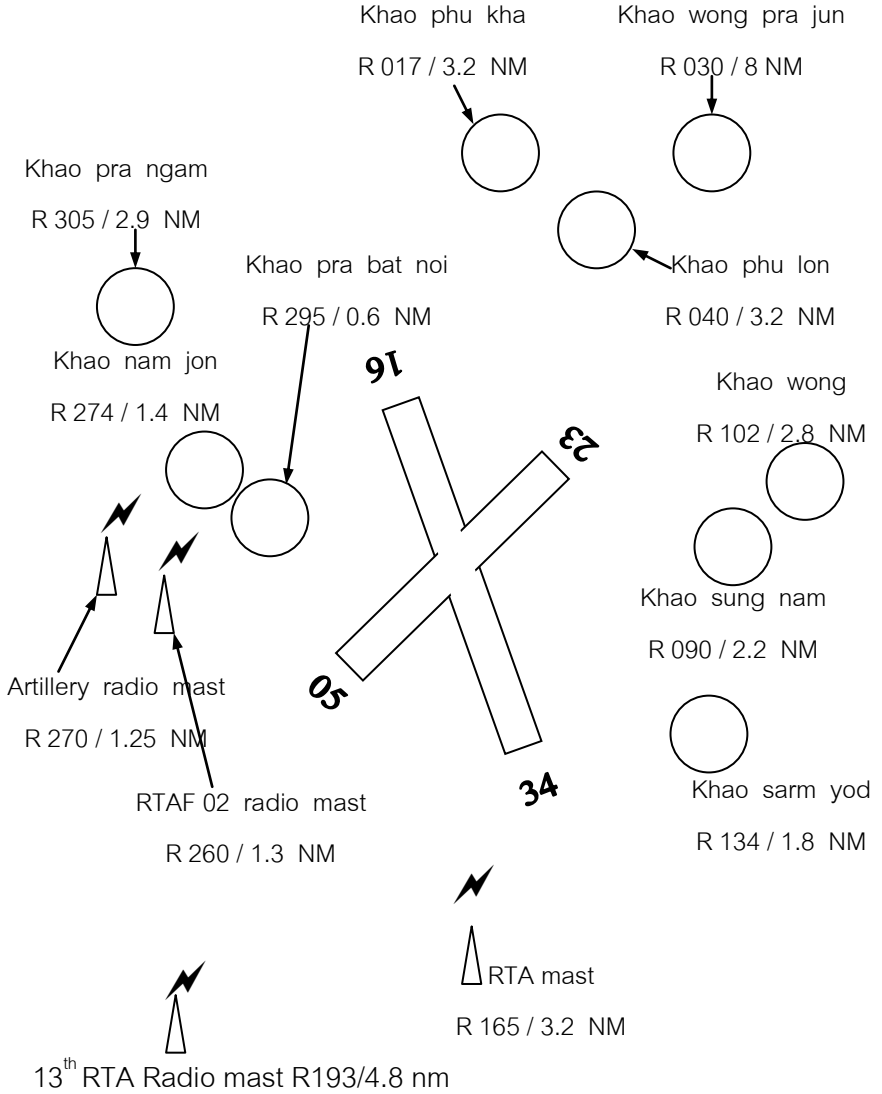
4.5 NM RDL 150

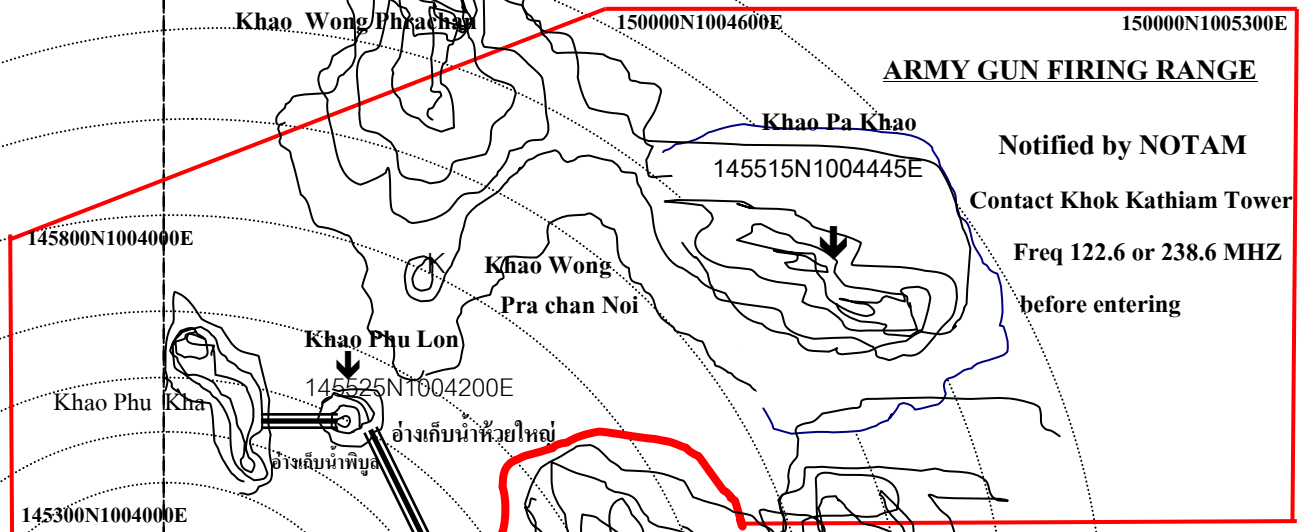
PAWAI

6 NM RDL 180



**OBSTRUCTION WITHIN TRAFFIC CIRCUIT**





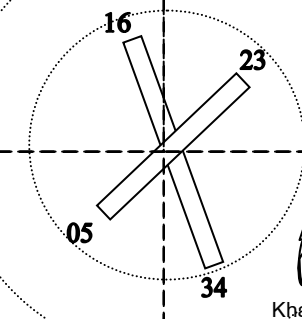
**ARMY GUN FIRING RANGE**

**Notified by NOTAM**

**Contact Khok Kathiam Tower**

**Freq 122.6 or 238.6 MHZ**

**before entering**



**1 CIRCLE = 1 NM**  
**Not to Scale**

**N**

**E**

**Khao Wong Phrachan**

**150000N1004600E**

**150000N1005300E**

**145800N1004000E**

**Khao Pa Khao**  
**145515N1004445E**

**Khao Wong Pra chan Noi**

**Khao Phu Lon**  
**145525N1004200E**

**Khao Phu Kha**

**145300N1004000E**

**145300N1005300E**

**Khao Wong**

**Khao Din Dang**

**Khao Sam Roi**

**16**

**23**

**05**

**34**

**อ่างเก็บน้ำห้วยใหญ่**  
**อ่างเก็บน้ำพิบูล**

**อ่างเก็บน้ำห้วยใหญ่**  
**ห้วยแพน**

**CHAPTER 5****Arming area and De-armed area****5.1 Arming area**

## 5.1.1 Using RWY 16

- If an aircraft take-off RWY 16, Arming area is on taxiway E and aircraft heading 120

## 5.1.2 Using Rwy 23

- If an aircraft take-off RWY 23, Arming area is on taxiway A and aircraft heading 090

## 5.1.3 Take-off Rwy 05

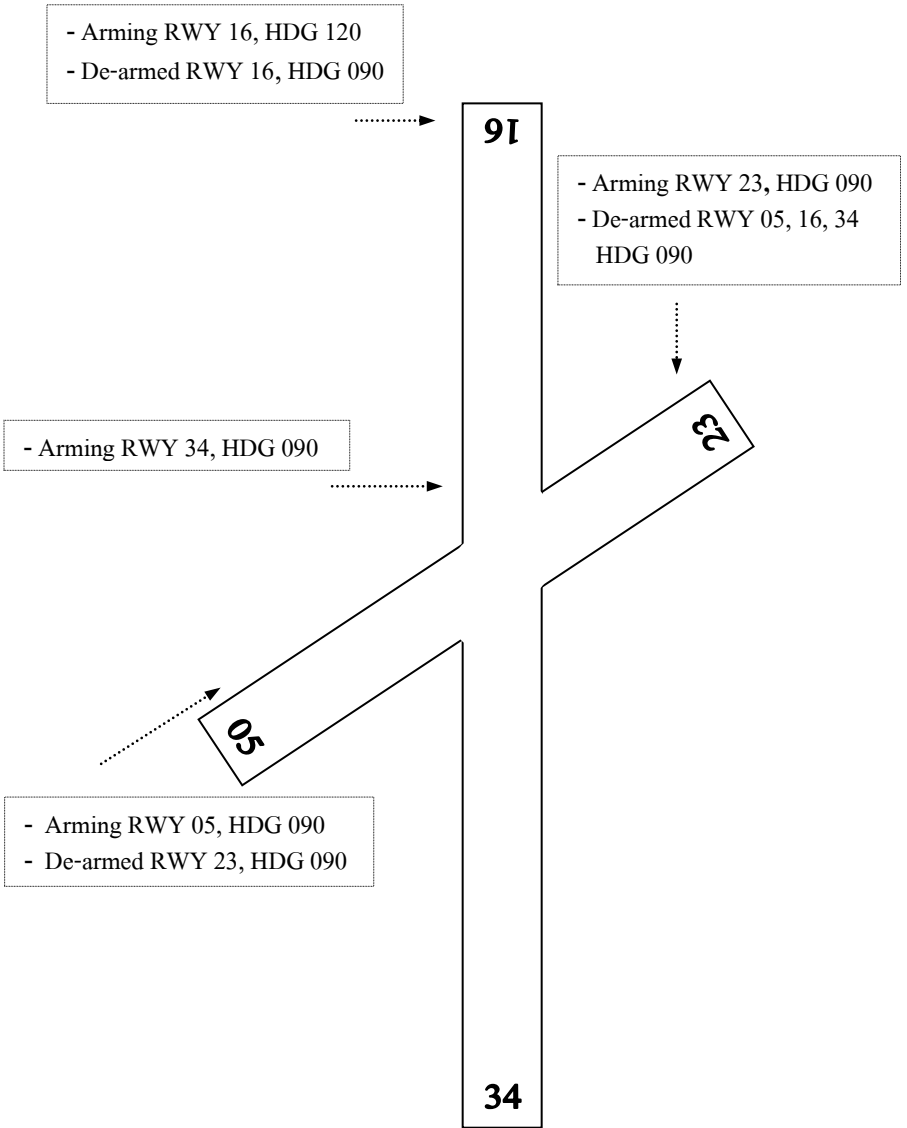
- If an aircraft take-off RWY 05, Arming area is on taxiway C and aircraft heading 090

**5.2 De-armed area**

- If an aircraft Landing RWY 16/34 or 05/23, De-arm area is on taxiway A and aircraft heading 090

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**ARMING AREA AND DE-ARMED AREA**





**CHAPTER 6**  
**ADJACENT AERODROMES**

**6.1 Sra Phran Nak** (5 NM north from Khok kathiam AD)

- Coordinates : Lat 145700N Long 1003900E
- RWY 01/19 Dimension : 4500 x 90 ft.
- RWY 06/24 Dimension : 4500 x 90 ft.
- Elevation : 95 ft.
- Tower : 122.1, 234.5
- FM : 52.00
- Emergency : 121.5
- OPR : 2300 - 1100
- Navigation aids : NDB 242 Khz, ID SP
- : DVOR/DME 117.3 Mhz, CH 120x
- : ID SPN

**6.2 Chandy Range** (20 NM northeast from Khok kathiam AD)

- Coordinates : Lat 150345N Long 1005620E
- RWY 02/20 Dimension : 1700 x 30 m. (Laterite)
- Elevation : 250 ft.
- Tower : 134.75, 285.4 Mhz
- Navigation aids : NIL
- OPR : 0100 - 0900 Mon - Fri Excepted

Sat - Sun and public holiday.

**6.3 Pa wai** (6 NM south from Khok kathiam AD)

- Coordinates : Lat 144600N Long 1004000E
- RWY 06-24 Dimension : 750 x 30 m. (asphalt)
- Elevation : 50 ft.
- No ATC and Navigation aids.
- Contact Khok kathiam tower 122.6 or 238.6 Mhz before landing.

**6.4 Nikhom sang ton eng/Lopburi** (provided by minebea Thailand)  
(BRG 160/6 NM from Khok kathiam AD)

- Coordinates : Lat 144500N Long 1004400E
- Circle, diameter 18 metres, concrete, strength 2,450 kg.
- Elevation : 95 ft.
- Contact Khok kathiam tower 122.6 or 238.6 MHz before landing.

**6.5 Takhli** (32 NM BRG 318 from Khok kathiam AD)

- OPR : H24
- Coordinates : Lat 151642N Long 10018000E
- RWY : 18/36 PCN 34/F/C/X/U
- Dimension : 3000 x 45 m. (Asphalt concrete)
- Elevation : 107 ft.
- Tower : 133.25, 241.5 Mhz
- Emergency : 121.5, 243.0 Mhz
- GND : 121.7, 257.8 Mhz
- APP (arrival) : 124.0, 325.0 Mhz
- (departure) : 134.1, 282.5 Mhz
- Navigation aids : NDB 350 KHz, ID TL H24  
: TACAN CH 95, ID TKL (OPR 2300 - 1100)
- ASR : 0100 - 0900

**6.6 Kamphangsaen** (62 NM BRG 223 from Khok kathiam AD)

- Coordinates : Lat 140602N Long 0955522E
- RWY : 03/21 PCN 31/R/B/X/T
- Dimension : 2743x 45 m.
- Elevation : 107 ft.
- Tower : 123.3, 237.5 Mhz
- GND : 121.75, 257.8 Mhz
- APP : 127.75, 347.2 Mhz
- Navigation aids : NDB 251 KHz, ID KPS  
: TACAN CH 98X, ID KPS  
: VOR/DME 114.5 Mhz, CH 92x, ID KPS
- OPR : H24
- ASR : 0100 - 0900

**6.7 Korat** (82 NM BRG 087 from Khok kathiam AD)

- Coordinates : Lat 145600N Long 1020500E
- RWY : 06/24 PCN 75/R/B/Y/U (Concrete)
- Dimension : 3000 x 45 M
- Elevation : 729 ft.
- Tower : 122.2, 240.5 Mhz
- GND : 121.75, 257.8 Mhz
- APP : 129.75, 285.0 Mhz
  - (Arrival) : 129.75, 285.0 Mhz
  - (Departure) : 134.1, 349.0 Mhz
- Navigation aids : NDB 230 KHz, ID KT
  - : TACAN CH 125x, ID KRT
  - : VOR/DME 113.7 Mhz, CH 48 x, ID KRT
- OPR : H24
- ASR : 0100 - 0900

**6.8 Bangkok/ Bangkok International Airport** (52 NM BRG 182 from Khok kathiam AD)

- Coordinates : Lat 135452N Long 1003620E
- RWY : 03L-21R (PCN 126/F/D/W/T)
  - : 03R-21L (PCN 126/R/D/W/T)
- Dimension 03L-21R : 3700 x 60 m.
  - 03R-21L : 3500 x 45 m.
- Elevation : RWY 21R 7 ft., RWY 21L 8 ft.
- Tower : 118.1, 236.6 Mhz
- GND : 121.9, 257.8 Mhz
- APP (Arrival) : 119.1, 125.5, 255.6, 284.0 Mhz
  - (Departure) : 121.7, 121.8 (*Helicopter*), 255.6, 284.0 Mhz
- Navigation aids : NDB 293, ID BK
  - : VOR/DME BKK 117.7 Mhz, CH124X,
  - : ID BKK
- OPR : H24
- ASR : H24

**6.9 Bangkok/Suvarnabhumi International Airport (71 NM BRG 176 from Khok kathiam AD)**

- Coordinates : Lat 134109N Long 1004456E
- RWY : 01L/19R (PCN 137/F/D/X/T)  
: 01R/19L (PCN 137/F/D/X/T)
- Dimension 01L-19R : 3700 x 60 m.  
01R-19L : 4000 x 45 m.
- Elevation : 4.6 FT (1.4 M)
- ElevationTHR/TDZ : RWY 01L 4.53 ft, RWY 19R 4.46 ft  
: RWY 01R 4.46 ft, RWY 19L 4.40 ft
- Tower : RWY 01R/19L 118.2/274.5, RWY 01L/19R 119.0
- GND : 121.75 / 275.8, 121.75, 121.95 MHz
- APP : 122.35/257.6(E SECT), 124.35/262.5(S SECT),  
125.2/259.6 (W SECT)  
: 119.4/254.6, (125.8 CLR FOR ACFT DEP ADJ  
AD AND HELICOPTERS)
- Navigation aids : VOR/DME 111.4 Mhz, CH 51x, ID SVB
- OPR : H24
- Direction and distance from city : 25 KM East from Bangkok

(or 71 NM/BRG 176 from khok kathiam AD)

- RWY : 01L = 3700 x 60 M PCN 137/F/D/X/T  
19R = 3700 x 60 M PCN 137/F/D/X/T  
01R = 4000 x 60 M PCN 137/F/D/X/T  
19L = 4000 x 60 M PCN 137/F/D/X/T
- APP : 122.35, 257.6 MHz  
124.35, 262.5 MHz  
125.2, 259.6 MHz  
119.4, 254.6 MHz  
125.8, MHz For Helicopter operating within CTR
- TWR : 118.2, 274.5 MHz  
119.0 MHz
- GND : 121.65, 275.8 MHz  
121.75, 121.95 MHz
- ARR : 124.7 MHz

- ATIS : 127.8, 278.6 MHz
- Navigation aids : DVOR/DME 111.4 MHz/CH51X, ID SVB (133954N 1004388E)

**6.10 U-Tapao International Airport** (133 NM BRG 170 from Khok kathiam AD)

- Coordinates : Lat 124046.6N Long 1010017.7E
- RWY : 18/36 PCN 59/F/B/X/T
- Dimension : 3505 x 60 m.
- Elevation : 18 ft.
- Tower : 118.1, 118.3, 227.0 MHz
- GND : 121.9, 257.8 MHz
- APP : 119.7, 134.5, 238.3, 273.3 MHz
- Navigation aids : NDB 414 Khz, ID UP  
: VOR/DME 110.8 Mhz, CH 45X, ID BUT  
: TACAN CH 105, ID BUT
- OPR : H24
- ASR : 0100 - 0900

**6.11 Tan Tawan Airfield (Temporary landing area)**

- Coordinates : Lat 144607N Long 1004633E
- RWY : 03/21 (Laterite)
- Dimension : 15 x 600 m
- Elevation : - ft.
- Tower : 122.6 , 238.6
- OPR : 2300 - 1100 SAT - SUN and public holiday
- Distance from VTBL : 9.5 NM RDL135
- Tel. : 081-4453236

RMK/ Contact Khok Kathiam Tower 122.6, 238.6 Mhz before entering

**6.12 Khok Toom Airfield (Temporary landing area)**

- Coordinates : Lat 144836N Long 1005146E
- RWY : 08/26 (grass)
- Dimension : 18 x 400 m
- Elevation : - ft.
- Tower : 122.6 , 238.6 Mhz
- OPR : 2300 - 1100 SAT - SUN and public holiday
- Distance from VTBL : 12 NM RDL110
- Tel. : 081-8420751

RMK/ Contact Khok Kathiam Tower 122.6, 238.6 Mhz before entering

**6.13 Ban Mi Airfield (Temporary landing area)**

- Coordinates : Lat 150684.7N Long 1003755.4E
- RWY : 04/22
- Dimension : 19 x 600 m
- Elevation : - ft.
- Tower : 122.6, 238.6 Mhz
- OPR : 2300 - 1100 SAT - SUN and public holiday
- Distance from VTBL : 16 NM RDL350
- Tel. : 081-9115922

RMK/ Contact Khok Kathiam Tower 122.6, 238.6 Mhz before entering

**6.14 Bang Ra Jan Airfield (Temporary landing area)**

- Coordinates : Lat 145254N Long 1001802E
- Rwy : 14/32
- Dimension : 22 x 300 m
- Elevation : 100 ft
- Tower : 123.1 Mhz
- OPR : 2300 - 1100 SAT - SUN and public holiday
- Distance from VTBL : 23 NM RDL265
- Tel. : 036-591439, 081-9419192

**6.15 Klang Dong Airfield (Temporary landing area)**

- Coordinates : Lat 147300N Long 1011400E
- Distance from VTBL : 35 NM BRG 115

RMK/ Contact OSCAR Control 127.0, 331.3 Mhz before landing

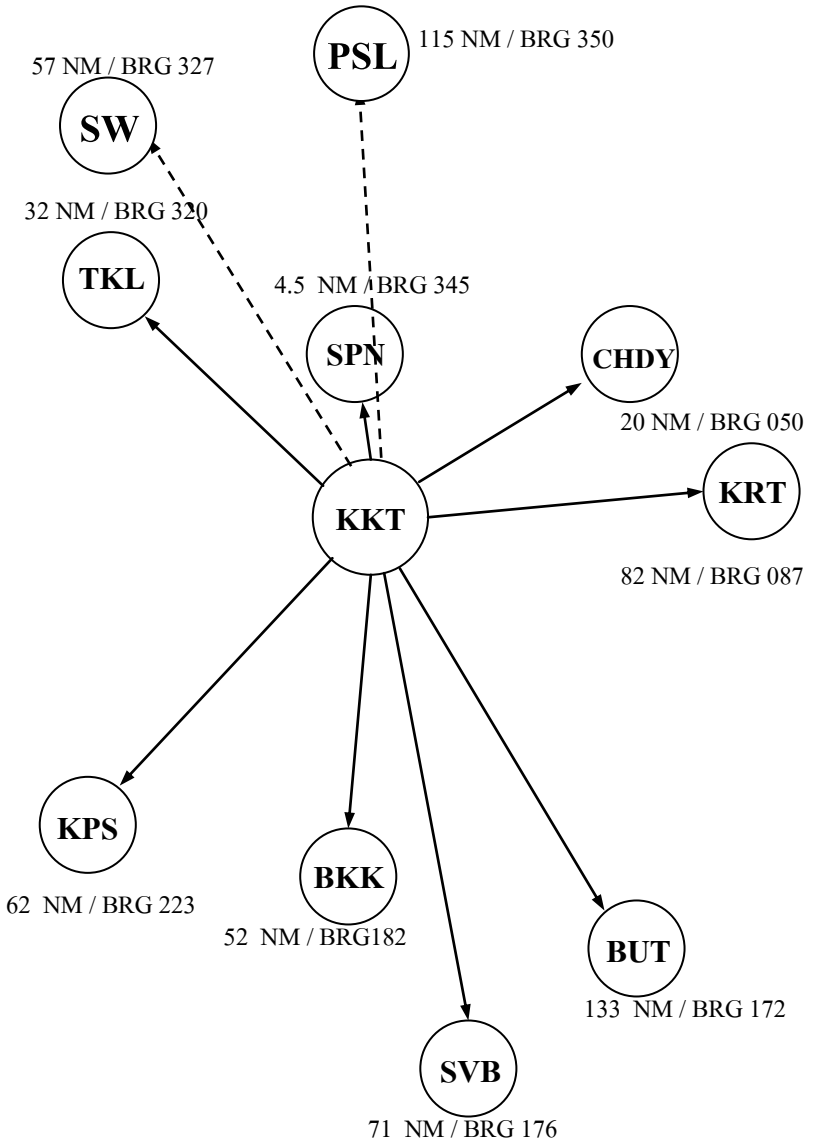
**6.16 Pasak Chollasit Dam**

- Coordinates : Lat 144950N Long 1000103E
- Distance from VTBL : 25 NM RDL 095

RMK/ Contact OSCAR Control 127.0, 331.3 Mhz before entering

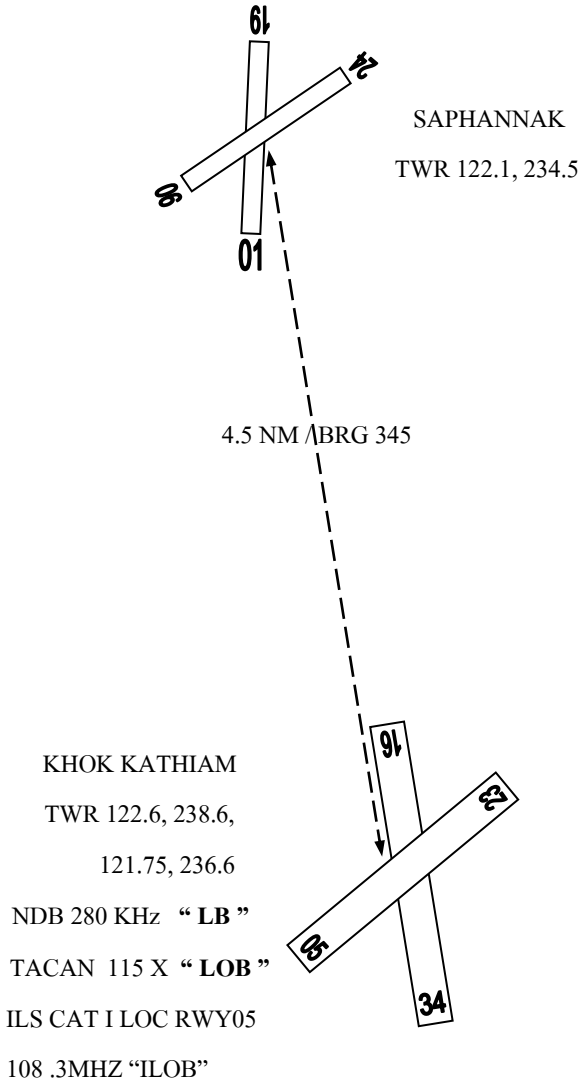
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ADJACENT AERODROMES





ADJACENT AERODROME IN CONTROL AIRSPACE



**CHAPTER 7****The Aircrafts type and call sign serviced in wing 2****7.1 201 Sqdn.**

Type S-92A, S-70i

- Call sign : SPIDER followed by numbers

**7.2 202 Sqdn.**

Type H-135

- Call sign : SCHOLAR followed by numbers

**7.3 203 Sqdn.**

Type EC-725, B-412EP

- Call sign : SCORPION followed by numbers

**7.3 Test Flight Aircrafts**

- Call sign : RICEBIRD followed by numbers

**CHAPTER 8**  
**CHANDY RANGE AND ACMR**

**8.1 Chandy Range (VTP4 Muang Kom)**

- Area bounded by lines joining successively the following points 150700N 1005900E 150700N 1005000E 145500N 1005000E 145500N 1005900E and 150700N 1005900E

- GND – FL240 H24

- RTAF Bombing/Air firing area

- Contact Chandy tower 134.75, 285.4 MHz or Oscar control 127.0, 331.3 MHz before entering. Mon-Fri except Sat, Sun and public holiday

**8.2 ACMR (VTD43 Lopburi)**

- An area bounded by lines joining successively the following points 151305.6N 1004748.0E 162705.3N 1015547.4E 162005.4N 1021047.3E and 144905.7N 1011547.8E

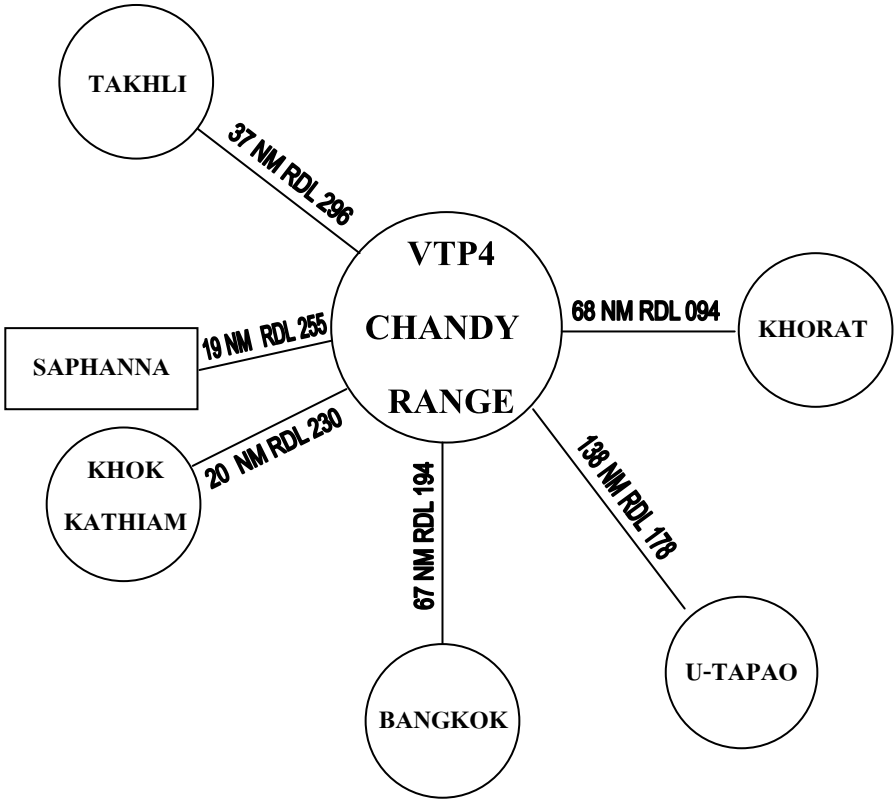
- GND-FL 350

- RTAF flying training Mon-Fri 0100-0900 except sat, sun and public holiday contact OSCAR control freq 127.0 or 331.3 if unable contact Khorat Tower 122.2 or 240.5 before entering.

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**CHANDY RANGE**

**Tower Frequency 134.75, 285.4 MHZ**



**CHAPTER 9**  
**THE IMPORTANT TELEPHONE NUMBERS**

- Commander, Wing 2	50010-1
- Deputy Commander (1), Wing 2	50020
- Deputy Commander (2), Wing 2	50030
- Chief of Staff, Wing 2	50040
- Wing 2 Secretary	50012 , 50270
- Operation Section	50211-3
- Commander 201 SQDN	50100
- Commander 202 SQDN	50117
- Commander 203 SQDN	50160
- Khok kathiam Control Tower	196, 50520-1, 0-3677-6736
- Weather Station	50510-1, 0-3664-1184
- Base operation	50512
- Aeronautical engineering section	50307
- Fire fighting station	192, 50421
- Gas station	50456-7
- Forklift	50468
- Air police	50659, 50233
- Hospital, wing 2	194, 50444
- Transportation section	50467
- Chandy TOWER	25884, 52100 ext 52110
- Chief of Chandy Range	0-3642-6677
- Operator, Chandy Range	52100
- Operator, Wing 2	0-3648-6380-3

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## จุดพิกัดที่สำคัญของสนามบินโลกกะเทียม

NO.	STATION	ค่าพิกัดทางภูมิศาสตร์ (WGS-84)			
		LAT	LONG	MSL (FT)	MSL (M)
1.	ARP	145228.70N	1003948.24E	117	35.66
2.	ATC TOWER	145232.91N	1003931.15E	100.23	30.55
3.	TDZ RWY 16	145302.19N	1003936.00E	109	33.41
4.	TDZ RWY 34	145154.29N	1004000.81E	138	42.26
5.	TDZ RWY 05	145209.89N	1003927.67E	111	34.09
6.	TDZ RWY 23	145239.96N	1004000.56E	131	40.11
7.	HLDG 16	145301.02N	1003934.71E	107	32.61
8.	HLDG 05	145211.35N	1003926.73E	105	32.00
9.	HLDG 23	145240.41N	1003959.51E	126	38.40
10.	HIJACK PARKING	145243.28N	1003951.05E	124	37.79
11.	KC PARKING	145312.10N	1003941.71E	114	34.74
12.	FIRE STATION	145232.26N	1003933.95E	115	35.05
13.	WING 2 PARKING	145219.87N	1003912.11E	104	31.69
14.	HELIPORT	145213.19N	1003927.17E	107	32.95
15.	C-47 PARKING	145221.58N	1003903.71E	98	29.87
16.	RSAF OFFICE	145221.30N	1003914.18E	112	34.13
17.	201 SQDN	145220.67N	1003917.87E	107	32.61
18.	202 SQDN	145244.46N	1003929.65E	117	35.66
19.	203 SQDN	145257.00N	1003924.00E		

RMKS.-	1 FT	= 0.3048 M	
	1 M	= 3.281 FT	
	1 KM	= 0.5399 NM	
	1 NM	= 1.852 KM	= 6,076 FT
	1 KM	= 0.621 SM	
	1 SM	= 1.61 KM	= 5,280 FT