VTBD – DON MUEANG INTERNATIONAL AIRPORT ATC PROCEDURE

1.ATS Airspace

Designation and lateral limits	Don Mueang Aerodrome traffic zone (ATZ) a circle, radius 5 NM centered on VTBD ARP (135452.0N 1003620.0E
Vertical limits	2000 FT/AGL
Airspace Classification	C
ATS unit call sign Language(s)	Don Mueang Tower English, Thai
Transition altitude	11,000 ft. MSL

2. Runway Information

Runway	Length and Width	Surface Type	TDZ-Elevation	Lighting
03L	3700 m x 60 m	Asphalt	7 ft	Edge,ALS Centerline
03R	3500 m x 45 m		5 ft	Edge,ALS
21L	3500 m x 45 m		6 ft	Edge
21R	3700 m x 60 m		7 ft	Edge,ALS Centerline TDZ

TDZ – Touchdown Zone
ALS – Approach Lighting System

Normally, commercial aircraft use 21R for departure or landing. Military and General Aviation use 21L.

In case of high traffic over the aerodrome, commercial aircraft can used 21L for departure via taxiway D or taxiway X

3.ATS COMMUNICATION FACILITIES

3.1 Main ATS Communication Facilities

Service designation	Call sign	Frequency	Control area/ Outbound routes
VTBD_DEL	Don Mueang Delivery	127.700	
VTBD_GND	Don Mueang Ground	121.900	
VTBD_TWR	Don Mueang Tower	118.100	GND – ALT 3,000 ft.
VTBD_APP	Don Mueang Approach	119.400	ALT 3,000 ft. – FL160

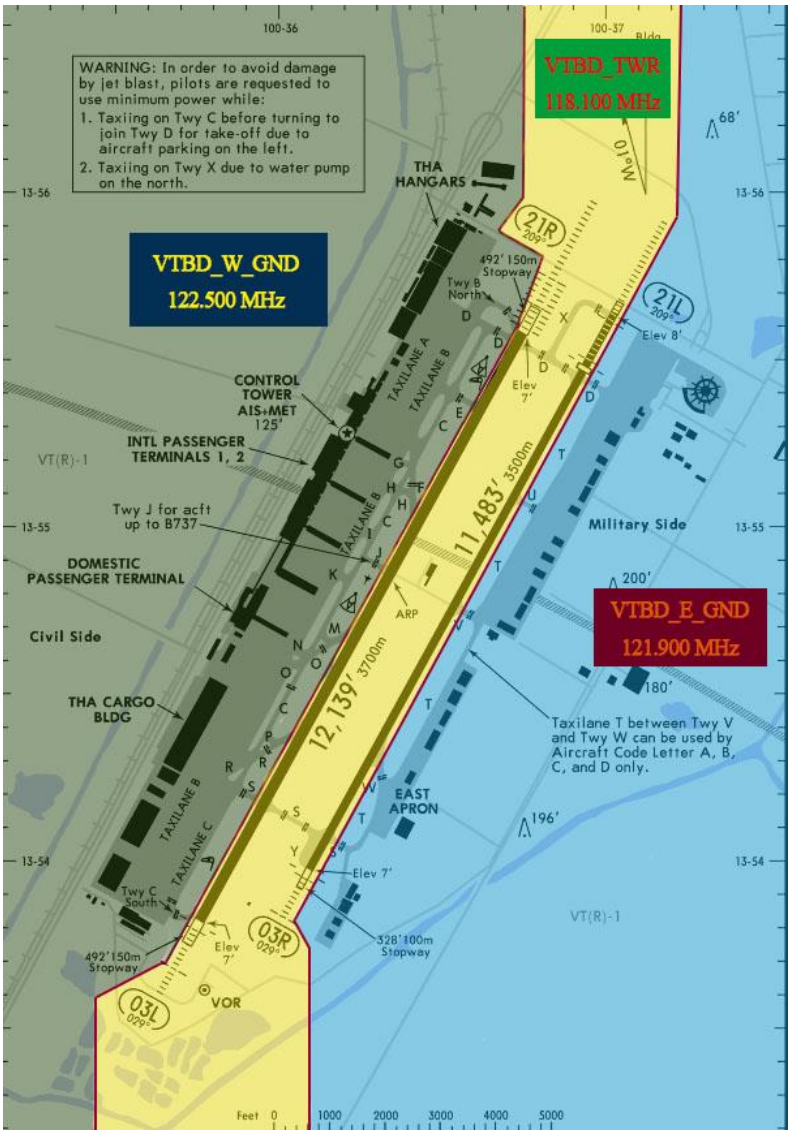
3.2 Full ATS Communication Facilities

Service Designation	Callsign	Frequency	Remarks
VTBD_DEL	Don Mueang Delivery	127.700	
VTBD_E_GND	Don Mueang Ground	121.900	East Side, Military apron
VTBD_W_GND		122.500	Civil side Control area Include Taxiway K to Bay 51 53 55
VTBD_TWR	Don Mueang Tower	118.100	
VTBD_APP	Don Mueang Approach	119.400	Departure Aircraft from Don Mueang until 6000 ft
VTBD_A_APP	Don Mueang Arrival	125.500	Arrival Aircraft to Don Mueang
VTBS_N_APP	Bangkok Approach	121.700	
VTBS_NE_APP		119.100	
VTBS_SE_APP		122.350	
VTBS_S_APP		120.300	
VTBS_SW_APP		124.350	
VTBS_NW_APP		125.200	

ONLY Bangkok Approach could control Don Mueang Aerodrome **BUT** Don Mueang Approach can't control Suvarnabhumi Aerodrome.

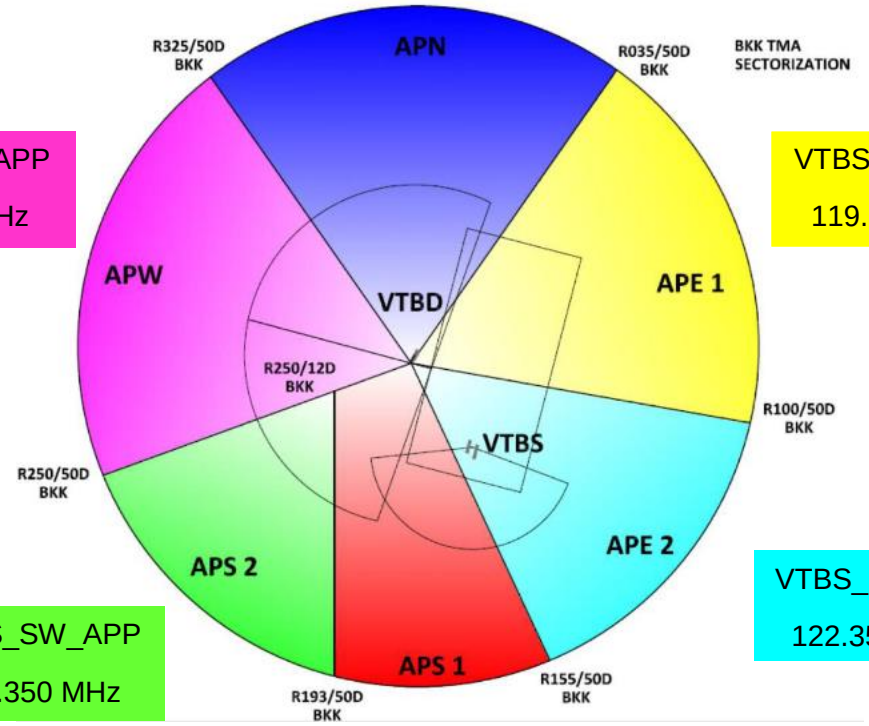
4. Controller Control Area Chart

4.1 Don Mueang Ground/Tower Chart



4.2 Bangkok Approach

VTBS_N_APP
121.700 MHz



VTBS_NW_APP
125.200 MHz

VTBS_NE_APP
119.100 MHz

VTBS_SE_APP
122.350 MHz

VTBS_SW_APP
124.350 MHz

VTBS_S_APP
122.300 MHz

5. ATC POSITION PROCUDURE

Controllers need to fill out ATIS and tuned to correct frequency before connecting to IVAN.

In case of no more upper ATC separation available, Controllers shall release Pilot to switch to UNICOM on 122.800 MHz.

This procedure is for Main ATS Communication Facilities, but in case of Don Mueang Airport get Full ATS Communication Facilities, Controller shall checked next Controller frequency correctly before transfer Pilot to next procedure.

5.1 Don Mueang Delivery

1. After Pilot has requested ATC Clearance to destination, Controller shall check the following information in flight plan correctly:
    a. Flight rules
    b. Equipment
    c. SID and route
    d. Requested flight level
    e. Destination aerodrome
    f. EET and Endurance
2. Controller shall give appropriate ATC clearance with following information:
    a. Call sign
    b. Destination Aerodrome
    c. Flight Level
    d. SID and route
    e. Initial climb (for VTBD ALT 6,000 ft.)
    f. Transponder Code
    g. NOTAMs (If required)
3. Controller shall transfer Pilot to Don Mueang Ground frequency on 121.900 MHz. for further procedure.

NOTAMs: **NO**tice **T**o **A**irmen**s**.
SIDs: **S**tandard **I**nstrument **D**eparture**s**.
STARs: **ST**andard **A**rrival **R**oute**s**.

Phrase Example:

THA901 : Don Mueang Delivery, THA901 Good morning.
VTBD_DEL : THA901, Don Mueang Delivery Good morning go ahead.
THA901 : THA901, Parking stands 24, information B received, request ATC clearance to Phuket aerodrome with FL320.
VTBD_DEL : THA901, information B is correct, standby for ATC clearance.
(Check flight plan)
VTBD_DEL : THA901, report when ready to copy ATC clearance.
THA901 : Ready to copy, THA901.
VTBD_DEL : Don Mueang Delivery cleared THA901 to Phuket aerodrome with FL340 via UKERA1A departure G458 flight planned route initially climb 6,000 ft. Squawk 4304.
THA901 : Don Mueang Delivery cleared THA901 to Phuket aerodrome with FL340 via UKERA1A departure G458 flight planned route initially climb 6,000 ft. Squawk 4304, THA901.
VTBD_DEL : Read back is correct contact Don Mueang Ground on 121.750 for push back and start up.

THA901 : Contact Don Mueang Ground on 121.900, THA901.

5.2 Don Mueang Ground

1. If the aircraft is departing:
    a. When Pilot is ready for push back and start up Controller would give the clearance with the Facing (North, East, South, West depends on parking stand) to the Pilot
    b. After Pilot ready to taxi Controller shall give the following information/clearance to the pilot:
        i. QNH
        ii. Taxi route depends on runways in use and NOTAMs.
    c. Transfer Pilot to Tower frequency on 118.100 MHz
2. If the aircraft just arrived:
    a. Controller shall Issue taxi clearance to Gate, If Pilot doesn't request any specific Gate Controller could select the random Gate for the aircraft
    b. After Parking completed Controller shall release Pilot to switch to UNICOM on 122.800 MHz

Controller could look for taxi route in aerodrome chart.

Phrase Example:

[Departure]
THA901 : Don Mueang Ground Good morning, THA901 at stand 24, ready for push back and start up.
VTBD_GND : THA901, Don Mueang Ground Good morning, pushback and start up approved heading north on B.
THA901 : pushback and start up approved heading north on B, THA901.
(Push back and start up completed)
THA901 : Now ready to taxi, THA901.
VTBD_GND : THA901, QNH1012 Taxi to holding point runway 21R via taxiway B D.
THA901 : QNH1012, taxi to holding point runway 21R via taxiway B D, THA901.
(At holding point)
THA901 : Now at holding point runway 21R, THA901.
VTBD_GND : THA901, Contact Tower 118.100.
THA901 : Contact Tower 118.100, THA901.

[Arrival]
THA901 : Don Mueang Ground Good morning, THA901 runway vacated on taxi way R.
VTBD_GND : THA901, Don Mueang Ground Good morning, taxi to stand 24 via taxi way R P C H.
THA901 : Taxi to stand 24 via taxi way R P C H, THA901.
(Parking completed)
THA901 : Parking complete stand 24, THA901.
VTBD_GND : THA901, Switch UNICOM 122.800.
THA901 : Switch UNICOM 122.800., THA901.

5.3 Don Mueang Tower

Controller needs to make sure that runway is **NOT** occupied before giving any clearance.

Controller would give take off/landing clearance with the following information:

a. Wind direction and speed.
b. Approach frequency
c. Any NOTAMs (If required)
d. Runway that cleared for take off/ to landing.

In case of runway is occupied and another aircraft is on final approach. Controller may tell the pilot to do go around procedure.

Phrase Example:

[Departure]
THA901 : Don Mueang Tower, THA901 Good morning, holding short runway 21R ready for departure.
VTBD_TWR : THA901, Don Mueang Tower Good morning, after departure contact Bangkok Approach on 119.100, wind 090 degrees 4 knots, runway 21R clear for takeoff.
THA901 : After departure contact Don Mueang Approach on 119.400, runway 21R cleared for takeoff, THA901.
(In case of another traffic is on final approach)
VTBD_TWR : THA901, Don Mueang Tower Good morning, **behind** traffic B737 landing clear line up and wait runway 21R **behind**.
THA901 : **behind** traffic B737 landing clear line up and wait runway 21R **behind**, THA901.
VTBD_TWR : After departure contact Don Mueang Approach on 119.400, wind 090 degrees 4 knots, runway 21R cleared for takeoff.
THA901 : After departure contact Don Mueang Approach on 119.400, runway 21R cleared for takeoff, THA901.

[Arrival]
THA901 : Don Mueang Tower, THA901 Good morning, Establish localizer runway 21R.
VTBD_TWR : THA901, Don Mueang Tower Good morning, wind 090 degrees 4 knots, runway 21R cleared to land.
THA901 : runway 21R cleared to land, THA901
(Runway vacated)
THA901 : Runway vacated on taxiway R, THA901.
VTBD_TWR : THA901, Don Mueang Ground on 121.900.
THA901 : Contact Don Mueang Ground on 121.900, THA901.

5.4 Don Mueang Approach

At this ATC position Controller will get most traffic volume in Don Mueang aerodrome. Controller need to think carefully before issue any clearance.

1. If the aircraft just airborne:
    a. Controller may issue clearance to climb via SID to FL160.
    b. After aircraft is passing or approaching FL160 Controller shall transfer Pilot to Bangkok Control frequency on 120.500 MHz If available.
2. If the aircraft is arriving:
    a. Controller may issue clearance to descend via STARs to appropriate altitude with following information:
        i. Type of Approach (ILS/RNAV/VOR/DME/VISUAL)
        ii. Runway for arrival
        iii. QNH
        iv. Transponder Code (If the pilot haven't received one)
    b. When Pilot is approaching Intermediate Fix Controller shall clear "Type of approach" to the Pilot
    c. As soon as Pilot is over Intermediate Fix or Establish Localizer, Controller shall transfer Pilot to Tower frequency on 118.200 MHz.

Phrase Example:

[Departure]
THA901 : Don Mueang Approach Good morning, airborne passing 2,000 ft.
VTBD_APP : THA901, Don Mueang Approach Good morning, radar contact climb and maintain via UKERA1A to FL160, report passing FL140.
THA901 : Climb and maintain via UKERA1A to FL160, will report when passing FL140, THA901.
(Approaching FL160)
THA901 : Now passing FL140, THA901.
VTBD_APP : THA901 Contact Bangkok Control on 120.500.
THA901 : Bangkok Control 120.500, THA901.

[Arrival with STARs SABAI1A Arrival]
THA901 : Don Mueang Approach, THA901 Good morning with you FL160 request descends.
VTBD_APP : THA901, Don Mueang Approach Good morning, Descend via SABAI1A Arrival to 5,000 ft. expects ILS Approach runway 21R QNH 1012.
THA901 : Descend via SABAI1A Arrival to 5,000 ft. expects ILS Approach runway 21R QNH 1012, THA901.
(Approaching Intermediate Fix)
VTBD_APP : THA901 Clear ILS approach runway 21R report establish localizer.
THA901 : Clear ILS approach runway 21R will report establish localizer, THA901.
(Establish Localizer)
THA901 : Establish localizer runway 21R, THA8388.
VTBD_APP : THA901, Contact Tower 118.100.
THA901 : Contact Tower 118.100, THA901.

6. FLIGHT PROCEDURE

6.1 Standard Instrument Departure

Outbound Routes	RNAV SIDs			
	Runway 21R	Runway 03L	Runway 21L	Runway 03R
A1	ROBKA 1A	ROBKA 1B	ROBKA 1C	ROBKA 1D
G474	BATOK 1A	BATOK 1B	BATOK 1C	BATOK 1D
R468	GORSI 1A	GORSI 1B	GORSI 1C	GORSI 1D
N891	RYN 1A	RYN 1B	RYN 1C	RYN 1D
M904, R201, Y11	KIGOB 1A	KIGOB 1B	KIGOB 1C	KIGOB 1D
A464, M751, W19	REGOS 1A	REGOS 1B	REGOS 1C	REGOS 1D
M757	KASNI 1A	KASNI 1B	KASNI 1C	KASNI 1D
G458	UKERA 1A	UKERA 1B	UKERA 1C	UKERA 1D
W31	HHN 1A	HHN 1B	HHN 1C	HHN 1D
Y8	SABIS 2A	SABIS 2B	SABIS 2C	SABIS 2D
M502	BONVO 1A	BONVO 1B	BONVO 1C	BONVO 1D
L301	PASTO 1A	PASTO 1B	PASTO 1C	PASTO 1D
G463, P646	TARED 1A	TARED 1B	TARED 1C	TARED 1D
L507	OSUKA 1A	OSUKA 1B	OSUKA 1C	OSUKA 1D
Y6	TANGO 1A	TANGO 1B	TANGO 1C	TANGO 1D
A464	SEMBO 1A	SEMBO 1B	SEMBO 1C	SEMBO 1D
W9	TL 1A	TL 1B	TL 1C	TL 1D
B346, W21	NOBER 1A	NOBER 1B	NOBER 1C	NOBER 1D
R474	ALBOS 1A	ALBOS 1B	ALBOS 1C	ALBOS 1D
Y16	UPKUP 1A	UPKUP 1B	UPKUP 1C	UPKUP 1D

6.2 Standard Terminal Arrival Routes

Airways	RNAV STARs	
	Runway 21L/R	Runway 03R/L
W1, Y1, Y2	ENDUU 1A	ENDUU 1B
A464	NAKON 1A	NAKON 1B
Y7, W9		
W21, B346		
R474		
M502	WEHHA 1A	WEHHA 1B
L301		
L524		
G463, P646		
L507		
A464, M751, W19	SABAI 1A	SABAI 1B
R201		
M769		
G458, W31, Y5		
R468	SEHHA 1A	SEHHA 1B
G474		
N891		
Y12		

7. ADDITIONAL INFORMATION

Ground Movement Control Procedure

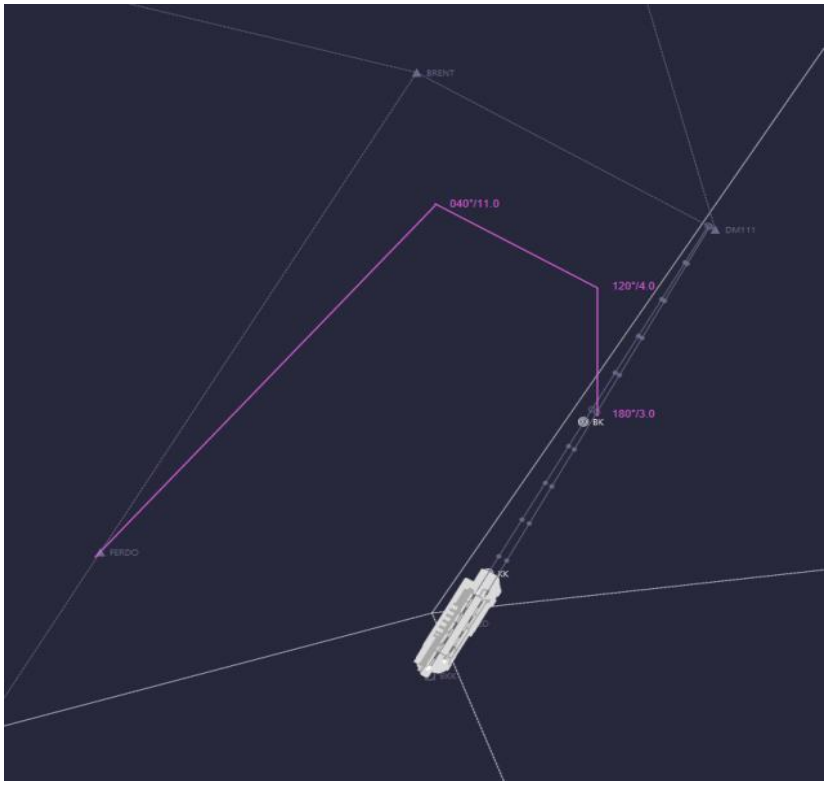
1. Departing aircraft for Runway 21R shall remain on Ground frequency 121.900 MHz until approaching taxiway E, and maintain a listening watch on Tower frequency 118.100 MHz while on Taxiway C to assist with sequencing of aircraft onto the active runway.

2. Arriving aircraft shall remain on Ground frequency 121.900 MHz until entering the apron area or until a frequency change is instructed.

Special Procedures

At NAKON WEHHA OPERA and LARGO, pilots are expected to cross these waypoints 2 minutes after preceding traffic. Time constraints will be issued by Bangkok Control. Pilots shall adjust their speed to meet the criteria. If pilot unable to cross these waypoints at the specified time, pilots shall advise ATC as soon as possible, and expect to hold as published on chart at these positions.

Normally, after FERDO there are 30 miles to touchdown. If traffic permitted, pilot can expect radar vector for short approach 23-25 track miles from touchdown



Warning For Taxiing Aircraft

Aircraft landing Runway 21L, when vacating the Runway to the right on Taxiway S, must hold short of Runway 21R at the holding position and remain on Tower frequency 118.1 MHz for permission to cross the Runway. Changing of frequency shall not be done unless advised.