

Suvarnabhumi International Airport

IATA/ICAO CODE: BKK/VTBS
CITY: Samut Prakan
COUNTRY: Thailand

AIRPORT CONTACT

Information updated by the airport 3/2011

Name: Airports of Thailand Public Company Limited (AOT)
Title:
Airport: Suvarnabhumi International Airport
Address: 999 Moo 1, Nong Prue sub-district
Bang Phlie District
Samut Prakan 10540 Thailand
Phone: +66 2 132 1888
Fax: +66 2 132 9143
Email: SOS_BKK@airportthai.co.th
Airport Web Site: www.suvarnabhumiairport.com
Airports of Thailand Web Site: <http://www.airportthai.co.th>

ELEVATION: 4.6ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
01L/19R	3700 (m)	-	3	60(m)
01R/19L	4000 (m)	-	3	60(m)

NOISE ABATEMENT PROCEDURES

1. Take-off

All departing aircraft are required to apply noise abatement procedure with thrust reduction at 1500 feet AGL, and acceleration at 3000 feet AGL.

2. Landing

2.1 Flap setting: Set minimum certified landing flaps according to the airplane flight manual for the applicable condition.

2.2 Thrust reverser: After landing, limit the use of reverse thrust to idle between 1900 - 2300 UTC, unless it adversely affects the safety of aircraft operation.

3. All take-off/landing aircraft are required to adhere noise abatement procedures at Suvarnabhumi International Airport strictly.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Isolate Parking Stand/Area

Temporary isolate parking details are as follow:

- 1. ISOLATE 1: On taxiway C portion between taxiway C8 and taxiway C10
- 2. ISOLATE 2: On taxiway D portion between taxiway D8 and taxiway D9

Temporary Engine Run-up Locations and Procedures are established to minimize exposure of noise on ground located on ISOLATE 1 during 0000 - 1500 UTC, details as follow:

- ISOLATE 1 : On taxiway C between taxiway C8 and taxiway C10
 - 1. Aircraft Parking position – facing North and South
 - 2. Except emergency case ISOLATE 1 specially are permitted until 1900 UTC

Remark: ISOLATE 1 shall be operated as isolate parking and engine run-up location which is based on situation as the operation of ISOLATE 1 shall be considerate by AOT.

APU OPERATING RESTRICTIONS

Fixed ground power supply is available at all of the stands and must be utilized if in service. If fixed power supply is out of service, mobile GPU shall be used. APU may not be used more than 5 minutes after parking.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	- Residences 1,397 buildings (up to February 2011) - Public buildings 21 buildings (up to February 2011)
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	- None
Avigation Easements	-	- None
Zoning Laws	-	- None
Real Estate/Property Disclosure Laws	-	- None
Acquire Land for Noise Compatibility to date	-	- 93 buildings
Population within each noise contour level relative to aircraft operations	-	- NEF > 40 (constructed before 2001) 627 households - NEF 30-40 (constructed before 2001)

		15,040 households
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	- 1,302 million (Thai Baht)
Source of Noise Mitigation Program Funding for Aircraft Noise	-	- Airport budget

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

It was announced 11/2006 that airplanes exceeding 103 dB will be ban from operating at the airport. Airlines will be required to show the airport a Noise Certificate showing their certified noise levels.

CHAPTER 2 RESTRICTIONS - [NONE](#)

CHAPTER 2 PHASEOUT

This airport is located in a country that is an ICAO Contracting State. It is not known if this country adopted the ICAO recommendation (Resolution A28-3) for the phase out of Chapter 2 airplanes.

CHAPTER 3 RESTRICTIONS - [NONE](#)