



ICAO

ICAO APAC & EUR/NAT CMAC/FUA WORKSHOP

One-step forward



Bangkok, Thailand
19 – 23 January 2026





AMC Thailand

AIRSPACE MANAGEMENT CELL THAILAND

Sunisa Raddussadee

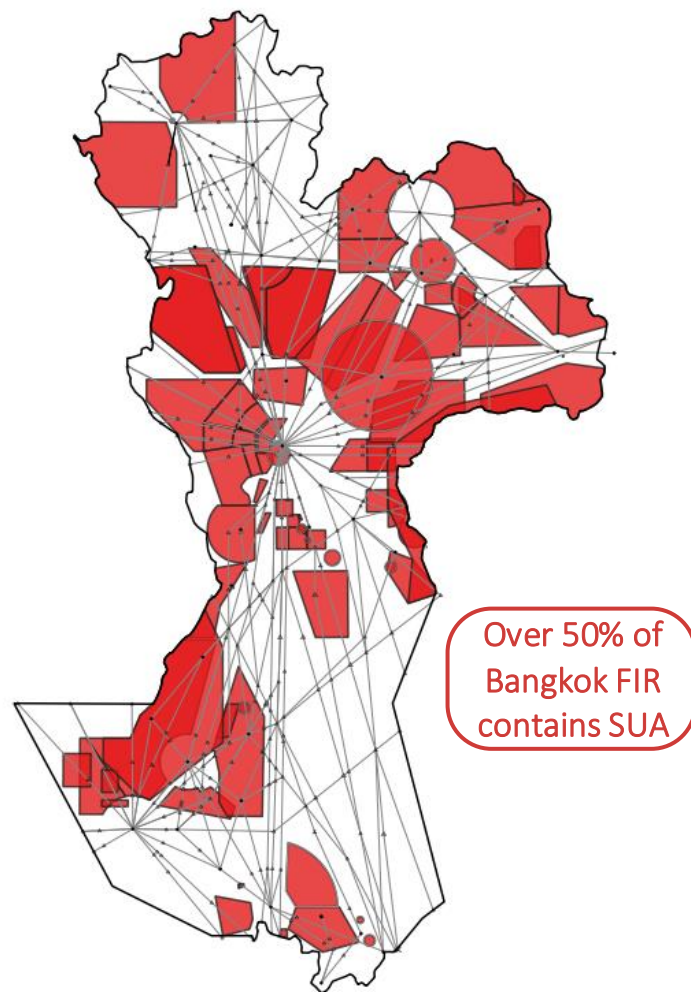
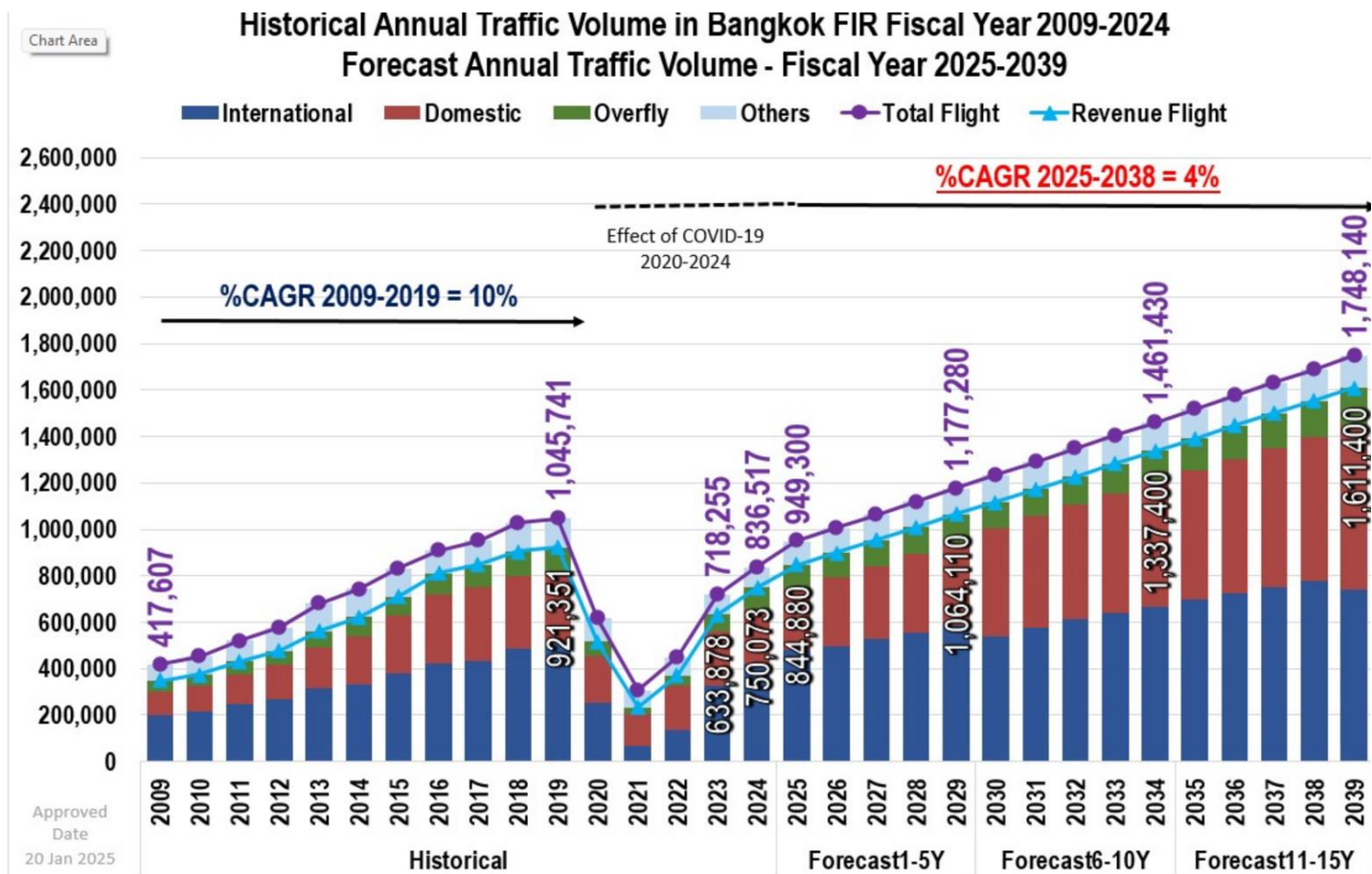
Senior Director Air Traffic Management Network Bureau

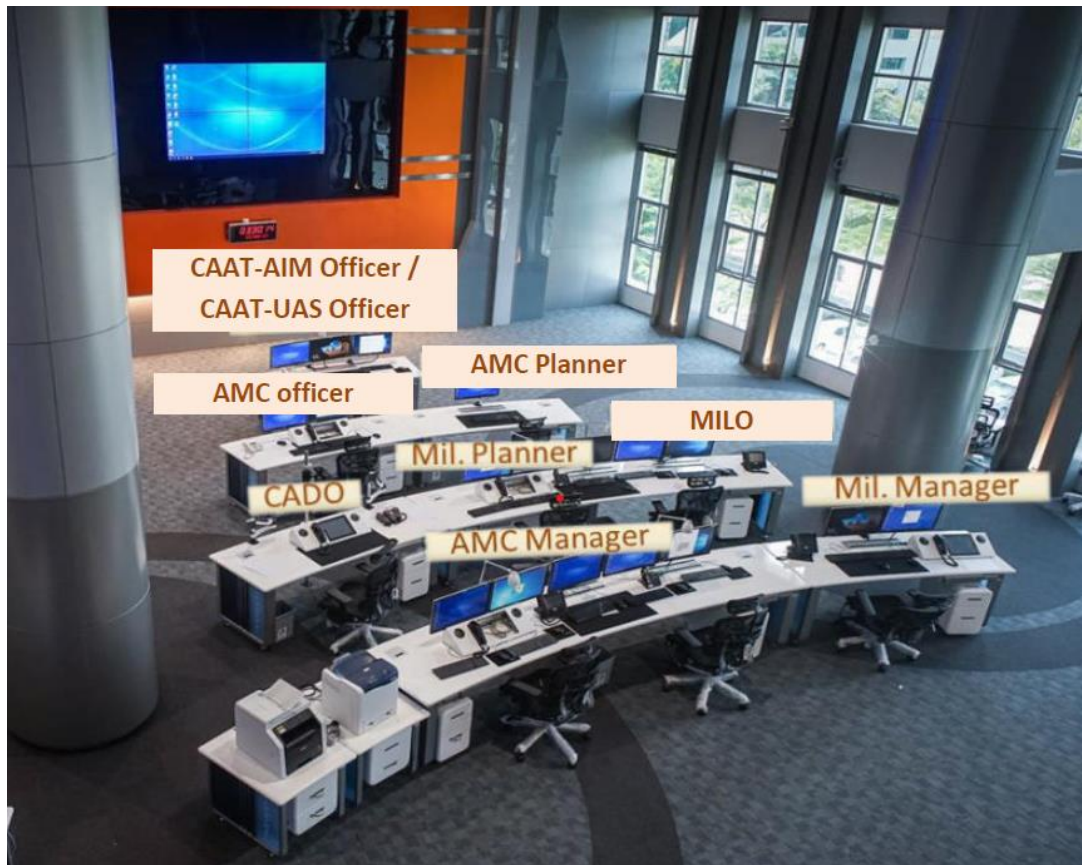
And

Deputy Director of AMC

Aeronautical Radio of Thailand : AEROTHAI

Forecast Annual Traffic Volume





CAAT
สำนักงานการบินพลเรือนแห่งประเทศไทย
The Civil Aviation Authority of Thailand

AMC Thailand

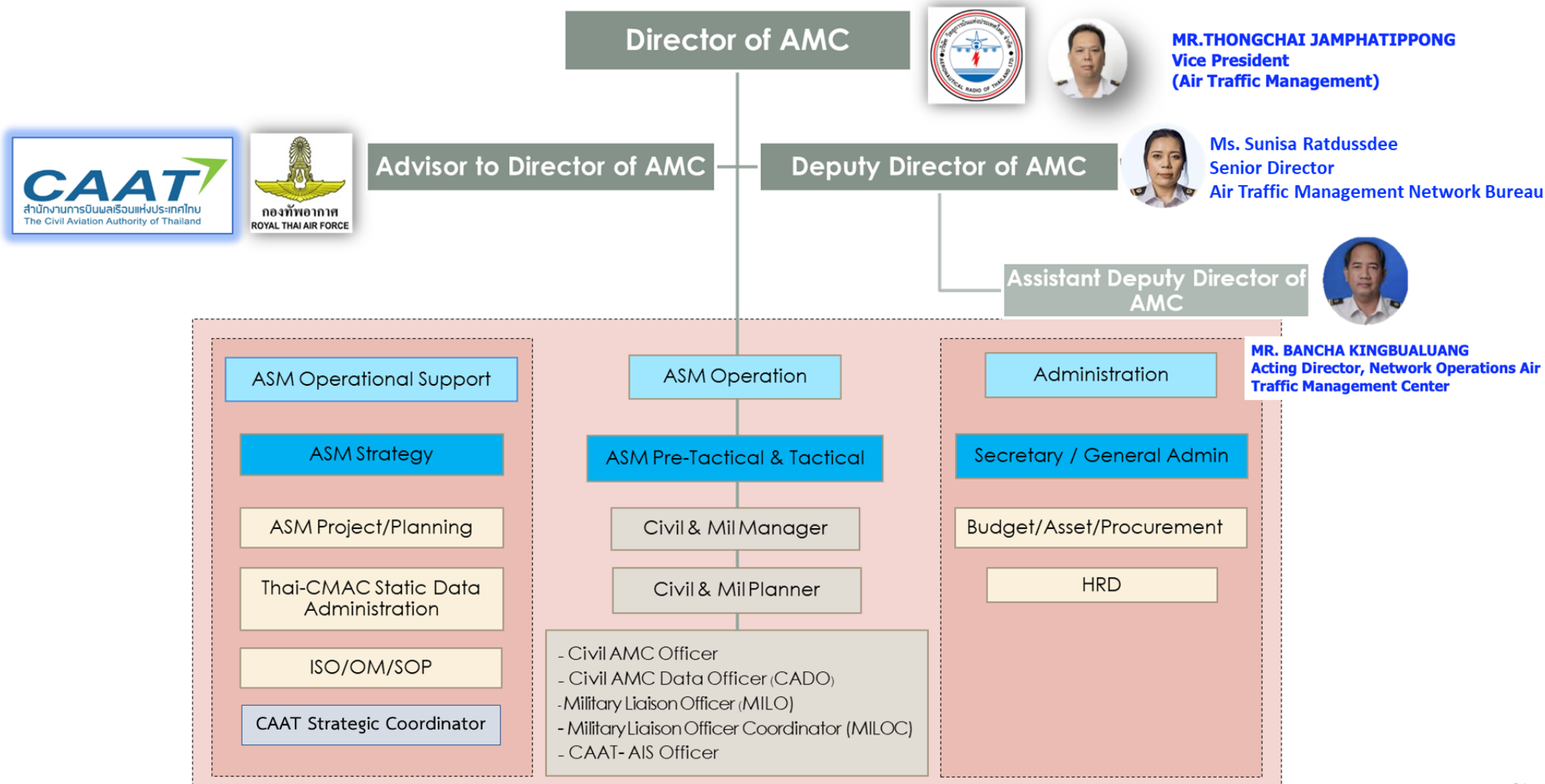
AIRSPACE MANAGEMENT CELL THAILAND

Started operation in **September 2019**

Located in ATM NMC Operation Room,
AEROTHAI headquarter



AMC Thailand Structure



Airspace Use Plan / Updated Airspace Use Plan

Date: 16-12-2025 From: 15-12-2025 17:00 UTC to: 16-12-2025 16:59 UTC | Last Update: 02-01-2026 05:30 UTC

ANNOUNCEMENT

ATTN ALL CONCERNED UNIT, NEW FPL PROCEDURE FOR TRAFFIC IN THE NORTHERN PART OF BKK FIR.

ALPHA (76)
List of available CDRs category 2 and MIL areas availability

Route	Route segment	Validity period (UTC)		level available		Remark	Last Update
		From	To	From	To		
B346 (CDR)	BKK-PCB	1700	0059	ALT11000	FL460	Auto-Generate	01-12-2025 03:46 UTC
B346 (CDR)	BKK-PCB	0901	1659	ALT11000	FL460	Auto-Generate	01-12-2025 03:46 UTC
W39 (CDR)	NOBER-PCB	1700	0059	ALT7000	FL460	Auto-Generate	01-12-2025 03:46 UTC
W39 (CDR)	NOBER-PCB	0901	1659	ALT7000	FL460	Auto-Generate	01-12-2025 03:46 UTC
A1	TOPER-PASAT	2301	1659	ALT8000	FL460	Auto-Generate	11-12-2025 00:38 UTC
Y13	PAKRI-GRASO	2301	1659	FL210	FL460	Auto-Generate	11-12-2025 00:42 UTC
Y15	SANOT-GRASO	2301	1659	FL210	FL460	Auto-Generate	11-12-2025 00:45 UTC

Airspace Reservation Tool

THAI-CMAC System

The THAI-CMAC System is used to notify the reservation or make reservation for airspace usage by airspace users, to manage airspace use in advance, and to monitor airspace usage.

AUP : Airspace Use Plan

Announces which CDRs are available for the next operational day.

UUP : Updated Airspace Use Plan

Updates or changes during the day.



Website

<https://thaicmac.aerothai.aero/#/home>



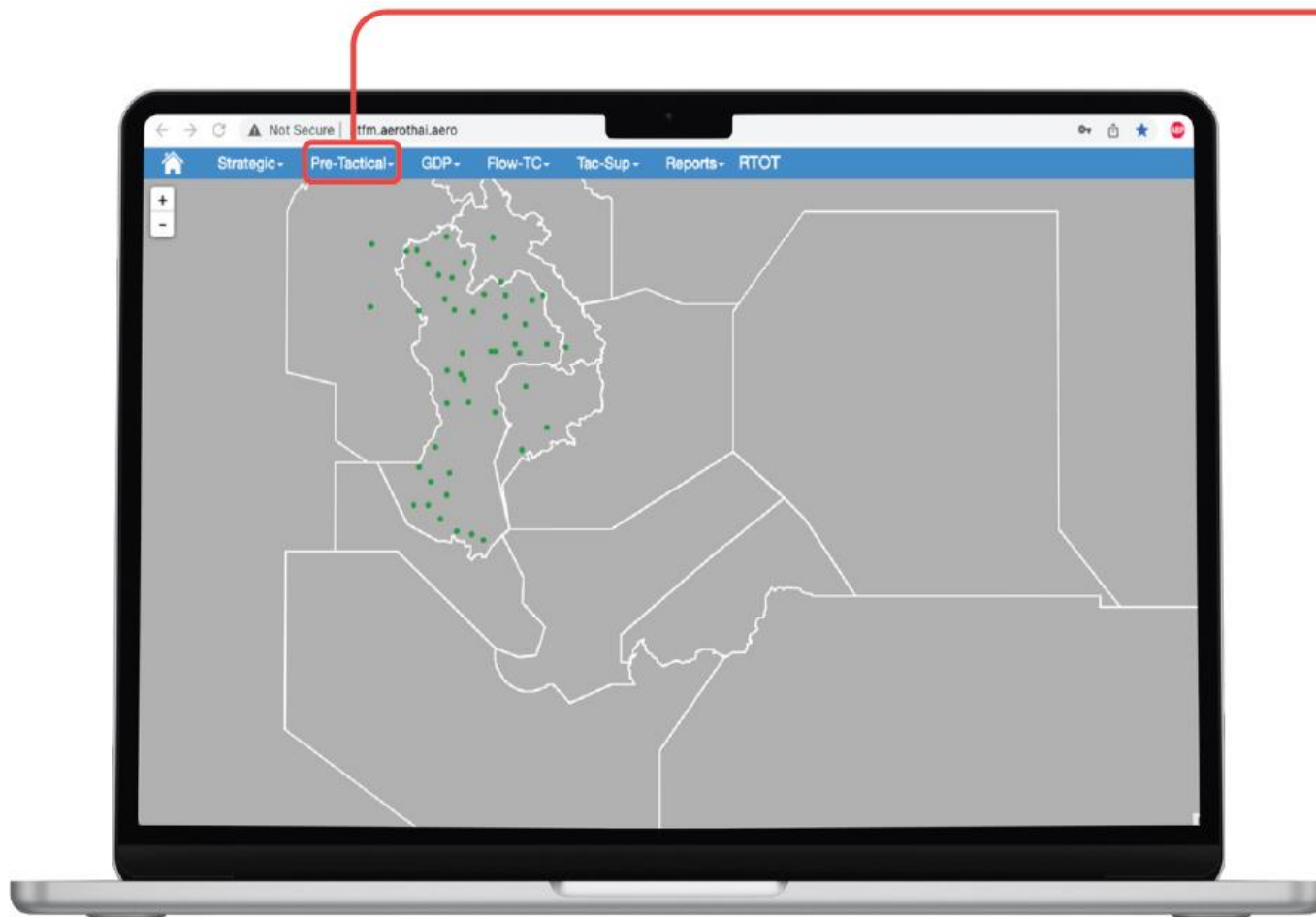
THAI-CMAC System



Website

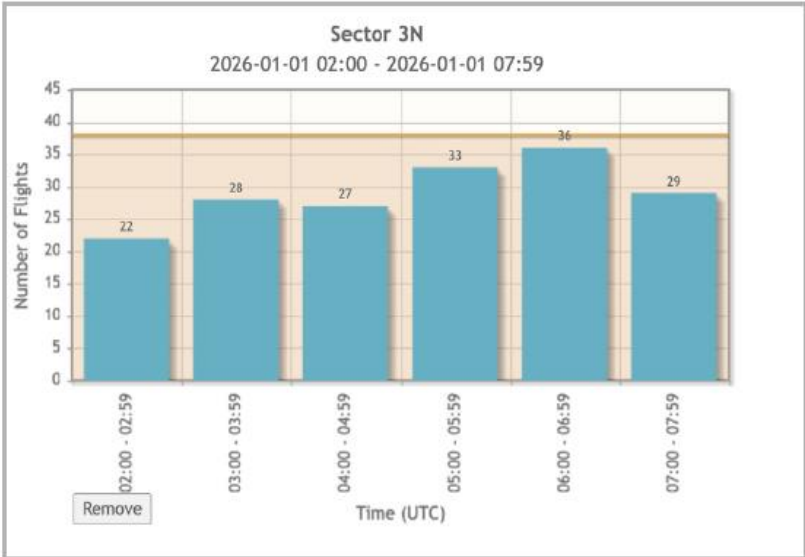
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AMC & ATFMU



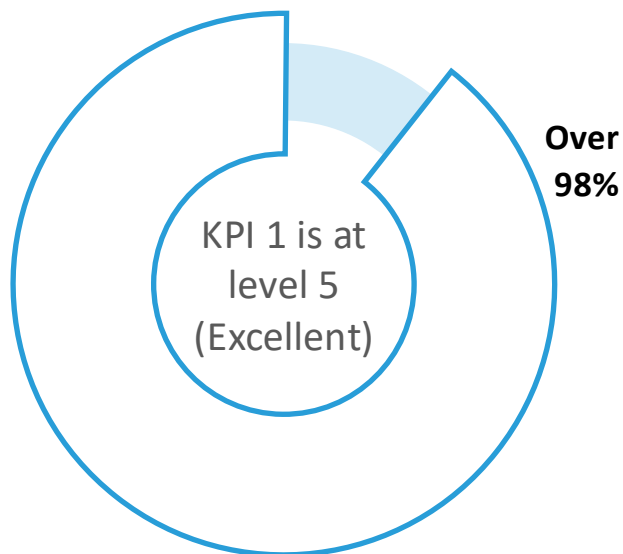
PRE TACTICAL

Airspace Demand Monitoring



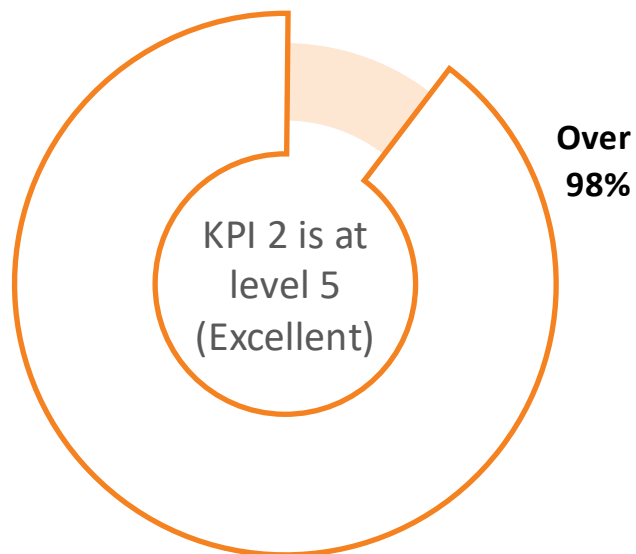
AMC (Thailand) KPIs

AMC Thailand's Key Performance Indicators



KPI 1

The success rate of operations that require airspace reservation.



KPI 2

The rate at which Airspace Use Plans (AUP) are issued.

KPI 2 = Planned Activity x 100 / Planned Activity + Short Notice

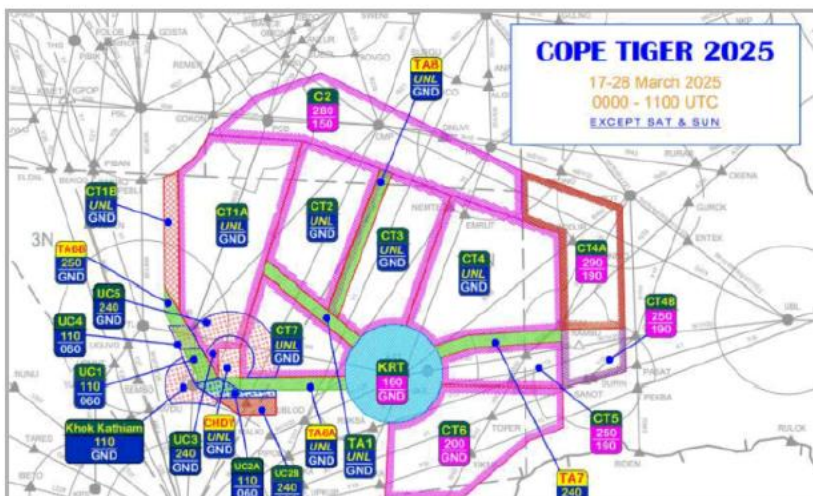


KPI 3

Efficiency of reserved airspace utilization.

KPI 3 = Planned Activity – Actual Time Use.

AMC & ATFMU



11 AIR TRAFFIC FLOW MANAGEMENT DURING COPE TIGER 2025 PERIOD

In response to the capacity constraint caused by the Joint Military Air Exercise COPE TIGER 2025 the following ATFM measures will be implemented:

11.1 Temporary Flight Level orientation scheme

Flights operating on the following routes are requested to use the following flight level orientation scheme:

11.1.1 Northbound flight from VTBD, VTBS, BKK via A464 (Portion BKK CMA), Y26, or Y27

and flight depart from VTPI, VTBL, VTBH, VTPP via W9. - Odd FL

11.1.2 Southbound flight to VTBD, VTBS, BKK via Y7, Y28 or W9 or other airways joining W9. - Even FL

11.2 Ground Delay Program GDP through the provision of Calculated Take Off Time CTOT

GDP will be implemented by Bangkok Air Traffic Flow Management Unit (BKK ATFMU) to balance the demand and capacity over congested area. CTOT will be issued to the flights entering BACC sector 3N and 6N to land at VTBD, VTBS and VTBU.

Specific timing of GDP periods each day will be published in the ATFM Daily Plan (ADP), which will be distributed via e-mail to all stakeholders that provided their e-mail to Bangkok ATFMU one day before operations.

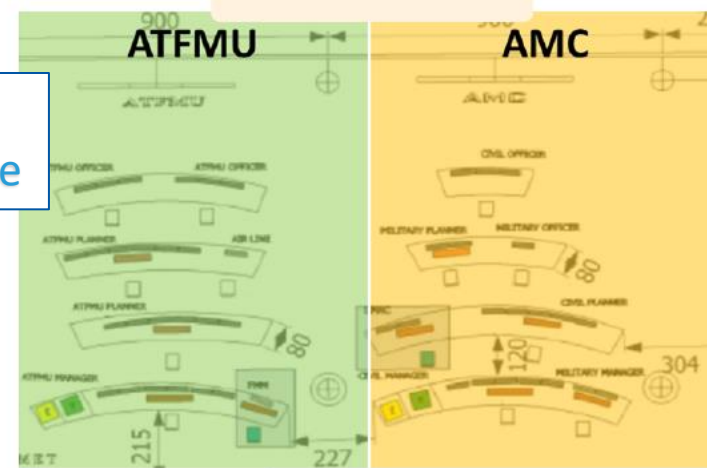
When GDP is active, ATS units and aircraft operators are requested to adhere to the procedure published in the AIP Thailand ENR 1.9 and Bangkok ATFMU User's Manual.

TACTICAL LEVEL

AMC and ATFM coordinate in real time to monitor actual airspace use and traffic, adjusting airspace activation, release, or temporary route restrictions so that military areas can be opened quickly for civilian use without negatively affecting overall traffic flow.

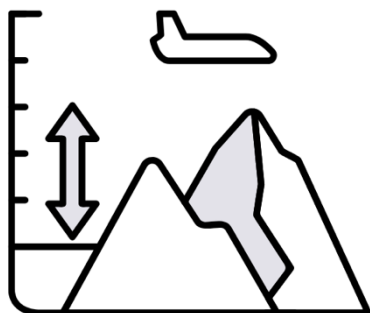
ATM NMC ROOM

Daily Web Conference



FUA Implementation

Significant changes in the Thailand's Special Use Airspace (SUA)



VERTICAL LIMIT

Modifying the altitude in certain areas is necessary to align with the nature of the missions and the actual usage of the area users, as well as to accommodate future standards and requirements under space law.



COORDINATES

Some area coordinates have been revised to align with aviation safety requirements, terrain features, and practical usage.



TIME OF ACTIVITY

The adjustment of time of activity for certain areas has been made to align with the actual reserved usage times. This helps reduce the time that areas are unnecessarily held reserved and opens opportunities for other area users to make appropriate use of area.

Thank You

