



Future Planning for the Development of
Airspace Organization and Civil/Military
Coordination in the Bangkok FIR

Presentation Outline

- Airspace as public properties
- Roles and functions of CAAT
- Airspace regulations/requirements
- Future Coordination between Civil/Military

Airspace as public properties

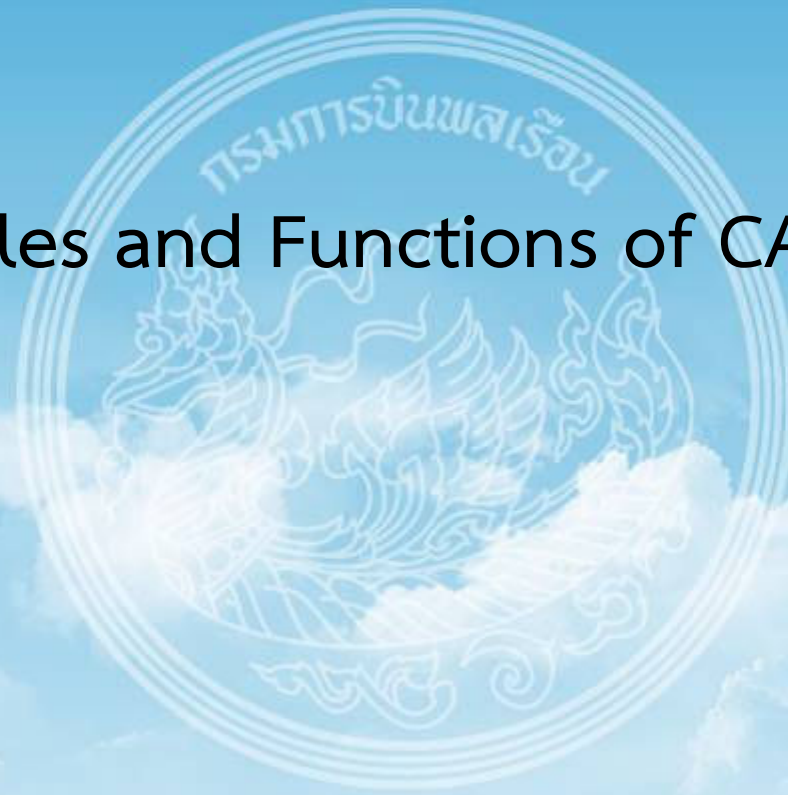


The image features a central graphic of a network diagram. It consists of numerous small circular nodes, some in white and some in dark blue, connected by thin, light-colored lines. This network is superimposed over a background of a bright blue sky filled with soft, white, fluffy clouds. The overall aesthetic is clean and modern, suggesting themes of connectivity, technology, or global infrastructure.

Airspace is public space

เป็นองค์กรชั้นนำในระดับภูมิภาคเพื่อการขับเคลื่อนและผลักดันให้การบินพลเรือนของประเทศ เป็นที่ยอมรับด้านมาตรฐาน และความปลอดภัยในระดับสากล

Roles and Functions of CAAT



Roles and Functions of CAAT

- Newly Established Civil Aviation Authority of Thailand (CAAT)
- CAAT has roles and functions to manage the airspace usage in Thailand and has authority to issue airspace regulations and requirements.

Airspace Regulations/Requirements



Airspace Regulations/Requirements

Specified airspace regulations and requirements will be issued, for example :

- Airspace Classification including SUA
- Criteria for Airspace Designation including SUA
- Operating Rules within each Class of Airspace
- Services to be Provided within each Class of Airspace

Categories of SUA

SUA will be clearly defined in accordance with ICAO guideline (Annex 15) :

- ENR 5.1 : Prohibited, Restricted and dangerous area
- ENR 5.2 : Military Exercise and training areas and ADIZ
- ENR 5.3.1 : Other activities of a dangerous nature
- ENR 5.3.2 : Other Potential hazards
- ENR 5.5 : Aerial Sporting and Recreational Activities

Numbers and Volume of SUA

- Numbers, dimensions and time of SUA shall be minimum required for containing the proposed activities.
- When possible, SUA shall be used by more than one using agency to ensure the optimum use of airspace.
- SUA should be located to impose minimum impact on non participating aircraft and ATC operations.

Flexible Use of Airspace (FUA)

- Development of SUA Criteria shall implement the ICAO's concept of Flexible use of airspace : [ASBU B0-10 FRT0](#)

B0-10: FRT0 Improved Operations through Enhanced En-Route Trajectories

Implementation of performance-based navigation (PBN concept) and flex tracking to avoid significant weather and to offer greater fuel efficiency, flexible use of airspace (FUA) through special activity airspace allocation, airspace planning and time-based metering, and collaborative decision-making (CDM) for en-route airspace with increased information exchange among ATM stakeholders

Activities within SUA

- Activities within SUA shall be categorized as
 - Hazardous
 - Non hazardous



Hazardous Activities

Example of hazardous activities :

- Air to air missiles
- Air to ground bombs
- Surface to air missiles
- Surface to air artillery
- Surface to surface artillery
- Drone and other unmanned flight operations

Non-hazardous Activities

Example of Non-hazardous activities :

- Air intercept exercises
- Air combat training
- Basic military flight training
- Aerobatics
- Formation flight training
- Low altitude air to air training

Future Coordination between Civil/Military



Future Coordination between Civil/Military

- Optimized use of airspace can be achieved by appropriate regulations and requirements
- Establishment of civil/military authorities, roles and functions will improve interactions and coordination