

1/15/2026

FOR YOUR INFORMATION

2026-17/5-10

To: Airport Manager, Suvarnabhumi Airport, Bangkok, Thailand, (FAA LAX- IFO) 2310108

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Airports of Thailand (AOT), Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: BKK/VTBS Airport Ramp Markings

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2310108

DATE / TIME

Date of Occurrence	202511
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	VTBS.Airport
State	FO
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	VTBS
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2310108

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Detector - Person	Ground Personnel
Result - Flight Crew	FLC Override Automation

NARRATIVE 1

I'm writing this report more to highlight a potential safety issue in BKK, rather than to highlight any particular flight.

On the flight this report is filed under I elected to perform the walkaround while the FO set up the aircraft. An employee on the ramp, there was language difficulty, addressed me directly about a concern he had. He said that recently 3 company aircraft had lined up on the wrong lead-in line for their gates. Again, a bit of a language problem, but he certainly picked the right guy, as I had done that on my first trip to BKK. I understood what he was talking about and gave him my take, said I'd write a report, so here you go.

This applies to the SAT-1 Apron. As you approach Gate XX from the east on Taxiway T19 you see two Aircraft Positioning and Information System (APIS) boxes, [Gate] XX and XY, with [Gate] XX being closer to you. It appears to line up with a dashed, dog-leg lead-in line that is also closest to you. We discussed. Layout doesn't match the Airport Moving Map (AMM). Turned in, realized it looked wrong and stopped. Waited for manual guidance to the proper line, and had plenty of space to do that.

In hindsight there were other clues, and guidance in FOM and bulletins and 20-9 pages that should have come together. And yet...

Here are my observations:

The 10-9 AMM page only shows a single lead-in line, unlike, for instance, LAX. We may not use the other lines in BKK but it is a surprise when you come upon them. The 20-9 AMM page does hint that there are other lines.

The ID numbers for many of those lead-in lines, painted on the ground, are [expletive]. The paint on some is chipped up, making them hard or near-impossible to read.

The lead-in line we initially bit on was dashed, which in some of our operations delineates a widebody line.

When properly aligned with the [Gate] XX APIS box, there is the dashed dog-legged lead-in to my RIGHT, and its APIS box ([Gate] XY) is to the LEFT of the one I'm using ([Gate] XX). It is marked correctly, however. It is also angled to the right, so it's 'beam,' as it were, crosses in front of the [Gate] XX APIS. Can't see that from a distance. I believe this is the crux of the problem, if other aircraft are lining up incorrectly. But I don't know those stories.

As you approach from the direction we did, you get the illusion that the illuminated [Gate] XX APIS is in line with the lead-in line for [Gate] XY. You are not prepared from the AMM that the ramp is not simple. The APIS chevrons told us something was off. And there are TWO chevron windows, one for Captain and one for the FO. New to me but mentioned in the FOM. Could add to confusion.

Obviously the ramp personnel sensed this was a bigger issue. Yes, there are clues, but I think human factors are more at play here, if multiples of aircraft are behaving the same.

Perhaps some of this info should be incorporated into the current BKK briefing or the upcoming 10-7.

SYNOPSIS

Air carrier Captain reported confusion with the poorly marked lead-in lines for a gate at BKK/VTBS airport.