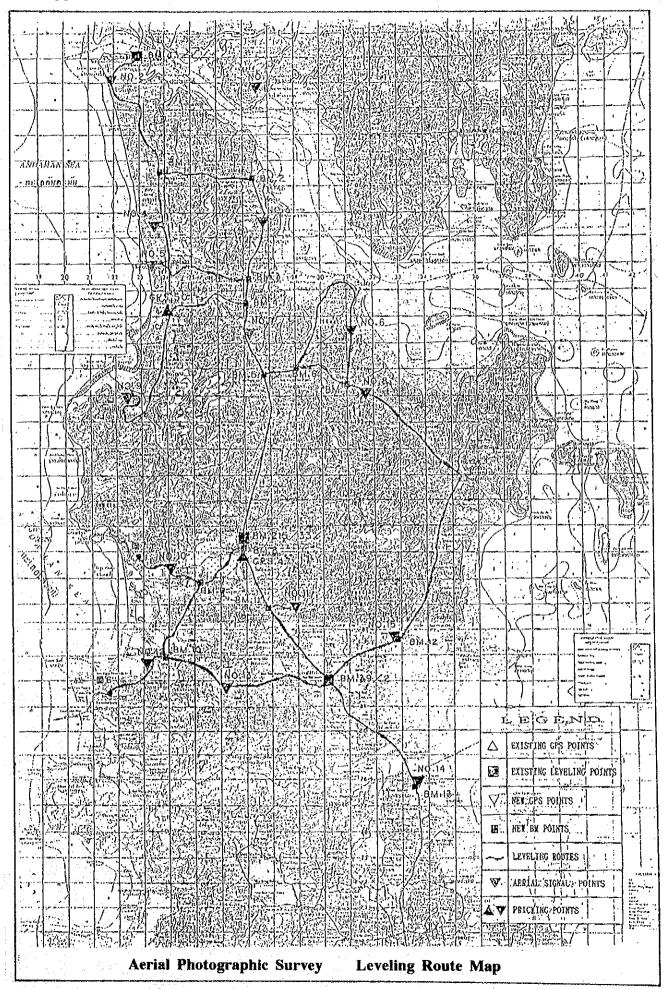
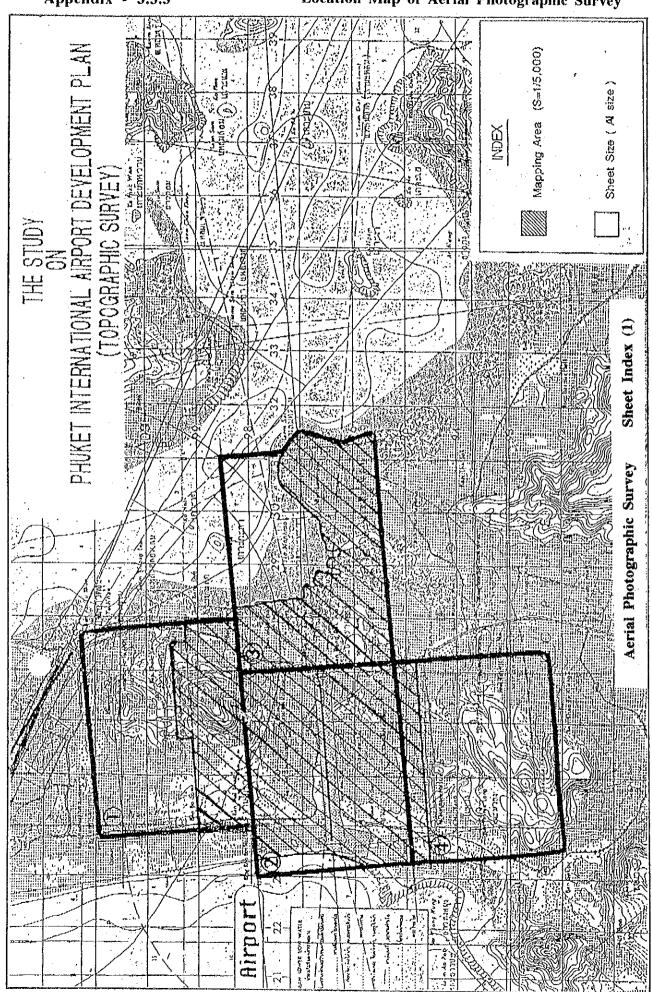
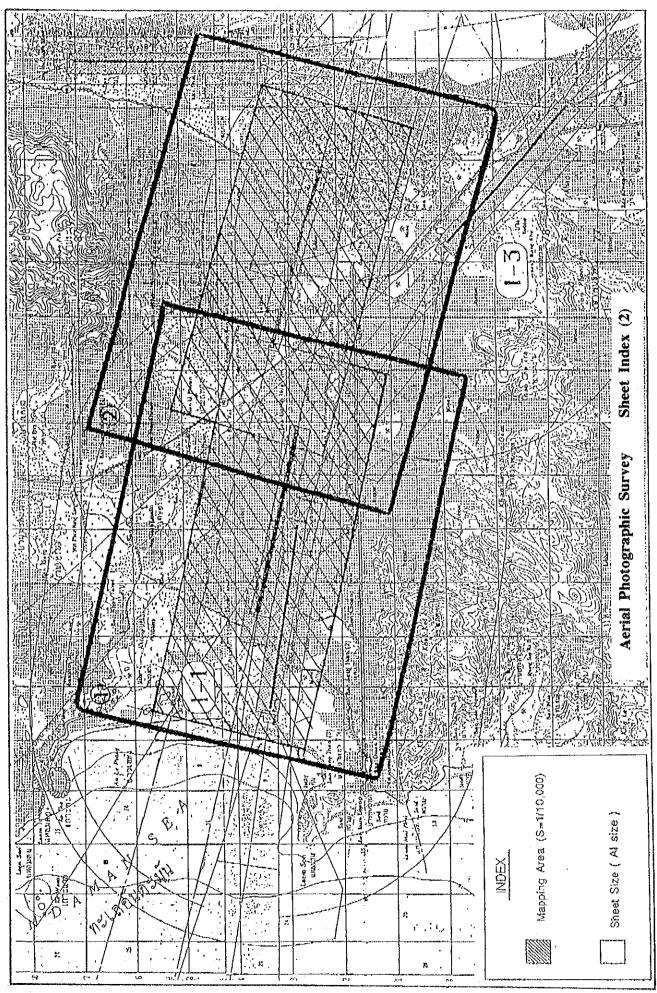
			Classel	Soil	Natural	Atterberg Limits	g Limit	<u>د</u>	Gran	Grain Size, Percent Finer	ercent R	iner	otal	£	Specific Paners		in - situ Pocker	Pocker	Unconfined	ned	
Sample	Depth	Description of Soil		ı	Content		-	Š	_	ÖN.	Š	Ö.	Ť	t Gravity	Ş	<i>'</i> 35	renath time tion	100	Stenata	2	Benark
ž			AASHTO	AASHTO UNIFIED	*	<u>ـــــ</u>	로								Blows/ft.	2.00 S	Undis- remolded, meter turbed	meter Vm²	ð §	io s	
A4-1	1.70-2.15	Very stift, dayey SILT, grey, trace of fine, medium to coarse sand.	ı	Σ	24.2	68.3	35.1 33.2	- 1		'	1	ı	2.03	2.66	24		ı	1	'	<u> </u>	Ground water level= -2.60 m.
A4-2	3.70-4.15		1	ž	27.2		1		•	, F.	1	1	2.09	1	1.7	1	1	1		,	
A4-3	5.70-6.75	Very stiff, clayey St.T., dark pinkyellowish brown; trace of fine, medium to coarse sand.	ı	ΣΉ	4.16	,	'	<u>'</u>	,		,	•	1.92	1	18	1	1	1	,	ı	
\$	7.70-8.15	Very stift, clayey Sil.T. reddish brown; trace of fine to coarse sand.	ı	¥	8.			1	1		1		66		88		1	'			
A4-5	9.70-10.15	Hard, clayey SILT, reddish brown; little of fine to medium sand, trace of coarse sand & fine gravel.	,	ĭ	28.2	42.6 29	29.0 13.6	6 92.6	0.10	75.9	69:5	.65.2	2.12	2.67	ಜ	ı	ı			1	SUMMARY OF TEST DATA
	End of boring								,												IN BORE HOLE
						<u>.</u>	:					<u> </u>									SOIL INVESTIGATION FOR
						-												-		T	AIRPORT DEVELOPMENT PLAN PROJECT.
									:	* • • • • • • • • • • • • • • • • • • •			:						:	]	
									<u> </u>												
									! 			· · · · · · · · · · · · · · · · · · ·								"	ON GNIGO
									<u>:</u>											, w,	STATION
	v				<del> </del> -		ļ														PHUKET AIRPORT
																					DATE START SEP. 19, 1992
								<u> </u>							,				<u> </u>		DATE FINISH SEP. 19, 1992
					- <del></del> -										:						
							i													t.	Thei Engineering Consultants Co. Ltd. Bangkok Theiland
					-	-	-								_		7	-	-		

	Remark	st level= - m.		***	de Philippin	SUMMARY OF TEST DATA	ORE HOLE	SOIL INVESTIGATION FOR: PHUKET INTERNATIONAL	DEVELOPMENT	An a great will be the		O. A-5		PHUKET AIRPORT	DATE START SEP. 23, 1992	DATE FINISH SEP, 23, 1992	That Engineering Consultants Co.Ltd. Bangkok Thailand
	<b></b>	Ground water level= -	•			SU TRO	<u>⊗</u> ₹	SOIL INVES	AIRPORT DEVE			BORING NO. A-5	STATION	HC EX	DATE STA	DATE BINE	That Engineearii Bang
Unconfined Compressive	£ ii \$		1	1													
Unconfined Compressiv	Strength Ou E	-	ļ ·				1.										
Pocket enetra-	ion meter	1	ı	1				······································									
tn - situ Pocket Vane Shearpenetra-	Strength t/m² tion idis- tremoided, meter	. 1	1	•													<del></del>
t va	Strength t/m² tion Undis- remoided, meter	. 1	l	. •							·						
Standard Penetra-	Blows/ft,	7	5	>50/22 cm.				-					, .				 
Standard Specific Penetra-		2.70	,	2.68 >													 
Total Unit	Weight Gravity Um-3	2.00	1,89	2.02								-					 <del></del>
	200 200 11	1	1	17.9												- <del>-</del>	
ant Fine	Š 5	1	ı	22.9							·						
e. Perce	Ŏ 5	,	,	33.8													
Grain Size, Percent Finer	Šξ	'	ı	2. 0.													 
	Š 4	,	,	74.2													
imits	ā.	19.4	Î	î													 
Atterberg Limits	ā	32.1	Q.	N N													
i .	;j	7 51.5	3	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \					ļ								 
Maturat	ED Content	1 23.7	18.3	7.8													<u> </u>
Soil	AASHTO UNIFIED	¥ ¥	SM	NS.						· · ·			ļ	ļ			 ļ 
Clas	AASHT	'	1 .	ı		ļ	-			<u></u>				ļ			 ļ <u></u>
-	of Soil	brown; some of fined.	inflight grey; some le of medium sand.	rown/light grey; s sand, little of fine	at 6.19 m. dupith												
	Description of Soil	Medium stiff, dayey SiLT, brown; some of fine sand, trace of coarse sand.	Medium, sitty SAND, brownflight grey; some of fine to coarse sand, little of medium sand.	Very dense, silty SAND, brownflight grey; some of medium to coarse sand, little of fine sand & fine crave!	(Encounted Bed Rock at 6.17 m. dayth)												
	Depth m.	1.70-2.15	3.70-4.15	5.70-6.15	End of boring												
	Sample No.	A5-1	A5-2	A5-3													

	Remark		Ground water level=-7.80 m.				SUMMARY OF TEST DATA	SRE HOLE	SOIL INVESTIGATION FOR: PHUKET INTERNATIONAL	ARPORT DEVELOPMENT	en		9-4-6		ATION PHUKET AIRPORT		DATE START SEP. 20, 1992	DATE FINISH SEP. 20, 1992		That Engineering Consultants Co., Ud.
	Œ.		Ground wate				SU T-10	⊠ ₹	SOIL INVES	AIRPORT DEVE PLAN, PROJECT.			BORING NO A-6	STATION	LOCATION PHUKE		DATE STAR	DATE FINIS		The Engineering Sangk
Compressive	ig ig	z	1			ı						-						 		
	Strength	ζШ <sub>2</sub>	1		ı	'	,													
in - situ Pocker ne Shearpenetra-	tion T. meter	Vm²	1	,		1														1 -
Vane Shearpenetra-	Strength t/m² then Uncis- hemolded, meter		1	1	,		1.												 	
	Undis-	people			1	ţ	,							<u></u>						
Penetra-	tion Blows/ft.		72	4	8	62	€			'	.									
Specific	Gravity		2.69	,	ı	,	2.70										F 24			
C C	Weight Gravity		2.19	2.14	2.12	2.03	2.01													
Į,	00 00 000 000 000 000 000 000 000 000 0		ı	ı		,	51.3								- 1					;
Cent Fig	ON 100		-	1	1	1	55.6													
Grain Size, Percent Finer	S &	:	ı		,	ŧ	64.7													
3, 6	Š Š		ı	_	. 1	ı	95.6			:										
	Š 4		1	•		1	100													
2	ă		11.0	1	1	1	5.4.5													
Arceloed Summer	ō.		9.04	1 . 	'	1	0 41.5			<u> </u>				-				<u>                                     </u>	ļ	
Water	Content		17.9 51.	21.6	24.7	24.7	35.0 56.	<del></del>	 	-			<u>                                     </u>	-	-					
			ı.	T X	MH 2	Z 2	MH 3			-			<u> </u>	<del> </del>				-		
Soil Classification	CHICA OF THE CONTRACT OF THE C	<u>.</u>		<del></del>									-	-	-			-		
<u> </u>	4			ļ		· ·					<u> </u>		-	-				-	-	
			redium rse	ottied w	n; some	n mottle and, trac	n/grey; and trac						:							
	f Soil		me of n e of coa	orown m I, frace c	ish brow and, trac	ish brow edfum si t	ish brow of fine s				:									
	Description of Soil		Suff. dayey SiLT, brown; some of medium sand, little of fine sand, trace of coarse sand.	Hard, clayey SiLT, reddish brown motted with grey; some of medium sand, trace of fine to coarse sand.	Very stiff, dayey SILT, reddish brown; some of medium sand, little of fine sand, trace of coarse sand & fine gravel.	Very stiff, clayey SILT, reddish brown mottled with grey; some of fine to medium sand, trace of coarse sand to fine gravel.	Very stiff, clayey SILT, reddish brown/grey, some of medium sand, little of fine sand trace of coarse sand.													
	Desc		SILT b	y SiLT, of medi	layey Si nc, little d & fine	layey Si ome of i	layey Sti edium sa and.	:												
			f, clayer d, little d.	Hard, clayey grey, some o coarse sand.	y stiff, c. dium sar rse san	y stiff, c. 1 grey; s	Very stiff, claye) some of mediun of coarse sand:			-										
-									-	-				-		<del></del>				
	Depth		1.70-2.15	3.70-4.15	5.70-6.15	7.70-8.15	9.70-10.15	End of boning												
	Sample	<u>.</u>	A6-1	A6-2	A6-3 6	A6-4	A65	ம்		-	-			-	+	<del>- ; .</del> :				
•••••••	y Z		Ä	¥.	¥	<u> </u>	) ¥		]		l	- <sub>:</sub>	<u> </u>	1	]:		<u> </u>	<u></u>	1	l
											A3	- 20								
			•														•			







A3 - 23

(1) Passengers at Phuket International Airport by Year

Intenati	ional Passengers	at Phuket Intern	national Airport			nit:perso
Year	Embarked	Disembarked	Sub-total	Transit	Total	Growth
	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)	(%)
1002	26.169	22 991	40.040	4.00	#O - #O	
1982	26,168	22,881	49,049	4,101	53,150	į.
1983	36,497	35,829		23,705	96,031	80.
1984	67,288	66,398		36,560	170,246	77,3
1985	79,750	76,259	The second section is a second second	24,641	180,650	6.
1986	37,360	39,767		7,934	85,061	-52.
1987	57,402	78,443			144,120	69.
1988	83,614	100,488	184,102	19,867	203,969	41.
1989	129,990	145,628	275,618	38,331	313,949	53.9
1990	186,204	212,551	398,755	62,391	461,146	46.9
1991	235,020	320,285	555,305	70,945	626,250	35.8
1992	292,304	350,452	642,756	71,213	713,969	14.0
		701 5 47				L
Year	tic Passengers at Embarked	Disembarked	ional Airport Sub-total	<b>T</b>	I	I
i ear	Emoarked (1)	Disembarked (2)	Sub-total (3)=(1)+(2)	Transit (4)	Total (3)+(4)	Growth (%)
						\:Z
1982	67,444	67,044	134,488	1,391	135,879	
1983	78,713	75,934	154,647	8,369	163,016	20.
1984	103,878	98,645	202,523	18,130	220,653	35.4
1985	115,924	113,165	229,089	22,077	251,166	13.
1986	224,176	216,761	440,937	32,548	473,485	88.
1987	328,822	299,818	628,640	29,016	657,656	38.9
1988	424,846	398,114	822,960	28,440	851,400	29
1989	557,256	532,102	1,089,358	16,667	1,106,025	29.9
1990	679,935	642,275	1,322,210	18,590	1,340,800	21.
1991	652,056	558,637	1,210,693	16,869	1,227,562	-8.
1992	672,886	599,122	1,272,008	19,820	1,227,302	
	<u> </u>			19,020	1,291,028	5.
7 7	assengers at Phu					
Year	Embarked	Disembarked	Sub-total	Transit	Total	Growth
<del>- 1 </del>	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)	(%)
1982	93,612	89,925	183,537	5,492	189,029	
1983	115,210	111,763	226,973	32,074	259,047	37.0
1984	171,166	165,043	336,209	54,690	390,899	50.5
1985	195,674	189,424	385,098	46,718	431,816	10.:
1986	261,536	256,528	518,064	40,482		
1987	386,224	230,328 378,261	764,48 <i>5</i>		558,546	29.3
		and the second of the second		37,291	801,776	43
1988	508,460	498,602	1,007,062	48,307	1,055,369	31.0
1989	687,246	677,730	1,364,976	54,998	1,419,974	34
1990	866,139	854,826	1,720,965	80,981	1,801,946	26.9
1991	887,076	878,922	1,765,998	87,814	1,853,812	2.5
1992	965,190	949,574	1,914,764	91,033	2,005,797	٠.

### 2) Passengers at Phuket International Airport by Month

····					والمراجع والمعاون والمعاود				Uni	persons
iterna	ational Passer	igers at Phul	ket Internatio	nal Airpo	rt					
T		format Auffres, minimum Party variation (Inches	Year 1990					Year 1991		
[	Disembarked	Embarked	Sub-total	Transit	Total	Disembarked	Embarked	Sub-total	Transit	Total
	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)
an.	17,641	18,554	36,195	5,991	42,186	23,369	22,709	46,078	6,099	52,17
eb.	15,697	17,444	33,141	5,842	38,983	22,777	18,579	41,356	5,725	47,08
Иar.	17,832	18,216	36,048	6,087	42,135	24,375	16,961	41,336	6,600	47,93
Арг.	17,460	15,790	33,250	5,808	39,058	24,799	20,603	45,402	5,951	51,35
⁄1ау	12,661	11,134	23,795	4,982	28,777	21,701	14,597	36,298	5,999	42,29
lun.	14,636	11,796	26,432	4,877	31,309	25,955	17,438	43,393	5,587	48,98
ul.	17,362	13,424	30,786	4,460	35,246	29,715	19,391	49,106	5,528	54,63
lug.	19,744	16,910	36,654	5,014	41,668	32,783	24,568	57,351	5,681	63,03
Sep.	13,547	11,624	25,171	4,379	29,550	24,864	16,952	41,816	5,199	47,01
Oct.	17,296	14,089	.31,385	4,343	35,728	25,482	17,652	43,134	6,114	49,24
∛ov.	20,724	16,641	37,365	5,641	43,006	29,614	21,714	51,328	7,106	58,43
Эес.	27,951	20,582	48,533	4,967	53,500	34,851	23,856	58,707	5,356	64,06
otal	212,551	186,204	398,755	62,391	461,146	320,285	235,020	555,305	70,945	626,2
Ome	stic Passenge		Internationa	l Airnort						
			Year 1990		······································	r		Year 1991		
	Disembarked	Embarked	Sub-total	Transit	Total	Disembarked	Embarked	Sub-total	Transit	Total
	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)
an.	60,595	64,440	125,035		125,962		68,087	123,960	915	124,8
eb.	56,576	58,754	115,330		116,144	1 .	63,000	119,275	823	120,0
Mar.	59,799		123,768		124,939			103,760	1,182	104,9
	58,250		121,489		123,026		64,545	117,276	1,748	119,0
Арг. Мау	41,726	49,356	91,082	2,869	93,951	34,028	45,104	79,132	1,465	80,59
Jun.	34,794	37,289	72,083	2,769	74,852	28,833	37,697	66,530	1,698	68,2
Jul.	53,840		108,790		110,421	1	50.312	93,094	1,819	94,9
Aug.	59,620		126,552		128,230		•	116,709	1,223	117,9
-	42,017	43,876	85,893		88,509	L	41,533	75,376	1,443	76,8
Sep.	J		111,964		113,394		50,277	94,633	1,546	96,1
Oct.	55,602	56,362	4.4		117,544	1	55,069	103,907		105,4
Nov. Dec.	57,311 62,145	59,848 60,920	117,159 123,065	ŧ ,	123,828			117,041	1,420	118,4
					1,340,800	1	1			1,227,5
l'otal	642,275	3		<del></del>	1,340,800	336,037	1 032,030	1,210,093	110,807	1,227,3
otal	Passengers P	huket Intern		ort		<del></del>		<del></del>		
			Year 1990			<u> </u>	r	Year 1991		
٠	Disembarked		Sub-total	Transit	Total	Disembarked		Sub-total	Transit	Total
	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)
Jan.	78,236	1			168,148		90,796	170,038		177,0
Feb.	72,273				155,127			1	1 1	167.1
Mar.	77,631	82,185			167,074	1	E .			152,8
Apr.	75,710				162,084			162,678	1	170,3
May	54,387	1			122,728	1 '	1	115,430		122,8
Jun.	49,430				106,161					117,2
Jul.	71,202	1			145,667		1	142,200	<b>1</b>	149,
Aug.	79,364		1		169,898		1	174,060	1	180,9
Sep.	55,564	1			118,059			117,192		123,8
Oct.	72,898	1 2 2 2	143,349	The second second	149,122			137,767		145,4
Nov.	78,035							1		163,9
Dec.	90,096	81,502	171,598	5,730	177,328	95,109	80,639			182,5
Total	854,826	866,139	1,720,965	80,981	1,801,946	878,922	887,076	1,765,998	87.814	1,853,8

# (1) Freight at Phuket International Airport by Year Unit:tonnes

	4					U	nit:tonnes
Interna	tional Freigh	t at Phuket I	nternational .	Airport			
Year	Loaded	Unloaded	Sub-total	Growth	Transit	Total	Growth
······································	(1)	(2)	(3)=(1)+(2)	(%)	(4)	(3)+(4)	(%)
1982	16	30	46		0	46	
1983	30	62	92	100.0	ő	92	100.0
1984	30	74	•	13.0	ő	104	13.0
1985	37	96	133	27.9	. 0	133	27.9
1986	0	1	1	-99.2	0	1	-99.2
1987	6	4.	10	900.0	0	10	900.0
1988	68	154	222	2120.0	1,129	1,351	13410.0
1989	82	47	129	-41.9	1,936	2,065	52.8
1990	358	412	770	496.9	2,168	2,938	42.3
1991	370	656	1,026	33.2	2,083	3,109	5.8
1992	498	530	1,028	0.2	2,129	3,157	1.5
Domes	tic Freight at	Phuket Inter	national Air	port			
Year	Loaded	Unloaded	Sub-total	Growth	Transit	Total	Growth
<u> </u>	(1)	(2)	(3)=(1)+(2)	(%)	(4)	(3)+(4)	(%)
1982	66	136	202		0	202	
1983	97	331	428	111.9	0	428	111.9
1984	127	395	522	22.0	0	522	22.0
1985	127	464	591	13.2	0	591	13.2
1986	282	616	898	51.9	0	898	51.9
1987	663	756	1,419	58.0	0	1,419	58.0
1988	1,905	1,286	3,191	124.9	101	3,292	132.0
1989	2,322	1,130	3,452	8.2	270	3,722	13.1
1990	1,565	1,586	3,151	-8.7	249	3,400	-8.7
1991:	1,306	1,431	2,737	-13.1	274	3,011	-11.4
1992	1,126	970	2,096	-23.4	407	2,503	-16.9
Total E	reght at Phul	ret Internetic	mal Aimant				
Year	Loaded	Unloaded	Sub-total	Growth	Transit	Total	Growth
	(1)	(2)	(3)=(1)+(2)	(%)	(4)	(3)+(4)	(%)
1982	82	166	248		0	248	
1983	127	393	520	109.7	0	520	109.7
1984	157	469	626	20.4	0	626	20.4
1985	164	560	724	15.7	0	724	15.7
1986	282	617	899	24.2	0	899	24.2
1987	669	760	1,429	59.0	0	1,429	59.0
1988	1,973	1,440	3,413	138.8	1,230	4,643	224.9
1989	2,404	1,177	3,581	4.9	2,206	5,787	24.6
1990	1,923	1,998	3,921	9.5	2,417	6,338	9.5
1991	1,676	2,087	3,763	-4.0	2,357	6,120	-3.4
1992	1,624	1,500	3,124	-17.0	2,536	5,660	-7.5
					<ul> <li>A second of the s</li></ul>		

### (2) Freight at Phuket International Airport by Month

(±)	rreight	at the	sket mite	HULLION	m And	011 0y .	TAOMEN		Uni	t:tonnes
Inter	national Fre	ight at Ph	uket Internat	tional Air <sub>l</sub>	ort					
			Year 1990					Year 1991		······
	Inbound	Outbound	Sub-total	Transit	Total	Inbound	Outbound	Sub-total	Transit	Total
	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)
Jan.	3	3	6	154	160	60	26	86	188	274
Feb.		9	11	135	146	68	15	83	198	281
Mar		21	27	164	191	56	57	113	255	368
Apr.		28	44	193	237	45	48	93	183	276
May		24	41	199	240	71	27	98	240	338
Jun.		12	52	203	255	84	22	106	216	322
Jul.	2.5	12	37	189	226	58	24	82	187	269
Aug		15	30	222	252	39	28	67	151	218
Sep.		31	73	132	205	28	12	40	103	143
Oct.		84	151	160 208	311 368	45 57	29 46	74 103	114 122	188 225
Nov		71	160	ĭ .	l	45		81		207
Dec.	90	48	138	209	347	43	36	01	126	201
Tota	1 412	3 58	770	2,168	2,938	656	370	1,026	2,083	3,109
Don	estic Freigh	t at Phuke	et Internation	nal Airpoi	t					
			Year 1990					Year 1991		
	Inbound	Outbound	Sub-total	Transit	Total	Inbound	Outbound	Sub-total	Transit	Total
	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)
Jan	. 134	248	382	16	398		107	243	2	245
Feb	. 128	168	. 296	22	318			234	14	248
Mat	1	115	254	20	274	1		1 1	16	309
Apr		71	188	18	206		122	253	29	282
May		145			284				34	285
Jun	1	115		32	1	L.			32	268
Jul	1 .	80		· ·		1	A .		30	285
Aug			219			1			24	289
Sep		137							2.5	199
Oct		77	1	•		4	£ .		27	194
Nov	6	1	i	1	.333			í	18	204
Dec	. 150	120	270	12	282	68	112	180	23	203
Tota	1,586	1,565	3,151	249	3,400	1,431	1,306	2,737	274	3,011
Tota	l Freight at	Phuket In	ternational .	Airport						
			Year 1990					Year 1991		
	Inbound	Outbound		Transit	Total	Inbound	1		Transit	Total
	(1)	(2)	(3)=(1)+(2)		(3)+(4)	(1)	(2)	(3)=(1)+(2)		(3)+(4)
Jan	1		1	1	1			ı		519
Fet				1	1	F	1		1	529
Ma										677
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Jul										
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Ос		ľ		1			i		141	382
No	1 .									•
De	c. 240	168	408	3 221	629	113	148	261	149	410
i	1.	1	Ī	1	1	1	Í	1	1	1

Source:AAT

3,921 2,417 6,338 2,087 1,676 3,763 2,357

Mail at Phuket International Airport by Year
Unit:tonnes

				<del>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</del>	Unit:tonnes
Interna	tional Mail a	Phuket Inte	rnational Air	port	<del>L., , , , , , , , , , , , , , , , , , , </del>
Year	Loaded	Unloaded	Sub-total	Transit	Total
	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)
1000		٨			
1982	6	2	8	0	8
1983	12	3	15	. 0	15
1984	10	4	14	0	14
1985	10	4	14	. 0	14
1986	0	0	0	0	0
1987	1	. 0	1	0	1
1988	. 0	0	0	0	0
1989 1990	0	0	.0	0	0
1991	0	2 29	2 29	0	2
	0			0	29
1992	0	66	66	2	. 68
Domes	tic Mail at Pl	uket Interna	tional Airpo	rt	
Year	Loaded	Unloaded	Sub-total	Transit	Total
	(1)	(2)	(3)=(1)+(2)	(4)	(3)+(4)
	\ <u>\</u>		752-717-7		(2)//\-7
1982	16	11	27	0	27
1983	16	12	- 28	0	28
1984	19	12	31	0	31
1985	21	12	33	0	33
1986	27	10	37	0	37
1987	28	10	38	0	38
1988	47	20	67	0	67
1989	61	19	80	0	80
1990	85	31	116	9	125
1991	131	43	174	93	267
1992	190	45	235	111	346
, <del>, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</del>				<u> </u>	
Total M	fail at Phuke	Internation:	al Airport		
Year	Loaded (1)	Unloaded	Sub-total	Transit	Total
	11/	(2)	(3)=(1)+(2)	(4)	(3)+(4)
1982	22	13	35	0	35
1983	28	15	43	0	43
1984	29	16	45	0	45
1985	31	16	47	0	47
1986	27	10	37	0	37
1987	29	10	39	0	39
1988	47	20	67	0	67
1989	61	19	80	0	80
1990	85	33	118	9	127
1991	131	72	203	93	296
1992	190	111	301	113	414
	'	1	4 54		

# Aircraft Movement by Type of Flights (1990 and 1991)

		Unit:	movements	
	1990		1991	
Type of Flights		share		share
		(%)		(%)
Commercial Flight				
International Flight				
Passenger Flight				
Scheduled	4,541	30.6	6,875	40.5
Non-scheduled	861	5.8	775	4.6
Sub-total	5,402	36.4	7,650	45.0
Cargo Flight				
Non-scheduled	8	0.1	12	0.1
total	5,410	36.4	7,662	45.1
Domestic Flight				
Scheduled &	9,428	63.5	9,320	54.8
Non-scheduled				
Total of Commercial Flight	14,838	99.9	16,982	99.9
Total of Non-commercial Flight	14	0.1	14	0.1
Total	14,852	100.0	16,996	100.0

# International Aircraft Movements Classified by Airlines (1990 and 1991)

			Unit: moven	ents
	1990		1991	
Airlines		share		share
		(%)	*************	(%)
Thai Airways International	3,074	56.8	4,546	59.3
Tradewinds	720	13.3	746	9.7
China Airlines			660	8.6
Dragonair	398	7.4	437	5.7
Malaysia Airlines	313	5.8	312	4.1
Lauda Air	234	4.3	206	2.7
Condor	170	3.1	122	1.6
Martin Air	16	0.3	108	1.4
Luft Transport	138	2.6	66	0.9
Air Europe	50	0.9	56	0.7
Sub-total of top-ten	5,113	94.5	7,259	94.7
Others	297	5.5	403	5.3
Total	5,410	100.0	7,662	100.0

# Commercial Passenger Aircraft Movement by Type of Aircraft, 1991

<ul> <li>Unit: movement</li> </ul>
------------------------------------

					Unit: mov	ements
	International		Domestic		Total	
Type of Aircraft		share		share		share
		(%)	-	(%)		(%)
A-300	3,121	40.8	4,619	49.6	7,740	45.6
A-310	- 81	1.1	718	7.7	799	4.7
B-747	29	0.4	11	0.1	40	0.2
B-737	3,504	45.8	1,098	11.8	4,602	27.1
B-757	68	0.9	•		68	0.4
B-767	422	5.5		-	422	2.5
B-727	42	0.5			42	0.2
DC-10	68	0.9			68	0.4
MD-87	30	0.4			30	0.2
ATR-42			1,524	16.4	1,524	9.0
BAE-143-146	. *		538	5.8	538	3.2
DASH-8		· ·	722	7.7	722	4.3
SH-330-360	1		. 6	0,1	6	0.0
Others	285	3.7	. 84	0.9	369	2.2
Total	7,650	100.0	9,320	100.0	16,970	100.0

# (1) 30th Peak Hour of Passengers and Aircraft Movement (1990 and 1991)

Description		Pea	k Hour	Day	Traffic
Year: 1990				·	
Aircraft movement	1600	-	1659	Sep-29	7
International passengers					-
Disembarked	1900	_	1959	May-19	368
Embarked	1200	· -	1259	Jan-14	324
Transit	1900		1959	Feb-17	199
Total	1800	-	1859	Apr-21	493
Domestic passengers					: '
Disembarked	1300	· _ · ;	1359	Sep-24	490
Embarked	2000		2059	Jul-09	498
Transit	0800	_	0859	May-14	75
Total	1300		1359	Oct-28	755
Year: 1991					
Aircraft movement	1300	-	1359	Aug-27	9
International passengers					
Disembarked	1000	_	1059	Nov-01	435
Embarked	1200	_	1259	Mar-31	344
Transit	1200	-	1259	May-09	158
Total	1900	-	1959	Aug-11	529
Domestic passengers					
Disembarked	1200	-	1259	Nov-13	496
Embarked	1300	-	1359	Dec-28	491
Transit	2100		2159	May-27	62
Total	1300	<b></b> .	1359	Jul-21	739

(2) 1st Peak Hour of Passengers and Aircraft Movement (1990 and 1991)

Description		Pea	k Hour	Day	Traffic
lear: 1990			*		
Aircraft movement	1000	-	1059	Jan-30	g
International passengers					
Disembarked	1600	_	1659	Aug-08	58
Embarked	1100	<b>-</b>	1159	Feb-04	47
Transit	1700		1759	Nov-22	25
Total	2000	-	2059	Dec-22	770
Domestic passengers					
Disembarked	1300	-	1359	Nov-11	77
Embarked	1800	_	1859	Aug-22	81
Transit	2100	-	2159	Mar-26	17
Total	1700	-	1759	Mar-26	1,05
Year: 1991					
Aircraft movement	1300	-	1359	Apr-26	1
International passengers			٠		
Disembarked	1300	-	1359	Apr-02	58
Embarked	1900	_	1959	Dec-28	52
Transit	2100	-	2159	Nov-30	25
Total	1900	-	1959	Nov-02	83
Domestic passengers					
Disembarked	1200	_	1259	Feb-12	66
Embarked	1300	-	1359	Feb-21	66
Transit	2200	_	2259	Jun-30	16
Total	1300	_	1359	Apr-12	1,14

#### 1. Interview Survey

A passenger interview survey was carried out at Phuket International Airport according to the following procedures.

#### 1.1 Survey Items

Survey items for passengers are as follows:

- (1) Nationality
- (2) Original place of departure
- (3) Sex
- (4) Age
- (5) Occupation
- (6) Purpose
- (7) Accommodation in Phuket
- (8) Area of stay in Phuket
- (9) Length of stay in Phuket
- (10) Transportation to the airport
- (11) Time arrival at the airport before departure
- (12) Status of travel
- (13) Well-whishers
- (14) Baggage
- (15) Expenditure
- (16) Route of the trip
- (17) Airport facility

#### 1.2 Period of the Survey

The survey was carried out during the following period:

(1) Date: August 28 (Fri.), 29 (Sta.) and 30 (Sun), 1992

(2) Time: 10:00 - 18:00

(3) Place: International and domestic departure lobbies

at Phuket International Airport

## 1.3 <u>Method of Survey</u>

The survey was carried out by interviewing directly with the departure passengers at the international and domestic departure lobbies. The interview sheets were prepared by three languages, Thai, English and Japanese, as attached below.

### 1.4 Result of survey

Total number of passengers interviewed was 446 persons and the preliminary result of the survey is shown in the following tables and figures.

Figure 1 Survey Sheet (Thai)

06. จลอง/ราหาฮ 07. เกษยธิสร์/ปาคลอก/ศรัสนกร 06. เราเรื่อนักรัก 09. ในเกาะภูเกิท 10. ทั้งจา

04. 9-12 Ju - 1 140W 05. 15 Ju - 1 140W 06. 17 1 1 140W

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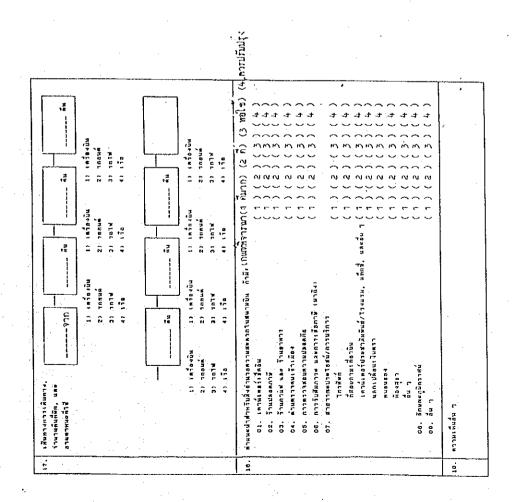


Figure 2 Survey Sheet (English)

AIRPORTS AUTHORITY OF THAILAND

Netionality	OT. That	:East Asia	Pacitic	: Europe		<u>*</u>
		11. Japan	31. Australia	51. U.K.		Ž
		12. Korea	32, New Zealand	52. France		_
]		: 13. Taiwan	33. Others	53, Germany		
:		14. Hong Kong		) 54. Italy		1
		15. Singapore		55. Austria		
		16. Malaysia	The Americas	56. Others		12. Stat
<u> </u>		17. Others	41. U.S.A.	`		Ž.
		~ 	42. Canada	61. Niddle East		1
			43, Others	ž		23.5
		South Asia		) 71. Africa		
		21. India				
		22. Others		80. Others		14. Num
	1.12	A Corporate				_
2. Original place of	O. Sanokok	11. Own country				1.5
	Northern Co.					_
	03 North Eastern	12. Thailand			_	
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	06. Southern					_
:	07. Others					ł
	_	,				17 Rou
3. Sex	01. Male	02. Female				Ē
						5
4. Age	01. Below 7	03.20	•	05, Over 60	m/n-e	
]	02. 8 - 19		96 20 90			
						-
5. Occupation	01. Professional		06. Education			
	02. Manufacturing	٠.	07. Student		:	
	03. Service/Sales		08, Housawille			
	04. Government		os. Hettred			
	05. Agriculture	-	1c. Orners(			
A What is the	01. Holiday /	05. Visiting friends/r	elatives			
purpose of your	Vacation	06. Others(				1
travel?						13.509
	03. Convention					
	04 Officials					_
7. What is your	05. Private residence	a				_
accommodation in Denivato	02. Hotel(				_	
	Od Omace	,				
	<b>1</b>					
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8. Which area	01. Phuket town		06. Chalong/Rawai			
old you stay	02. Patong/karon/Kata beach	ata beach	Of Deep reasonair	and and and and		
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9. Length of stay	10, Transportation to this airport	11. Time arrival at the airport before departure	12. Status of travel	13. Number of well-wishers:	14. Number of articles of beggage checked in:	15. Expenditure at terminal shop:	15. Expenditure in Thailand: Bat (V	17. Route your trip, nights spent, and transportation			9.84	19. Suggestions for atport

Figure 3 Survey Sheet (Japanese)

£ ව 3 おいません €€€€€€€ 04.9~1.5日 05.15日~17月 06.17月以上 <u>ଡ୍ରେଡ୍ରେ</u> ලල 666666 688888 688888 03. \$23\$/XX.\ 04. #0# 記録機能のようのである。 ŠŠ rss rss # 13 世代 15-2 01. 臼支紙草 02. ワンタセー/ボデガビー 03. 你社の草 12 フーケット放送ターニナルものへの割されられがい 01. 30分前以下 02. 30分~1時間前 03. 1時間~2時間前 04. 2時間以上前 01. 15 02. 2~45 03. 5~38 08.強 09.≮の存 日のの 全部 機能 無路 タイでいくら使いましたか? 19、その他ご生児があれば 17. 出版的商の司の 技術の確認をなったか 17. 今回の禁むの ルート、 市の図の文語学館 及び報治数 10. ブーケット空港 までの交通手数 9.ブーケットでの 報知日数 5. 見送りの人致は 14. サドレグムン 推審の製品が 12 個人独作り グラーブ 80. 表の格 - - -11. 7. 19. 2 - 1 08. 平・ロンプルロイ 07. キッグのカス・レイバックロック/ スコスントボリ 08. ディープン・ボート 08. 市の高く 10. パンガ 07.60末以上 SURVEYOR NAME: 31, オーストウリア 32, ロュージーランド 33, モの他 PASSENGER SURVEY FOR PHUKET INTERNATIONAL AIRPORT 05.40-49 <del>7</del> 06. 数数 07. 停生 08. 田瀬 09. 远離者 10. モの花 AIRPORTS AUTHORITY OF THAILAND 05. 知人/及人結問 06. その他 2. 2. 3. 4. 5. 6. 6. 6. 6. 93, 20 -29 Ot. 30 -39 76日人 11. 砂田 第アジア 01. アータケッツのシントリングとのアード 02. エングングロングとがアード 03. エンのバード 03. エスシップドード 03. アナナング・カイビはアード PLACE 01. 発ごり 02. 放資業 03. カーパン/商業 04. 寛大 05. 原業 1992 International or Domesto) 9. 実際 8. 元 欠 4. ス 5. ロ じょう 5. ロ じょう 1. ひ は ひ <sup>単</sup> じ 101.77以下 01. 個人M 02. サポル 53. なが 93. かめ Ą DATE FLIGHT NO. ブーケットで 泊すった町 ブーケーなる

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DATE	Aug 28	Aug 29	Aug 30	Total	Aug 28	Aug 29	Aug 30	Total	Total
NUMBER %	†····	110	77	319	61	42	24	127	446
01 Thai	34 25.8%	····	13 16.9%	69 21.6%	1 1.6%			1 0.8%	70 15.7%
East Asia					1.070				
11 Japan	35 26.5%	30 27.3%	20 26.0%	85 26.6%	2 3.3%	3 7.1%	1 4.2%	6 4,7%	91 20.4%
12 Korea	***************************************	1 0.9%		1 0.3%					1 0.2%
13 Taiwan	4 3.0%	4 3.6%	***************************************	8 2.5%	2 3.3%	2 4.8%	*************************	4 3.1%	12 2.7%
14 Hong Kong	6 4.5%		2 2.6%	13 4.1%	11 18.0%	2 4.8%	2 8.3%	15 11.8%	28 6.3%
15 Singapore					3 4.9%			3 2.4%	3 0.7%
16 Malaysia		1 0.9%	***************************************	1 0.3%	2 3.3%	6 14.3%	5 20.8%	13 10.2%	14 3.1%
17 Omers		1 0.9%		1 0.3%		2 4.8%	:	2 1.6%	3 0.7%
Sub-total	45 34.1%	42 38.2%	22 28.6%	109 34.2%	20 32.8%	15 35.7%	8 33.3%	43 33.9%	152 34.1%
South Asia					***************************************				
21 India			***************************************	***************************************			***************************************	***************************************	
22 Others		***************************************		*******************	1 1.6%			1 0.8%	1 0.2%
Sub-total					1 1.6%			1 0.8%	1 0.2%
Pacific						· · · · · · · · · · · · · · · · · · ·		***************************************	**********************
31 Australia	4 3.0%	4 3.6%	7 9.1%	15 4.7%	15 24.6%	2 4.8%	2 8.3%	19 15.0%	34 7.6%
32 NewZealand			1 1.3%	1 0.3%	5 8.2%			5 3.9%	6 1.3%
33 Others									***************************************
Sub-total	4 3.0%	4 3,6%	8 10.4%	16 5.0%	20 32.8%	2 4.8%	2 8.3%	24 18.9%	40 9.0%
The Americas				***************************************				***************************************	
41 USA	3 2.3%	4 3.6%	3 3.9%	10 3.1%	2 3.3%	1 2.4%	1 4.2%	4 3.1%	14 3.1%
42 Canada	2 1.5%			3 0.9%		1 2.4%	1 4.2%	2 1.6%	5 1.1%
43 Others			1 1.3%	1 0.3%					1 0.2%
Sub-total	5 3.8%	5 4.5%	4 5.2%	14 4.4%	2 3.3%	2 4.8%	2 8.3%	6 4,7%	20 4.5%
Europe									
51 UK	8 6.1%	7 6.4%	10 13.0%	25 7.8%	7 11.5%	10 23.8%	8 33.3%	25 19.7%	50 11.2%
52 France	8 6.1%	7 6.4%	4 5.2%	19 6.0%	1 1.6%	2 4.8%		3 2.4%	22 4.9%
53 Germany	9 6.8%	6 5.5%	4 5.2%	19 6.0%	4 6.6%	1 2.4%	2 8.3%	7 5.5%	26 5.8%
54 Italy	6 4.5%	9 8.2%	4 5.2%	19 6.0%	2 3.3%	3 7.1%		5 3.9%	24 5.4%
55 Austria	1 0.8%		1 1.3%	2 0.6%	****************	***************************************			2 0.4%
56 Others	9 6.8%	6 5.5%	7 9.1%	22 6.9%	2 3.3%	6 14.3%	. :	8 6,3%	30 6.7%
Sub-total	41 31.1%	35 31.8%	30 39.0%	106 33.2%	16 26.2%	22 52.4%	10 41.7%	48 37.8%	154 34.5%
61 Middle East		2 1.8%		2 0.6%	******				2 0.4%
71 Africa	1 0.8%			1 0.3%		1 2.4%	1 4.2%	2 1.6%	3 0.7%
80 Others	2 1.5%	***************************************		2 0.6%	1 1.6%		1 4.2%	2 1.6%	4 0.9%
99 n.a.									
Total	132	110	77	319	61	42	24	127	446

2.ORIGINAL PL	ACE OF DEPA	RTURE							(PERSONS)
PLACE	Domestic Lobb	у			International Lo	ohby			
DATE	Aug 28	Aug 29	Aug 30	Total	Aug 28	Aug 29	Aug 30	Total	Total
NUMBER %	132	110	77	319	61	42	24	127	446
Thai		<b></b>							
01 Bangkok	29 22.0%	18 16.4%	9 11.7%	56 17.6%	5 8.2%			5 3.9%	61 13.7%
02 Northern	1 0.8%	2 1.8%	1 1.3%	4 1.3%		1 2.4%		1 0.8%	5 1.1%
03 N. Eastern				**********	11222423	,			
04 Eastern		1 0.9%		1 0.3%					1 0.2%
05 Western	1 0.8%	1 0.9%		2 0.6%	***************************************				2 0.4%
06 Southern	20 15.2%	13 11.8%	5 6.5%	38 11.9%	3 4.9%			3 2.4%	41 9.2%
07 Others			1 1.3%	1 0.3%	***************************************				1 0.2%
Sub-total	51 38,6%	35 31.8%	16 20.8%	102 32.0%	8 13.1%	1 2.4%		9 7.1%	111 24.9%
Foreigner									
11 Own country	65 49.2%	55 50.0%	40 51.9%	160 50.2%	30 49.2%	20 47.6%	8 33.3%	58 45.7%	218 48.9%
12 Thailand	10 7.6%	9 8.2%	11 14.3%	30 9.4%	14 23.0%	4 9.5%	2 8.3%	20 15.7%	50 11.2%
13 Others 99 n.a.	6 4.5%	11 10.0%	10 13.0%	27 8.5%	9 14.8%	17 40.5%	14 58.3%	40 31.5%	67 15.0%
									***************************************
Total	132	110	77	319	61	42	24	127	446

3.SEX									(PERSONS)
PLACE	Domestic Lob	oý.			International La	obby			
DATE	Aug 28	Aug 29	Aug 30	Total	Aug 28	Aug 29	Aug 30	Total	Total
NUMBER %	132	110	77	319	61	42	24	127	446
01 Male	80 60.6%	59 53.6%	39 50.6%	178 55.8%	39 63.9%	24 57.1%	12 50.0%	75 59.1%	253 56.7%
02 Female	52 39.4%	51 46.4%	38 49.4%	141 44.2%	22 36.1%	18 42.9%	12 50.0%	52 40.9%	193 43.3%
99 n.a.		<u> </u>							
Total	132	110	77	319	61	42	24	127	446

4.AGE																		(PERSO	NS)
PLACE		Domest	ic Lobb	<u>y</u>						Internati	onal Le	obby							
DATE	_	Aug 28		Aug 29		Aug 30		Total		Aug 28		Aug 29		Aug 30		Total		Total	
NUMBER	%	132		110		• 77		319		61		42		24		127		446	
01 below 7		1	0.8%			1	1.3%	2	0.6%	. 1	1.6%	1	2.4%			2	1.6%	4	0.9%
02 8~19		3	2.3%	5	4.5%	7	9.1%	15	4.7%	• 3	4.9%	2	4.8%	2	8.3%	7	5.5%	22	4.9%
03 20 ~ 29		45	34.1%	43	39.1%	25	32.5%	113	35.4%	22	36.1%	16	38.1%	9	37.5%	47	37.0%	160	35.9%
04 30~39		40	30.3%	31	28.2%	21	27.3%	92	28.8%	21	34.4%	17	40.5%	9	37.5%	47	37.0%	139	31.2%
05 40~49		25	18.9%	25	22.7%	12	15.6%	62	19.4%	9	14.8%	2	4.8%	3	12.5%	14	11.0%	76	17.0%
06 50 ~ 59		9	6.8%	4	3.6%	8	10.4%	21	6.6%	2	3.3%	4	9.5%		,,,,,,,,,	6	4.7%	27	6.1%
07 over 60		6	4.5%	1	0.9%	3	3.9%	10	3.1%	3	4.9%			· · · · · · · · · · · · · · · · · · ·	,	3	2.4%	13	2.9%
99 n.a.		3	2.3%	1	0.9%		*********	4	1.3%					1	4.2%	1	0.8%	5	1.1%
Total		131		110		77		318	•	61	*********	42		23		126		444	

5.OCCUPATION	·								(PERSONS)
PLACE	Domestic Lobb	γ			International L	obby			
DATE	Aug 28	Aug 29	Aug 30	Total	Aug 28	Aug 29	Aug 30	Total	Total
NUMBER %	132	110	77	319	61	42	24	127	446
01 Professional	25 18.9%	30 27.3%	18 23,4%	73 22.9%	14 23.0%	14 33.3%	3 12.5%	31 24.4%	104 23.3%
02 Manufacturing	4 3.0%	2 1.8%	1 1.3%	7 2.2%	1 1.6%		1 4.2%	2 1.6%	9 2.0%
03 Service/sales	39 29.5%	22 20.0%	21 27.3%	82 25.7%	11 18.0%	4 9.5%	4 16.7%	19 15.0%	101 22.6%
04 Government	14 10.6%	12 10.9%	5 6.5%	31 9.7%	9 14.8%	2 4.8%	2 8.3%	13 10.2%	44 9.9%
05 Agriculture	4 3.0%	*****************	1 1.3%	5 1.6%	4 6.6%			4 3.1%	9 2.0%
06 Education	8 6.1%	6 5.5%	4 5.2%	18 5.6%	5 8,2%	2 4.8%	1 4.2%	8 6.3%	26 5.8%
07 Student	11 8.3%	13 11.8%	7 9.1%	31 9.7%	4 6.6%	5 11.9%	3 12.5%	12 9.4%	43 9.6%
08 Housewife	6 4.5%	7 6.4%	2 2.6%	15 4.7%	2 3.3%	3 7.1%	3 12.5%	8 6.3%	23 5.2%
09 Retired	3 2.3%		1 1.3%	4 1.3%	2 3.3%		1 4.2%	3 2.4%	7 1.6%
10 Others	16 12.1%	18 16.4%	17 22.1%	51 16.0%	9 14.8%	12 28.6%	6 25.0%	27 21.3%	78 17.5%
99 п.а.	2 1.5%	***************************************		2 0.6%			]		2 0.4%
Total	132	110	77	319	61	42	24	127	446

1 Otal	132	<del> </del>	1110		//		319		61		42	·	24		127		446	
*.																,		
6.PURSOSE OF 1	RAVEI							٠.									(PERSC	ONS)
PLACE	Domest	ic Lobb	у						Internat	ional L	obby						]	
DATE	Aug 28		Aug 29		Aug 30		Total		Aug 28		Aug 29		Aug 30		Total		Total	
NUMBER %	132		110		77		319	12.	61	:	42		24		127		446	
01 Holiday	94	71.2%	: 81	73.6%	67	87.0%	242	75.9%	57	93.4%	37	88.1%	23	95.8%	117	92.1%	359	80.5%
02 Business	22	16.7%	12	10.9%	6	7.8%	40	12.5%	2	3.3%	4	9.5%	1	4.2%	7	5.5%	47	10.5%
03 Convention	8	6.1%	3	2.7%	1	1.3%	12	3.8%	1	1.6%	1	2,4%			2	1.6%	14	3.1%
04 Official	3	2.3%	5	4.5%	2	2.6%	10	3.1%							[		10	2.2%
05 V. relatives	. 3	2.3%	6	5.5%			. 9	2.8%									9	2.0%
06 Others	2	1.5%	3	2.7%	1	1.3%	6	1.9%	1	1.6%					1	0.8%	7	1.6%
99 n.a.			[ 			••••	***********											
Total	132		110		. 77		319		61		42		24		127		446	

99 n.a.	<u> </u>		l		1													
Total	132		110		77		319		61		42		24		127	**********	446	
7.ACCOMMODA	TION I	N PHU	KET				· ·										(PERSC	ONS)
PLACE	Domest	ic Lobb	у				· ·		Internat	ional L	obby						,	-
DATE	Aug 28		Aug 29		Aug 30	<u> </u>	Total		Aug 28		Aug 29		Aug 30	. :	Total		Total	4. 4.
NUMBER %	132		110		77		319	3 3	61		42		24		127		446	
01 Private resi.	. 9	6.8%	9	8.2%	3	3.9%	- 21	6.6%	12	19.7%			1	4.2%	13	10.2%	34	7.6%
02 Hotel	109	82.6%	96	87.3%	71	92.2%	276	86.5%	48	78.7%	40	95.2%	22	91.7%	110	86.6%	386	86.5%
03 Business	3	2.3%					3	0.9%	1	1.6%					1	0.8%	4	0.9%
04 Others	10	7.6%	4	3.6%	3	3.9%	17	5.3%			1	2.4%	1	4.2%	2	1.6%	19	4.3%
99 n.a.	1	0.8%	1	0.9%			2	0.6%		· .	1	2.4%			1	0.8%	3	0.7%
Total	132		110		77		319	~~~~	61		42		24	:	127		446	
8.TOWN STAYE	D IN PH	UKET		·								:					(PERSC	)NS)
PLACE	Domest	ic Lobb	у						Internat	ional L	obby							
DATE	Aug 28		Aug 29		Λυε 30		Total		Λυν 28		Aug 29		Ano 30		Total	. :	Total	

8.TOWN STAYE	D IN PHUKET	·							(PERSONS)
PLACE	Domestic Lobb	у			International Le	obby			
DATE	Aug 28	Aug 29	Aug 30	Total	Aug 28	Aug 29	Aug 30	Total	Total
NUMBER %	132	110	77	319	61	42	24	127	446
01 Phuket town	24 18.2%	20 18.2%	7 9.1%	51 16.0%	7 11.5%	3 7.1%	2 8.3%	12 9.4%	63 14.1%
02 Patong/Kata	81 61.4%	72 65.5%	60 77.9%	213 66.8%	41 67.2%	25 59.5%	17 70.8%	83 65.4%	296 66.4%
03 Kamala	4 3.0%			4 1.3%					4 0.9%
04 Bang Thao	8 6.1%	6 5.5%	5 6.5%	19 6.0%	6 9.8%	5 11.9%	4 16.7%	15 11.8%	34 7.6%
05 Nai Yang	1 0.8%	3 2.7%		4 1.3%					4 0.9%
06 Chalong	5 3.8%	1 0.9%		6 1.9%	2 3.3%	2 4.8%	1 4.2%	5 3.9%	11 2.5%
07 Tep Kradattri	1 0.8%			1 0.3%					1 0.2%
08 Deep sea port	*************************	3 2.7%	4 5.2%	7 2.2%	3 4.9%			3 2.4%	10 2.2%
09 Other in Phuk	3 2.3%	4 3.6%		7 2.2%		7 16.7%		7 5.5%	14 3.1%
10 Pang Nga			1 1.3%	1 0.3%	1 1.6%			1 0.8%	2 0.4%
99 n.a.	5 3.8%	1 0.9%		6 1.9%	1 1.6%			1 0.8%	7 1.6%
Total	132	110	77	319	61	42	24	127	446

9.LENGTH OF ST	'AY IN	PHUK	ET														(PERSC	ONS)
PLACE	Domest	ic Lobb	у						Internati	ional Le	obby							
DATE	Aug 28	:	Aug 29		Aug 30		Total		Aug 28		Aug 29		Aug 30		Total		Total	
NUMBER %	132		110		77		319		61		42		24		127		446	
01 1 day	4	3.0%	9	8.2%	3	3.9%	16	5.0%	4	6.6%	)	2.4%			5	3.9%	21	4.7%
02 2 - 4 days	56	42.4%	50	45.5%	37	48.1%	143	44.8%	23	37.7%	25	59.5%	- 11	45.8%	59	46.5%	202	45,3%
03 5 - 8 days	48	36.4%	28	25.5%	23	29.9%	99	31.0%	14	23.0%	10	23.8%	4	16.7%	28	22.0%	127	28.5%
04 9 - 15 days	11	8.3%	14	12.7%	6	7.8%	31	9.7%	12	19.7%	5	11.9%	7	29.2%	24	18.9%	55	12.3%
05 16 days-1 mon	2	1.5%	4	3.6%	3	3.9%	9	2.8%	5	8.2%	1	2.4%	<u> </u>		- 6	4.7%	15	3.4%
06 1 month	6	4,5%	5	4.5%	3	3.9%	14	4.4%	3	4.9%			2	8.3%	5	3.9%	19	4.3%
99 n.a.	5	3.8%			2	2.6%	7	2.2%									7	1.6%
Total	131		110		77		318		61		42		24		127	,	445	

10.TRANSPORTA	ATION 1	ro àir	PORT														(PERSC	NS)
PLACE	Domesi	ic Lobo	у						Internati	ional Lo	bby							
DATE	Aug 28		Aug 29		Aug 30		Total		Aug 28		Λug 29		Aug 30		Total		Total	
NUMBER %	132		110		77		319		61	:	42		24		127		446	
01 Private car	15	11.4%	14	12.7%	6	7.8%	35	11.0%	2	3.3%	1	2.4%	2	8.3%	5	3.9%	40	9.0%
02 Rental/hotel ca	37	28.0%	43	39.1%	32	41.6%	112	35.1%	23	37.7%	18	42.9%	14	58.3%	55	43.3%	167	37.4%
03 Company car	29	22.0%	21	19.1%	12	15.6%	62	19.4%	10	16.4%	4	9.5%			14	11.0%	76	17.0%
04 Taxi	21	15.9%	17	15.5%	16	20.8%	54	16.9%	2	3.3%	2	4.8%	4	16.7%	8	6.3%	62	13.9%
05 Bus	16	12.1%	11	10.0%	8	10.4%	35	11.0%	15	24.6%	12	28.6%	2	8.3%	29	22.8%	64	14.3%
06 others	11	8.3%	4	3.6%	3	3.9%	18	5.6%	9	14.8%	5	11.9%	2	8.3%	16	12.6%	34	7.6%
99 n.a.	3	2.3%					3	0.9%		*****		******					3	0.7%
Total	132		110		77		319		61		42		24		127		446	

11.TIME ARRIV	ALATA	IRPO	RT BEFO	ORE D	EPART	URE											(PERSO	ONS)
PLACE	Domest	ic Lobb	у .						Internat	ional Lo	obby							
DATE	Aug 28		Aug 29	·	Aug 30		Total		Aug 28		Aug 29		Aug 30		Total		Total	
NUMBER %	132		110		- 77		319		- 61		42		24		127		446	
01 - 30 minites	3	2.3%	2	1.8%	4	5.2%	9	2.8%	8	13.1%					. 8	6.3%	17	3.8%
02 30 min 1hou	46	34.8%	51	46.4%	37	48.1%	134	42.0%	31	50.8%	15	35.7%	10	41.7%	56	44.1%	190	42.6%
03 1 - 2 hours	78	59.1%	52	47.3%	35	45.5%	165	51.7%	21	34.4%	20	47.6%	9	37.5%	50	39.4%	215	48.2%
04 2 hours -	3	2.3%	4	3.6%	1	1.3%	8	2.5%	1	1.6%	7	16.7%	5	20.8%	13	10.2%	21	4.7%
99 n.a.	2	1.5%	1	0.9%		***********	3	0.9%									3	0.7%
Total	132		110		77		319		61		42		24		127		446	

12.STATUS OF T	RAVEL			· · · · · ·													(PERSC	NS)
PLACE	Domesti	ic Lobb	Y						Internati	ional Lo	bby.							
DATE	Aug 28		Aug 29		Aug 30		Total		Aug 28		Aug 29		Aug 30		Total		Total	
NUMBER %	132	·	110		77		319		61		42		24		127		446	~
01 Individual	57	43.2%	32	29.1%	38	49.4%	127	39.8%	11	18.0%	11	26.2%	5	20.8%	27	21.3%	154	34.5%
02 Group	38	28.8%	39	35.5%	14	18.2%	91	28.5%	16	26.2%	17	40.5%	7	29.2%	40	31.5%	131	29.4%
03 Family/friends	34	25.8%	39	35.5%	25	32.5%	98	30.7%	32	52.5%	14	33.3%	12	50.0%	58	45.7%	156	35.0%
04 Others	,,,,,,					•••••			2	3.3%					2	1.6%	2	0.4%
99 n.a.	3	2.3%	<b></b>				3	0.9%									3	0.7%
Total	132		110		77		319		61		42		24	***	127		446	

13.NUMBER OF	WEL	L-WISH	ERS (PERSO	NS)						
PLACE	Dom	estic Lob	ру			International	Lobby			
DATE	Aug	28	Aug 29	Aug 30	Total	Aug 28	Aug 29	Aug 30	Total	Total
NUMBER %	1	32	110	.77	319	61	42	24 .	127	446
Total number		80	- 69	46	195	36	24	13	73	268
per passenger	0.	61	0.63	0.60	0.61	0.59	0.57	0.54	0.57	0.60

14.NUMBER ARTICLES OF BAGGAGE CHECKED IN

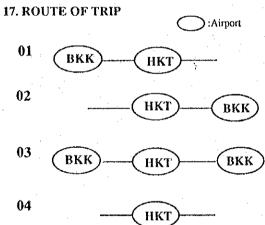
PLACE	Domestic Lobb	у			International L	obby			
DATE	Aug 28	Aug 29	Aug 30	Total	Aug 28	Aug 29	Aug 30	Total	Total
NUMBER %	132	110	77	319	61	42	24	127	446
Total number	206	162	133	501	96	85	56	237	738
per passenger	1.56	1.47	1.73	1.57	1.57	2.02	2.33	1.87	1.65

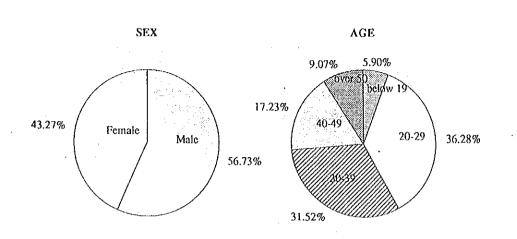
15.EXPENDITURE AT TERMINAL SHOP (BAHTS)

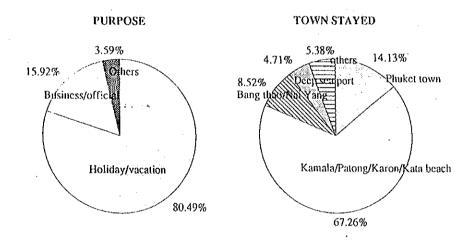
PLACE	Domestic Lobb	у			International Lo	obby			
DATE	Aug 28	Aug 29	Aug 30	Total	Aug 28	Aug 29	Aug 30	Total	Total
NUMBER %	132	110	77	319	61	42	24	127	446
Total amount	38202	15303	12415	65920	86323	22808	5375	114506	2F+05
per passenger	289	139	161	207	1,415	543	224	902	405

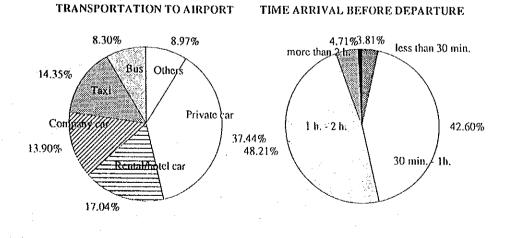
17. ROUTE OF TR	IP							(PERSONS)
PLACE	Domestic Lobb	у			International Lobby			
DATE:	Aug 28	Aug 29	Aug 30	Total	Aug 28 Aug 29	Aug 30	Total	Total
NUMBER %	132	110	77	319	61 42	24	127	446
01 BKK-HKT	16 12.1%	7 6.4%	8 10.4%	31 9.7%	31 50.8% 7 1	5.7% 4 16.7%	42 33.1%	73 16.4%
02 HKT-BKK	22 16.7%	41 37.3%	20 26.0%	83 26.0%	9 2	1.4%	9 7.1%	92 20.6%
03 BKK-HKT-BKI	70 53.0%	49 44.5%	44 57.1%	163 51.1%	4 6.6% 5 1	1.9% 2 8.3%	11 8.7%	174 39.0%
04 Others	24 18.2%	13 11.8%	5 6.5%	42 13.2%	26 42.6% 21 5	0.0% 18 75.0%	65 51.2%	107 24.0%
Total	132	110	77	319	61 42	24	127	446











### 1.5 <u>Traffic Records</u>

The traffic records during the survey period were provided by AAT, Phuket for the following items (see Table 1, Table 2 and Table3):

- (1) Flight number
- (2) Airline
- (3) Type of aircraft
- (4) Route of flights
- (5) Time of arrival and departure of the flights
- (6) Number of Passengers
- (7) Volume of Cargoes and Mails

The flight schedule and aircraft movement during the survey period are shown in Figure 4.

Table 1 Traffic Recors on August 28, 1992

28/8/92		, Te	1	š	0	٥	0	0	16	1216	0	۵	C	0	٥	0	0	2786	0	0	٥	0	0	0		0	7195	٥	0	0			1	11,213
	:	Total	1	E C	0	0	Ŕ	٥	0	0	0	٥	0	241	0	163	0	0	0	0	0	0	0	0	1233	0		0	38	0	+	+	1	£:
ARRIVED	50	nsit		End						1216			1				1	2786							1	1	2195		1	1				11.197
·	Cargo	Transit	,	Dog:																														0
		Inbound	,	FE					16																									16
		Ą.	1	Dom.			8							241		163									1233				88					1,771
		Total		Int1	٥	٥	0	0	٥	٥	٥	٥	0	٥	٥	0	٥	٥	٥	٥	0	0	0	٥	٥	٥	٥	٥	0	٥				0
		į.	ı	Dom	0	0	0	0	0	0	0	0	0	0	0	٥	٥	٥	0	٥	٥	٥	٥	٥	٥	٥	٥	٥	0	0				0
ĵ	Mail	Transit		E.																														0
	-	T		Дош.																														0
		Inbound		Fr.1															_															•
		į		Dom.																								_						0
		Total		[at]	0	103	0	0	305	58	112	0	141	٥	0	ç	1 <b>2</b> 5	19	223	٥	٥	0	151	207		٥	2	0	0	٥				1,485
				Dom:	85	0	117	21	0	82	0	107	0	127	22	S	0	115	٥	75	13	103	٥	٥	186	139	178	122	4	113	•••			1,761
	Passenger	Transit	iL	Intl					*	28								19					13				7							100
	Pas		L	Dom.	40																				_	8		_						84
		Disembarked		[H]		103			297		112		141				<u>2</u>		223				138	207								-		1,385
		<u></u>	1	E E	45		117			82		107		_	L	106		115			13	<u> </u>					178		47	113				1,713
	Time				2 08:10	2 08:54	2 09:00	2 09:49	2 10:00	2 10:20	2 12:09	2 11:58	2 12:21	2 12:45	2 12:50	2 13:23	2 13:16	2 13:12	2 13:58	2 14:14	2 14:56	•	ıı	2 17:05	2 17:29	2 17:59	2 18:22	2 19:13	2 19:08	2 20:16				
	D C				28/8/92	* 28/8/92	28/8/92	28/8/92	* 28/8/92	28/8/92	* 28/8/92	28/8/92	* 28/8/92	28/8/92	28/8/92	28/8/92	* 28/8/92	28/8/9	* 28/8/92	28/8/92	28/8/92	28/8/92	* 28/8/92	28/8/92	28/8/92	28/8/92	28/8/92	28/8/9	28/8/92	28/8/92				
H	Amived	From			HDY		BKK	SMU	. NIS	BKK	HKG .	BKK	r CGK	BKK	TX5	CNX		BKK		BKK	SMU	BKK		HKG	BKK	BKK	BKK	BKK	Д	BKK				
PHUKET INTERNATIONAL AIRPORT	Flight	Number			TG270	MI852	TG241	PG211	TG406	TG495	KA2781	TG245	MH790	TG243	TG281	TG151	TG619	TG411	CI645	TG259	PG213	TG295	TG412	TG609	TG247	TG279	TG405	TG291	TG274	TG293				
NTERNATIO	Type	<b>8</b> 5			B737	B737	A310	DH-8-100	AB4	AB6	B737	AB6	B737/400	ABA	AT4	AB4	A84	8737/400	A300B4	AB4	DH-8-100	B737	B737/400	AB6	A310	B737	AB4	AB4	AT4	AB4				
PHUKET IN	Nationality	grapher	Marks		HS-TDA	9V-TRD	HS-TIA	HS-SKH	HS-THP	HS-TAO	VR-HYK	HS-TAA	9M-MJP	HS-THO	HS-TRK	HS-THR	HS-THX	HS-TDE	B-198	HS-THW	HS-SKH	HS-TBE	HS-TDE	HS-TAH	HS-TIA	HS-TDF	HS-THO	HS-THW	HS-TRK	HS-THR				Total

(continued)

DEPARTED 28/8/92

PHUKET INTERNATIONAL AIRPORT

			-							-												ĺ
	Flight	Departed	Date	Time			Passenger	nger					Mail	ų.		· · · ·			Cargo	S.		
	Number	For			ļ		f						E				(		1		'	
					cmbarked	rxed	Lransıt	ısı	- 5	On Board	Out Board	oard	Lransit	žį	On Board	oard	Out Board	)2rc	Transit	sit	ē,	On Board
					Dom	Int.1	Дош.	Inti	Dom.	Luci	Dom.	Lieu Lieu	Dom.	lht.1	Dom.	LEI LEI	Dom.	Int1	Dom.	Intl	Дол.	ľuť.
	TG294	BKK	28/8/92	08:02	58	8	r		58	83	$\mid$				0	0	-	l				0
ıl	TG280	URT	28/8/92	08:44	Ω		T		2	0	9		-		9	0	- - -	-		T	· 00	0
	TG270	BKK	28/8/92	08:48	51	E	8		55	11		-	-	-	0	0	-	-	ľ	ľ	0	
	MI851	* NIS	28/8/92	55:60		12		-		7.1	-	<del> -</del>	<del> </del>	-	0	0		1452		-	0	1452
A310	TG242	BKK	28/8/92	10:06	153	-		-	153	0	-	-	-	-	0	0	126	-		T	126	٥
DH-8-100	PG212	SMU	28/8/92	10:12	ล	-		<del> </del>	22	0	-		-	-	0	0					0	0
AB4	TG406	BKK	28/8/92	11:04	132	S		80	132	13	-	-	-		0	0	-	-	_		0	0
AB6	TG495	PER *	28/8/92	11:17		59	<b>-</b>	58	0	123		-	-	-	0		_	-		1216	0	1216
	TG246	BKK	28/8/92	12:57	-65	8			59		-		-		0	0	_			-	0	0
B737	KA2780	HKG *	28/8/92	13:30	-	112		-	0	112	ŀ	-	-	-	0	0		-		-	0	0
AI4	TG273	HDY	28/8/92	13:43	22				- 22	0	4	-			4	0		-			0	0
AB4	TG244	BKK	28/8/92	13:51	182	9			182	9					٥	0	132				132	0
B737/400	TG411	PEN *	28/8/92	14:10		12	<b></b>	19	0	3:1			-		Ö	0	_		-	2786	0	2786
AB4	TG152	CNX	28/8/92	14:25	23				23	0	-	-			0	0	_			-	0	0
AB4	TG250	BKK	28/8/92	14:37	70	·			70	0					0	0					0	0
B737/400	MH789	LGK *	28/8/92	13:39		8			0	99			-		0	.0		130			0	130
A300B4	C1646	BKK	28/8/92	15:29	16:	105			16	105	H	_			0	0		-	-		0	0
DH-8-100	PG214	SMU	28/8/92	15:19	17			_	17	0		-			0	0					0	0
AB4	TG652	BKK	28/8/92	15:36	134	8			134	09					0	0	-		-		0	0
B737	TG296	BKK	28/8/92	16:37	1.0	9			110	9	-				0	0	11		-		11	٥
B737/400	TG412	BKK	28/8/92 17:56	17:56	134	7		13	134	15			ļ		0	0					 O	0
A310	TG248	BKK	28/8/92	18:29	191	-			191	ī	323				323	0	69	_			69	0
B737	TG279	HDY	28/8/92 18:37	18:37	23		90		31	0 -	_	_			0	0	55	-	-		. 55	٥
AB4	TG405	* NIS	02:61   26/8/87	19:20		186		2	0	188		-	-	-	0	0		044	-	2917	0	7635
AB4	TG292	BKK	28/8/92 20:11	20:11	93	115			93	115					0	0	1320	-			1320	٥
AB6	TG240	BKK	28/8/92	21:00	70	111			_	111	_		-		0	0	_	-	-	-	0	0
													-				_	-	-	-	-	
	: :				-	-				:								-				
					1,532	1,101	84	50	1,580 1	1,201	333	0	0	٥	333	0	1,721	2,022	0	11,197	1,721	13,219
۱									,				-				1	l	1	1	1	1

Table 1 Traffic Recors on August 28, 1992

ARRIVED

		Total	l'ar'i	11 107						761.11	16					2	11,213	28/8/92				Total	[m:]							9087		55	Ī	2786	1216	13219	13,219
		To	Dom	1 520	2 %	ŝ		.53	501	1,7,1		1					1,771		۱				Дош.	1,658	55		∞		1,721				-	1		Ì	1,721
	2	ısit	lat'i	70, 11		1			5	1.19/		1					11,197	DEPARTED		٥	•	Sit	Del.			1				7195		1		2786	1216	11197	11,197
	Cargo	Transit	Dom.			T			1		1	1			1		·			Cargo		Transit	Dom.				1	1		1		1	1	1	1		
		nnd	Int.		Ť	T				1	16	1	Ī		1	2	91					pun	Intl					1		1892	1	130	:	T		2022	2,022
		Inbound	Dom.	023	2 8	ñ		5.	163	1,771							1,771					punoqui	Дош.	1,658	55		**		1,721	<b>-</b>			-		1	1	1,721
		Total	LiuI					-														Total	[Ju]									1			1		
		Ţ	Dom.				1															4	Род:	323	4		9		333								333
	Mail	Transit	LiuI																	Mail		Transit	İnt													T	
	Σ	Tra	Dom.																ļ	2		Tra	Dom.														
	Ì	pung	Intl					T														Inbound	[ht]														
		Inbound	Доп.																			Jubo	Доп.	323	4		٥		333						1	1	333
ľ		Total	Int'l	í	\$					5	\$08	319	141	387	151	1406	1,485					Total	Pr.1	610					610	259	112	99		31	123	591	1,201
		ŭ	Dom.	Ş	1,404	132	X 5	3	8	1,761							1,761					ř	Dom.	1.457	53	37	10	23	1,580								1,580
	Passenger	Transit	latl	i	2					79	8				13	21	100			Passenger		Transit	Inti	21					21	2				61	58	79	100
	Pass	(T	Dom.	,	× !	5				48							84			Pass		Ţ	Дош.	8	80				48								48
		Disembarked	Intl								400	319	141	387	138	1385	1,385					Disembarked	Int'l	589					589	257	112	99		12	. 59	512	1,101
		Dise	Доп.		1,456	25	*	23	36	1,713							1,713					Disc	Dom.	1,417	45	37	10	23	1,532								1,532
	Flight	Movement			12	2	2	-		18	2	2	1	2	-	8	26			Flight	Movement			7	2	2	1	-1	20	2	1			-	-	او	26
	Date			-	28/8/92	28/8/92	28/8/92	28/8/92	8/8/92		28/8/92	28/8/82	28/8/82	28/8/92	28/8/92					Date				28/8/92	28/8/92	8/8/92	28/8/92	28/8/92		28/8/92	28/8/92	28/8/92	28/8/92	28/8/92	28/8/92		
				+	2	7	7	2	7			2	2	2	2		-	1						2	2	2	2	2		2	2	2	2	2	2		
	Amived	From			BKK	Ä	SMC	URT	Š	Total	SIN	HKG	<b>₹</b>	TE	Ä	Total		1		Departed	For			BKK	HDY	SMU	URT	Š	Total	SIN	HKG	₩97	TPE	PEN	Æ	Total	
			:		L		4.		<del></del> -!		_	٠		<b></b>		<u>J.</u>		1							<u>.                                    </u>	l	J	L	L		L	<u> </u>		<b>.</b>	L_	L	
																																		٠			
					ard					٠.	Tights	·												hic	ì					Plights	<b>,</b>						
					Domestic Flights					. :	International Flights						Total						•	Domestic Hights	31					International Flights							Total
					Ω E						Inten	-												2	_	,				Inter			-		<b>M</b> erical		

Table 2 Traffic Recors on August 29, 1992

29/8/92		Į.	1	Lintl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10715	0	٥	0	0	0	0		· na		_
		Ę	1	Дош.	٥	211	0	0	0	0	0	5	0	0		0	0	0	0	0	0	0	_	0	0	0	0	4	0				
ARRIVED	Cargo	Transit	1767	Intl		-																	10715									_	
·	ථි	ţ		Dom.												-																	
		Informed	200	Imi																													
				Dom.		211	·					5																4					
		٦ رو رو	1	Fig	٥	O	0	٥	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
:				Dog	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	٥	0	٥	0	0					
	Maii	Tranci:	Trem.	Fig.																													
			1	Don H								:																					
		rahound de	3	- Fel																													ļ
		2.	-	Dom.								-					:								_								_
		Total	3 ~	댇	0	0	0	309	0	0	0	0	35	50	81	0	0	218	83	14	0	8	0	223	٥	٥	82	0					
				Dom.	51	159	23	0	4	306	13	176	57	0	28	101	21	0	<b>«</b>	0	148	0	83	0	24	233	0	105			:		
	Passenger	Teameit	114.11	- Inc				1					35		_			_	83	31			.01	\$						-			
·	ď		Ŀ	Dom.	17										_		,				14				_								L
		Dicambarke	1	. Int.				308						20	81			218		113	 	8	_	183			82	_					
		<u></u>		Dom.	8	159	ដ		4	306	13	176	57		26	101	21		∞		134	-	83	_	24	233		105		_	:		_
	Time				08:10	09:03	09:43	10:08	10:36	12:00	12:51	12:46	13:14	13:48	14:28	14:56	15:11	14:43	16:00	16:49	18:33	18:01	18:51	20:13	19:01	19:51	19:57	20.53					
	Date				29/8/62	29/8/92	25/8/62	29/8/92	29/8/92	29/8/92	29/8/92	29/8/92	29/8/92	29/8/92	26/8/62	29/8/92	29/8/92	29/8/92	29/8/92	29/8/92	29/8/62	29/8/92	29/8/92	29/8/62	29/8/92	26/8/62	29/8/62	29/8/62					-
	_					-		*						*				*		*		*		*			*						
RPORT		From	,		HDY	BKK	SMU	SIN	TST	BKK	URT	BKK	BKK	KHH	BKK	BKK	SMU	NRT	BKK	EN EN	BKK	HKG	BKK	KUL	HDY	BKK	SIN	BKK			:		
ONAL AI	Flight	Number			TG270	TG241	PG211	TG406	TG298	TG245	TG283	TG243	TG411	CI643	TG653	TG249	PG213	TG647	TG423	TG412	TG279	KA781	TG405	TG424	TG274	TG291	MI858	TG293					
PHUKET INTERNATIONAL AIRPORT	Type	of Aircraft	3		B737	A310	DH-8-100	AB4	AT42	AB4	AT42	AB4	B737	AB4	AB4	AB4	DH-8-100	AB6	AB4	B737	B737	B737	AB4	AB4	AT42	AB4	B737	AB4					
UKET IN	Nationality	Registration	Marin	Midde	HS-TDF	HS-TIC	HS-SKH	HS-THO	HS-TRK	HS-THR	HS-TRK.	HS-THF	HS-TDE	B-194	нз-тно	HS-THK		HS-TAH	HS-THW	HS-TDE	HS-TDC	VR-HYK	HS-THP	HS-THW-	HS-TRK	IS-THO	9V-TRA	HS-THN			,		

Table 2 Traffic Recors on August 29, 1992

PHUKET INTERNATIONAL AIRPORT

(continued)

DEPARTED 29/8/92

2,483 12,408 lar. On Board Dom. 955 969 10,715 E 10715 Transit Cargo Dom: 0 1,693 In:1 1120 Out Board 573 2,483 Дот. 96 On Board In:1 0 Dom. 0 22 257 [m] ٥ Transit Mail Dom. 0 Intl Out Board 0 Dom. 254 257 1,361 Intl On Board 103 25 E 4 23 1,618 Dom. 38 232 172 Int. 200 ж 🕾 2 4 Passenger Dom. 17 33 55 137 28 103 Int. 1,161 었 208 8 8 9 82 27 Embarked Dom. 1,587 38 13:39 Time 29/8/92 Date 
 HS.THR
 AB4
 TG294
 BKK

 HS.TDF
 B737
 TG270
 BKK

 HS.TRK
 AT42
 TG297
 TST

 HS.TIC
 A310
 TG242
 BKK

 HS.TKH
 DH-8-103
 PG212
 SMU

 HS.THR
 A142
 TG242
 BKK

 HS.THR
 AB4
 TG242
 BKK

 HS.THR
 AB4
 TG244
 BKK

 HS.THR
 AB4
 TG244
 BKK

 HS.THW
 AB4
 TG423
 KUL

 B.194
 AB4
 TG643
 BKK

 HS.THW
 AB4
 TG643
 BKK

 HS.THK
 AB4
 TG643
 BKK

 HS.THK
 AB4
 TG643
 BKK

 HS.THK
 AB4
 TG643
 BKK

 HS.TH
 AB4
 TG405
 BKK

 HS.TH
 AB4
 TG249
 BKK

 HS.TH
 AB4
 TG405
 SIN

 HS.TH
 AB4
 TG405
 SIN</td Departed For Nationality Type and Of Registration Airerafts Total

Table 2 Traffic Recors on August 29, 1992

ARRIVED

									-						-					
-	Amved	Date	Flight		ļ	Passenger	nger		1		}	Mail		ŀ			ථි	Cargo		
	From		Movement	Diser	Disembarked	Transit	ısit	Total	Į.	Inbound	<b></b>	Transit		Total		Inbound	T.	Transit	ř	Total
				Dom.	Intl	Dom.	Intl	Dom.	Intl Do	Dom.	G Lini	Dom.	Int'l Dom.	Etj	å	First	Dog		Dom.	Im1
Domestic Flights	BKK	29/8/92	=	1,388	25	4	128	↓.	702	-	+	+	_	-	220			10.715	33	10.715
	HDY	29/8/92	2	58		17	-	75		<u> </u>	-	-	<u> </u>	_						
	SMU	29/8/92	2	77				4				_		-			-		-	
	URT	29/8/92	H	13				13				_		<u>.                                    </u>						
	CNX	29/8/92				-														
	TST	29/8/92		4															-	
	Total		17	1507		31	128	1538	\$ \$2						220			10715	220	10715
International Flights	SIN	29/8/92	2		88		-		391							,				
	HKG	29/8/92	1		8				83						_			-		
	KUL	29/8/92	1.		183		<del>0</del>		223				-	_				ļ -		
Maria	LGW	29/8/92						2.		_	_	-		_						
	TPE	29/8/92						-						-		:				
	KHH	29/8/92	1		20				20	_	L	_			_					
-	PEN	29/8/92			113		31		4			-		L			-	T		
	NRT	29/8/92			218		-		218	-	-	-								
	Total		1		1053	<del> </del>	72		1125	-	-			-		:		-	T.	
Total			24	1,507	1,134	31	<del>                                     </del>	1.538	1,334	<del> </del>	-			_	220			10.715	200	10.715
							4	⊣.		1	-		-	_	) 					
						·												DEPARTED		29/8/92
	Departed	Date	Flight	:		Passenger	nger					Mail					Cargo			
	For		Movement								L							-		
			k	Disc	Disembarked	Transit	Sit	Total	-	Inbound	-	Transit	-	Total	Ē	Inbound	Tra	Transit	To	Total
				Dom.	Lid	Dom.	Incl T	Dom. I	Inti Do	Dom.	Tiel Q	Dom. Intl	Dom.	Intl	Dom	Intl	Дош.	Intl	Бота.	Inl
Domestic Flights	BKK	29/8/92	12	1,460	610	1.1	72 1	1,477 6	682 25	254	H		254		2,281		<b>†</b>	T	2,281	
	HDY	29/8/92	2	79		14		93		3			3		202				202	
	SMU	29/8/92	2	53	1	1	+	55		-	-		-							
	URT	29/8/92	-	21	7	+		52		+	-	-	1					-	***	
	CNX	29/8/92		1	+	+	+	1	-	+	+	-	+	-					-	Ì
	151	76/8/67	_ °	4 601	017	+	-	4 .	100		-			+	3			+	-	
Terestonia and Till albert	- CIO	00/0/00	، د	1,00,1	3 610	10	4 5	4.	788	-	+	-	3		2,463	30,	+		2,485	-
unconstant a neme	HKG	70/8/07	7	<del> </del>	t/1		2	1	t 3	-	+	+		_		1993	_	ci/oi	1	1/408
	KUL	29/8/92	-	1	22		83	-	135	+	+	<u> </u>	_	-						
	TGW	29/8/92					<del> </del>	-	-	-	-	ļ	-	-				-		
	TPE	29/8/92	-1		175			-	175	<u> </u>	$\vdash$	-	-	_				-	<del> </del>	
	PEN	29/8/92	1		20		35		85	_	-							-		
	PER	29/8/62					-	_	_		-								_	
	Total		5	1	551	+	128		629	-	-	1	$\dashv$	_		1693		10735	_	12408
Total	. —		23	1.587	1,161	31	200	1,618	1,361 257				257		2,483	1,693		10,715	2,483	12,408
				1	1						$\left\{ \right.$	$\left  \right $							1	

Table 3 Traffic Recors on August 30, 1992

(continued)
ARRIVED 30/8/92

30/8/92		· · · · · · · · · · · · · · · · · · ·				•	0	0	٠,	<u>ا</u>	0 0		5	2638	0	J		0	0	•			ə ,	7	2				<u> </u>		T	T	8,231
		Total		EI O	0	0	2404	0	0	0	0 0	0 2	$\dagger$		c	80	0	0	0	0	•	329	0	+	+	+	- - -	0	0	- <del> </del> -	+	+	2,896
ARRIVED	ρ.	sit		1 5	+	1	$\dagger$	+	+	+	+	+	†	2638	+	+	+	-	+	+	+	+	1	+	1	57.5	+	$\dagger$	-	+	+	1	8,231
<	Cargo	Transit		E C	+		+		1	-	-	-	+		1	+		1	1	+	+	+	+	+	1	-	+	†	1	$\dagger$	+		0
		put	<del>-</del>	i i	1	1		$\dagger$	+	+	t	+	1	1	1	1	1	1			1	1	1	+	+	+	+		1	1	1	1	
		Inbound		E C	1	1	2404	1	1	+	+	;	23	1	+	108	+	1	1	1	1	359	+	+	+	+	+	1	1	+	+	$\dagger$	2,896
				č	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0		0	0		0	0		t	0
		Total		n C	0	0	0	0	0	0	٥	0			0	0	0		•	0	0		1	0	- -	-	1	0			†	1	•
	ii	sit			+	1		1	+	+		+	+	+		1	1			1	-	+	1	+	+	+	+	-	1	+	+	1	0
	Mail	Transit	<b> </b> -	Dom.			-	1		-		_		+	1	-	+	-	1	-	-	1	+	$\dagger$	1	1	1	1	1	+	1	1	0
		<u>-</u>	├						-	1	+	+	1	-		1		-		1	-		1	+	1	+	1	1	1	+	1	1	
		Inbound	<u> </u>	Dom.						+					-						_			+	+	-	1	-				1	0
		 		Inc. I	0	0	0		214	142	0	0	0	107	37	0	8)	0	0	127	174	0	×	0	-	8		0	49	0	-	1	266
		Total	-	Дош.	4	0	66	21	0	0	8	9	107	0	8	Z,	3	69	14	0	0	157	0	78	8	4	46	40	0	71		1	1,087
			1	Intl I					45						37					28					-	-	-				-	1	111
	Passenger	Transit		Dom.	12			-		-		-											-	21		-						1	33
		arke	1	Int]					169	142		1		107			23			8	174		જ	-		23	-		49	-		-	886
		Disembarkes	-	Dom.	32		8	21			66	9	107		34	54	09	69	14			157		N	8	46	46	40		71			1,054
	- g	·	<u> </u>	Н		_			01	12	53	4		H	13	21	23	8	53	8	20	80	46	۶į کا	03	50	55	98	57	:33			
	Time				86	08:(	08:51	760	10:0	11:4	11:	12:	12.	13:06	13.	13.5	14:23	197	16:	16.	16:	17:08	18:	17:5	18:(	17:	18:	19:(	19:57	20:			
	Date				30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92			
٠.					<del> </del>	-			*	*			_		-	-		-	T	*	*		*	-					*				
PORT	Arrived	From			HDY	TST	BKK	SMU	SIN	KUL	BKK	URT	BKK	TPE	BKK	Š	BKK	RKK	SMC	PEN	HKG	BKK	HKG	BKK	BKK	BKK	BKK	HDY	SIN	BKK			
NAL AIR	Flight	Number			TG270	20792	TG241	PG211	TG406	MH786	TG245	TG281	TG243	TG619	TG411	TG151	TG653	76295	PG213	7.6412	TG609	TG247	KA781	TG279	TG405	CI695	TG291	TG274	MI858	TG293			
TERNATIC	Type	<del></del>	and the same		B737	EARTETS	A310	DH-8-100	ABA	B737	AB4	AT42	AB4	AB4	B737	AB4	AB4	B737	DH-8-300	B737	AB6	A310	8737	B737	AB4	AB4	AB4	AT4	B737	AB4			
PHUKET INTERNATIONAL AIRPORT	Nationality	zud	Marks		HS-TDC	_	т~	T-	т.	OM-M9	HS-THN	HS-TRK	CHT-SH	HS-THK	HS-TDC	HS-THR	HS-THE	HS.TRE			HS-TAK	HS-TIC	VR-HYK	HS-TBD	HS-THP	B-1810	HS-THIX	HS-TRK	ov.TRB	HS-THR			Total

Table 3 Traffic Recors on August 30, 1992

PHUKET INTERNATIONAL AIRPORT

(continued)

DEPARTED 30/8/92

						<del>-</del>	<del>_</del>	т-	-	_	Т	_	7	_	_		т	<del></del>	٠		-	1	1		_	_	<del>-</del>		γ	<del></del>	<b></b>	<b>4</b> -	1	•
			On Board		Lie!	0	0	0	ŀ	0	0	٥	0	23	ြ	0	ŀ	0	٥	2638	-	٥	٥	٥	0	0	5593	0	0	0	0	0		8,293
	-		0	L	Dom	0		0	267	0	Ö	0	0	0	0	٥	103	٥	21	0	0	0	٥	0	12	08	٥	0	0	0	o	0		486
		Cargo	Transit		Į,															2638							5593							8,231
		ଣ	H		Dom																													0
			Out Board		LiuI									23																ŀ				28
			ō		Dom.		3		267								103		21		-				12	80						-		486
			On Board		Inti	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	٥	0	0	0	0	0	0	0	0	0	0	0		0
			õ		Dom.	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-	0	0	0	0	0	0		.63
		Mail	Transit		Intl				:							<u> </u>				-						-	-						<u> </u>	0
		2	Tra		Дош.														-										-		$\mid$		-	- <u>-</u>
		_	Out Board		Int1				_				-						_		_												-	.0
•			Out		Dom.	<del> </del>			-				-				-			_	-				-19	1			-	-	_	_	-	 63
		1	On Board	-	Intl	71	0	68	0	0	0	.83	108	117	7	0	. 54	148	0	0	2	0	33	28	13	0	236	309	76	81	112	69		1,638
			δ		Dom.	£4 	61	37	121	3	0	117	0	0	29	32	142	0	24	184	194	20	8.2	122	190	63	0	Ö	0	141	0	109		1,715
		nger	sit		Lau	-						45						37						28				-		**				111
		Passenger	Transit		Dom.			12			-		-				,						_			21								33
		-	ed dd	-	Int.	17		68		-		42	108	117	7.		54	111	_		5	_	78	-	13	-	236	308	76	81	12	69	-	1,527
			Embarked		Dom.	43	19	25	121	3	_	117				32	142		77	84	194	20	87.	22	190			7		141	_	. 601		1,682 1,
					5-I	16	:40	. 28	64.	900	21		31	6	2:45	4		×	-			:12		-		-	80	:14	39		53	3 1		
		Lime				08:16	08:	08:	*60	10:	08:21	1130	12:	11:	12:4	13:2	13:4	14:(	145	14,5	15:	17:3	17:1	17:56	18.0	18:14	261	1.61	19:3	20:1	20:5	21:1		
	ç	Cate				30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/52	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92	30/8/92		
		-						-					*	*		-		*	-					1	1	_	*	*	*		*			
		Departed	j.			BKK	URT	BKK	BKK	SMU	URT	BKK	KUL	HKG	BKK	НОУ	BKK	Ä	CNX	BKK	BKK	SMC	BKK	BKK	BKK	Σ	TPE	NIS	HKG	BKK	SIN	BKK		
	į	rugn	i i			TG294	TG280	TG270	TG241	PG212	PVT	TG406	MH787	KA7800	TG246	TG273	TG244	TG411	TG152	TG250	TG260	PG214	TG2%	TG412	TG248	TG279	CI696	TG405	KA780	TG292	MI857	TG240		
		<u> </u>	- 12			AB4	AT4				EARJET3	┪		一	1	_	-	1	-	-		DH-8-300		$\dashv$	-	-	-	$\dashv$	┪		B737	AB6		
	7	Namonauty	E G	Marks		HS-THN	HS-TRK			HS-SKH D	ા ક		-	-		HS-TRK	нѕ-тно	HS-TDC	HS-THR	HS-THK	HS-THH				4		B-1810	HS-THP	VR-HYK	-	9V-TRB	HS-TAK		Total

Table 3 Traffic Recors on August 30, 1992

ARRIVED 30/8/92

	Amyed	Date	Flight			Passenger	ıger					Mail				٠. أ	Cargo	08		
	From		Movement															<del></del>		
				Disc	Disembarked	Transit	·ä	Total	17	Inbound	- - - -	Transit	-	Total	ŽĘ.	Inbound	E	Transit	Total	ā
				Dom.	Fi	Dom.	Intl	Dom.	THI.	Dom.	The T	Dom. Int1	1 Dom.	Int1	Dom.	[Jul]	Dom.	Fift	Dom.	Intl
Domestic Flights	BKK	30/8/92	12	887	51	21	33	806	68	H			_		2,788		1	5.593	2.788	5,593
	HDY	30/8/92	2	72		12		84			-	+	_	-					1	
	SMU	30/8/92	2	35	_		_	35	-	-	+	+	$\downarrow$						+	T
	URT	30/8/92	1	9				9			-	-	-				1		+	
	CNX	30/8/92	1	54				54				-	4	-	108			1	<u></u>	
-	TST	30/8/92	1								-		$\dashv$						-+	
	Total		19	1,054	51	33	38	1,087	68				-		2,896			5,593	2.896	5,593
formational Flights	SIN	30/8/92	2		218			_	263				-	_					1	T
and a month	HKG	30/8/92	2		269	-		, ,	. 692										+	
	KUL	30/8/92	1		142				142	-	_			$\dashv$				-	+	T
	TGW	30/8/92						-			_	-	_	1					+	
	TPE	30/8/92	1		107				107	+	-		_					2638	-	2658
	KHH	30/8/92				+	+	-		_	-	-	_			1		1	+	
	PEN	30/8/92	1	-	8		28		127	$\dashv$	-			_				1	+	
	NRT	30/8/62						-		-	-	-	-	-				1		3
	Total		7		835		73		808	-	-	_	_					2638	1	2638
Total			26	1,054	988	33	=======================================	1,087	266						2,896			8,231	2,896	8,231
										l								DEPARTED		30/8/92
			ide State			Passenger	reer		-			Mail					g	Cargo	•	
	Departed	Date	rugur			ACCOUNT T	-				-		_							
	Fo.		Movement	Dise	Disembarked	Transit	ısit	Total	- <u>-</u> -	Inbound	PL	Transit		Total	Inb	Inbound	Ë	Transit	7	Total
				Dom.	Int1.	Dom.	Inti	Dom.	Int.1	Dom.	I I I	Dom. Int'l	J Dom.	n. Int'l	Dom.	Intl	Дош.	LhtJ	Dom.	Imt1
	77a	30/8/02	13	1.542	459	12	57	1.554	532	61	$\vdash$		61		382			2,638	382	2,638
Domestic Fugnts	HDX	30/8/92	7	74		21					H				80				8	
	SMU	30/8/92	2	23				23			-		_	-				1	1	
	URT	30/8/92	2	19				61		_	-		-		2			1	<u>~</u>	
	CNX	30/8/92	1	24		+	-	24	+	+	+		-	1	21				12	
	TST	30/8/92					+	4	-	1	+	+	1	+				955	100	2 620
	Total		20	1,682	629	33		1,715	+	63	-		93	-	486			0007	+-	2077
International Flights	SIN	30/8/92	2		420	+	-	+	175	+	-	1	+	-		1				5
	HKG	30/8/92	2		193	+	+	-	193	+	+	-	$\frac{1}{1}$	+		70			+	1
-	KUL	30/8/92			108	+			108	$\frac{1}{1}$	+		+	+				-	1	
	LGW	30/8/92					+		- -	+		+	-	+				5055		180
	TPE	30/8/92	-		236		+	+	236	+	+	1	-					227	+	
	PEN	30/8/92	-		111	1	37		148	+		+	+					Ť	+	
	PER	30/8/92				1	+		+	_	-	1	+			(		188	+	33
	Total		7		1068	1	88		1106	+	+	+	+			70		20%2		3
Total			27	1,682	1,527	33	111	1,715	1,638	63			63		486	62		\$.231	486	8,293

Figure 4 Fight Schedle and Aircraft Movement (August 28, 29 and 30)

(continued)

AUGUST	r 28 (FR)	AUGUST 28 (FRIDAY), 1992																	
		-	Hight Number	lumber	Time	<b>A</b>													
From		То	Arrival	Departure	Arrival Depar	Departure	6 7	6 - 8	10 1	11 12	13 1	14 1 15	16	17	18	19 1	20	21 1 2	22 , 23
							-		_	-	_	_		_			. <b>_</b>	-	
BKK	HKT B	ВКК	TG293	TG294	(20:30)	08:02	- }-		- - -	-	<u>_</u>	<u> </u>	_	_					-
HDY	HKT L	URT	TG272	TG280	(15:55)	08:44	-	- ]				<u> </u>							
HDY	HKT B	BKK	TG270	TG270	08:10	08:48		  -  ]				_		_				_	-
SIN	HKT S	SIN	MI852	MI851	08:54	09:55													_
BKK	нкт в	BKK	TG241	TG242	00:60	10:06									 				
SMU	HKT S	SMU	PG211	PG212	09:49	10:12		, -	<del></del> -				_				_		_
SIN	HKT B	BKK	TG406	TC406	10:00	11:04						-	 						ļ
BKK	HKT	PER	TG405	TG495	07:01	11:17			]-			ļ							
HKG	нкт н	HKG	KA2781	KA2780	12:09	13:30	-			-						-			
BKK	HKT B	BKK	TG245	TG246	11:58	12:57				-		_		-			<u> </u>	ļ	-
rew I	HKT LGW	GW	MH790	MH789	12:21	13:39					]	 			-				
BKK	HKT B	BKK	TG243	TG244	12:45	13:51	_	<u>-</u>		-	]	- 				-		 	
URT	HKT H	HDY	TG281	TG273	12:50	13:43					-  -  -	-	-					_	-
CMX	HKT C	CMX	TG151	TG152	13:23	14:25					] - 	<del>-</del> -							
TPE	HKT B	BKK	10019	TG250	13:16	14:37						~ ·		1					
BKK	HKT P	PEN	TG411	TG411	13:12	14:10					}						-,		-
TPE	HKT B	BKK TPE	CI645	CI646	13:58	15:29				<u> </u>	_]_ 		<b>-</b>	]					
BKK	BKK HKT BKK	кк кнн	TG259	15652	14:14	15:36		_		1	J 	]							·
SMU	HKT	SMU	PG213	PG214	14:56	15:19				:		-}-				_ <b>_</b> _			1
BKK	HKT B	BKK	TG295	TG296	15:44	16:37					1	1	,	]					
PEN	HKT B	BKK	16412	16412	16:52	17:56	<b></b> -						7	\ <u></u>				~	
HKG	HKT B	BKK	TG609	TG240	17:05	21:00								<u></u>	-	-	T		
BKK	HKT B	BKK	TG247	TG248	17:29	18:29												- ~	<b>-</b> -
BKK	HKT HDY	, AQ	TG279	TG279	17:59	18:37	+ - 1							<del>-</del>	]			1	
BKK	HKT	SIN	10,405	16405	18:22	19:20						- <b>-</b>		1	-	,			
BKK	HKT B	BKK	TG291	TG292	19:13	20:11							- -	1		-}-			
HDY HKT		TST	TG274	TG297	19:08	(00:60)				: -			_	- 1	<u>.</u>	-		-	
BKK	HKT B	BKK	TG293	TG294	20:16	(61:80)		-		-						J		-	+

:International Flight

A3 - 50

AUGU	ST 29 (S.	AUGUST 29 (SATURDAY), 1992	1992																	
				Flight Number	Time		-	-	-			-	• •		•					
From		To	Amival	Departure	Amival	Departure	6 7	8	9 10	11	12 1 13	14	15	16	17	18	19 20	21	23	ξį.
							-	-		-		_	_	-  -	-	-	-	-	-	-
BKK	HKT	BKK	TG293	TG294	(20:16)	- 61:80	- 1-	ב							-	-	-	-		
	HKT	BKK	TG270	TG270	8:10	08:55		]					- 1						_	-
HDY	HKT	TST	TG274	1G297	(19:08)	00:60			-		-	-		-	-	-  -	-	-  -	_	_ }
BKK		BKK	TG241	TG242	9:03	95:58		. J	1	_		-		-	- -	-	-	_	_	_ -
	HKT	SMU	PG211	PG212	9:43	10:04			-)-		-	-								
1		BKK	TG406	TG406	10:08	11:07	_	-	]	- -	-	-		-  -	-	-		-		_
TST	HKT	URT	TG298	TG282	10:36	11:18			ار ا	1					+	-		-	:    -	_
	HKT	BKK	TG245	TG246	12:02	12:56				<u>,</u>				-					[.	
ļ	HKT	НОУ	TG283	1 TG273	12:51	13:27	-	-	-	-	]	_	- †	-	-	-	-	-	-	-
BKK	HKT	BKK	TG243	TG244	12:461	13:39.				_	}	-			-	-		-	_	_ -
1		PEN	16411	10401	13:14	14:23			_		<u> </u>	- -								_
КНН	HKT	BKK	C1643	CI644	13:48	15:03	_ *	-	-	-	-	]  -]-	~ † -}	-	-	-	-	-	-	_
KHH	1	HKT BKK	1563	1 TG652	14:281	15:37				-		<u> </u>		-	-	-	-	-	-	_
BKK		TPE	TG249	TG618	14:56	15:53						-								
SMU	1	SMU	PG213	PG214	15:11	15:31		_			-	-	]	-	-	-	-	-	-	-
NRT	1	BKK	1562	TG296	14:431	16:55					-	/		1	-	-		-	-	
BKK	ł	KUL	10423	TG423	16:00	17:04														
PEN	HKT	BKK	TG412	1 TG412	16:49	18:14	_	-		-	-	-		┦	]	-	-	-	-	-
BKK	ļ	HDY	TG279	1. TG279	18:331	19:09				-	-	-				}	- -	_		_ -
HKG	HKT	HKG	KA781	KA780	18:01	(11:19)									ا ا	-		-	H	
BKK	HKT	SIN	TG405	TG405	18:51	20:09	-	-	-	-	-	-	- 1	- 🖁	-	]	,    - 	-   \	-	.
KUL	HKT	BKK	TG424	1 TG424	20:131	21:22	-				- -	-					<u>-</u>	$\left  \cdot \right $		
HDY	HKT	ХQН	TG274	TG280	19:01	(08:40)	-				.	-			-	۔ ۔	-	- -	-	-
BKK		BKK	TG291	TG292	19:51	21:03	-	-	_	-	- 🛉	-	-	-	-	-	]	<u> </u>  -	- 🖁	-
SP	HKT	SIN	MI858	1 MBS7	19:571	20:59	-	-	-		- -	-  -		- -	-  -	- -	╁├		-  -	_ -
U	1	BKK	TG293	TG294	20:53	(08:16)			-	-	-			-	-	-	-	$\parallel$		
				F						•										

:International Flight

Figure 4 Fight Schedle and Aircraft Movement (August 28, 29 and 30)

AUGUST 30 (SUNDAY), 1992	92																	
	Flight]	Flight Number	Time		-	-	-			-		•	•			-		
From	Arrival	Departure	Arrival Departure	parture	6 7 1 8	6	10	=	12   13	14	15	16 1 17	7 1 18	1 19	20 1	21	22	23
BKK HKT BKK	TG293	l TG294	(20:53) <sup>1</sup> 0	08:16	,	-	-	-	-	-	-	-	_		_		-	-
TST HKT URT	SQ792	PVT	08:041 0	08:21	<u>]</u>							-, <b>-</b>						 
HDY HKT URT	TG274	TG280	0 (10:61)	08:40	1		- 1 - 1											
ноу нкт вкк	TG270	1 TG270	0 60:80	85:80	<u>]</u>	<u>.</u>	-	-	_	-	-	-	-	_	_		-	-
BKK HKT BKK	TG241	TG242	08:511 0	09:49		}	1											Γ-
SMU HKT SMU	PG211	PG212		10:06		. J												-
SIN HKT BKK	TG406	TG406	10:01	11:08		_		-	-		-	-	-	_			-	- ]
HKG HKT HKG	KA781	1 KA780	(18:01)	11:19														[
KUL HKT KUL	MH786	1 MH787	11:42 <mark>,</mark> 1	12:31	1			-}										
вкк нкт вкк	TG245	1 TG246	11:53	12:45	1			-		- 4	-	-	-	_		ا حد		]
URT HKT HDY	TG281	i TG273	12:55i 1	13:29					]									
вкк нкт вкк	TG243	, TG244	12:39 <mark>,</mark> 1	13:45			-		- - -					_				
TPE HKT BKK	TG619	, TG250	13:06	14:37		_				7		-	<u>:</u> .			_		
BKK HKT PEN	TG411	TGMH411	13:13i	14:06					<u> </u>							}		
CMX HKT CMX	TG151	TG152	13:21	4:25						۔ ۔ اِ ر	~ -				_			
кни вкк нкт вкк	TG653	TG260	14:23	15:27	1		-							_				- ]
BKK HKT BKK	TG295	1 TG296	16:401	17:17	-		-			-		}	. =					
SMU HKT SMU	PG213	PG214	16:53	17:12	: 			_				-)-						
PEN HKT BKK	TG412	TG412	16:46 1	17:56				-		-	-	-	7					_
HKG HKT BKK	TG609	i TG240	16:501 2	21:13				-	-		-	}						
BKK HKT BKK	TG247	TG248	17:08	18:08					 				-}-			<b></b>		
нко нкт нко	KA781	KA780	18:46 <sup>†</sup> 1	19:39	÷ •		-		-	-	-	-	-				-	- 1
вкк нкт нру	TG279	TG279	17:291	18:14			-		-	}		   ر						· - [
BKK HKT SIN	TG405	TG405	18:031	19:14										-}-				
BKK HKT TPE	CI695	C1695	17:50	19:08		_	-				-		}-			-		- 1
вкк нкт вкк	TG291	1 TG292	18:551 2	20:11					-	-								· - <sub>[</sub>
HDY HKT TST	TG274	TG297	19:00	(00:60)											-  -		- -	
SIN HKT SIN	MISSS	, MB57	19:57	20:53		-	_	-	- +	-		-	-	] _			-	- 7
вкк нкт вкк	TG293	1 TG294	20:331 (0	(00:80)				-	_	~		-	_	_			+	TI

International Flight

# Landside Vehicle Traffic Survey

Time         Embark         Disembark         1         1         2         3         4         5         6         7         1           0802         151         45         1         2         3         4         5         6         7         1           0810         0844         10         45         1 <t< th=""><th></th><th>Minmbor of</th><th>Doctor</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>Minmhor of Makinlor</th><th>10/1.30</th><th>20101</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></t<>		Minmbor of	Doctor								Minmhor of Makinlor	10/1.30	20101											
151   2 3 4 5 6 7 1     151   45		I AUTHORI OF	r assembers				-		-	-	MILLOGI	5	Salar			-	$\mid$							
Embark Disembark 1 2 3 4 5 6 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. 9		:			- 1	ncomin	- 41		+	-	-	- 1	Outgoing	-		-		1	Parking	ing			Remark
151 45		Embark	Disembark	-	5	3	4	ر ج	9	7		73	e	4	S	9	7 1	2	3	4	5	9	. 7	
10       45	2	151																						TG294
10         103	0		45												_		<u> </u>	<u>                                     </u>	<u> </u>	-	ļ	_		TG270
92         103         C	4	10																		<u>.                                    </u>				TG280
103         103         117         117         117         117         117         117         117         117         117         117         117         117         117         117         117         118         297         4         3         1         2         1         2         2         1         2	80	23														<u> </u>			<u> </u>	_				TG270
21.         21.         21.         21.         21.         21.         21.         22.         22.         22.         23. <td>4</td> <td></td> <td>103</td> <td>:</td> <td></td> <td></td> <td></td> <td>•</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td>MI852</td>	4		103	:				•				-										-		MI852
71         21         21         21         21         22         22         23         23         24         3         27         20         22 </td <td>0</td> <td></td> <td>117</td> <td></td> <td>_</td> <td></td> <td></td> <td><u> </u></td> <td></td> <td></td> <td></td> <td></td> <td>TG241</td>	0		117													_			<u> </u>					TG241
71         71         71         71         71         71         71         71         71         72         72         72         73         73         73         74         73         74<	6		21																	 				PG211
153         297         4         3         6         3         7         7         7         7         7         7         8         7         7         7         8         7         8         7         8         7         8         7         8         7         8         7         8         8         8         8         8         8         8         8         8         8         8         8         8         8         8         8         8         8         8         9         8         9         8         9         8         9         8         9         8         9         8         9         8         9         8         9         8         9         8         9         8         9         8         9 <td>5</td> <td>7.1</td> <td></td> <td>MI851</td>	5	7.1																						MI851
20         4         3         1		153	297								-					-		-	_		L			TG242, TG406
82         4         5         1	0	20		4	Э						5	6	1		2	3	2							PG212
6         3         1	0		82								5	2	2		3	1   1	1 26	5 21	8	10	16	F-4		TG495
46         3         1         2         1           487         10         2         1         4         4           65         4         7         5         1         4         4           65         4         7         5         1         4         4         7           65         4         7         5         1         6         4         7         6           10         10         2         2         1         4         4         7         6           10         10         1         5         2         3         5         6         7           10         10         1         2         2         3         4         7         4           11         11         2         1         8         3         5         4         1           10         1         2         2         3         3         4         1         1           10         1         2         3         3         3         4         1         1           10         2         3         3         3         3	0			4	5	1		1	1			10	7	1	2	1	1 23	3 22	13	11	15			
137       10       2       1       1       4       4       1       1       4       4       1       1       3       6       1       1       3       1       1       3       1       1       3       1       4       4       1       1       4       1       1       4       1       1       4       1       1       4       1       1       4       1       4       1       1       4       1       1       4       1	0			9	ε	1	2					ន	1	19	9	7	4 25	5 15	) 16	9 10	15	+1		
65         10         2         1         1         3         4         7         5         1         6         7         6         1         1				9	2	1			4		73			2	1	1	5 26	5 11	14	6 1	16	7-1		
65         4         7         5         6         6           1         3         4         3         1         4         4           1         13         10         3         1         4         4           1         13         10         3         1         4         1           1         10         10         2         2         3         4         1           1         112         17         21         8         3         3         3         3           1         141         6         8         1         5         4         1           1         127         9         15         3         3         4         1           6         7         10         2         6         3         4         1           1         67         25         6         10         2         3         4         1           1         1         2         3         3         3         4         1		137		10	7	1	-7		3		2	1	1				29	9 11	15	6 6	15	ī		TG406
3       4       3       4       4         13       10       3       1       4         10       7       10       5       2       3       5         112       17       21       8       3       5       4         112       17       21       8       3       5       4         12       17       21       8       3       5       4         141       6       8       1       5       4       6         67       25       6       10       2       3       1       8       1         115       115       3       3       3       4       8       1       8 </td <td></td> <td>65</td> <td></td> <td>4</td> <td>۲</td> <td>5</td> <td></td> <td></td> <td>9</td> <td></td> <td></td> <td>4</td> <td></td> <td>1</td> <td>1</td> <td>2 1</td> <td>1 28</td> <td>3 10</td> <td>14</td> <td>8</td> <td>16</td> <td>1</td> <td></td> <td>TG495</td>		65		4	۲	5			9			4		1	1	2 1	1 28	3 10	14	8	16	1		TG495
13     10     3     1     4       10     7     10     5     2     3     5       107     10     10     2     2     4     6       112     17     21     8     3     5     4       141     6     8     1     5     4     6       127     9     15     3     3     4     6       67     25     6     10     2     3     1     8       115     115     115     115     1     8     1	0			æ	4	В			4		7	9	7			£,	3 34	14	15	6	17	1		
107     10     5     2     3     5       112     17     21     8     3     4     4       112     17     21     8     3     5     5       141     6     8     1     5     4     6       127     9     15     3     4     6       67     25     6     10     2     3     1     8       115     115     115     115     1     1     8				13	10	3		-	4		7	7	7			7	4 30	15	15	6	18	1		
107     10     2     2     2     4       112     17     21     8     3     3     3       114     15     21     3     3     5     5     4       141     6     8     1     5     4     6       127     9     15     3     3     4     6       67     25     6     10     2     3     1     8     1       115     115     115     1     8     1     8     1				7	10	S	2	ю	S			11	1	-	m		1 37		16			-1		
112     17     21     8     3     3     3       141     6     8     1     5     4       127     9     15     3     3     4       67     25     6     10     2     3     1     8       115     15     3     1     8     1			107	10	10	2	2		4		9	Ŋ	red		. 1		1 47					7		TG245
15     21     3     5     5     5       141     6     8     1     5     4     6       127     9     15     3     3     4     7       67     25     6     10     2     3     1     8       115     115     115     115     1     1     1			112	17	21	8	Э		3		7	S	7		3	3	52	2 41	91	15	17	1		KA2781
141     6     8     1     5     4       5     10     2     6     3     4       127     9     15     3     3     4       67     25     6     10     2     3     1     8       115     115				15	21	æ	Ė	5	5		$\dashv$	10	3		3 2	4	ક્ક	35	19	17	13	***		
5     10     2     6     3     4       127     9     15     3     3     4       67     25     6     10     2     3     1     8       115     115     115     115     1     1			4	v	∞			S	4			42	3	_		1 3	3 2	38	12	ន	82			067HM
67     25     6     10     2     3     3     4       115     115     115     115     3     1     8	_			'n	10	7	9	æ	4			14	7		7		8	41	13	18	18	2		
67     25     6     10     2     3     1     8       1115     115			127	6	15	т		m	4			23	7	7	3	S	57	7 41	14	24	20	2		TG243
		19	25	9	30	2	60		00			13	7	7	6	8	5 62					1		TG246, TG281
											$\dashv$	-	-		-		88	8	17	25	19			
			115								_	-	-		-									TG411
13.16	9		164											$\dashv$										TG619

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	Remark		TG151	KA2780	MH789	TG273	TG244	C1645	TG411	TG259	TG152	TG250	PG213		PG214	C1646	TG652	TG295					TG296		TG412	TG609		TG247			TG412, TG279	
-		7							ļ												-											-
		9		:					-					6	4	4	ŝ	5	9	S	4	4	4	4	.2	4	S	5	. 9	4	9	
		S		-						;				80	18	11	13	15	23	17	17	6	13	14	20	18	18	. 18	15	18	82	1
	Parking	4												7	6	2	3	2	7	7	7	S	9	7	10	11	13	14	18	18	18	
	"	3												6	11	10	12	00	11	13	13	13	14	14	13	15	15	15	16	11	=	Ť
		2												9	4	5	5	10	15	18	14	21	11	13	16	14	14	18	- 12	82	31	1
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		7															*:															Î
		9												6	4	3 .	. 2	4	4	1 .	4	-		3	2	1	2	1	2			ĺ
	20	5		-										2	1	1	2	. 1	3	4	1	4	2	2	1	2	2	1	. 2	4		Ī
	Outgoing	4															1				1				3	1	4	2	3	4	1	
Number of Vehicles		3												2			. 2			3		pro-t	1	prof	7	9	2	11	5	8	4	
er of V		2												2	2	4	8	6	~1	12	6	4	5	9	19	4	8	6	9	21	ន	
Numb		1												2	9	4	7	5	2	10	5	4	4	w	8	9	11	24	10	21	∞	
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		9												4	2		<u>ო</u>	4	:3	1	3	3	1	. 2	<u></u>	1	9	2	7	ĭ	7	-
	82	5													7	.3	2	23		-	1	7	I	7	3	1	2	4		7	ڼ	
	Incoming	4												_	2							9	-	2	9	3	2	2	Н			
		3		-										S	4	1			2	1	71	7		3	4	3	1	9	1.	1	1	
		2										ļ .		73	6	2	9	10	'n	10	ω	m	7	8	77	16	14	12	82	19	15	1
	_	1									_			11	80	3	2	2	'n	1	s	ž	9	5	7	80	25	1	13	H	٥	
Passengers		Disembark	106				-	223		7.5			13					103							138	207		186			131	
Number of Passengers		Embark		112	. 99	22	188		12		23	70			17	121	194						116								136	de me manuel management and
	Time		13:23	13:30	13:39	13:43	13:51	13.58	14:10	14:14	14:25	14:37	14.56	15:00	15:10	15:20	1530	15.40	15.50	16.00	16:10	16.20	16.30	16:40	16.50	17.00	17:10	17.20	17:30	17:40	17.50	- Carmon and a contract of the

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	Remark		TG405	TG248	TG279	TG274	TG291	TG405	TG292	TG293	TC340	C+701	
		7									-		0
	Ì	9											114
		5											595
	Parking	4											391
		3											984
		7											727
		1											1471
		7											35
		6											7.5
	543	5									Ī		4
	Outgoing	4											57
ehicles	0	3											71
Number of Vehicles		2									Ī		312
Numb		1	-										242
		7											0
		9											109
	ಟ	S											59
	Incoming	4											47
	H	e											π.
		7											319
		-											265
Passengers		Disembark	178			47	122			113	2.5.5		3,098
Number of Passengers		Embark		192	3			186	208			181	2,633
	Time		18:22	18:29	18:37	19.08	19:13	19.20	20.11	20.16	27.27	21:00	Total

4 = Bus (Large)

3 = Taxi, Tuk Tuk 7 = Others

2 = Minibus6 = Motorcycle

Note: 1 = Private Car 5 = Truck (Cargo)

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	Number of	Number of Passengers								Numbe	Number of Vehicles	icles											
Time					2004	Incoming	ğ					Out	Outgoing						Parking	**			Remark
	Embark	Disembark	1	2	3	4	5	9	7	7	2	3	4	5 6	7	1	7	ო	4	5	9	7	
08:10		\$																					TG270
08:19	192									<b></b>											-		TG294
08:55	131																						TG270
60-60		159		<u> </u>		<u> </u>							<u>.                                    </u>										TG241
80.60	ঘ									<u> </u>													TG297
09:43		B				ļ																	PG211
88.89	130																						TG242
10:00	18	308	έn	1		ĭ	3			1	2			y=4	-		-					_,	PG212, TG406
10.10			1	12			4	3		E	4	ī		1 3	2	72	21	8	5	11	1		
10.20		:	11	14	2		71	3		S	3	.3		3 1	1	6	2	3	1		~		
10:30		4	S	w	w	-				11	11	3		7	7	12	3						TG298
10.40		1.	4	4	٦		6	4		S	11		2	2	T	4	т		1				
10.50			9	6	1					3	10	प	5	2 4	1	73	3	2	1	1			
11.00	165			9	7	7	2	1		3	3	4	3	1		3	7	<b>,1</b>					TG406
11:10	15	- N	1	4	1	1	4			721	3	1	,	σ.	ī	~		7	2	1			TG282
11:20			9	9	7	-	m	3		2	5	2				9	m		.7	-			
11:30			9	10	æ		7	4		4	5	7		1 4		5	4	3					
11:40			7	19		35		2		2	8			٠.		4	∞		4	П			
11.50			4	2	m	8	1	9			4	1		3		5	7	4	2	1			
12:00		306	3	14	2		4	8		ε0	7	1	2	2 5		3	16	9					TG245
12.10			9	21	2		3	3		5	202	4		5		5	6	2					
12:20			2	13	4	4	Ü	1		7	37	7	2	5 1	-	7	2	4	7	7			
12:30			1	3		П		1		<b>∞</b>	18			3 1	_	7		;(	2				
12.40		176	က	12	2	7	2	9		4	7		4	5 2		9	7	7					TG243
12:50	118	13	9	14			<b>-</b> -(	4	:	5	8	2	1	1 2		4	2	м					TG246, TG283
13:00																3	7			2			
13.14		57																					TG411
13:27	39									<u></u>													TG273
13.39	282			-																	-		TG244
13:48		SS																					CI643
									] 		:												

92/8/29

	Remark		TG411	TG653	TG647	TG249	CI644	PG213		TG652, PG214		TG618	TG423				TG412	TG296	TG423							KA781	TG4412	TG279	TG405	TG274	TG279	TG291
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hicles	Ō	ε					72	9	73	2	3	1	2	2	2	Ţ	5	F-4	9		60		-	3								
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	Time		14:23	14.28	14.43	14.56	15.00	15.10	15:20	15:30	15:40	15.50	16:00	16:10	16:20	16:30	16:40	05.91	17:00	17:10	17:20	17:30	17:40	17:50	18:00	18:01	18:14	18:33	18:51	19:01	19.09	1000

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of Vel		7	-			-	-			371
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		2	-		_	<u>                                     </u>	-	1	<del>                                     </del>	355 (
			-	-	<u> </u>	<u> </u>		<u> </u>	-	186 3
22		ark		ļ			 		-	
Passenge		Disemb	83		183	105				2,641
Number of Passengers		Embark Disembark 1		208			98	307	109	2,748
	Time		19.57	20:09	20.13	20.53	20:59	21:03	21:22	Total

4 = Bus (Large)

3 = Taxi, Tuk Fuk 7 = Others

2 = Minibus 6 = Motorcycle

Note: 1 = Private Car 5 = Truck (Cargo)

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1	6         6         1         3         1         20         15         1         9           4         5         1         2         1         1         2         1         3         1         3         1         3         1         3         1         3         1         3         1         3         1         3         1         3         1         3         1         3         1         3         1         3         1         3         1         3         1         3         1         3         1         3         1         4         3         1         3         1         4	Number of Passengers	of Passengers Disembark		-	6	- F	Incoming	80 2	9	Ž r	umber of	Number of Vehicles O	outgoing 4	20	9	1	1 2	8	Parking 4	5	9	7	Remark
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135         15         2         4         7         5         11         16         1         3         5         8         17         25         13         3         3         6         18         17         25         13         13         3         6         10         10         10         11         5         2         2         20         12         20         12         2	16.50		188	œ	21	7	4	2	8		21	13					42			42	15	4		TG609, PG213
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122         68         8         8         1	17:20		5	S	5		4	4	1		31						<i>₹</i>			8	14			TG279
122       68       6       7       8       8       8       9         203       203       1	17:30																52			21	14			
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42 95	18:08	203														_								TG248
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	Number of	Number of Passengers							_	Number of Vehicles	of Vet	ncles												
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19:39	92																						KA.	8
19.57		69						-	-														MI858	88
20.11	222						<u> </u>	<u> </u>		-		ļ											TG292	25
20:33		71						ļ	<del> </del>						-								TG293	88
20.53	112										-	<u> </u>											MI857	57
21:13	178																	_	$\bot$	4	_		TG240	भू
Total	3,209	1,940	1.78	712	જ	ß	16	115	0	233	275	8	& 			4 88	8 440	355	5 243	3 394	16	0		

4 = Bus (Large)

3 = Taxi, Tuk Tuk 7 = Others

2 = Minibus6 = Motorcycle

Note: 1 = Private Car 5 = Truck (Cargo)

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## APPENDIX TO CHAPTER 4

#### POPULATION PROJECTION

The Working Group on Population Projections under the authority of the National Economic and Social Development Board (NESDB) has prepared Population projections until 2015 for the whole country and until 2000 by Province, in 1988

The annual growth rate of the population in the projections are shown in the following table, using the case of "Medium fertility assumption" and "Constant Migration Assumption". The growth rate of the country's population is estimated to slow down to 0.77 % in 2010 and to 0.58 % in 2015 from 1.52 % per year in 1991. Meanwhile, the growth of Phuket is estimated to remain at the high level of 2.50 % in 2000. In 2000, the population of Phuket is estimated to amount to 219,000 with an average growth rate of 2.54 % per year during the 1995-2000 period.

#### **Annual Growth Rate of Population by NESDB**

								• .		%
	Whole	South	Bkk	Bkk	Sub-	East	West	North-	North	Phuket
	Kingdom		Metro-	Metro-	Central	*		east		
			politan	politan						
			Area	Region		-				
1991	1.52	2.54	2.05	2.25	0.59	1.36	0.82	1.23	1.20	3.17
1992	1.48	2.40	2.02	2.21	0.63	1.37	0.85	1.21	1.11	3.08
1993	1.44	2.27	2.01	2.18	0.55	1.38	0.87	1.20	1.05	2.49
1994	1.39	2.14	1.97	2.14	0.55	1.42	0.83	1.18	0.96	2.91
1995	1.36	2.02	1.95	2.12	0.51	1.40	0.89	1.17	0.89	2.36
1996	1.33	1.78	2.28	2.51	0.32	1.63	0.85	1.07	0.74	2.76
1997	1.29	1.74	2.08	2.25	0.39	1.52	0.87	1.10	0.70	2.69
1998	1.25	1.71	1.89	2.01	0.46	1.42	0.89	1.13	0.68	2.62
1999	1.21	1.68	1.69	1.80	0.53	1.34	0.88	1.15	0.64	2.13
2000	1.18	1.66	1.51	1.58	0.60	1.27	0.93	1.18	0.61	2.50
2000										
-2005	1.07	1.55	٠							. 1
2005										
-2010	0.86	1.42								

Source:

Population Projection for Thailand, 1980-2015,,NESDB

HISTORICAL RECORDS OF THE GDPs BY M	OF T	HE GDPS BY M	ARKET SENMENTS	ENTS		:			٠
		1983	1984	1985	1986	1987	1988	1989	1990
US\$ million/1987 prices							***************************************		
America	Â	4,101,424	4,392,617	4,558,433	4,705,063	4,870,910	5,091,737	5,233,561	5,281,915
Europe	6	3,006,497	3,075,890	3,147,098	3,232,473	3,315,510	3,443,796	3,551,952	3,653,451
Middle East & North Africa	3	773,555	800,630	815,041	784,070	787,990	773,806	793,925	814,567
East Asia (ASEAN)	4	260,564	268,619	265,789	276,261	290,860	311,085	334,433	356,724
East Asia (JAPAN)	S	2,029,684	2,116,960	2,222,808	2,282,824	2,376,420	2,523,758	2,639,851	2,787,683
East Asia(NIES)	ତ	109,059	119,193	125,420	140,730	157,840	174,377	183,990	198,332
Pacific	6	185,191	194,617	201,366	206,579	215,130	221,346	228,618	227,242
South Asia	∞	240,815	250,207	263,969	275,583	288,260	312,186	327,170	343,202
			(*************************************		:		•		
Baht million/1972 prices									
Thailand	<del></del> -	355,408	380,738	394,113	413,490	452,636	512,466	574,195	631,610
Phuket		1,666	1,809	1,824	1,998	2,252	2,833	3,355	

:

1) USA + CANADA

2) W.GERMANY + FRANCE + UK + ITALY

3) MIDDLE EAST + NORTH AFRICA

4) INDONESIA + MALAYSIA + PHILIPPINES + SINGAPORE

5) JAPAN

6) KOREA + HONG KONG

7) AUSTRALIA

8) SOUTH ASIA

WORLD DEVELOPMENT REPORT (1983 - 1990), THE WORLD BANK

GROSS REGIONAL AND PROVINCIAL PRODUCTS, NESDB

		1	ò				7.9	7.0	7.0	7.0	7.0	0.9	0.9	6.0	6.0	0.9	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0
	Thailand		(Sants oillion)	ווו ז ז י ל ב או והכא		631.6	681.5	729.2	780.2	834.9	893.3	946.9	1,003.7	1,063.9	1,127.8	1,195.4	1,255.2	1,318.0	1,383.9	1,453.1	1,525.7	1,602.0	1,682.1	1,766.2	1,854.5	1,947.2
			şç	T		•	3.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	0.4	4.0	4.0	4.0	0.4	4.0	0.4	0.4
	South Asia		(USS billion in 1987 pricus)	UL 1701 (MICCO)		343.2	355.2	373.0	391.6	411.2	431.8	453.4	476.0	499.8	524.8	551.1	573.1	596.0	616.9	644.7	670.4	697.3	725.1	754.2	784.3	815.7
Ī		ı	g.	Ī			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	Pacific	- 1	(USS billion is 1087 oriens)	III 1707 (MINGO)		227.2	238.6	250.5	263.0	276.2	290.0	304.5	319.7	335.7	352.5	370.1	384.9	400.3	416.3	432.9	450.3	468.3	487.0	506.5	526.7	547.8
Ì			96				7.0	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	5.0	5.0	5.0	5.0
	NIES		(USS billion	n 1967 prices)		198.3	212.2	227.0	242.9	259.9	278.1	292.0	306.6	322.0	338.1	355.0	372.7	391.4	410.9	431.5	453.0	475.7	499.5	524.4	550.7	578.2
ŀ	. <u> </u>		<sub>6</sub> %	+			4,4	0.4	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	JAPAN		(USS billion	in 1967 prices)		2,787.7	2,910.4	3,026.8	3,147.8	3,273.8	3,404.7	3,540.9	3,682.5	3,829.8	3,983.0	4,142.3	4,266.6	4,394.6	4,526.5	4,662.2	4,802.1	4,946.2	5,094.6	5,247.4	5,404.8	5,567.0
			9 <sub>6</sub>				7.0	7.0	7.0	7.0	7.0	0.9	0.9	6.0	0.9	6.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	5.0	5.0
	ASEAN		(US\$ billion	in 1987 prices)		356.7	381.7	408.4	437.0	467.6	500.3	530.3	562.1	595.9	631.6	669.5	703.0	738.1	775.0	813.8	854.5	897.2	942.1	989.2	1,038.6	1,090.5
	: -		₽¢	7			6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0
SILLS	Middle East	and Africa	(USS billion	in 1987 prices)	=	814.6	807.3	839.6	873.1	908.1	944.4	982.2	1,021.5	1,062.3	1,104.8	1,149.0	1,183.5	1,219.0	1,255.5	1,293.2	1,332.0	1,372.0	1,413.1	1,455.5	1,499.2	1,544.2
SEGMI			8				1.4	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	9.0	3.0
Y MARKET	Europe		(USS billion	in 1987 prices)	•	3,653.5	3,704.6	3,815.8	3,930.3	4,048.2	4,169.6	4,294.7	4,423.5	4,556.3	4,692.9	4,833.7	4,978.7	5,128.1	5,281.9	5,440.4	5,603.6	5,771.7	5,944.9	6,123.2	6,306.9	6,496.1
GDPs B			89	1			-1.2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
PROJECTION OF THE GDPs BY MARKET SEGMENTS	America		(US\$ billion	in 1987 prices)		5,281.9	5,218.5	5,375.1	5,536.3	5,702.4	5,873.5	6,049.7	6,231.2	6,418.1	6,610.7	6,809.0	6,979.2	7,153.7	7,332.5	7,515.8	7,703.7	7,896.3	8,093.7	8,296.1	8,503.5	8,716.1
ROJEC	<del>                                     </del>					1990	1661	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2002	5006	2007	2008	5003	2010
2	<b>I</b>																									

Source: "Global Economic Prospercts and the Developing Countries" by World Bank in 1992 "Lonf-term Prospects for the World Economy" by OECD in 1992 "7th National Economis and Social Development Plan (1992-1996)" by NESDB

FORECAST FOR INTERNATIONAL PASSENGER FROM/TO THAILAND (1991 - 2010)

			<u></u>	٥,					~~~				~		~		===	~							~
p			growth	26%		9.3	10.1	6.7	9.3	8.0	7.7	7.5	7.3	7	6.2	6.1	9	5.9	5.8	5.7	5.6	5.5	5.5	5.4	
Unit: thousand	Grand Total				11,126	12,156	13,382	14,674	16,037	17.313	18,649	20,047	21,510	23,043	24,469	25,954	27.501	29,112	30,791	32,540	34,362	36,260	38,239	40,301	
	-		growth	85		8.0	7.8	7.8	7.7	6.6	6.5	6.5	6.5	6.4	5.4	5.3	5.3	5.3	5.3	5.3	5.3	5.2	5.2	5.2	1
	Out-going	ThaiNational	Ntional		1,924	2,078	2,241	2,415	2.602	2,773	2,954	3,147	3,350	3,567	3,757	3,958	4,168	4,389	4,621	4.864	5,120	5,389	1,671	2,967	
	)	Ē	thwork	-		9.5	10.5	10.0	9.6	8.2	7.9	7.7	7.5	7.2	6.3	6.2	6.3	0.9	5.9	.8.	5.7	2.6	5.5	4.	1
	[otal	Foreign	ч.		9,201	10,078	11,141	12,259 1	13,435	14,540	15,694	16,900	18,160	19,476	20,711	21,9%	23,333	24,723	26,170	27,675	29,241	30,871	32,568	34,334	
	Sub-Total	요		88				-	6	- 5		-2		<u> </u>		4		-2		-	-				
			growth	e.		12.0	11.1	10.7	10.3	8.6	8.4	8.2	8.0	7.9	6.5	6.4	6.3	6.2	6.1	6.1	9.0	6.0	5.9	5.8	
	Non-tounist	Traveler			1,188	1,331	1,479	1,637	1,806	1,961	2,125	2,299	2,484	2,680	2,853	3,034	3,225	3 425	3,636	3,856	4,088	4,331	4,587	4,855	
Ì			growth	85		9.0	5.0	5.0	5.0	5.0	5.0	0.5	5.0	5.0	0.	0.	0.4	4	9.	0.	4.0	0,4	4.0	4.0	1
	South Asia				4 4 4	538	565	594	623	655	687	722	758	796	827	860	895	931	896	1,007	1,047	1,089	1,132	1,178	
	-		growth	85	~	10.0	16.4	34,00	13.5	12.5	11.7	11.0	10.4	6.6	7.6	7.3	7.1	6.9	6.7	6.5	6.4	6.2	6.1	0.0	
	Pacific		160		38	439	511	586	999	749	836	878	1,024	1,125	1,210	1,299	1,391	1,486	1,586	1,689	1.797	1,908	2,025	2,146	
		sia	growth	86	<del></del>	7.0	12.3	11.8	11.3	7.7	7.5	7.4	7.2	7.0	6.9	8.8	6.7	9.9	6.5	6.4	63	6.2	6.2	0.1	
	NIES and	Other East Asia			1,971	2,109	2,369	2,648	2,946	3,174	3,413	3,664	3,928	4,204	4,495	4,800	5,121	5,457	5,811	6,182	6.571	086'9	7,410	7,860	
		<u>o</u>	growth	Po		10.0	9.6	9.1	6.7	8.3	8.0	7.7	7.4	7.2	5.2	5.1	5.0	4.9	96	8,4	4.7	9.4	4.5	4.5	
	JAPAN		20		1,063	1,169	1,282	1,399	1,521	1,648	1,779	1,916	2,059	2,207	2,323	2,442	2,565	2,691	2,821	2,955	3,093	3,235	3,382	3,533	
	_		growth	80		7.0	10.6	10.2	6.6	8.3	8.1	7.9	7.8	7.7	6.3	6.2	6.1	6.1	0.9	6.0	5.9	5.9	5.8	8.5	1
	ASEAN		ng		856	916	1,013	1,116	1,227	1,328	1,436	1,550	1,671	1,799	1,912	2,031	2,156	2,287	2,425	2,569	2,721	2,880	3,048	3,223	
	₹		5	P6		5.0	5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	4.0	0.4	0.4	4.0	0.4	4.0	0.4	4.0	4.0	0.4	
	e East	and Africa	growth	-	<u>&amp;</u>	209 5	220 5	230 5	242 5	254 5		280 5.		309		334 4	347 4	361 4.	376 4		406	423 4.		457 4.	
	Middle East			-0:										-2.				13						- <u></u>	
			growth	95		10.0	10.6	6.6	9.3	8.7	8.3	7.9	7.5	7.2	6.9	6.7	6.4	6.2	6.0	5.9	5.7	5.6	5.4	5.3	
	Europe		-		2,386	2,625	2,903	3,190	3,485	3,789	4,103	4,425	4,758	5,100	5,453	5,816	6,190	6,576	6,973	7,381	7,802	8,236	8,683	9,143	
-			growth	₽.		15.0	7.8	4	7.1	6.9	6.6	6.4	6.2	6.0	6.4	4.8	4.6	4.6	4.5	4	4.3	2.	4.2	4.	1
	America		-		<b>25</b>	741	799	859	920	683	1,048	1,115	1,184	1,255	1,316	1,379	1,443	1,509	1,576	1,645	1,716	1,788	1,863	1,939	
	Yest				1881	1992	1993	28	1995	1996	1997	1998	6661	2000	2001	2002	2003	2004	2005	2006	2002	2008	5000	2010	

### Historical Data and Projection for Domestic Passenger in Thailand

Year	Total	Average
	Domestic	Annual
·	Passenger	Growth
	(thousand)	(%)
(Actual)		
1983	1,729	
1984	2,213	28.0
1985	2,454	10.9
1986	3,109	26.7
1987	3,820	22.9
1988	4,655	21.8
1989	6,054	30.1
1990	7,289	20.4
1991	6,940	-4.8
(Estimate)		
1992	7,523	8.4
(Projection)		
1993	8,268	9.9
1994	9,077	9.8
1995	9,951	9.6
1996	10,742	7.9
1997	11,586	7.9
1998	12,492	7.8
1999	13,460	7.7
2000	14,494	7.7
2001	15,377	6.1
2002	16,308	6.1
2003	17,292	6.0
2004	18,330	6.0
2005	19,426	6.0
2006	20,583	6.0
2007	21,804	5.9
2008	23,092	5.9
2009	24,452	5.9
2010	25,886	5.9

Forecast for International and Domestic Passengers From To Phuket International Airport

										ŀ									5	nithousand	
Ϋ́	America	_		Europe		Middle East		ASEAN		<u>~</u>	JAPAN	<del></del>	NIES and	Y.	Pacific	South Asia	Thai		T	Total	
						and Africa				-			Other East Asia				-				
			se .		8			8		88		<del>8</del> %		8	%		8		8		82
1991	*****	92	2.7	969	27		4	2.7	110	2.7	78	2.7		2.7				405	27	1,766	787
1992		16	15.0	693	10.0		4 5	5.0	118	7.0	98	10.0	370 7	0	128 10.0	0.6 4 9.0		423	5.0	1,917	83
1993		88	7.8	766	10.6		Α,	5.0	130	10.6	¥	9.6		12.3	149 16.4	4 5.0	-	294	6.6	2,127	11.0
8		105	7.4	842	6.6		4.	5.0	4	10.2	103			11.8	171 14.8	3 4 5.0		513	8.6	2,349	10.4
8	, , ,	113	7.1	026	ا ای	! ! ! !!	rsi Iss Iss	S.0  	\$21 821 1	6.1	112	201	517_11		25. 13.5	5.0	- 0	558	9.6	2,585	10.0
388		13	6.9		8.7		5.	0	171	8.3	121	8.3		7.7		5 5.0		8	7.9	2,802	8.5
1997		128	6.6	1,083	83		. 5	5.0	185	8.1	131	8.0		7.5	244 11.7	5 5.0		652	7.9	3,032	8.2
198		137	6.4	1,168	7.9		S.	5.0	199	7.9	141	7.7	643 7.	7.4	271 11.0	5 5.0		703	7.90	3,272	7.9
38		145	6.2	1,256	7.5		5.	5.0	215	7.8	151	7.4	2 689 7	7.2	299 10.4	5 5.0		757	7.7	3,524	7.7
2000	. [	251	6.0	1,346	7.2	1	2- 	5.0	183	7.7	162	7.7	-	5.	329 9.9	6 5.0	ا ا	815	7.7	3,788	7.5
2001		161	4.9		6.9		4	0.4	346	6.3	171	5.2		6.9	354 7.6	•	-	865	6.1	4,037	6.6
2002		169	8.	1,535	6.7		4	4.0	261	6.2	179	5.1		8.9	380 7.3	6 4.0		918	6.1	4,297	4,0
2003		171	4.6	1,634	4.9		7	4.0	1.12	6.1	188	5.0	9 668	6.7	407 7.1	6 4.0		973	8.0	4,567	6.3
2004		185	4.6	1,736	6.2		7 4.	4.0	294	6.1	198	4.9		9.9		7 4.0		1,032	6.0	4,849	62
2005		193	41	1,840	100	 	4	40	312	80	207	-21 18 18	1,0206			7 4.0	ا ا ا	1,093	91	5,143	6.1
2006		202	4		5.9		4	0	330	6.0	217	6,4		4.4		7	-	1,158	6.0	5,449	5.9
2007		210	4.3	2,059	2.7		4.	4.0	350	6.9	727	4.7		6.3	525 6.4	7 4.0	-	1,227	6.5	5,767	5.8
2008		219	4.2	2,174	5.6		8,	0.4	370	5.9	238	4.6	1,225 6.	6.2	558 6.2	8 4.0	0	1,300	5.9	6,099	5.8
2009	<u></u>	228	4.2	2,292	5.4		8.	0.4	392	80.	248	2.5	1,300 6.	6.2	592 6.1	8 4.0	-	1,376	5.9	6,445	5.7
2010		238	4.1	2,413	5.3		9 4.0	6	415	80.	25	4,5	1,379 6.	6.1	627 6.0	9 4.0		1,457	5.9	908'9	5.6
					٦					-		_		4			_		1		
																	:				

Demand Forecast for Air Passengers From/To Phuket International Airport

			JICA		Master Plan Study					Air	oort Sys	stern Ma	Airport System Master Plan Study (ASMPS)	ıdy (AS)	VIPS)	
. •	Number of	Growth	Share	Share	Number of	Growth	Number of	Growth	Number of	Growth	Share	Share	Number of	Growth	Number of	Growth
	International	rate	ğ	ą,	Domestic	rate	Total	rate	International	rate	of	ర	Domestic	rate	Total	rate
	Passengers	(%)	Int?	Phuket	Passengers	(%)	Passenger	( <b>%</b> )	Passengers	<b>(4)</b>	Inti	Phuket	Passengers	(a)	Passenger	96)
1088	<u> </u>	• .	2. 2.	21%	823		1,007		181		18%	2.1%	823		1,007	
1989	276	50.0	8	278	1,469	323	1,365	35.6		50.	21.5	2.7%	1.055	282	1,331	32.2
96	336	4.6	28	3.5%	1,322	21.4	1,721	26.1	     	8.3	18%	2.5%	1,319	25.0	1,618	21.6
160	558	39.1	31%	5.9%	1,211	86	1,766	2.6	334	11.7	17%	2.5%	1,583	20.0	1,917	18.5
1992	959	18.3	348	5.4%	1,260	04	916,1	8.5	368	10.2	17%	2.5%	1,820	15.0	2,188	14.1
1993	749	14.2	35%	5.6%	1,378	9.4	2,127	11.0	405	10.1	17%	2.5%	2,039	12.0	2,444	11.7
56	851	13.6	36%	5.8%	1,498	7.8	2,349	10.4	4	8.9	16%	2.5%	2,242	10.0	2,683	8.6
1995	862	13.1		6.0%	1,623	8.3	2.585	10.1	481	16	16%	2.5%	2,444	061	2,925	9.6
   <u>8</u>     8	1.073	11.6	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6.2%	627,1	6.5	2,802	8.4		8.5	16%	2.5%	2,649	8.4		8.4
1661	1,18	11.2		6.4%	1,838	6.3	3,032	8.2	563	7.9	16%	2.5%	2,855	7.8	3,418	7.8
3661	1,323	10.9		6.6%	1,949	6.0	3,272	7.9	605	7.5	17%	2.5%	3,061	7.2	3,666	7.3
1999	1,463	10.6		6.8%	2061	5.7	3,524	7.7	647	6.9	17%	2.5%	3,266	6.7	3,913	6.7
2000	1.613	10.3		7.0%	2,175	5.5	3,788	7.5	069	9.0	17%	2.5%	3,470	6.2	4,160	6.3
2001	1,713	62	1 1 1 1 1 4 2 9 8 1	7.0%	2,324	6.9	4,037	9:9		8.1	17%	2.5%	3,671	5.8		6.2
2002	1,817	6.1	42%	7.0%	2,480	6.7	4,297	6.4	803	7.6	17%	2.6%	3,869	5.4	4,672	5.8
2003	1,925	6.0	42%	7.0%	2,642	6.5	4,567	6.3	863	7.5	18%	2.6%	4,063	5.0		5.4
2004	2,038	5.9		7.0%	2,811	4.9	4,849	6.2	923	7.0	18%	2.7%	4,252	7.4	5,175	5.1
2005	2,155	5.8	42%	7.0%	2,988	6.3	5,143	166	985	16.7	18%	2.7%	4,436	43	i 1	8,4.8
2002	2278	5.7	ı	7.0%	3,171	6.1	5,449			6.5	19%	2.8%	4,615	4.0		4.5
2007	2,405	5.6	42%	7.0%	3,362	6.0	5,767	8.	1,113	6.1	19%	2.8%	4,787	3.7		4.2
. 2008	2,538	5.5	42%	7.0%	3,561	5.9	660'9	5.8	1,179	5.9	19%	2.9%	4,953	3.5		3.9
2003	2,677	5.5	42%	7.0%	3,768	5.8	6,445	5.7	1,245	5,6	20%	2.9%	5,113			3.7
2010	2,821	5.4	41%	7.0%	3,985	5.8	908'9	5.6	1,312	5.4	20%	3.0%	5,267	3.0	6,579	3.5
Note:	Note: Bold frame shows histrical data	ws histrics	ıl data.													

Foreca	Forecast for International and Domestic Freights (1991 - 2010)	nation	and Don	nestic F	reights (19	991 - 20	010)						Unit:tons	
	Whole Kingdon	E	,				Share of Phuker		Phuket					
	International	Growth	Domestic	Growth	Total	Growth	International	Domestic	International	Growth	Domestic	Growth	Total	Growth
	Freight	Rate	Freight	Rate	Freight	Rate	Freight	Freight	Freight	Rate	Freight	Rate	Freight	Rate
		(%)	e.	(%)		(%)	(%)	(%)		(%)	1	(%)		 89
÷.		- ACLANIC												
1661	390,610		28,330		418,940		0.26	99.6	1,026		2,737		3,763	·
(actual)				-th-man										
1992	417,953	7.0	32,580	15.0	450,532	7.5	0,26	9.66	1,098	7.0	3,148	15.0	4,246	12.8
1993	459,529	6.6	36,288	11.4	495,817	10.1	0.27	78.6	1,233	12.4	3,582	13.8	4,815	13.4
1994	504,016	7.6	40,256	10.9	544,272	8.6	72.0	10.08	1,382	12.0	4,059	13.3	5,441	13.0
1995	551,617	46	44,502	10.5	596,119	19.5	0.28	10.29	1,544	11.7	4,581	12.9	6,125	12.6
1996	595,274	7.9	48,397	8.8	643,670	8.0	0.28			9.5	5,044	10.1	6,731	6.6
1661	641,550	7.8	52,524	8.5	694,075	7.8	0.29	10.55	1,840	9.1	5,540	8.6	7,380	9.7
1998	690,603	7.6	26,900	8.3	747,503	7.7	0.29	10.67		8,9	6,074	9.6	8,078	9.5
1999	742,599	7.5	61,538	8.2	804,137	7.6	0.29	10.80	2,181	90 90	6,647	9.4	8,828	9.3
2000	797,715	4-1	66,454	8.0	864,169	7.5	0.30	10.93	. !	8.7	7,262	9.3	9,632	9.1
2001	846,400	6.1	• • •	6.5	917,198	6.1	0.30			7.0	7,804	7.5	10,341	7.4
2002	897,520	0.9	75,357	6.4	972,877	6.1	0.30	11.12	2,713	7.0	8,378	7.4	11,091	7.3
2003	951,196	0.9	80,145	6.4	1,031,341	6.0	0.30	11.21	2,900	6.9	8,987	7.3	11,887	7.2
2002	1,007,556	5.9	85,172	6.3	1,092,728	6.0	0.31	11.31	3,098	6.8	9,632	7.2	12,730	7.1
2005	1,066,733	5.0	90,451	62	1,157,184	9   5   6   6	0.31	11.40	3307	6.8	10,314	7.1	13,621	7.0
2006	1,128,870	8.	95,994	6.1	1,224,864	.00: .00:	0.31	11.53	3,539	7.0	11,068	7.3	14,607	7.2
2007	1,194,113	.8	101,813	6.1	1,295,927	5.8	0.32	11.66	3.784	6.9	11,868	7.2	15,652	72
2008	1,262,619	5.7	107,924	0.0	1,370,543	5.8	0.32	11.78	4,045	6.9	12,717	7.2	16,762	7.1
5006	1,334,550	5.7	114,340	5.9	1,448,890	5.7	0.32	16.11	4,321	6.8	13,618	7.1	17,939	7.0
2010	1,410,077	5.7	121,077	5.9	1,531,154	5.7	0.33	12.04	4,615	6.8	14,574	7.0	19,189	7.0

#### **Peak Hour Coefficient**

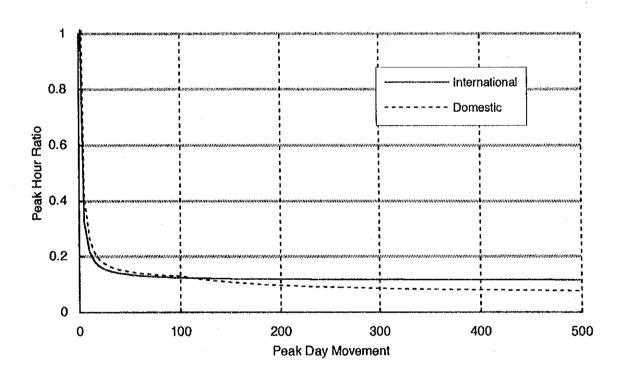
International Traffic: a = 1.05 / A + 0.114

Domestic Traffic: a = 1.51 / A + 0.115 (A < 100)

 $a = 6.61 / A + 0.064 (A \ge 100)$ 

A: Daily Aircraft Movements

a: Peak Hour Ratio



## APPENDIX TO CHAPTER 6

#### (1) International Passenger

The result of the survey, carried out on 28 to 30 August, 1992 is presented as follows:

#### 1. Check-in

Date	No. of PAX Surveyed	Average Processing Time
29 Aug.	24	38"

#### 2. Security Check

Date	No. of PAX Surveyed	Average Processing Time
29 Aug.	144	18"
30 Aug.	69	20"

#### 3. Passport Control - Departure

Date	No. of PAX Surveyed	Average Processing Time
28 Aug.	27	50"
30 Aug.	9	80"

#### 4. Passport Control - Arrival

Date	No. of PAX Surveyed	Average Processing Time
29 Aug.	47	47*
30 Aug.	26	71"

#### 5. Custom Counter Arrival

Date	No. of PAX Surveyed	Average Processing Time
29 Aug.	279	8"
30 Aug.	265	9"

#### (2) Domestic Passenger

#### 1. Check-in

Date	No. of PAX Surveyed	Average Processing Time
28 Aug.	118	33"
29 Aug.	24	38"

#### 2. Security Check

Date	No. of PAX Surveyed	Average Processing Time
29 Aug.	125	19"
30 Aug.	566	12"

#### Capacity Analysis of Existing Passenger Terminal Building

The capacities of the major components of the existing passenger terminal building are evaluated by using the criteria of IATA (International Air Transportation Association) and the data obtained from the passenger processing time survey. The capacities are calculated for the following two cases:

International case

No. of present peak hour passengers: 331

Domestic case

No. of present peak hour passengers: 676

#### 1. International Case

#### 1.1 Departure Curb

L = 0.095 ap meters + (10%)

Where,

L = Curb length required (m)

a = No. of peak hour passengers: 331 pax

p = Proportion of passenger using car/taxi: 0.7

 $L = 0.095 \times 331 \times 0.7 \times 1.1 = 24.2 = 24$ 

L = 24 m

Existing curb length = 35 m

(More precisely 33m due to

the corner cut)

#### 1.2 Check-in Counter

N = at/60 counter + (10%)

Where.

N = Check-in counters required (counter)

a = No. of peak hour passenger: 331 pax

t = Average processing time per passenger: 2.50 minutes

(2 minutes 30 seconds)

 $N = 331 \times 2.5/60 \times 1.1 = 13.8 + 1.38 = 15.1 = 15$ 

Existing counter 10 (Common use with Domestic Counter)

#### 1.3 Queuing Area Check-in

A = 0.25 a sq.m + (10%)

Where, A = Area required (sq.m)

a = No. of peak hour passengers: 331 pax

Note: 1. Space required per passenger: 1.5 sq.m assumed

 $A = 0.25 \times 331 \times 1.1 = 82.8 + 8.28 = 91.03 = 91$ 

A = 91 sq.m Existing queuing area = 1.03

Existing queuing area = 1,031 (including Departure Concourse and Security Check area before check-in)

#### 1.4 <u>Security Check before Departure CIQ</u>

N = a/300 Unit

Where, N = X-ray unit required (unit)

a = No. of peak hour passengers: 331 pax

Note: 1. Capacity of X-ray unit: 600 pcs./hour assumed

2. No. of baggage items per pax: 2 pcs. assumed

N = 331/300 = 1.1

N = 1 unit Existing unit =  $\frac{1}{2}$  unit

#### 1.5 Passport Control - Departure

N = at/60 positions + (10%)

Where, N = Control position required (positions)

a = No. of peak hour passengers: 331 pax

t = Average processing time per passenger: 1 minute

 $N = 331 \times 1/60 \times 1.1 = 5.5 + 0.55 = 6.07 = 6.0$ 

N = 6 position Existing control position = 12 position

#### 1.6 <u>Customs Inspection - Departure</u>

N = at/60 position + (10%)

Where, N = No. of customs positions required

a = No. of peak hour passengers: 331 pax

t = Average processing time per passenger: 0.75 minutes

(45 seconds)

$$N = 331 \times 0.75/60 \times 1.1 = 4.1 + 0.41 = 4.55 = 5$$

N = 5 position Existing Customs = 8 position

#### 1.7 Passport Control - Arrival

N = dt/60 positions + (10%)

Where, N = Control positions required

d = No. of peak hour passengers: 331 pax

t = Average processing time per passenger: 1 minutes

(45 seconds)

$$N = 331 \times 1.0/60 \times 1.1 = 5.52 + 0.6 = 6.07 = 6$$

N = 6 position Existing control position = 12 position

#### 1.8 Queuing Area - Passport Control - Arrival

The result is the same as No. 1.3

A = 91 sq.m Existing queuing area = 780 sq.m

(including Health Control Counter area and Airline Counter area)

#### 1.9 Gate Lounge

$$N = (\underbrace{a}_{2} \times 1.5) + (\underbrace{a}_{2} \times 0.75) + (10\%)$$

Where, N = Area required (sq.m)

a = No. of peak hour passengers: 331 pax

$$N = \{ (\underline{331} \times 1.5) + (\underline{331} \times 0.75) \} \times 1.1 = 372.4 + 37.2 = 409.6 = 410$$

A = 410 sq.m Existing gate lounge = 1,500 sq.m (including Transit Lounge)

#### 1.10 Baggage Claim Area (Excluding claim devices)

A = ews/60 sq.m + (10%)

Where, A = Area required (sq.m)

e = No. of peak hour passengers: 331 pax

w = Average occupancy time per passenger: 30 minutes assumed

s = Space required per passenger: 1.8 sq.m assumed

$$A = 331 \times 30 \times 1.8/60 \times 1.1 = 298 + 30 = 327.7 = 328$$

A = 328 sq.m Existing baggage claim area = 1.450

#### 1.11 Number of Baggage Claim Devices

Narrow-body aircraft (Required claim length: 30-40 m)

N = er/300

where, N = Claim devices required

e = No. of peak hour passengers: 331 pax

r = Proportion of passengers arriving by narrow-body

aircraft: 1.0

Note: 1. Average claim device occupancy time per narrow-body

aircraft: 20 minutes assumed

 $N = 331 \times 1/300 = 1.1 = 1.0$ 

N = 1 device Existing baggage devices = 2 {circumference of carousal

1: 41m

1: 26m

#### 1.12 <u>Customs Inspection - Arrival</u>

N = eft/60 position + (10%)

Where, N = No. of customs positions required

e = No. of peak hour passengers: 331 pax

f = Proportion of passengers to be customs inspected: 0.80

t = Average processing time per passenger: 1.5 minutes

 $N = 331 \times 0.8 \times 1.5/60 \times 1.1 = 6.6 + 0.7 = 7.26 = 7$ 

N = 7 position Existing customs = 12 positions

#### 1.13 Queuing Area - Arrival Customs

$$A = 0.25 \text{ ef (sq.m)} + (10\%)$$

Where, A = Area required (sq.m)

e = No. of peak hour passengers: 331 pax

f = Proportion of passengers to be inspected: 0.80

Note: 1. Space required per passengers: 1.5 sq.m assumed

 $A = 0.25 \times 331 \times 0.8 \times 1.1 = 66.2 + 6.6 = 72.8 = 73$ 

A = 73 sq.m Existing queuing area = 410 sq.m

#### 1.14 Arrivals Concourse

$$A = 0.25 (d + 2 d0) \text{ sq.m} + (10\%)$$

Where, A = Area required (sq.m)

d = No. of peak hour passengers: 331 pax

0 = No. of visitors per passenger: 0.6 assumed

Note: 1. Average occupancy time per passenger: 15 minutes assumed

2. Average occupancy time per visitor: 30 minutes assumed

 $A = 0.25 \times (331 + 2 \times 331 \times 0.6) \times 1.1 = 182 + 18.2 = 200.2 = 200$ 

A = 200 sq.m Existing arrival concourse = 700 sq.m

#### 1.15 Arrivals Curb

The result is the same as No. 1.1

L = 24 m Existing curb length = 35 (real length as to departure)

#### 2. **Domestic Case**

#### 2.1 Departure Curb

L = 0.095 ap meters + (10%)

Where, L =Curb length required (m)

No. of peak hour passengers: 676 pax

Proportion of passenger using car/taxi: 0.7 р ==

 $L = 0.095 \times 676 \times 0.7 \times 1.1 = 44.95 + 4.5 = 49.45 = 49$ 

Existing curb length = 35 m (more precisely 33 m due to the L = 49 mcorner cut)

#### 2.2 Check-in Counter

N = at/60 counters + (10%)

Where, N Check-in counters required (counters)

> No. of peak hour passengers: 676 a

Average processing time per passenger: 0.75 minutes

 $N = 676 \times 0.75/60 \times 1.1 = 8.45 + 0.85 = 9.3 = 9$ 

N = 9 counters Existing counter = 6+2 (temporary)

#### 2.3 Queuing Area - Check-in

A = 0.25 a sq.m + (10%)

Where, Area required (sq.m) A =

No. of peak hour passengers: 676 pax

Note: 1. Space required per passenger: 1.5 sq.m assumed

 $A = 0.25 \times 676 \times 1.1 = 169 + 16.9 = 185.9 = 186$ 

Existing queuing area = 1.670 sq.m (including Departure A = 186 sq.mConcourse and Security

Check area before check-in)

#### 2.4 Security Check-in before Gate Lounge

N = a/300 unit

Where, N = X-ray unit required (unit)

a = No. of peak hour passengers: 676 pax.

Note:

1. Capacity of X-ray unit: 600 pcs/hour assumed

2. No. of baggage items per passenger: 2 pcs assumed

N = 676/300 = 2.25 = 2

N = 2 unit Existing unit = 1 unit

2.5 Gate Lounge

 $N = (\underline{a}_{2} \times 1.5) + (\underline{a}_{2} \times 0.75) + (10\%)$ 

Where, N = Area required (sq.m)

a = No. of peak hour passengers: 676 pax

 $N = \{ (\underline{676} \times 1.5) + (\underline{676} \times 0.75) \} \times 1.1 = 1,014 + 101.4 = 1,115.4 = 1,115$ 

A = 1.115 sq.m Existing gate lounge = 1.410 sq.m (including Transit Lounge)

2.6 Baggage Claim Area (Excluding claim devices)

A = ews/60 sq.m + (10%)

Where, A = Area required (sq.m)

e = No. of peak hour passengers : 676 pax

w = Average occupancy time per passenger: 30 minutes assumed

s = Space required per passenger: 1.8 sq.m assumed

 $A = 676 \times 30 \times 1.8/60 \times 1.1 = 608.4 + 61 = 669.2 = 669$ 

A = 669 sq.m Existing baggage claim area = 1,450 sq.m

#### 2.7 Number of Baggage Claim Devices

Narrow-body aircraft (Required claim length: 30-40 m)

N = er/300

where, N = Claim devices required

e = No. of peak hour passengers: 676 pax

r = Proportion of passengers arriving by narrow-body

aircraft: 1.0

Note: 1. Average claim device occupancy time per narrow-body

aircraft: 20 minutes assumed

 $N = 676 \times 1.0/300 \times 1.1 = 2.25 = 2$ 

N = 2 devices Existing baggage devices = 2 {circumference of carousal

1: 41m 1: 26m

2.8 Arrivals

A = 0.25 (d + 2 do) sq.m + (10%)

Where, A = Area required (sq.m)

d = No. of peak hour passengers: 676 pax

o = No. of visitors per passenger: 0.6 assumed

Note: 1. Average occupancy time per passenger: 15 minutes assumed

2. Average occupancy time per visitor: 30 minutes assumed

3. Space required per person: 1.5 sq.m assumed

A = 0.25 x (676 + 2 x 676 x 0.6) x 1.1 = 371 + 37.1 = 408.9 = 409

A = 409 sq.m Existing arrival concourse area = 1,160 sq.m

2.9 Arrivals Curb

The result is the same as 2.1

L = 49 m Existing curb length = 35 m