Thailandâ??s 1,120-Baht Airport Charge: Check the Fare, Not the Departure Hall

Description

Answer first: Since 20 June 2026, the international passenger service charge at six Airports of Thailand airports is 1,120 baht per departing passenger, up from 730 baht. It is normally part of the airfare, so travellers should inspect the ticket tax breakdown instead of expecting a separate departure-hall payment.

This guide is written for a singapore traveller pricing an international flight from an airports of thailand airport. The task is to confirm the international departure charge is already included in tickets issued from 20 june 2026 and avoid paying anyone who demands it again at the airport. It separates official rules from calculations, planning assumptions and outcomes that still require a live readback.

Before acting, write the case-specific date, person, property, account, venue or product at the top of the working note. A source can be authoritative and still be applied to the wrong facts. The controls below are designed to expose that mismatch early.

What the official sources establish

The increase is 390 baht

The official notice changes the international charge from 730 to 1,120 baht, a difference of 390 baht. This is stated in the primary official source.

What to do: Compare ticket totals using the tax breakdown, not a separate cash allowance. A blank or disputed input is a stop condition. It is not permission to insert a convenient assumption.

Six AOT airports are covered

The new rate applies at Suvarnabhumi, Don Mueang, Chiang Mai, Mae-Fah Luang Chiang Rai, Phuket and Hat Yai. This is stated in the primary official source.

What to do: Confirm the actual departure airport and operator. For the reader, that means the next action should be tied to a named record and a date, not to a remembered headline.

Domestic PSC remains 130 baht

The official announcement says the domestic passenger service charge remains unchanged at 130 baht. This is stated in the primary official source.

What to do: Do not add the international amount to a domestic sector. The distinction matters because a broadly correct rule can still produce the wrong decision when applied to the wrong route or date.

Earlier tickets were unaffected

TAT states that tickets bought before the effective change were unaffected. This is stated in the primary official source.

What to do: Use the ticket issue date and fare receipt when comparing two bookings. Keep the source beside the decision it supports so that a later reviewer can see both the rule and the case-specific input.

AOT is the airport authority source

AOTâ??s investor communication is the underlying operator notice. This is stated in the supporting official guidance.

What to do: Escalate unclear ticket tax coding to the airline or agent, not a social post. If the underlying fact changes, reopen this step instead of allowing an old conclusion to travel forward unnoticed.

Decision table

Question	Reader action	Authority
The increase is 390 baht	Compare ticket totals using the tax breakdown, not a separate cash allowance.	primary official source
Six AOT airports are covered	Confirm the actual departure airport and operator.	primary official source
Domestic PSC remains 130 baht	Do not add the international amount to a domestic sector.	primary official source
Earlier tickets were unaffected	Use the ticket issue date and fare receipt when comparing two bookings.	primary official source
AOT is the airport authority source	Escalate unclear ticket tax coding to the airline or agent, not a social post.	supporting official guidance

Work down the table in sequence. Do not close an item with a search snippet, an undated screenshot or another personâ??s outcome. For material money, eligibility, safety or legal points, save the current authority page or formal readback and note its date.

Two tools that add practical value

A six-airport applicability table separating international departures, domestic departures and unaffected pre-effective-date tickets

Build this as a compact table with columns for the readerâ??s actual input, the dated evidence, the rule it activates, the responsible person and the next irreversible step. The table must preserve alternatives rather than collapse them into one total. Mark estimates and pending confirmations visibly, because an elegant calculation based on the wrong route is still wrong.

A fare-audit example that compares an old and new ticket without double-counting the 390-baht increase

Use this as a separate challenge to the first analysis. Test the strongest contrary scenario, the missing document and the event most likely to make the answer stale. Keep the check practical: it should change a date, amount, route, booking, household rule or go/no-go decision. If it cannot affect the decision, remove it instead of padding the file.

Worked example

Two passengers compare a Singapore to Bangkok fare issued after 20 June with an older ticket. The newer fare can reflect 780 baht more for the pair because the increase is 390 baht each. They do not budget another 2,240 baht at the terminal unless the airline confirms the charge was omitted.

The example is labelled as an illustration. Replace its circumstances and figures with current evidence, and preserve the branch that was rejected so the reasoning can be reconstructed later.

Action checklist

1. Compare ticket totals using the tax breakdown, not a separate cash allowance. Retain the evidence supporting this point: The official notice changes the international charge from 730 to 1,120 baht, a difference of 390 baht.
2. Confirm the actual departure airport and operator. Retain the evidence supporting this point: The new rate applies at Suvarnabhumi, Don Mueang, Chiang Mai, Mae-Fah Luang Chiang Rai, Phuket and Hat Yai.
3. Do not add the international amount to a domestic sector. Retain the evidence supporting this point: The official announcement says the domestic passenger service charge remains unchanged at 130 baht.
4. Use the ticket issue date and fare receipt when comparing two bookings. Retain the evidence supporting this point: TAT states that tickets bought before the effective change were unaffected.
5. Escalate unclear ticket tax coding to the airline or agent, not a social post. Retain the evidence supporting this point: AOTâ??s investor communication is the underlying operator notice.

Assign an owner and due date to every open item. If the earliest irreversible step arrives before the critical evidence, pause. That is especially important before paying, signing, applying, travelling, changing payroll or relying on a health or safety plan.

Limits and final readback

Airline presentation, exchange rates, refunds and multi-sector tickets can differ. The ticket receipt and carrier confirmation control what was collected.

At the point of action, reopen both the primary official source and the supporting official guidance. Check publication or update dates, confirm that the quoted rule still appears, and use the authorityâ??s live service or named operator where a case-specific result is required.

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02/09/2026
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