

VTBS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBS - BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT

VTBS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 134109N 1004456E Midpoint between taxiways G, H, H2 and H3 |
| 2 | Direction and distance from (city) | 25 KM East of Bangkok |
| 3 | Elevation/Reference temperature | 1.4M (4.6 FT) / 33°C |
| 4 | Geoid undulation at AD ELEV PSN | -29.7 M (-97.5 FT) |
| 5 | MAG VAR/Annual change | 0° 35' W (2016) / 0° 0' E |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | 999 Moo 1 Nong Prue, Bangphli, Samut Prakan 10540, Thailand Tel: +662 132 1888 Fax: +662 132 1885 E-mail: suvarnnab_suggestion@airportthai.co.th Website:www.suvarnabhumiairport.com AFS: VTBSYDYX |
| 7 | Types of traffic permitted (IFR/VFR) | IFR / Authorized VFR |
| 8 | Remarks | Operator: Airports of Thailand Public Company Limited (AOT) |

VTBS AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|---|
| 1 | Aerodrome operator | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | H24 |
| 4 | AIS Briefing Office | H24 |
| 5 | ATS Reporting Office (ARO) | H24 |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | H24 |
| 8 | Fuelling | H24 |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | NIL |
| 12 | Remarks | AIS briefing office and ATS reporting office located at level 4 in the passenger terminal building. The type of services via AFTN, internet: http://www.aerothai.co.th , fax, phone and E-mail: aisservices@aerothai.co.th |

VTBS AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | Available from Thai Airways International Plc.and Bangkok Flight Services Cargo |
| 2 | Fuel/oil types | Jet A1 |
| 3 | Fuelling facilities/capacity | <p>a) Bangkok Aviation Fuel Service Public Company Limited (BAFS) Website:www.bafsthai.com E-mail: kannika@bafs.co.th natkamol@bafs.co.th Tel: +662 326 3800 Fax: +662 326 3888 Fuel Dispenser Truck: 40 Fuel Refueller Truck: 4 - 2 Capacity: 65,000 L - 1 Capacity: 40,000 L - 1 Capacity: 35,000 L</p> <p>b) Aircraft Service International Group (THAILAND) CO.,LTD. (ASIG) Website:www.menziesaviation.com E-mail: natthaphong.boonpithaksap@menziesaviation.com adun.surbjabok@menziesaviation.com venus.singhaseneee@menziesaviation.com Tel: +662 327 3293-7 Fax: +662 327 3298 Fuel Dispenser Truck: 10 Fuel Refueller Truck: 2 Capacity: 35,000 L</p> |
| 4 | De-icing facilities | NIL |
| 5 | Hangar space for visiting aircraft | Limited, operated by Thai Airways International Plc. |
| 6 | Repair facilities for visiting aircraft | Major and minor repair available from Thai Airways International Plc. and line maintenance from International Airlines Technical Pool. |

| | | |
|---|---------|--|
| 7 | Remarks | <p>The Airport has provided ground handling agents as following:</p> <p>a) Bangkok Flight Services Co, Ltd. (BFS) Website:www.bangkokflightservices.com</p> <p>Schedule Airlines and Seasonal Charter: Robert Ruesz, General Manager, Sales and Ground Services E-mail: RobertR@BFSASIA.com Tel: +668 8002 4975 Fax: +662 131 5099</p> <p>Ad Hoc Charter and Corporate Jet: Ekpol Mekvishai, Contracts Manager E-mail: EkpolM@BFSASIA.com Tel: +668 5055 7671 Fax: +662 131 5099</p> <p>General Inquiry: E-mail: marketing@bfsasia.com Tel: +662 131 5000 Fax: +662 131 5077 +662 131 5099</p> <p>b) Thai Airways International Public Co.Ltd. (TG) Website:www.thaiairways.com</p> <p>Ground Handling Services: E-mail: thaigroundservices@thaiairways.com SITA: BKKKATG Tel: +662 137 1610 Fax: +662 137 1675</p> <p>Ad Hoc Charter Handling Services: E-mail: tg.charter@thaiairways.com SITA: BKKZMTG Tel: +662 134 5067-8 Fax: +662 134 5066</p> <p>Catering Services: Website: www.thaicatering.com SITA: BKKCYTG Tel: +662 137 2101-5 Fax: +662 137 2450</p> <p>c) LSG SKY CHEFS Website:www.lsgskychefs.com E-mail: DL.APAC.BKK.CustomerServices@lsgskychefs.com Tel: +662 131 1900 +662 131 1952 (24 hrs) +668 7970 3884 (24 hrs)</p> <p>d) Bangkok Air Catering Co, Ltd. (BAC) Website:www.bangkokaircatering .com E-mail: sales@bangkokaircatering .com Tel: +662 131 7500 Fax: +662 131 7599</p> |
|---|---------|--|

VTBS AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|--|
| 1 | Hotels | At AD and in the city. |
| 2 | Restaurants | At AD and in the city. |
| 3 | Transportation | Airport Rail Link, buses, taxis and car hire from the AD. |
| 4 | Medical facilities | Medical clinic which provides first aid and emergency response at AD is open 24 hours. Emergency number is +662 132 7777. |
| 5 | Bank and Post Office | At AD. |
| 6 | Tourist Office | At AD. |
| 7 | Remarks | For further information visit Internet address : www.suvarnabhumiairport.com |

VTBS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|--|
| 1 | AD category for fire fighting | Category 10 |
| 2 | Rescue equipment | Adequately provided as recommended by ICAO |
| 3 | Capability for removal of disabled aircraft | Capable of handling all aircraft up to B744 dimensions & weight International Plc. |
| 4 | Remarks | NIL |

VTBS AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|-----------------------------|----------------------------------|
| 1 | Types of clearing equipment | NIL |
| 2 | Clearance priorities | NIL |
| 3 | Remarks | The AD is available all seasons. |

VTBS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface: Concrete Strength: PCN 126/R/D/X/T |
| 2 | Taxiway width, surface and strength | Width: 30 M Surface: Asphalt Strength: PCN 137/F/D/X/T |
| 3 | Altimeter checkpoint location and elevation | Location: At Apron Elevation: 1.8 M (5.9 FT) |
| 4 | VOR checkpoints | NIL |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart - ICAO (Verso 1, 2 and 3) for coordinates of aircraft stand. |
| 6 | Remarks | NIL |

VTBS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|--|--|
| 1 | Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands | Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guidelines at apron. Nose-in guidance at aircraft stands. |
| 2 | RWY and TWY markings and LGT | RWY: Designation, THR, TDZ, Centre line, edge and runway end marked and lighted. TWY: Centre line and edge marked and lighted. |
| 3 | Stop bars | Stop bars at runway holding positions on all TWY/RWY intersections. |
| 4 | Remarks | Intermediate holding positions are provided at some TWY/TWY intersections. |

VTBS AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling areas and at AD | | Remarks |
|------------------------|--|----------------------|---|----------------------|---------|
| 1 | | | 2 | | |
| RWY/Area affected | Obstacle type Elevation Markings/LGT | Coordinates | Obstacle type Elevation Markings/LGT | Coordinates | |
| a | b | c | a | b | |
| 19R/APCH 01L/TKOF | | | Control Tower Top of Antenna 144.9 M (475.4 FT) LGTD | 134147.2N 1004458.3E | NIL |
| | | | Tower on top of building 54.3 M (178.2 FT) | 134124.1N 1004346.5E | |
| 01L/APCH 19R/TKOF | Tower on top of building 53.2 M (174.6 FT) | 133808.2N 1004340.2E | Tower 49.0 M (160.8 FT) | 133943.8N 1004259.5E | |
| | Tower on top of building 54.8 M (179.8 FT) | 133751.8N 1004354.2E | Tower on top of building 58.2 M (191.0 FT) | 133810.0N 1004233.7E | |
| | | | Tower 116.4 M (381.9 FT) | 133802.9N 1004217.7E | |
| | | | Tower 91.6 M (300.5 FT) | 133747.5N 1004226.1E | |
| | | | Tower 49.0 M (160.8 FT) | 133806.3N 1004237.6E | |
| 19L/APCH 01R/TKOF | Tower on top of building 78.1 M (256.3 FT) | 134339.8N 1004620.6E | | | |
| | Tower 44.4 M (145.7 FT) | 134316.9N 1004549.8E | | | |
| | Hangar roof 46.7 M (153.2 FT) LGTD | 134224.7N 1004534.8E | | | |
| | Hangar corner 39.7 M (130.3 FT) LGTD | 134222.0N 1004538.9E | | | |
| | Tower on top of building 48.9 M (160.4 FT) | 134332.3N 1004617.2E | | | |
| 01R/APCH 19L/TKOF | Building 101.8 M (334.0 FT) | 133512.8N 1004425.7E | | | |
| | Tower 106.7 M (350.1 FT) | 133458.3N 1004430.7E | | | |
| | Tower 118.7 M (389.5 FT) | 133458.1N 1004429.0E | | | |

VTBS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | Aeronautical Meteorology Division, Thai Meteorological Department (TMD) |
| 2 | Hours of service MET Office outside hours | H24 NIL |
| 3 | Office responsible for TAF preparation Periods of validity | Aeronautical Meteorology Division 30 HR |
| 4 | Trend forecast Interval of issuance | TREND 30 Min |
| 5 | Briefing/consultation provided | Personal Consultation Tel: +662 134 0006-07 Fax: +662 134 0009-10 |
| 6 | Flight documentation Language(s) used | Charts, Tabular Forms and Abbreviated Plain Language Texts English |
| 7 | Charts and other information available for briefing or consultation | S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar pictures |
| 8 | Supplementary equipment available for providing information | Automated Weather Observation System (AWOS), Low Level Wind Shear Alert System (LLWAS), Weather Radar, Local Lightning Warning System (LLWS), LIDAR, Wind Profiler |
| 9 | ATS units provided with information | Suvarnabhumi TWR Suvarnabhumi APP Suvarnabhumi ACC |
| 10 | Additional information (limitation of service, etc.) | NIL |

VTBS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength (PCN) and surface of RWY and SWY | THR coordinates RWY end coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|------------------------|----------|-------------------------|---|--|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01L | 014.42° | 3700x60 | PCN 137/F/D/X/T Asphalt | 134016.60N 1004404.79E -29.7 M (-97.5 FT) | THR/TDZ 1.38 M (4.53 FT) |
| 19R | 194.42° | 3700x60 | PCN 137/F/D/X/T Asphalt | 134213.21N 1004435.44E -29.7 M (-97.5 FT) | THR/TDZ 1.36 M (4.46 FT) |
| 01R | 014.42° | 4000x60 | PCN 137/F/D/X/T Asphalt | 133924.11N 1004506.59E -29.6 M (-97.1 FT) | THR/TDZ 1.36 M (4.46 FT) |
| 19L | 194.42° | 4000x60 | PCN 137/F/D/X/T Asphalt | 134130.17N 1004539.72E -29.6 M (-97.1 FT) | THR/TDZ 1.34 M (4.40 FT) |

| Slope of RWY-SWY | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | OFZ | Remarks |
|---------------------|-----------------------|--------------------------|----------------------------|--|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| 0% | NIL | 1100x150 | 3820x300 | Provided for all runways to precision approach category 2 requirements. | Paved jet blast protection areas at runway ends; 120 M long and 75 M wide. Runway end safety areas are 240 m long and 150 M wide. Runway 01L/19R surface is grooved; Runway 01R/19L surface is not grooved. Concrete drainage channels are located in the runway strips, parallel to and at 120 M offset from the runway centre lines |
| 0% | NIL | 700x150 | 3820x300 | | |
| 0% | NIL | NIL | 4120x300 | | |
| 0% | NIL | 550x150 | 4120x300 | | |

VTBS AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|----------|----------|----------|---------|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01L | 3700 | 4800 | 3700 | 3700 | The TORA/ASDA when entering RWY from TWY E19 is 3590 M. |
| 19R | 3700 | 4400 | 3700 | 3700 | The TORA/ASDA when entering RWY from TWY E2 is 3590 M. |
| 01R | 4000 | 4000 | 4000 | 4000 | The TORA/ASDA when entering RWY from TWY B12 is 3890 M. |
| 19L | 4000 | 4550 | 4000 | 4000 | The TORA/ASDA when entering RWY from TWY B2 is 3870 M. |

VTBS AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | THR LGT colour WBAR | VASIS (MEHT) PAPI | TDZ, LGT LEN | RWY Centre Line LGT Length, spacing, colour, INTST | RWY edge LGT LEN, spacing, colour INTST | RWY End LGT colour WBAR | SWY LGT LEN (M) colour | Remarks |
|----------------|--|------------------------|-------------------------------|-----------------|--|---|-------------------------------|------------------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 01L | CAT II 900 M 5 steps LIH; with FLG | Green | PAPI LEFT/3° (63.82 FT) | 900 M | 3700 M, 30 M White, FM 2800 M Red / White FM 3400 M Red 5 steps LIH | 3700 M, 60 M White, FM 3100 M Yellow 5 steps LIH | Red | NIL | NIL |
| 19R | CAT II 900 M 5 steps LIH; with FLG | Green | PAPI LEFT/3° (63.82 FT) | 900 M | 3700 M, 30 M White, FM 2800 M Red / White FM 3400 M Red 5 steps LIH | 3700 M, 60 M White, FM 3100 M Yellow 5 steps LIH | Red | NIL | NIL |
| 01R | CAT II 900 M 5 steps LIH; with FLG | Green | PAPI LEFT/3° (63.82 FT) | 900 M | 4000 M, 30 M White, FM 3100 M Red/White FM 3700 M, Red 5 steps LIH | 4000 M, 60 M White, FM 3400 M Yellow 5 steps LIH | Red | NIL | NIL |
| 19L | CAT II 900 M 5 steps LIH; with FLG | Green | PAPI LEFT/3° (63.82 FT) | 900 M | 4000 M, 30 M White, FM 3100 M Red/White FM 3700 M, Red 5 steps LIH | 4000 M, 60 M White, FM 3400 M Yellow 5 steps LIH | Red | NIL | NIL |

VTBS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: On top of ATC tower (134147N 1004458E), H24, Flashing White/Green every 4 seconds IBN: NIL |
| 2 | LDI location and LGT Anemometer location and LGT | 4 WDI's 300 M from THR 01L, THR 19R, THR 01R, THR 19L, 115 M off-set from RWY Centre Line. All Lighted. 4 Anemometers 350 M from THR 01L and THR 19R, 400 M from THR 01R and THR 19L, 110 M off-set from RWY centre line |
| 3 | TWY edge and centre line lighting | All Taxiways |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all airfield lighting at AD Switch-over time : Lights Associated to Runway 0 sec (UPS) Other lighting 15 sec |
| 5 | Remarks | NIL |

VTBS AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|-----|
| 1 | Coordinates TLOF or THR of FATO Geoid undulation | NIL |
| 2 | TLOF and/or FATO elevation M/FT | NIL |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | NIL |
| 4 | True BRG of FATO | NIL |
| 5 | Declared distance available | NIL |
| 6 | APP and FATO lighting | NIL |
| 7 | Remarks | NIL |

VTBS AD 2.17 ATS AIRSPACE

| | | |
|---|-----------------------------------|---|
| 1 | Designation and lateral limits | Suvarnabhumi Aerodrome Traffic Zone (ATZ) a circle, radius 5 NM centred on 134108.59N 1004456.24E (ARP) |
| 2 | Vertical limits | SFC to 2000 FT. MSL |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign Language(s) | Suvarnabhumi Tower English, Thai |
| 5 | Transition altitude | 11000 FT MSL |
| 6 | Remarks | See VTBS AD 2.20 section 1 |

VTBS AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|------------------------|--|--------------------|--|
| 1 | 2 | 3 | 4 | 5 |
| APP | Bangkok Approach | 122.35 MHz / 262.5 MHz 124.35 MHz / 262.5 MHz 125.2 MHz / 262.5 MHz 121.7 MHz / 262.5 MHz 125.8 MHz ²⁾ 121.5 MHz ¹⁾ / 243 MHz ¹⁾ | H24 | ¹⁾ Emergency frequency ²⁾ Clearance delivery for aircraft departing to adjacent aerodromes and helicopters operating within BKK CTR ³⁾ For RWY 01R/19L ⁴⁾ For RWY 01L/19R ⁵⁾ Arrival ATIS ⁶⁾ Departure ATIS |
| APP | Suvarnabhumi Departure | 119.25 MHz | H24 | |
| ARR | Suvarnabhumi Arrival | 133.6 MHz 126.3 MHz 133.4 MHz 121.5 MHz | H24 | |
| TWR | Suvarnabhumi Tower | 118.2 MHz ³⁾ / 274.5 MHz 119.0 MHz ⁴⁾ 121.5 MHz ¹⁾ / 243.0 MHz ¹⁾ | H24 | |
| SMC | Suvarnabhumi Ground | 121.65 MHz / 275.8 MHz 121.75 MHz 121.95 MHz | H24 | |
| ATIS | Suvarnabhumi Airport | 133.6 MHz ⁵⁾ / 278.6 MHz ⁵⁾ / 127.65 MHz ⁶⁾ | H24 | |

VTBS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|-------|---------------------|--------------------|--|---------------------------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DVOR/DME | SVB | 111.4 MHz CH 51X | H24 | 133932.5N 1004353.2E | - | RWY01L/19R and RWY01R/19L ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 FT AMSL. |
| ILS CAT II LOC/DME RWY 01L | I-SWS | 109.1 MHz CH 28X | H24 | 134222.3N 1004437.8E | - | |
| GP | | 331.4 MHz | H24 | 134027.8N 1004403.6E | - | |
| ILS CAT II LOC/DME RWY 19R | I-SWN | 109.5 MHz CH 32X | H24 | 134007.5N 1004402.4E | - | |
| GP | | 332.6 MHz | H24 | 134203.9N 1004428.9E | - | |
| ILS CAT II LOC/DME RWY 01R | I-SES | 110.1 MHz CH 38X | H24 | 134139.3N 1004542.1E | - | |
| GP | | 334.4 MHz | H24 | 133933.4N 1004513.1E | - | |
| ILS CAT II LOC/DME RWY 19L | I-SEN | 110.5 MHz CH 42X | H24 | 133915.0N 1004504.2E | - | |
| GP | | 329.6 MHz | H24 | 134119.0N 1004540.9E | - | |

VTBS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations

- 1.1 Suvarnabhumi Aerodrome Traffic Zone (ATZ) airspace is classified as class C.
- 1.2 IFR and authorized VFR flights only are permitted, all flights are subject to air traffic control service and separated from each other.
- 1.3 To retain the defined value of runway capacity at Suvarnabhumi International Airport, and to provide efficient separation between aircraft for the safety of flight and orderly flow of air traffic, only aircraft category B or above with the minimum final approach speed of 110 KT. are permitted to use Suvarnabhumi International Airport. However, other aircraft may be authorized to operate within Suvarnabhumi ATZ if:
- 1.3.1 The aircraft is being used for or in connection with:
- a) a search and rescue operation;
 - b) a medical emergency; or
 - c) a flight inspection of air navigation facilities.
- 1.3.2 The pilot of the aircraft has declared an in-flight emergency.
- 1.3.3 The aircraft constitutes VIP flight.
- 1.3.4 The aircraft is as may be determined by the appropriate authority.
- 1.4 The following school and training flights are not permitted:
- a) school and training flights;
 - b) continuous take-off and landing exercises;
 - c) solo flight during basic flight training.

2. Provision of Aerodrome Air Traffic Services

- 2.1 Aerodrome air traffic services are generally sectorized as follows:
- 2.1.1 Tower Control on frequency 118.20 MHZ for arrivals and departures on runway 01R/19L or East runway.
- 2.1.2 Tower Control on frequency 119.00 MHZ for arrivals and departures on runway 01L/19R or West runway.
- 2.1.3 Ground Control on frequency 121.65 MHZ for operations on East apron:
- a) Aircraft parking stands:
 - A1, A2, A3, A4, A5, A6
 - B1, B2, B3, B4, B5, B6
 - C1, C3, C5, C7, C9
 - 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134
 - 201, 202, 203
- Including:
- b) Aircraft stand taxilane T1, T2, T3, T4, T5, T6, T7
 - c) Taxiway B, B1, B2, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B13
 - d) Taxiway C, C1, C2, C3, C4, C5, C6, C7, C8, C10
 - e) Taxiway G between taxiway C and taxiway H4 including taxiway H4
 - f) Taxiway H between taxiway C and taxiway H3
- 2.1.4 Ground Control on frequency 121.75 MHZ for operations on Main apron:
- a) Aircraft parking stands:
 - C2, C4, C6, C8, C10
 - D1, D2, D3, D4, D5, D6, D7, D8
 - E1, E3, E5, E7, E9
 - 301, 302, 303, 304, 305, 306, 307, 308
- Including:
- b) Aircraft stand taxilane T8, T9, T10, T11, T12
 - c) Taxiway G between taxiway H4 and taxiway H2 including taxiway H2
 - d) Taxiway H between taxiway H1 and taxiway H3 including taxiway H3

2.1.5 Ground Control on frequency 121.95 MHZ for operations on West apron:

a) Aircraft parking stands:

E2, E4, E6, E8, E10
F1, F2, F3, F4, F5, F6
G1, G2, G3, G4, G5
401, 402, 403
501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525

Including:

- b) Aircraft stand taxilane T13, T14, T15, T16, T17
- c) Taxiway D, D1, D2, D3, D4, D5, D6, D7, D8, D9
- d) Taxiway E, E1, E2, E5, E6, E7, E8, E9, E12, E13, E15, E19, E21
- e) Taxiway G between taxiway D and taxiway H2
- f) Taxiway H between taxiway D and taxiway H1 including taxiway H1

3. Ground Movement

3.1 General

3.1.1 All surface movement of aircraft, vehicles and personnel on the manoeuvring area is subject to prior permission from ATC.

3.1.2 Within the movement area, pilots will be cleared to and from the aircraft stands under general direction from Ground Control. Pilots are reminded of the extreme importance of maintaining a careful look out at all times.

3.1.3 Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.

3.2 Operation of mode S transponders on the ground

3.2.1 Suvarnabhumi International Airport is equipped with an Advanced Surface Movement Radar utilizing mode S multilateration. Aircraft operators intending to use Suvarnabhumi International Airport should ensure that mode S transponders are able to operate when the aircraft is on the ground.

3.2.2 For aircraft that are capable of reporting aircraft identification (i.e. call signs used in flight), the aircraft identification should also be entered via FMS or control panel. The ICAO defined format for aircraft identification (i.e. same format as used in ICAO flight plan e.g. THA640, CPA701, SIA068) shall be used.

3.2.3 Flight crew should select XPDR or the equivalent according to specific installation. It must also be ensured that the transponder is operating (i.e. OUT OF STAND-BY or OFF POSITION) and the assigned mode A code is selected in accordance with the following:

- a) for a departing flight, upon received airway clearance; except that subject to allocated wheels up time (AWUT) or departure time restrictions, the action should be done when starting up engine.
- b) for an arriving flight, continuously until the aircraft is fully parked at the stand.

3.2.4 To prevent possible interference to radar surveillance systems, TCAS should be functioned:

- a) for departure, when aircraft are entering the runway or line up clearance is received;
- b) for arrival, until aircraft have vacated the runway.

3.2.5 During on ground, pilot of aircraft not equipped with mode S transponder shall operate the transponder and select mode A code as individually directed by the ATC unit:

- a) for departure, when starting up engine;
- b) for arrival, until aircraft have completely parked.

3.2.6 Tracking and identifications of airport surface vehicles

To provide tracking and identification of authorized movements, any authorized vehicle intended to be used on the manoeuvring area at Suvarnabhumi International Airport shall be equipped with mode S squitter box to inform mode S multilateration system of its position.

4. Push Back Procedures

4.1 Scope

The procedure covers and details the activities to be carried out by ATC staff, AOT staff and airport agencies staff when involved in the process of an aircraft start up and push back at Suvarnabhumi International Airport.

4.2 Objective

4.2.1 The procedure "Aircraft start up and push back" applies to all persons involved in handling the process of aircraft start up and push back.

4.2.2 The procedure also implies conditions for operations during Low Visibility Conditions at the airport.

4.3 General

4.3.1 Aircraft which are parked either nose in to the terminal building on a stand attached to a PASSENGER LOADING BRIDGE or nose in on a remote stand will need to be pushed back from the stand towards the taxilane centre line taking into account the standard taxiway routing.

4.3.2 Once the pilot-in-command of an aircraft has decided that the aircraft is fully ready for departure he/she will contact Ground Control for start up, stating the parking position and after that for push back permission.

Note: fully ready in this sense means all passengers, hold and cargo doors are closed, the Passenger Loading Bridge is disconnected and back in its rest position, the tug is connected to the aircraft and the ground engineer is in position and in contact with the pilot in command.

4.3.3 When the anti-collision beacons of the aircraft have been switched on no vehicular movement is permitted behind the aircraft.

4.3.4 ATC may deviate from the standard push back procedure as stated below for reasons such as traffic or work in progress. The deviation will be given in the push back permission and the pilot-in-command has to make sure that the ground engineer fully understands the deviation.

4.3.5 The PIC shall use minimum break away power and minimum taxi power when operating on the aprons and taxilanes.

4.3.6 Nose wheel positions have been marked on the taxilane centre line to indicate to the driver where the push pull manoeuvre has to be stopped and the tug can be disconnected.

4.3.7 A340-600 aircraft may only be pushed back using a towbarless tow tractor. This is to avoid blocking the road in front of the aircraft by a tractor with towbar.

4.3.8 To avoid jet blast in the apron areas pilots are urgently requested to adhere strictly to the start up and push back procedures and to use minimum break away power and taxi power when operation on the aprons and taxilanes. Furthermore, the aircraft shall be pushed back and towed forward on the yellow taxilane centre line marking.

4.4 Push Back Procedures

4.4.1 Aircraft parking at Main Apron (26 stands)

| Aircraft stands | Frequency Ground Control | Push Back Instructions |
|-----------------|-----------------------------|--|
| C2 | 121.75 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxilane T12 until aircraft nose wheel is on marking 1. |
| C4, C6 | 121.75 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T8 and then towed forward until aircraft nose wheel is on marking 2. |
| C8, C10 | 121.75 MHZ | Aircraft shall be pushed back to face south on to aircraft stand taxilane T8 and then towed forward until aircraft nose wheel is on marking 1. |
| 301 | 121.75 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T9 aircraft nose wheel is on marking 1. |
| 302 | 121.75 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T9 and then towed forward until aircraft nose wheel is on marking 1. |
| 303 | 121.75 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T9 aircraft nose wheel is on marking 2. |
| 304 | 121.75 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T9 then towed forward until nose wheel is on marking 2. |
| 305 | 121.75 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T10 until nose wheel is on marking 1. |
| 306 | 121.75 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T10 then towed forward until nose wheel is on marking 1. |
| 307 | 121.75 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T10 until nose wheel is on marking 2. |
| 308 | 121.75 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T10 then towed forward until nose wheel is on marking 2. |
| D1 | 121.75 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxilane T12 until nose wheel is on marking 1. |
| D2 | 121.75 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxilane T12 then towed forward until nose wheel is on marking 1. |
| D3 | 121.75 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxilane T12 until nose wheel is on marking 2. |
| D4 | 121.75 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxilane T12 and then towed forward until nose wheel is on marking 2. |
| D5 | 121.75 MHZ | Aircraft shall be pushed back to face west onto aircraft stand taxilane T12 and then towed forward until nose wheel is on marking 3. |
| D6 | 121.75 MHZ | Aircraft shall be pushed back to face west onto aircraft stand taxilane T12 until nose wheel is on marking 3. |
| D7 | 121.75 MHZ | Aircraft shall be pushed back to face west onto aircraft stand taxilane T12 and then towed forward until nose wheel is on marking 4. |
| D8 | 121.75 MHZ | Aircraft shall be pushed back to face west onto aircraft stand taxilane T12 until nose wheel is on marking 4. |
| E1 | 121.75 MHZ | Aircraft shall be pushed back to face west onto aircraft stand taxilane T12 until nose wheel is on marking 4. |
| E3, E5 | 121.75 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T11 then towed forward until nose wheel is on marking 2. |
| E7, E9 | 121.75 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T11 then towed forward until nose wheel is on marking 1. |

4.4.2 Aircraft parking at East Apron (54 stands)

| Aircraft stands | Frequency Ground Control | Push Back Instructions |
|-------------------------|--------------------------|--|
| A1, A2 | 121.65 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T5 until nose wheel is on marking 1. |
| A3, A4, A5, A6 | 121.65 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T5 |
| 101 | 121.65 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T5 then towed forward until nose wheel is on marking 2. |
| 102, 103 | 121.65 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T5 then towed forward until nose wheel is on marking 3. |
| 104, 105, 106, 107 | 121.65 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T5 |
| 108, 109 | 121.65 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T5 then towed forward until nose wheel is on marking 4 |
| 110, 111, 112, 113, 114 | 121.65 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T5 |
| 115, 116, 117 | 121.65 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T5 |
| 118 | 121.65 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T5 then towed forward until nose wheel is on marking 2. |
| 119 | 121.65 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T5 then towed forward until nose wheel is on marking 3. |
| 120, 121, 122, 123 | 121.65 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T5 |
| 124 | 121.65 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T5 then towed forward until nose wheel is on marking 4. |
| 125, 126, 127, 128, 129 | 121.65 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T5 |
| 130 -134 | 121.65 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxilane T1 |
| B1, B3 | 121.65 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T5 until nose wheel is on marking 1. |
| B2, B4 | 121.65 MHZ | Aircraft shall be pushed back to face west onto aircraft stand taxi lane T6 until nose wheel is on marking on taxilane. |
| B5 | 121.65 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxi lane T4 then towed forward until nose wheel is on marking on taxilane. |
| B6 | 121.65 MHZ | Aircraft shall be pushed back to face west onto aircraft stand taxi lane T6 then towed forward until nose wheel is on marking on taxilane. |
| C1 | 121.65 MHZ | Aircraft shall be pushed back to face west onto aircraft stand taxi lane T6 then towed forward until nose wheel is on marking on taxilane. |
| C3, C5 | 121.65 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T7 then towed forward until nose wheel is on marking 2. |
| C7, C9 | 121.65 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T7 then towed forward until nose wheel is on marking 1. |
| 201, 202 | 121.65 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T7 then towed forward until nose wheel is on marking 2. |
| 203 | 121.65 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T7 then towed forward until nose wheel is on marking 1. |

4.4.3 Aircraft parking at West Apron (44 stands)

| Aircraft stands | Frequency Ground Control | Push Back Instructions |
|-----------------|--------------------------|--|
| E2 | 121.95 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxilane T14 until nose wheel is on marking on taxilane |
| E4, E6 | 121.95 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T13 then towed forward until nose wheel is on marking 2. |
| E8, E10 | 121.95 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T13 then towed forward until nose wheel is on marking 1. |
| 401, 402 | 121.95 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T13 until nose wheel is on marking 2. |
| 403 | 121.95 MHZ | Aircraft shall be pushed back to face south onto aircraft stand taxilane T13 then towed forward until nose wheel is on marking 1. |
| F1, F3 | 121.95 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxilane T14 until nose wheel is on marking on taxilane |
| F2, F4 | 121.95 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxilane T15 until nose wheel is on marking on taxilane |
| F5 | 121.95 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxilane T14 then towed forward until nose wheel is on marking on taxilane |
| F6 | 121.95 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxilane T15 then towed forward until nose wheel is on marking 1. |
| G1, G2 | 121.95 MHZ | Aircraft shall be pushed back to face east onto aircraft stand taxilane T15 until nose wheel is on marking on taxilane |
| G3, G4 | 121.95 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T17 then towed forward until nose wheel is on marking 2. |
| G5 | 121.95 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T17 then towed forward until nose wheel is on marking 1. |
| 501 | 121.95 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T17 then towed forward until nose wheel is on marking 1. |
| 502, 503 | 121.95 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T17 then towed forward until nose wheel is on marking 2. |
| 504, 505 | 121.95 MHZ | Aircraft shall be pushed back to face north onto aircraft stand taxilane T17 then towed forward until nose wheel is on marking 1. |
| 506 - 521 | 121.95 MHZ | Aircraft shall be pushed back to face south onto taxiway D. |
| 522 - 525 | 121.95 MHZ | Aircraft shall be pushed back to face south onto taxiway D, then towed forward until abeam stand 522 with nose wheel is on marking on taxiway. |

4.5 Responsibilities

4.5.1 Responsibilities of the pilot-in-command

When the aircraft is fully ready the pilot-in-command is responsible to obtain start up and push back permission, stating the parking position.

4.5.2 Responsibilities of the ground engineer

The ground engineer of the Airline or Ground Handling Agent is responsible for a safe process of aircraft start up and push back and to report to the pilot-in-command when he/she and the tug are clear of the taxiway in the event of Low Visibility Condition.

4.5.3 Responsibilities of the tug driver

The tug driver is responsible to ensure that the aircraft is pushed back (and pulled forward if required) into the right direction onto the taxilane.

4.5.4 Responsibilities of the Apron Control Tower

The Apron Controller is responsible to monitor the engines start up and push back activities and to ensure that the aircraft will be pushed back into the right direction onto the taxilane.

4.6 Actions to be taken

4.6.1 Actions to be taken by the pilot-in-command

When the aircraft is fully ready the pilot-in-command shall:

- a) Ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or pushback of aircraft commences. This is to be done using standard phraseology in communication with the ground operations headset operator.
- b) Ensure that prior to start-up, the pilot must be certain that the propellers or the air flows caused by the engine cannot cause injuries or damage to persons or property on ground. This is to be done using standard phraseology in communication with the ground operations headset operator.
- c) Contact Ground Control for permission to start up the engines. In normal operations, the engine start-up at the aircraft parking position is not allowed. Should the engine start be performed at the aircraft parking positions, ensure that the requirements for such engine start up conditions are met.
- d) Ensure that the ground engineer, or the person responsible for ground to cockpit communications who is in direct intercom-radio contact with the pilot-in-command, acknowledges the start up permission. In the event intercom-radio contact is not available, the use of standard hand signals will be used.
- e) Ensure that the anti-collision beacons of the aircraft have been switched on before pushing back or starting the engine. Ensure to obtain an "all-clear" signal from the ground operations headset operator.
- f) During pushback operations, all aircraft shall be pushed back with its fuselage longitudinally centred over, and parallel to, a taxiway centre line before commencing engine start.
- g) Ensure that the ground engineer or ground operations headset operator acknowledges the permission
- h) Ensure that the aircraft is being pushed back in the right direction onto the taxilane.
- i) Request permission from Ground Control to taxi when the tug has been disconnected as confirmed by the ground engineer and the ground engineer or ground operations headset operator has given the "all clear" signal

4.6.2 Actions to be taken by the ground engineer

The ground engineer of the Airline or Handling Agent shall:

- a) Ensure that the stand area is clear of any obstacle and FOD.
- b) Ensure that the tug is connected to the aircraft and that the tug driver is ready.
- c) Acknowledge the Ground Control permission to start up the engine(s) to the pilot-in-command.
- d) Ensure that the anti-collision beacons of the aircraft are switched on.
- e) Monitor the engine(s) start up sequence.
- f) Acknowledge the Ground Control permission for push back to the pilot-in-command.
- g) Ensure that the tug driver understood the push back permission (by hand -signaling to the tug driver) and is starting the push back manoeuvre.
- h) Ensure that the aircraft is pushed back into the right direction onto the taxilane.
- i) Make sure that during the push back manoeuvre he/she will be in contact with the pilot-in-command at all times.
- j) Ensure that the tug has been disconnected from the aircraft on the taxilane stop position and confirm so to the pilot-in-command.
- k) When disconnected from the radio contact with the pilot-in-command, give the "all clear" signal to the Pilot-in-command, being well clear of the aircraft's path of taxiing.
- l) Return to the stand area.

During low visibility conditions (CAT II) the ground engineer will, together with the tug driver, return behind the double white marking line on the apron surface as soon as possible and will indicate to the pilot-in-command that both of them are clear of the taxiway.

Note: CAT II: Runway Visual Range of less than 550 M or cloud base of less than 200 FT.

4.6.3 Actions to be taken by the tug driver

The tug driver of the Airline or Handling Agent shall:

- a) Ensure that the tug is well connected to the aircraft
- b) Start the push back manoeuvre when permission to do so has been given by the ground engineer.
- c) Make sure that the aircraft is pushed back into the right direction onto the taxilane stop position.
- d) Disconnect the tug from the aircraft when in position on the taxilane.
- e) Return to the stand area.

During low visibility conditions (CAT II) the tug driver will, together with the ground engineer, return behind the red clearance line marking on the apron surface as soon as possible.

Note: CAT II: Runway Visual Range of less than 550 M or cloud base of less than 200 FT.

4.6.4 Actions to be taken by the Apron Control Tower

The Apron Controller will:

- a) Monitor the engines start up and push back activities.
- b) Ensure that the aircraft will be pushed back into the right direction onto the taxilane.

5. Taxi Procedures

5.1 When issuing taxi instructions to departing aircraft, Ground controller shall provide a standard taxi route which is in accordance with the relevant parking area, the taxi-out position of an aircraft and runway-in-use. The clearance limit shall be at the holding position of runway-in-use.

The following phrase will be transmitted:

"...C/S... TAXI VIA ROUTE MIKE TANGO ONE ZERO, RUNWAY ONE NINE LEFT."

5.2 If traffic permits or in any cases the standard taxi route shall not be provided, the detailed taxi instruction may be applicable including the following items in the order list:

- a) taxi routes;
- b) holding position;
- c) runway designator;
- d) any other pertinent information.

The following phrase will be transmitted:

"...C/S... TAXI VIA C, C3, B1 TO HOLDING POSITION RUNWAY ONE NINE LEFT."

5.3 For arriving aircraft, the standard taxi routes to aircraft parking stand are provided in relation to landing runway followed by series of relevant taxiways, and parking area.

The following phrase will be transmitted:

"...C/S... TAXI VIA ROUTE ONE NINE RIGHT, ECHO TANGO THREE TO STAND ONE ZERO THREE."

5.4 If traffic permits or in any cases the standard taxi route shall not be provided, the detailed taxi instruction may be applicable including the following items in the order list:

- a) taxi routes;
- b) parking stand;
- c) any other pertinent information.

The following phrase will be transmitted:

"...C/S... TAXI VIA E, D7, G, T10 TO STAND D6."

5.5 The standard taxi routes provided by aerodrome controller shall be in effect until:

- a) the departing aircraft reaches the holding position of active runway;
- b) the arriving aircraft, completely parks at the assigned stand.

Pilots are reminded that, in no case shall the taxi instruction received on initial contact be altered, except approved otherwise specified by ATC.

5.6 Extra caution is required when crossing service roads in the manoeuvring area.

5.7 On the main apron additional 180 degrees turn markings have been established. The markings T9A and T9B connect taxiway T9 with taxiway T8. The markings T10A and T10B connect taxiway T10 with taxiway T11. The routes may only be used when instructed to do so by ATC (ATC discretion).

5.8 The standard taxi routes for arriving and departing aircraft

5.8.1 Inbound taxi route runway 19R

| MAIN APRON | | | | | | | |
|------------|------------|-----------------------|---|-----------------|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | MAIN APRON | 19R / MT9 | EXIT ONTO E, D7, G, T9 THEN TURN RIGHT T12, T8 | C2 | C4 | C6 | C8 |
| | | | | C10 | | | |
| | | | EXIT ONTO E, D7, G, T9 | 301 | 302 | 303 | 304 |
| | | | EXIT ONTO E, D7, G, T9 THEN TURN RIGHT T12 | D1 | D2 | | |
| | | | EXIT ONTO E, D7, G, T9 THEN TURN LEFT T12 | D3 | D4 | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | MAIN APRON | 19R / MT10 | EXIT ONTO E, D7, G, T10 THEN TURN RIGHT T12 | D5 | D6 | | |
| | | | EXIT ONTO E, D7, G, T10 THEN TURN LEFT T12 | D7 | D8 | | |
| | | | EXIT ONTO E, D7, G, T10 THEN TURN LEFT T12, T11 | E1 | E3 | E5 | E7 |
| | | | | E9 | | | |
| | | | EXIT ONTO E, D7, G, T10 | 305 | 306 | 307 | 308 |

| EAST APRON | | | | | | | |
|------------|--|-----------------------|--|---|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | EAST APRON | 19R / ET3 | EXIT ONTO E, D7, G THEN TURN LEFT C, T3 THEN TURN LEFT T5 | A1 | A2 | A3 | A4 |
| | | | | A5 | A6 | 101 | 115 |
| | | | | 116 | 117 | 118 | |
| | | | EXIT ONTO E, D7, G THEN TURN LEFT C, T3 THEN TURN RIGHT T5 | 102 | 103 | 104 | 105 |
| | | | | 106 | 107 | 108 | 109 |
| | | | | 110 | 111 | 112 | 113 |
| | | | | 114 | 119 | 120 | 121 |
| | | | | 122 | 123 | 124 | 125 |
| | | | | 126 | 127 | 128 | 129 |
| | | | | EXIT ONTO E, D7, G THEN TURN LEFT C, T3 THEN TURN LEFT T5, T4 | B1 | B3 | B5 |
| | EXIT ONTO E, D7, G THEN TURN LEFT C, T3 THEN TURN RIGHT T5, T1 | 130 | 131 | 132 | 133 | | |
| | | 134 | | | | | |
| RUNWAY | APRON | TAXIROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | EAST APRON | 19R / ET6 | EXIT ONTO E, D7, G THEN TURN LEFT C, T6 | B2 | B4 | B6 | |
| | | | EXIT ONTO E, D7, G THEN TURN LEFT C, T6, T7 | C1 | C3 | C5 | C7 |
| | | | | C9 | 201 | 202 | 203 |

| WEST APRON | | | | | | | |
|------------|--|--|--|--|--|--|--|
|------------|--|--|--|--|--|--|--|

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
|--------|------------|-----------------------|-----------------------------------|-----------------|-----|-----|-----|
| 19R | WEST APRON | 19R / WD1 | EXIT ONTO E, D1 THEN TURN RIGHT D | 510 | 511 | 512 | 513 |
| | | | | 514 | 515 | 516 | 517 |
| | | | | 518 | | | |
| | | | EXIT ONTO E, D1 THEN TURN LEFT D | 519 | 520 | 521 | 522 |
| | | | | 523 | 524 | 525 | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | WEST APRON | 19R / WD3 | EXIT ONTO E, D3 THEN TURN RIGHT D | 506 | 507 | 508 | 509 |
| RUNWAY | APRON | TAXIROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | WEST APRON | 19R / WT14 | EXIT ONTO E, D6, T14, T13 | E2 | E4 | E6 | E8 |
| | | | | E10 | 401 | 402 | 403 |
| | | | EXIT ONTO E, D6 , T14 | F1 | F3 | F5 | |
| RUNWAY | APRON | TAXIROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | WEST APRON | 19R / WT15 | EXIT ONTO E, D5, T15 | F2 | F4 | F6 | |
| | | | EXIT ONTO E, D5, T15, T17 | G1 | G2 | G3 | G4 |
| | | | | G5 | 501 | 502 | 503 |
| | | | | 504 | 505 | | |

5.8.2 Inbound taxi route runway 19L

| MAIN APRON | | | | | | | |
|------------|------------|-----------------------|---|-----------------|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | MAIN APRON | 19L / MT9 | EXIT ONTO B, C7, H, H3, T9 THEN TURN RIGHT T12, T8 | C2 | C4 | C6 | C8 |
| | | | | C10 | | | |
| | | | EXIT ONTO B, C7, H, H3, T9 | 301 | 302 | 303 | 304 |
| | | | EXIT ONTO B, C7, H, H3, T9 THEN TURN RIGHT T12 | D1 | D2 | | |
| | | | EXIT ONTO B, C7, H, H3 T9 THEN TURN LEFT T12 | D3 | D4 | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | MAIN APRON | 19L / MT10 | EXIT ONTO B, C7, H, H2, T10 THEN TURN RIGHT T12 | D5 | D6 | | |
| | | | EXIT ONTO B, C7, H, H2, T10 THEN TURN LEFT T12 | D7 | D8 | | |
| | | | EXIT ONTO B, C7, H, H2, T10 THEN TURN LEFT T12, T11 | E1 | E3 | E5 | E7 |
| | | | | E9 | | | |
| | | | EXIT ONTO B, C7, H, H2, T10 | 305 | 306 | 307 | 308 |

| EAST APRON | | | | | | | |
|------------|--|-----------------------|--|--|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | EAST APRON | 19L / ET3 | EXIT ONTO B, C7 THEN TURN RIGHT C, T3 THEN TURN LEFT T5 | A1 | A2 | A3 | A4 |
| | | | | A5 | A6 | 101 | 115 |
| | | | | 116 | 117 | 118 | |
| | | | EXIT ONTO B, C7 THEN TURN RIGHT C, T3 THEN TURN RIGHT T5 | 102 | 103 | 104 | 105 |
| | | | | 106 | 107 | 108 | 109 |
| | | | | 110 | 111 | 112 | 113 |
| | | | | 114 | 119 | 120 | 121 |
| | | | | 122 | 123 | 124 | 125 |
| | | | | 126 | 127 | 128 | 129 |
| | | | | EXIT ONTO B, C7 THEN TURN RIGHT C, T3, THEN TURN LEFT T5, T4 | B1 | B3 | B5 |
| | EXIT ONTO B, C7 THEN TURN RIGHT C, T3 THEN TURN RIGHT T5, T1 | 130 | 131 | 132 | 133 | | |
| | | 134 | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | EAST APRON | 19L / ET6 | EXIT ONTO B, C7 THEN TURN RIGHT C, T6 | B2 | B4 | B6 | |
| | | | EXIT ONTO B, C7 THEN TURN RIGHT C, T6, T7 | C1 | C3 | C5 | C7 |
| | | | | C9 | 201 | 202 | 203 |

| WEST APRON | | | | | | | |
|------------|--|--|--|--|--|--|--|
|------------|--|--|--|--|--|--|--|

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
|--------|------------|-----------------------|--|-----------------|-----|-----|-----|
| 19L | WEST APRON | 19L / WD1 | EXIT ONTO B, C7, H, D8 THEN TURN RIGHT E, D1 THEN TURN RIGHT D | 510 | 511 | 512 | 513 |
| | | | | 514 | 515 | 516 | 517 |
| | | | | 518 | | | |
| | | | EXIT ONTO B, C7, H, D8 THEN TURN RIGHT E, D1 THEN TURN LEFT D | 519 | 520 | 521 | 522 |
| | | | | 523 | 524 | 525 | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | WEST APRON | 19L / WD3 | EXIT ONTO B, C7, H, D8 THEN TURN RIGHT E, D3 THEN TURN RIGHT D | 506 | 507 | 508 | 509 |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | WEST APRON | 19L / WT14 | EXIT ONTO B, C7, H, D8 THEN TURN RIGHT E, D6, T14, T13 | E2 | E4 | E6 | E8 |
| | | | | E10 | 401 | 402 | 403 |
| | | | EXIT ONTO B, C7, H, D8 THEN TURN RIGHT E, D6, T14 | F1 | F3 | F5 | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | WEST APRON | 19L / WT15 | EXIT ONTO B, C7, H, D8 THEN TURN RIGHT E, D5, T15 | F2 | F4 | F6 | |
| | | | | G1 | G2 | G3 | G4 |
| | | | EXIT ONTO B, C7, H, D8 THEN TURN RIGHT E, D5, T15, T17 | G5 | 501 | 502 | 503 |
| | | | | 504 | 505 | | |

5.8.3 Outbound taxi route runway 19R

| MAIN APRON | | | | | | | |
|------------|------------|-----------------------|--|-----------------|-----|-----|-----|
| RUNWAY | APRON | TAXIROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | MAIN APRON | MT8 / 19R | T12, T8, H3 THEN TURN RIGHT H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | D1 | D2 | D3 | D4 |
| | | | T9 THEN TURN RIGHT T12, T8, H3 THEN TURN RIGHT H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | 301 | 302 | 303 | 304 |
| | | | T8, H3 THEN TURN RIGHT H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | C2 | C4 | C6 | C8 |
| | | | | C10 | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | MAIN APRON | MT11 / 19R | T12, T11, H2 THEN TURN RIGHT H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | D5 | D6 | D7 | D8 |
| | | | T11, H2 THEN TURN RIGHT H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | E1 | E3 | E5 | E7 |
| | | | T10 THEN TURN LEFT T12, T11, H2 THEN TURN RIGHT H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | E9 | | | |
| | | | | 305 | 306 | 307 | 308 |
| EAST APRON | | | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | EAST APRON | ET1 / 19R | T5, T1, C, C2, B, C7, H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | 109 | 110 | 111 | 112 |
| | | | | 113 | 114 | 124 | 125 |
| | | | | 126 | 127 | 128 | 129 |
| | | | T1, C, C2, B, C7, H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | 130 | 131 | 132 | 133 |
| | | | | 134 | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | EAST APRON | ET2 / 19R | T5, T2 THEN TURN RIGHT C, C2, B, C7, H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | 102 | 103 | 104 | 105 |
| | | | | 106 | 107 | 108 | 119 |
| | | | | 120 | 121 | 122 | 123 |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | EAST APRON | ET4 / 19R | T5, T4, C4 THEN TURN RIGHT B, C7, H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | A1 | A2 | A3 | A4 |
| | | | | A5 | A6 | 101 | 115 |
| | | | | 116 | 117 | 118 | |
| | | | T4, C4 THEN TURN RIGHT B, C7, H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | B1 | B3 | B5 | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |

| | | | | | | | |
|------------|------------|-----------------------|---|---|-----|-----|-----|
| 19R | EAST APRON | ET7 / 19R | T6, T7, H4, THEN TURN RIGHT H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | B2 | B4 | B6 | |
| | | | T7, H4 THEN TURN RIGHT H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | C1 | C3 | C5 | C7 |
| | | | | C9 | 201 | 202 | 203 |
| WEST APRON | | | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | WEST APRON | WD2 / 19R | D, D2 TO HOLDING POSITION E1 | 511 | 512 | 513 | 514 |
| | | | | 515 | 516 | 517 | 518 |
| | | | | 519 | 520 | 521 | 522 |
| | | | | 523 | 524 | 525 | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | WEST APRON | WD4 / 19R | D, D4 THEN TURN RIGHT E TO HOLDING POSITION E1 | 506 | 507 | 508 | 509 |
| | | | | 510 | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | WEST APRON | WT13 / 19R | T13, H1 THEN TURN RIGHT H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | E2 | E4 | E6 | E8 |
| | | | | E10 | 401 | 402 | 403 |
| | | | T14, T13, H1 THEN TURN RIGHT H, D8 THEN TURN RIGHT E TO HOLDING POSITION E1 | F1 | F3 | F5 | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19R | WEST APRON | WT16 / 19R | T15, T17, T16, D4 THEN TURN RIGHT E TO HOLDING POSITION E1 | F2 | F4 | F6 | |
| | | | | T17, T16, D4 THEN TURN RIGHT E TO HOLDING POSITION E1 | G1 | G2 | G3 |
| | | | G5 | | 501 | 502 | 503 |
| | | | 504 | 505 | | | |

5.8.4 Outbound taxi route runway 19L

| | | | | | | | |
|------------|------------|-----------------------|---|-----------------|-----|-----|-----|
| MAIN APORN | | | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | MAIN APRON | MT8 / 19L | T8 THEN TURN LEFT G THEN TURN LEFT C, C2, B TO HOLDING POSITION B1 | C2 | C4 | C6 | C8 |
| | | | | C10 | | | |
| | | | T9 THEN TURN RIGHT T12, T8 THEN TURN LEFT G THEN TURN LEFT C, C2,B TO HOLDING POSITION B1 | 301 | 302 | 303 | 304 |
| 19L | MAIN APRON | MT8 / 19L | T12, T8 THEN TURN LEFT G THEN TURN LEFT C, C2, B TO HOLDING POSITION B1 | D1 | D2 | D3 | D4 |
| | | | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |

| | | | | | | | |
|---|------------|------------|--|-----|----|----|----|
| 19L | MAIN APRON | MT11 / 19L | T12,T11, THEN TURN LEFT G THEN TURN LEFT C, C2, B TO HOLDING POSITION B1 | D5 | D6 | D7 | D8 |
| | | | T11 THEN TURN LEFT G THEN TURN LEFT C, C2, B TO HOLDING POSITION B1 | E1 | E3 | E5 | E7 |
| | | | | E9 | | | |
| T10 THEN TURN LEFT T12, T11 THEN TURN LEFT G THEN TURN LEFT C, C2, B TO HOLDING POSITION B1 | 305 | 306 | 307 | 308 | | | |

| EAST APRON | | | | | | | |
|------------|------------|-----------------------|---|-----------------|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | EAST APRON | ET1 / 19L | T5 THEN TURN RIGHT T1,C, C2, B TO HOLDING POSITION B1 | 109 | 110 | 111 | 112 |
| | | | | 113 | 114 | 124 | 125 |
| | | | | 126 | 127 | 128 | 129 |
| | | | T1, C, C2, B TO HOLDING POSITION B1 | 130 | 131 | 132 | 133 |
| | | | | 134 | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | EAST APRON | ET2 / 19L | T5,T2 THEN TURN RIGHT C, C2,B TO HOLDING POSITION B1 | 102 | 103 | 104 | 105 |
| | | | | 106 | 107 | 108 | 119 |
| | | | | 120 | 121 | 122 | 123 |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | EAST APRON | ET4 / 19L | T5, T4, THEN TURN LEFT C, C2, B TO HOLDING POSITION B1 | A1 | A2 | A3 | A4 |
| | | | | A5 | A6 | 101 | 115 |
| | | | | 116 | 117 | 118 | |
| | | | T4, THEN TURN LEFT C, C2, B TO HOLDING POSITION B1 | B1 | B3 | B5 | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | EAST APRON | ET7 / 19L | T6, T7 THEN TURN LEFT G THEN TURN LEFT C, C2,B TO HOLDING POSITION B1 | B2 | B4 | B6 | |
| | | | T7 THEN TURN LEFT G THEN TURN LEFT C, C2, B TO HOLDING POSITION B1 | C1 | C3 | C5 | C7 |
| | | | | C9 | 201 | 202 | 203 |

| WEST APRON | | | | | | | |
|------------|------------|-----------------------|--|-----------------|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | WEST APRON | WD / 19L | STRAIGHT AHEAD ON D, G THEN TURN LEFT C, C2, B TO HOLDING-POSITION B1 | 506 | 507 | 508 | 509 |
| | | | | 510 | 511 | 512 | 513 |
| | | | | 514 | 515 | 516 | 517 |
| | | | | 518 | 519 | 520 | 521 |
| | | | | 522 | 523 | 524 | 525 |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | WEST APRON | WT13 / 19L | T13 THEN TURN LEFT G THEN TURN LEFT C, C2, B TO HOLDING POSITION B1 | E2 | E4 | E6 | E8 |
| | | | | E10 | 401 | 402 | 403 |
| | | | T14, T13 THEN TURN LEFT G THEN TURN LEFT C, C2, B TO HOLDING POSITION B1 | F1 | F3 | F5 | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 19L | WEST APRON | WT16 / 19L | T15, T17, T16 THEN TURN LEFT D, G THEN TURN LEFT C, C2, B TO HOLDING POSITION B1 | F2 | F4 | F6 | |
| | | | | G1 | G2 | G3 | G4 |
| | | | T17, T16 THEN TURN LEFT D, G THEN TURN LEFT C, C2, B TO HOLDING POSITION B1 | G5 | 501 | 502 | 503 |
| | | | | 504 | 505 | | |

5.8.5 Inbound taxi route runway 01L

| MAIN APRON | | | | | | | | |
|------------|------------|-----------------------|--|-----------------|-----|-----|-----|--|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | | |
| 01L | MAIN APRON | 01L/MT9 | EXIT ON E12 THEN TURN LEFT E, D7, G, T9 THEN TURN RIGHT T12, T8 | C2 | C4 | C6 | C8 | |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G, T9 THEN TURN RIGHT T12, T8 | C10 | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G, T9 THEN TURN RIGHT T12, T8 | | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G, T9 THEN TURN RIGHT T12, T8 | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | | |
| 01L | MAIN APRON | 01L/MT9 | EXIT ON E12 THEN TURN LEFT E, D7, G, T9 | 301 | 302 | 303 | 304 | |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G, T9 | | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G, T9 | | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G, T9 | | | | | |
| | | | EXIT ON E12 THEN TURN LEFT E, D7, G, T9 THEN TURN RIGHT T12 | D1 | D2 | | | |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G, T9 THEN TURN RIGHT T12 | | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G, T9 THEN TURN RIGHT T12 | | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G, T9 THEN TURN RIGHT T12 | | | | | |

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
|--------|------------|-----------------------|---|-----------------|----|----|----|
| 01L | MAIN APRON | 01L/MT9 | EXIT ON E12 THEN TURN LEFT E, D7, G, T9 THEN TURN LEFT T12 | D3 | D4 | | |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G, T9 THEN TURN LEFT T12 | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G, T9 THEN TURN LEFT T12 | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G, T9 THEN TURN LEFT T12 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | MAIN APRON | 01L/MT10 | EXIT ON E12 THEN TURN LEFT E, D7, G, T10 THEN TURN RIGHT T12 | D5 | D6 | | |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G, T10 THEN TURN RIGHT T12 | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G, T10 THEN TURN RIGHT T12 | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G, T10 THEN TURN RIGHT T12 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | MAIN APRON | 01L/MT10 | EXIT ON E12 THEN TURN LEFT E, D7, G, T10 THEN TURN LEFT T12 | D7 | D8 | | |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G, T10 THEN TURN LEFT T12 | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G, T10 THEN TURN LEFT T12 | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G, T10 THEN TURN LEFT T12 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | MAIN APRON | 01L/MT10 | EXIT ON E12 THEN TURN LEFT E, D7, G, T10 THEN TURN LEFT T12, T11 | E1 | E3 | E5 | E7 |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G, T10 THEN TURN LEFT T12, T11 | E9 | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G, T10 THEN TURN LEFT T12, T11 | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G, T10 THEN TURN LEFT T12, T11 | | | | |

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
|--------|------------|-----------------------|---|-----------------|-----|-----|-----|
| 01L | MAIN APRON | 01L/MT10 | EXIT ON E12 THEN TURN LEFT E, D7, G, T10 | 305 | 306 | 307 | 308 |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G, T10 | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G, T10 | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G, T10 | | | | |

| EAST APRON | | | | | | | |
|---|------------|-----------------------|---|-----------------|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | EAST APRON | 01L/ET3 | EXIT ON E12 THEN TURN LEFT E, D7, G THEN TURN LEFT C, T3 THEN TURN LEFT T5 | A1 | A2 | A3 | A4 |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G THEN TURN LEFT C, T3 THEN TURN LEFT T5 | A5 | A6 | 101 | 115 |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G THEN TURN LEFT C, T3 THEN TURN LEFT T5 | 116 | 117 | 118 | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G THEN TURN LEFT C, T3 THEN TURN LEFT T5 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | EAST APRON | 01L/ET3 | EXIT ON E12 THEN TURN LEFT E, D7, G THEN TURN LEFT C, T3 THEN TURN RIGHT T5 | 102 | 103 | 104 | 105 |
| | | | | 106 | 107 | 108 | 109 |
| | | | | 110 | 111 | 112 | 113 |
| | | | | 114 | 119 | 120 | 121 |
| | | | | 122 | 123 | 124 | 125 |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G THEN TURN LEFT C, T3 THEN TURN RIGHT T5 | 126 | 127 | 128 | 129 |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G THEN TURN LEFT C, T3 THEN TURN RIGHT T5 | | | | |
| EXIT ON E2, D3 THEN TURN RIGHT D, G THEN TURN LEFT C, T3 THEN TURN RIGHT T5 | | | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | EAST APRON | 01L/ET3 | EXIT ON E12 THEN TURN LEFT E, D7, G THEN TURN LEFT C, T3 THEN TURN LEFT T5, T4 | B1 | B3 | B5 | |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G THEN TURN LEFT C, T3 THEN TURN LEFT T5, T4 | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G THEN TURN LEFT C, T3 THEN TURN LEFT T5, T4 | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G THEN TURN LEFT C, T3 THEN TURN LEFT T5, T4 | | | | |

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | | |
|------------|------------|-----------------------|--|-----------------|-----|-----|-----|--|
| 01L | EAST APRON | 01L/ET3 | EXIT ON E12 THEN TURN LEFT E, D7, G THEN TURN LEFT C, T3 THEN TURN RIGHT T5, T1 | 130 | 131 | 132 | 133 | |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G THEN TURN LEFT C, T3 THEN TURN RIGHT T5, T1 | 134 | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G THEN TURN LEFT C, T3 THEN TURN RIGHT T5, T1 | | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G THEN TURN LEFT C, T3 THEN TURN RIGHT T5, T1 | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | | |
| 01L | EAST APRON | 01L/ET6 | EXIT ON E12 THEN TURN LEFT E, D7, G THEN TURN LEFT C, T6 | B2 | B4 | B6 | | |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G THEN TURN LEFT C, T6 | | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G THEN TURN LEFT C, T6 | | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G THEN TURN LEFT C, T6 | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | | |
| 01L | EAST APRON | 01L/ET6 | EXIT ON E12 THEN TURN LEFT E, D7, G THEN TURN LEFT C, T6, T7 | C1 | C3 | C5 | C7 | |
| | | | EXIT ON E7, E8, D6 THEN TURN RIGHT D, G THEN TURN LEFT C, T6, T7 | C9 | 201 | 202 | 203 | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, G THEN TURN LEFT C, T6, T7 | | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, G THEN TURN LEFT C, T6, T7 | | | | | |
| WEST APRON | | | | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | | |
| 01L | WEST APRON | 01L/WD1 | EXIT ON E12 THEN TURN LEFT E, D1 THEN TURN RIGHT D | 510 | 511 | 512 | 513 | |
| | | | EXIT ON E7 THEN TURN LEFT E, D1 THEN TURN RIGHT D | 514 | 515 | 516 | 517 | |
| | | | EXIT ON E5 THEN TURN LEFT E, D1 THEN TURN RIGHT D | 518 | | | | |
| | | | EXIT ON E2, THEN TURN LEFT E, D1 THEN TURN RIGHT D | | | | | |

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
|--------|------------|-----------------------|--|-----------------|-----|-----|-----|
| 01L | WEST APRON | 01L/WD1 | EXIT ON E12 THEN TURN LEFT E, D1 THEN TURN LEFT D | 519 | 520 | 521 | 522 |
| | | | EXIT ON E7 THEN TURN LEFT E, D1 THEN TURN LEFT D | 523 | 524 | 525 | |
| | | | EXIT ON E5 THEN TURN LEFT E, D1 THEN TURN LEFT D | | | | |
| | | | EXIT ON E2, THEN TURN LEFT E, D1 THEN TURN LEFT D | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | WEST APRON | 01L/WD3 | EXIT ON E12 THEN TURN LEFT E, D3 THEN TURN RIGHT D | 506 | 507 | 508 | 509 |
| | | | EXIT ON E7 THEN TURN LEFT E, D3 THEN TURN RIGHT D | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D | | | | |

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
|--------|------------|-----------------------|---|-----------------|-----|-----|-----|
| 01L | WEST APRON | 01L/WT14 | EXIT ON E12 THEN TURN LEFT E, D6, T14, T13 | E2 | E4 | E6 | E8 |
| | | | EXIT ON E7, E8, D6, T14, T13 | E10 | 401 | 402 | 403 |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, T14, T13 | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, T14, T13 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | WEST APRON | 01L/WT14 | EXIT ON E12 THEN TURN LEFT E, D6, T14 | F1 | F3 | F5 | |
| | | | EXIT ON E7, E8, D6, T14 | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, T14 | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, T14 | | | | |

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
|--------|------------|-----------------------|---|-----------------|-----|-----|-----|
| | | | | F2 | F4 | F6 | |
| 01L | WEST APRON | 01L/WT15 | EXIT ON E12 THEN TURN LEFT E, D5, T15 | | | | |
| | | | EXIT ON E7 THEN TURN LEFT E, D5, T15 | | | | |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, T15 | | | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, T15 | | | | |
| | | | EXIT ON E12 THEN TURN LEFT E, D5, T15, T17 | G1 | G2 | G3 | G4 |
| | | | EXIT ON E7 THEN TURN LEFT E, D5, T15, T17 | G5 | 501 | 502 | 503 |
| | | | EXIT ON E5 THEN TURN LEFT E, D3 THEN TURN RIGHT D, T15, T17 | 504 | 505 | | |
| | | | EXIT ON E2, D3 THEN TURN RIGHT D, T15, T17 | | | | |

5.8.6 Inbound taxi route runway 01R

| MAIN APRON | | | | | | | |
|------------|------------|-----------------------|---|-----------------|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| | | | | C2 | C4 | C6 | C8 |
| 01R | MAIN APRON | 01R / MT9 | EXIT ON B7, B9, C10, C, H,H3, T9 THEN TURN RIGHT T12, T8 | C2 | C4 | C6 | C8 |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, H, H3, T9 THEN TURN RIGHT T12, T8 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, H3,T9 THEN TURN RIGHT T12, T8 | C10 | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, H3, T9 THEN TURN RIGHT T12,T8 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | MAIN APRON | 01R / MT9 | EXIT ON B8, B9, C10, C, H,H3, T9 | 301 | 302 | 303 | 304 |
| | | | EXIT ON B5, B6, C8, THEN TURN RIGHT C, H, H3, T9 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, H3,T9 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, H3, T9 | | | | |

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
|--------|------------|-----------------------|---|-----------------|----|--|--|
| 01R | MAIN APRON | 01R / MT9 | EXIT ON B7, B9, C10, C, H,H3, T9 THEN TURN RIGHT T12 | D1 | D2 | | |
| | | | EXIT ON B5, B6, C8, THEN TURN RIGHT C, H, H3, T9 THEN TURN RIGHT T12 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, H3,T9 THEN TURN RIGHT T12 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, H3, T9 THEN TURN RIGHT T12 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | MAIN APRON | 01R / MT9 | EXIT ON B8, B9, C10, C, H, H3, T9 THEN TURN LEFT T12 | D3 | D4 | | |
| | | | EXIT ON B5, B6, C8, THEN TURN RIGHT C, H, H3, T9 THEN TURN LEFT T12 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, H3, T9 THEN TURN LEFT T12 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, H3, T9 THEN TURN LEFT T12 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | MAIN APRON | 01R / MT10 | EXIT ON B7, B9, C10, C, H,H2, T10 THEN TURN RIGHT T12 | D5 | D6 | | |
| | | | EXIT ON B5, B6, C8, THEN TURN RIGHT C, H, H2, T10 THEN TURN RIGHT T12 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, H2, T10 THEN TURN RIGHT T12 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, H2, T10 THEN TURN RIGHT T12 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | MAIN APRON | 01R / MT10 | EXIT ON B7, B9, C10, C, H, H2, T10 THEN TURN LEFT T12 | D7 | D8 | | |
| | | | EXIT ON B5, B6, C8, THEN TURN RIGHT C, H, H2, T10 THEN TURN LEFT T12 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, H2,T10 THEN TURN LEFT T12 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, H2, T10 THEN TURN LEFT T12 | | | | |

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | | |
|--------|------------|-----------------------|--|-----------------|-----|-----|-----|--|
| 01R | MAIN APRON | 01R / MT10 | EXIT ON B7, B9, C10, C, H, H2, T10 THEN TURN LEFT T12, T11 | E1 | E3 | E5 | E7 | |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, H, H2, T10 THEN TURN LEFT T12, T11 | E9 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, H2, T10 THEN TURN LEFT T12, T11 | | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, H2, T10 THEN TURN LEFT T12, T11 | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | | |
| 01R | MAIN APRON | 01R / MT10 | EXIT ON B7, B9, C10, C, H, H2, T10 | 305 | 306 | 307 | 308 | |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, H, H2, T10 | | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, H2, T10 | | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, H2, T10 | | | | | |

EAST APRON

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
|---|-----------|-----------------------|--|-----------------|-----|-----|-----|
| 01R | EASTAPRON | 01R / ET3 | EXIT ON B7, B9, C10, C, T3 THEN TURN LEFT T5 | A1 | A2 | A3 | A4 |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, T3 THEN TURN LEFT T5 | A5 | A6 | 101 | 115 |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7 THEN TURN RIGHT C, T3 THEN TURN LEFT T5 | 116 | 117 | 118 | |
| | | | EXIT ON B2 THEN TURN LEFT B, C5 THEN TURN RIGHT C, T3 THEN LEFT T5 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | EASTAPRON | 01R / ET3 | EXIT ON B7, B9, C10, C, T3 THEN TURN RIGHT T5 | 102 | 103 | 104 | 105 |
| | | | | 106 | 107 | 108 | 109 |
| | | | | 110 | 111 | 112 | 113 |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, T3 THEN TURN RIGHT T5 | 114 | 119 | 120 | 121 |
| | | | | 122 | 123 | 124 | 125 |
| | | | | 126 | 127 | 128 | 129 |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7 THEN TURN RIGHT C, T3 THEN TURN RIGHT T5 | | | | |
| EXIT ON B2 THEN TURN LEFT B, C5 THEN TURN RIGHT C, T3 THEN RIGHT T5 | | | | | | | |

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
|--------|------------|-----------------------|--|-----------------|-----|-----|-----|
| 01R | EASTAPRON | 01R / ET3 | EXIT ON B7, B9, C10, C,T3 THEN TURN LEFT T5, T4 | B1 | B3 | B5 | |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, T3 THEN TURN LEFT T5, T4 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7 THEN TURN RIGHT C, T3 THEN TURN LEFT T5, T4 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C5 THEN TURN RIGHT C, T3 THEN TURN LEFT T5, T4 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | EASTAPRON | 01R / ET3 | EXIT ON B7, B9, C10, C,T3 THEN TURN RIGHT T5, T1 | 130 | 131 | 132 | 133 |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, T3 THEN TURN RIGHT T5, T1 | 134 | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7 THEN TURN RIGHT C, T3 THEN TURN RIGHT T5, T1 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C5 THEN TURN RIGHT C, T3 THEN TURN RIGHT T5, T1 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | EAST APRON | 01R / ET6 | EXIT ON B7, B9, C10, C,T6 | B2 | B4 | B6 | |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, T6 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7 THEN TURN RIGHT C, T6 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C5, T6 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | EAST APRON | 01R / ET6 | EXIT ON B7, B9, C10, C,T6,T7 | C1 | C3 | C5 | C7 |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, T6, T7 | C9 | 201 | 202 | 203 |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7 THEN TURN RIGHT C, T6, T7 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C5, T6, T7 | | | | |

| WEST APRON | | | | | | | | |
|--|------------|-----------------------|---|-----------------|-----|-----|-----|--|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | | |
| 01R | WEST APRON | 01R/ WD1 | EXIT ON B7, B9, C10, C, H,D8 THEN TURN RIGHT E,D1 THEN TURN RIGHT D | 510 | 511 | 512 | 513 | |
| | | | | 514 | 515 | 516 | 517 | |
| | | | 518 | | | | | |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, H, D8 THEN TURN RIGHT E, D1 THEN TURN RIGHT D | | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D1 THEN TURN RIGHT D | | | | | |
| EXIT ON B2 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D1 THEN TURN RIGHT D | | | | | | | | |
| | | | | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | | |
| 01R | WEST APRON | 01R / WD1 | EXIT ON B7, B9, C10, C, H, D8 THEN TURN RIGHT E,D1 THEN TURN LEFT D | 519 | 520 | 521 | 522 | |
| | | | | 523 | 524 | 525 | | |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, H, D8 THEN TURN RIGHT E, D1 THEN TURN LEFT D | | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D1 THEN TURN LEFT D | | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D1 THEN TURN LEFT D | | | | | |
| | | | | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | | |
| 01R | WEST APRON | 01R / WD3 | EXIT ON B7, B9, C10, C, H,D8 THEN TURN RIGHT E, D3 THEN TURN RIGHT D | 506 | 507 | 508 | 509 | |
| | | | | | | | | |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, H, D8 THEN TURN RIGHT E, D3 THEN TURN RIGHT D | | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D3 THEN TURN RIGHT D | | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D3 THEN TURN RIGHT D | | | | | |

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
|--------|------------|-----------------------|---|-----------------|-----|-----|-----|
| | | | | E2 | E4 | E6 | E8 |
| 01R | WEST APRON | 01R / WT14 | EXIT ON B7, B9, C10, C, H, D8 THEN TURN RIGHT E, D6, T14, T13 | E2 | E4 | E6 | E8 |
| | | | | E10 | 401 | 402 | 403 |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, H, D8 THEN TURN RIGHT E, D6, T14, T13 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D6, T14, T13 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D6, T14, T13 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | WEST APRON | 01R / WT14 | EXIT ON B7, B9, C10, C, H, D8 THEN TURN RIGHT E, D6, T14 | F1 | F3 | F5 | |
| | | | | | | | |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, H, D8 THEN TURN RIGHT E, D6, T14 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D6, T14 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D6, T14 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | WEST APRON | 01R / WT15 | EXIT ON B7, B9, C10, C, H, D8 THEN TURN RIGHT E, D5, T15 | F2 | F4 | F6 | |
| | | | | | | | |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, H, D8 THEN TURN RIGHT E, D5, T15 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D5, T15 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D5, T15 | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | WEST APRON | 01R / WT15 | EXIT ON B7, B9, C10, C, H, D8 THEN TURN RIGHT E, D5, T15, T17 | G1 | G2 | G3 | G4 |
| | | | | G5 | 501 | 502 | 503 |
| | | | | 504 | 505 | | |
| | | | EXIT ON B5, B6, C8 THEN TURN RIGHT C, H, D8 THEN TURN RIGHT E, D5, T15, T17 | | | | |
| | | | EXIT ON B3, B4 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D5, T15, T17 | | | | |
| | | | EXIT ON B2 THEN TURN LEFT B, C7, H, D8 THEN TURN RIGHT E, D5, T15, T17 | | | | |

5.8.7 Outbound taxi route runway 01L

| MAIN APRON | | | | | | | |
|------------|------------|-----------------------|---|-----------------|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | MAINAPRON | MT8 / 01L | T8, H3 THEN TURN RIGHT H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | C2 | C4 | C6 | C8 |
| | | | | C10 | | | |
| | | | T9 THEN TURN RIGHT T12, T8, H3 THEN TURN RIGHT H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | 301 | 302 | 303 | 304 |
| | | | T12, T8, H3 THEN TURN RIGHT H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | D1 | D2 | D3 | D4 |
| EAST APRON | | | | | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | MAINAPRON | MT11 / 01L | T12, T11, H2 THEN TURN RIGHT H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | D5 | D6 | D7 | D8 |
| | | | | E1 | E3 | E5 | E7 |
| | | | T11, H2 THEN TURN RIGHT H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | E9 | | | |
| | | | T10 THEN TURN LEFT T12, T11, H2 THEN TURN RIGHT H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | 305 | 306 | 307 | 308 |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | EAST APRON | ET1 / 01L | T5, T1 THEN TURN RIGHT C, C2, B, C7, H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | 109 | 110 | 111 | 112 |
| | | | | 113 | 114 | 124 | 125 |
| | | | | 126 | 127 | 128 | 129 |
| | | | | | | | |
| | | | T1, C, C2, B, C7, H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | 130 | 131 | 132 | 133 |
| | 134 | | | | | | |

| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
|--------|------------|-----------------------|--|-----------------|-----|-----|-----|
| 01L | EAST APRON | ET2 / 01L | T5, T2 THEN TURN RIGHT C, C2, B, C7, H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | 102 | 103 | 104 | 105 |
| | | | | 106 | 107 | 108 | 119 |
| | | | | 120 | 121 | 122 | 123 |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | EASTAPRON | ET4 / 01L | T5, T4, C4 THEN TURN RIGHT B, C7, H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | A1 | A2 | A3 | A4 |
| | | | | A5 | A6 | 101 | 115 |
| | | | 116 | 117 | 118 | | |
| | | | T4, C4 THEN TURN RIGHT B, C7, H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | B1 | B3 | B5 | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | EAST APRON | ET7 /01L | T6, T7, H4, THEN TURN RIGHT H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | B2 | B4 | B6 | |
| | | | | C1 | C3 | C5 | C7 |
| | | | T7, H4, THEN TURN RIGHT H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | C9 | 201 | 202 | 203 |

| WEST APRON | | | | | | | |
|------------|------------|-----------------------|--|-----------------|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | WEST APRON | WD / 01L | STRAIGHT AHEAD ON D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | 506 | 507 | 508 | 509 |
| | | | | 510 | 511 | 512 | 513 |
| | | | | 514 | 515 | 516 | 517 |
| | | | | 518 | 519 | 520 | 521 |
| | | | | 522 | 523 | 524 | 525 |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | WESTAPRON | WT13 / 01L | T13, H1 THEN TURN RIGHT H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | E2 | E4 | E6 | E8 |
| | | | | E10 | 401 | 402 | 403 |
| | | | T14, T13, H1 THEN TURN RIGHT H THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | F1 | F3 | F5 | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01L | WEST APRON | WT16 / 01L | T15, T17, T16 THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | F2 | F4 | F6 | |
| | | | | G1 | G2 | G3 | G4 |
| | | | T17, T16 THEN TURN LEFT D, D9 THEN TURN LEFT E TO HOLDING POSITION E21 | G5 | 501 | 502 | 503 |
| | | | | 504 | 505 | | |

5.8.8 Outbound taxi route runway 01R

| MAIN APRON | | | | | | | |
|------------|------------|-----------------------|--|-----------------|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | MAINAPRON | MT8 / 01R | T8 THEN TURN LEFT G, C6 THEN TURN RIGHT B TO HOLDING POSITION B13 | C2 | C4 | C6 | C8 |
| | | | | C10 | | | |
| | | | T9 THEN TURN RIGHT T12, T8 THEN TURN LEFT G, C6 THEN TURN RIGHT B TO HOLDING POSITION B13 | 301 | 302 | 303 | 304 |
| | | | T12, T8 THEN TURN LEFT G, C6 THEN TURN RIGHT B TO HOLDING POSITION B13 | D1 | D2 | D3 | D4 |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | MAIN APRON | MT11 / 01R | T12, T11 THEN TURN LEFT G, C6 THEN TURN RIGHT B TO HOLDING POSITION B13 | D5 | D6 | D7 | D8 |
| | | | T11 THEN TURN LEFT G, C6 THEN TURN RIGHT B TO HOLDING POSITION B13 | E1 | E3 | E5 | E7 |
| | | | | E9 | | | |
| | | | T10 THEN TURN LEFT T12, T11 THEN TURN LEFT G, C6 THEN TURN RIGHT B TO HOLDING POSITION B13 | 305 | 306 | 307 | 308 |

| EAST APRON | | | | | | | |
|------------|------------|-----------------------|---|-----------------|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | EAST APRON | ET1/01R | T5 THEN TURN RIGHT T1, C, C2, B TO HOLDING POSITION B13 | 109 | 110 | 111 | 112 |
| | | | | 113 | 114 | 124 | 125 |
| | | | | 126 | 127 | 128 | 129 |
| | | | T1, C, C2, B TO HOLDING POSITION B13 | 130 | 131 | 132 | 133 |
| | | | | 134 | | | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | EAST APRON | ET2 / 01R | T5, T2 THEN TURN RIGHT C, C2, B TO HOLDING POSITION B13 | 102 | 103 | 104 | 105 |
| | | | | 106 | 107 | 108 | 119 |
| | | | | 120 | 121 | 122 | 123 |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | EASTAPRON | ET4 / 01R | T5, T4, C4 THEN TURN RIGHT B TO HOLDING POSITION B13 | A1 | A2 | A3 | A4 |
| | | | | A5 | A6 | 101 | 115 |
| | | | | 116 | 117 | 118 | |
| | | | T4, C4 THEN TURN RIGHT B TO HOLDING POSITION B13 | B1 | B3 | B5 | |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | EAST APRON | ET7 /01R | T6, T7 THEN TURN LEFT G, C6 THEN TURN RIGHT B TO HOLDING POSITION B13 | B2 | B4 | B6 | |
| | | | | C1 | C3 | C5 | C7 |
| | | | T7 THEN TURN LEFT G, C6 THEN TURN RIGHT B TO HOLDING POSITION B13 | C9 | 201 | 202 | 203 |

| WEST APRON | | | | | | | |
|------------|------------|-----------------------|---|-----------------|-----|-----|-----|
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | WEST APRON | WD / 01R | STRAIGHT AHEAD ON D THEN TURN LEFT G, C6 THEN TURN RIGHT B TO HOLDING POSITION B13 | 506 | 507 | 508 | 509 |
| | | | | 510 | 511 | 512 | 513 |
| | | | | 514 | 515 | 516 | 517 |
| | | | | 518 | 519 | 520 | 521 |
| | | | | 522 | 523 | 524 | 525 |
| RUNWAY | APRON | TAXI ROUTE DESIGNATOR | TAXI ROUTE DETAIL | AIRCRAFT STANDS | | | |
| 01R | WESTAPRON | WT13 / 01R | T13 THEN TURN LEFT G, C6 THEN TURN RIGHT B TO HOLDING POSITION B13 | E2 | E4 | E6 | E8 |
| | | | | E10 | 401 | 402 | 403 |
| 01R | WEST APRON | WT16 / 01R | T15, T17, T16 THEN TURN LEFT D THEN TURN LEFT G, C6 THEN TURN RIGHT B TO HOLDING POSITION B13 | F2 | F4 | F6 | |
| | | | | G1 | G2 | G3 | G4 |
| 01R | WEST APRON | WT16 / 01R | T17, T16 THEN TURN LEFT D THEN TURN LEFT G, C6 THEN TURN RIGHT B TO HOLDING POSITION B13 | G5 | 501 | 502 | 503 |
| | | | | 504 | 505 | | |

6. Runway Utilization Procedures

6.1 Runway-in-use

The runway-in-use is selected by Suvarnabhumi Control Tower as the best for general purpose. If it is unsuitable for a particular operation, the pilot can obtain permission from ATC to use another but must accept that he may thereby incur a delay.

6.2 Runway Friction Measurement

6.2.1 The friction coefficient of runway surface is measured periodically by the use of a Surface Friction Tester (SFT) Vehicle, SAAB or VOLVO. This tester which is equipped with self wetting features uses the fifth wheel with a tire that meets the requirements of ASTM E1551 incorporating with measuring system and computerized data processing and records.

6.2.2 The test will be performed on the surface at a speed of 95 KM/HR with 1 MM thick water depth underneath the testing wheel, it will be carried out in two directions over the usable length of runway at approximately 3 and 6 M each side of the runway centre line. The test results provide average of friction values of 100 M segments along the length of the runway. Should the friction value fall to 0.34 or less, NOTAM will be promulgated to notify that the runway may be slippery when wet.

| Friction Value | Determination of the value |
|----------------|---|
| >0.34 | Normal |
| ≤0.34 | (NOTAM will be promulgated) May be slippery when wet |

6.3 Departure sequence

6.3.1 Departure shall normally be cleared in the order in which they are ready for take-off, except that deviations may be made from this order of priority to facilitate the maximum number of departures with the least average delay.

6.3.2 To increase runway capacity and to comply with slot times if required, ATC may re-order departure sequence at any time. In addition, intersections will be assigned for departure. Pilots unable to accept the reduced take-off run available for the assigned intersection, shall inform ATC directly.

6.4 Departure clearance

6.4.1 The order in which aircraft are given take-off clearances will be determined on the basis of normal traffic priorities, the application of

wake turbulence standard separation and departure slot allocations and management.

6.4.2 Under normal circumstances all departing aircraft will be issued with SIDs. If, for traffic management reason, a SID has to be cancelled, the pilot will be given a specific departure instruction.

6.5 Intersection departure

Departing aircraft will normally be directed by ATC to use the full length of the runway for take-off. Pilots-in-command may request or ATC may propose an intersection departure to resolve a particular runway or manoeuvring area conflict. The final decision whether to make an intersection departure rests with the pilot-in-command.

6.6 Clearance for immediate take-off

A pilot receiving an immediate take-off instruction is required to act as follows:

- a) if waiting clear of the runway, taxi immediately on to it and begin his take off run without stopping his aircraft;
- b) if already lined up on the runway, take off without delay;
- c) if unable to comply with the instruction, inform ATC immediately.

6.7 Departures – Minimum Runway Occupancy Time

6.7.1 On receipt of line-up clearance pilots should ensure, commensurate with safety and standard operation procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced its take off roll.

6.7.2 Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take off roll immediately after take off clearance is issued.

6.7.3 Pilots not able to comply with these requirements should notify ATC as soon as possible.

6.7.4 Pilots shall prepare for the following take-off run available (TORA):

| RUNWAY 19L | TORA (M) |
|------------|----------|
| B1 | 4 000 |
| B2 | 3 870 |

| RUNWAY 19R | TORA (M) |
|------------|----------|
| E1 | 3 700 |
| E2 | 3 590 |

| RUNWAY 01R | TORA (M) |
|------------|----------|
| B13 | 4 000 |
| B12 | 3 890 |

| RUNWAY 01L | TORA (M) |
|------------|----------|
| E21 | 3 700 |
| E19 | 3 590 |

6.7.5 In order to expedite departure traffic, the runway declared distance at each additional available departing point when entering from

taxiway, are as follows:-

| | |
|------------|----------|
| RUNWAY 19L | TORA (M) |
| B3 | 2 970 |
| RUNWAY 19R | TORA (M) |
| E5 | 2 780 |
| RUNWAY 01L | TORA (M) |
| E15 | 2 670 |
| RUNWAY 01R | TORA (M) |
| B11 | 2 780 |

Remarks: The aircraft take-off from these points shall be approved when traffic permitted in VMC only.

6.8 Arrivals – Minimum Runway Occupancy Time

6.8.1 Pilots are reminded that rapid exit from the landing runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilization and will minimize the occurrence of 'go-arounds'.

6.8.2 The procedures for Minimum Runway Occupancy Time shall be strictly applied in order to achieve the highest possible rate for arrivals and departures.

6.9 High Intensity Runway Operation

6.9.1 To achieve the highest possible rate/hour for arrivals and departures, runway occupancy times are to be reduced to a minimum, as a rule. Runways shall be vacated via high speed turn-offs.

6.9.2 Whenever runway conditions permit, pilots should prepare their landing so as to vacate the runways via the following high speed turn-offs.

| | |
|------------|--------------------------|
| RUNWAY 19L | DISTANCE TO TURN OFF (M) |
| B8 | 1640 |
| B10 | 2050 |
| B11 | 2560 |
| RUNWAY 19R | DISTANCE TO TURN OFF (M) |
| E9 | 1470 |
| E13 | 2050 |
| E15 | 2440 |
| RUNWAY 01R | DISTANCE TO TURN OFF (M) |
| B7 | 1770 |
| B5 | 2350 |
| B3 | 2740 |
| RUNWAY 01L | DISTANCE TO TURN OFF (M) |
| E12 | 1360 |
| E7 | 2050 |
| E5 | 2560 |

Remarks: Distance to turn off is the distance of the respective runway to turn-off intersection.

6.9.3 The procedures for Minimum Runway Occupancy Time shall be strictly applied in order to achieve the highest possible rate for

arrivals and departures.

7. Low Visibility Operations

7.1 General

7.1.1 Low visibility procedures will be established for operation in a visibility of less than RVR 550 M or a cloud base of less than 200 FT.

7.1.2 Special ATC procedures and safeguarding will be applied during CAT II operations to protect aircraft operating in low visibility and to avoid interference to the ILS signals in accordance with ICAO Doc 9365: Manual of all-weather operations. Pilots will be informed when these procedures are in operation by ATIS or RTF.

7.1.3 Runway 19L/01R and runway 19R/01L, subject to serviceability of the required facilities, are suitable for Cat II operations by operators whose minima have been accepted by the The Civil Aviation Authority of Thailand (CAAT).

7.2 Arrival

7.2.1 Cat II approach and landing

7.2.1.1 Pilots who wish to carry out an ILS Cat II approach shall inform Bangkok Approach on initial contact.

7.2.1.2 Pilots may carry out a practice ILS Cat II approach at any time. But the full safeguarding procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

7.2.1.3 When Low Visibility Procedures are in operation, a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft.

7.2.1.4 Aircraft will be vectored to intercept the ILS localizer at least 10 NM from touchdown.

7.2.2 Runway exits

7.2.2.1 All runway exits are equipped with green/yellow coded taxiway centre line lights to indicate the boundary of the localizer sensitive area.

7.2.2.2 Pilots are required to make a "RUNWAY VACATED" call giving due allowance for the size of the aircraft to ensure that the entire aircraft has vacated the localizer sensitive area.

7.2.2.3 Aircraft shall vacate the runway via the first convenient exist taxiways which are designated as follows:

- Runway 19L via B8, B10, B11, B12, B13
- Runway 01R via B7, B5, B3, B2, B1
- Runway 19R via E9, E13, E15, E19, E21
- Runway 01L via, E12, E7, E5, E2, E1

Pilots not able to comply with these requirements should notify ATC immediately.

7.3 Departure

7.3.1 Runway holding positions

7.3.1.1 ATC will require departing aircraft to use the Cat II holding positions listed below:

- Runway 19L : B1, B2
- Runway 01R : B13, B12
- Runway 19R : E1, E2
- Runway 01L : E21, E19

7.3.1.2 Except as described above, other intersection take-offs are not permitted.

7.3.2 Low visibility take-off

7.3.2.1 Pilots wishing to conduct an ILS guided take-off shall inform ATC on start up in order to ensure that the protection of the localizer sensitive area is provided.

7.4 Taxiing aircraft

7.4.1 Taxiing aircraft must follow the lighted taxiway centre line in relation to the standard taxi route provided by ATC. The deviation from the standard taxi route may be approved for traffic reason.

7.4.2 When low visibility operating procedures are in operation pilots-in-command shall adjust aircraft taxiing speeds to ensure that they

are able to comply with ATC instructions.

7.5 Towing of aircraft

7.5.1 Aircraft towing will be restricted when the RVR down to less than 550 M.

7.6 Aircraft guidance under all-weather operations category II

7.6.1 Taxiway centre line lights

7.6.1.1 As soon as the operation of category II low visibility procedures is announced, aircraft will be only permitted to taxi on taxiways with operating centre line lights.

7.6.1.2 Taxiway centre line lights within the ILS sensitive area are colour-coded (Green/Yellow) from runway 19L/01R to taxiway B and from runway 19R/01L to taxiway E. To indicate that the aircraft has vacated the ILS sensitive area, pilots are to delay the call "RUNWAY VACATED" until the aircraft has completely passed the end of the Green/Yellow colour-coded taxiway centre line lights.

7.6.2 Stop bars

7.6.2.1 Taxiing across stop bars is strictly prohibited as long as they are in operation. No kind of clearance includes permission to taxi across a stop bar in operation.

7.6.2.2 Stop bars are installed at every runway holding position to assist in preventing inadvertent incursions of aircraft and vehicles onto the runway.

7.6.3 Intermediate holding position lights

7.6.3.1 Taxiing across intermediate holding position lights is allowed.

7.6.3.2 Intermediate holding position lights are installed at some intermediate holding position.

7.6.3.3 Intermediate holding position lights consist of three fixed unidirectional lights showing yellow in the direction of approach to intermediate holding position.

7.7 Adverse weather warning

7.7.1 Aircraft will not be refused permission to land or take off at Suvarnabhumi International airport solely because of adverse weather conditions. The pilot-in-command of a commercial air transport aircraft shall be responsible for operation in accordance with applicable company weather minima.

8. Adverse Weather Condition & Procedures

Adverse Weather Condition Warning at Suvarnabhumi International airport : Adverse weather condition that causes thunderstorms and/or strong wind and even lightning may endanger airside operation to a large extent. Therefore, when it is predicted to occur, the effective warning system shall be deployed for airside workers and vehicle operators. The objective of this warning is to elaborate how the situations of each phase are and to alert all the airside personnel to work more carefully and safely in the airfield. Adverse Weather Condition Warning at Suvarnabhumi International airport can be defined into 3 levels;

Level 1 Thunderstorms Observations Reporting: The report is used when thunderstorms are detected within 50 KM from Aerodrome Reference Point (ARP) and their directions are heading Suvarnabhumi International airport.

Level 2 Thunderstorms and/or Strong Wind Warning: This warning is used when thunderstorms and/or strong wind are more than 25 KT within 16 KM from Aerodrome Reference Point (ARP) and their directions are towards or over Suvarnabhumi International airport.

Level 3 Lightning Warning: The warning is employed when thunderstorms are over Suvarnabhumi International airport and lightning characteristic is obviously detected.

8.1 Level 1 : Thunderstorms Observation Reporting

- Suvarnabhumi International airport will notify all concerned units by announcing "Thunderstorms Warning" when adverse weather condition level 1 takes place. The details how the announcement is made has already distributed to the operators concerned by means of official letter.
- When the condition of adverse weather condition level 1 terminates, Suvarnabhumi International airport will announce "Thunderstorms Warning Terminated".

Airlines, Ground Service Providers, and Airside Operator's Procedures

When receive the adverse weather condition level 1;

- Report the situation to their staff.
- Operate with carefulness, be alert of the aircraft and vehicle' safety and tightly secure all ground service equipments.

8.2 Level 2 : Thunderstorm and/or strong wind warning

- When thunderstorms and/or strong wind are more than 25 KT within 16 KM from Aerodrome Reference Point (ARP) and their direction are towards or over the aerodrome, Suvarnabhumi International airport will notify all concerned units by announcing “Thunderstorms and Strong Wind Warning”
- And when receive the cancellation of adverse weather condition, Suvarnabhumi International airport will announce as “Thunderstorms and Strong Wind Warning Terminated”

Airlines, Ground Service providers, and Airside Operator’s Procedures

When receive the adverse weather condition level 2;

- Report the situation to their staff.
- Remove the stair from the aircraft and tie the gantry securely to the ground and also close the front part of stair.
- Ensure aircraft parking brake is applied during on the parking stand.
- Ensure aerobridge is parked on the assigned markings and close the front part of it.
- Bond the aircraft ground receptacle.
- Ensure that light aircraft are parked facing head wind and secured to the ground.

8.3 Level 3 : Lightning warning

- When thunderstorms are over Suvarnabhumi International airport and may likely cause lightning, Suvarnabhumi International airport will notify all concerned units by announcing “Lightning Warning” and instantly turn on the red warning light and siren.
- And when receive the cancellation of adverse weather condition, turn off the red warning light and siren and announce as “Lightning Warning Terminated”.

Suvarnabhumi Air Traffic Control Center’s Procedures

When receive the adverse weather condition warning level 3 from Airside Operations Control Center (AOCC), keep monitoring the situation and inform Flight Operation of the airlines concerned about the adverse weather condition warning level 3 at Suvarnabhumi International airport and/or announce through Automatic Terminal Information Service (ATIS).

Airlines, Ground Service Providers, and Airside Operator’s Procedures

When receive the adverse weather condition level 3;

- Restrain from operating and stay in the nearby buildings, or vehicles, or lightning shelters, or high mass light poles within 22.60 M, or under aircraft with ground receptacle bonded and monitor the weather conditions outside periodically.
- Avoid contacting or staying near the aircraft without ground receptacle connected.
- When receive the lightning warning while being outside the building, do not lie down on the floor. Do sit on feet together with knees up in order to least contact with the ground and decrease the overall body height which might induce electricity through the body from the lightning currents.
- Refrain from refueling the aircraft.
- Airlines informs ground service providers the adverse weather condition warning level 3 and recommend them the temporary suspension of ground operations and cease the communication with pilot.

Arrival Aircraft

- a) Aircraft designated to park at parking bay with Visual Docking Guidance System: VDGS;
 - While the aircraft is approaching to the parking bay, the License Mechanic who is responsible for aircraft conveyance shall monitor the aircraft movement in order to make sure the moving aircraft is safe. This should be done while he/she is in the safe area.
 - When the aircraft reaches the parking bay and is in the right position of stand markings, the License Mechanic shall coordinate with pilots to apply parking brake and bond the aircraft’s nose gear and aircraft ground receptacle. Also, wait for the cancellation of adverse weather condition warning from Suvarnabhumi International airport. Then, the operations could be done as normal.
- b) Aircraft arranged to park at parking bay without Visual Docking Guidance System: VDGS;
 - Airlines and ground service providers must provide the License Mechanic who is responsible for aircraft conveyance to perform as Marshaller leading the aircraft to its parking bay.
 - When the aircraft reaches the parking bay and is in the right position of stand markings, the License Mechanic shall coordinate with pilots to apply parking brake and bond the aircraft’s nose gear and aircraft ground receptacle. And also, wait for the cancellation of adverse weather condition warning from Suvarnabhumi International airport. Then, the operations should be done as normal.

Departure Aircraft

Departure aircraft operating at parking bay should be done as follows;

- a) While the aircraft is being pushed back from parking bay and/or being on the taxilane ready to take off with all engines started, operate a normal procedures until they are completed and the aircraft has taken off.
- b) In case the aircraft is being pushed back but the engine is not started yet. If the ground service providers consider bringing the aircraft back to its parking bay and wait for the cancellation of adverse weather condition warning from Suvarnabhumi International airport, airline or ground service providers must inform AOCC of that decision. This is because the airport is needed to rearrange the parking bay for another arriving aircraft.
- c) For the aircraft in no.2 which arranged to park at the Contact Gate that has passenger loading bridges, while waiting for the adverse weather condition warning to be cancelled and airline or ground service provider considers that the aircraft bridge is needed again, inform the Airside Operations Control Center (AOCC) accordingly. Also, follow the procedures for facility request from Suvarnabhumi International airport properly.

Suspending the operations of airlines and/or ground service providers is conducted solely for the sake of safety of all operators which was mutually decided between airline members/ ground service providers and the airport operator. Therefore, in case of flight delays, airlines and ground service providers shall not claim any compensation from Suvarnabhumi International airport or concerned units.

9. Modes of Operation

9.1 Selected Modes of Operation for Suvarnabhumi International airport

Segregated Parallel Approaches / Departures (Mode 4) will be the standard operating mode for Suvarnabhumi International airport. There may be semi-mixed operations, i.e. one runway is used exclusively for departures, while the other runway is used for a mixture of approaches and departures; or, one runway is used exclusively for approaches while the other is used for a mixture of approaches and departures, there may also be mixed operations, i.e. simultaneous parallel approaches with departures interspersed on both runways (ICAO DOC 9643). Several types of parallel runway operations, which are described as operational models may be conducted in segregated parallel approaches and departures.

9.2 The utilization of operational models shall be based on traffic situations at the time with the purpose to achieve an orderly and expeditious flow of traffic. The criteria shall also meet the most effectiveness of runway utilization. However, as far as the operational model is selected, the basic concept of operating aircraft on ground movement area shall not aim at the shortest taxi route to the active runway but the respective departure direction. In addition, the selected model should support the independent parallel departure operation with safety and maximum runway capacity.

9.3 Operational models

The operational models applicable to Suvarnabhumi are described, together with related RNAV SIDs as follows.

| MODEL 1 SEGREGATED PARALLEL OPERATION | | | | |
|--|--------------------|------------------|-----|--|
| OPERATIONAL CONDITIONS | | | | |
| <ul style="list-style-type: none"> • DEPARTURE RUNWAY 19L • ARRIVAL RUNWAY 19R | | | | |
| FIGURE | AIRWAYS | DEPARTURE RUNWAY | | RNAV SIDs |
| | W1,A202 | | 19L | COSMO 1C DEPARTURE KRT TRANSITION |
| | A1 | | 19L | COSMO 1C DEPARTURE SELKA TRANSITION |
| | G474 | | 19L | COSMO 1C DEPARTURE BATOK TRANSITION |
| | R468 | | 19L | COSMO 1C DEPARTURE GOMES TRANSITION |
| | N891 | | 19L | SIMON 1C DEPARTURE RYN TRANSITION |
| | R201 | | 19L | SIMON 1C DEPARTURE BUT TRANSITION |
| | A464, M751, W19 | | 19L | SEESA 1C DEPARTURE REGOS TRANSITION |
| | G458, W31 | | 19L | SEESA 1C DEPARTURE HOTEL TRANSITION |
| | R468 | | 19L | ANTIC 1C DEPARTURE TANEK TRANSITION |
| | G463, P646 | | 19L | ANTIC 1C DEPARTURE BETNO TRANSITION |
| | A1, L507 | | 19L | NESTA 1C DEPARTURE LIMLA TRANSITION |
| | A464 | | 19L | NESTA 1C DEPARTURE BEKOD TRANSITION |
| | W9 | | 19L | NESTA 1C DEPARTURE TL TRANSITION |
| | B346, W21 | | 19L | NESTA 1C DEPARTURE NOBER TRANSITION |
| | R474 | | 19L | NESTA 1C DEPARTURE ALBOS TRANSITION |

| MODEL 2 SEMI - MIXED OPERATION | | | | |
|--|-----------------|------------------|-----|-------------------------------------|
| OPERATIONAL CONDITIONS <ul style="list-style-type: none"> • DEPARTURE RUNWAY 19L AND 19R <ul style="list-style-type: none"> - OUTBOUND ROUTES W1, A1, A202, G474, R468, N891, R201, A464, M751, W19 DEPARTURE RUNWAY 19L - OUTBOUND ROUTES G458, W31, R468, G463, P646, A1, L507, A464, W9, B346, W21, R474 DEPARTURE RUNWAY 19R • ARRIVAL RUNWAY 19R | | | | |
| FIGURE | AIRWAYS | DEPARTURE RUNWAY | | RNAV SIDs |
| | W1,A202 | | 19L | COSMO 1C DEPARTURE KRT TRANSITION |
| | A1 | | 19L | COSMO 1C DEPARTURE SELKA TRANSITION |
| | G474 | | 19L | COSMO 1C DEPARTURE BATOK TRANSITION |
| | R468 | | 19L | COSMO 1C DEPARTURE GOMES TRANSITION |
| | N891 | | 19L | SIMON 1C DEPARTURE RYN TRANSITION |
| | R201 | | 19L | SIMON 1C DEPARTURE BUT TRANSITION |
| | A464, M751, W19 | | 19L | SEESA 1C DEPARTURE REGOS TRANSITION |
| | G458, W31 | 19R | | COMET 1B DEPARTURE HOTEL TRANSITION |
| | R468 | 19R | | ANTIC 1B DEPARTURE TANEK TRANSITION |
| | G463, P646 | 19R | | ANTIC 1B DEPARTURE BETNO TRANSITION |
| | A1, L507 | 19R | | NESTA 1B DEPARTURE LIMLA TRANSITION |
| | A464 | 19R | | NESTA 1B DEPARTURE BEKOD TRANSITION |
| | W9 | 19R | | NESTA 1B DEPARTURE TL TRANSITION |
| | B346, W21 | 19R | | NESTA 1B DEPARTURE NOBER TRANSITION |
| | R474 | 19R | | NESTA 1B DEPARTURE ALBOS TRANSITION |

| MODEL 3 SEMI - MIXED OPERATION | | | | |
|--|-----------------|------------------|-------------------------------------|-------------------------------------|
| OPERATIONAL CONDITIONS <ul style="list-style-type: none"> • DEPARTURE RUNWAY 19L AND 19R <ul style="list-style-type: none"> - OUTBOUND ROUTES W1, A1, A202, G474, R468, N891, R201, A464, M751, W19 DEPARTURE RUNWAY 19L - OUTBOUND ROUTES G458, W31, R468, G463, P646, A1, L507, A464, W9, B346, W21, R474 DEPARTURE RUNWAY 19R • ARRIVAL RUNWAY 19L | | | | |
| FIGURE | AIRWAYS | DEPARTURE RUNWAY | | RNAV SIDs |
| | W1,A202 | | 19L | COSMO 1C DEPARTURE KRT TRANSITION |
| | A1 | | 19L | COSMO 1C DEPARTURE SELKA TRANSITION |
| | G474 | | 19L | COSMO 1C DEPARTURE BATOK TRANSITION |
| | R468 | | 19L | COSMO 1C DEPARTURE GOMES TRANSITION |
| | N891 | | 19L | SIMON 1C DEPARTURE RYN TRANSITION |
| | R201 | | 19L | SIMON 1C DEPARTURE BUT TRANSITION |
| | A464, M751, W19 | | 19L | SEESA 1C DEPARTURE REGOS TRANSITION |
| | G458, W31 | 19R | | COMET 1B DEPARTURE HOTEL TRANSITION |
| | R468 | 19R | | ANTIC 1B DEPARTURE TANEK TRANSITION |
| | G463, P646 | 19R | | ANTIC 1B DEPARTURE BETNO TRANSITION |
| | A1, L507 | 19R | | NESTA 1B DEPARTURE LIMLA TRANSITION |
| | A464 | 19R | | NESTA 1B DEPARTURE BEKOD TRANSITION |
| | W9 | 19R | | NESTA 1B DEPARTURE TL TRANSITION |
| | B346, W21 | 19R | | NESTA 1B DEPARTURE NOBER TRANSITION |
| R474 | 19R | | NESTA 1B DEPARTURE ALBOS TRANSITION | |

| MODEL 4 SEMI - MIXED OPERATION | | | |
|--|-----------------|-------------------------------------|-------------------------------------|
| OPERATIONAL CONDITIONS • DEPARTURE RUNWAY 19L • ARRIVAL RUNWAY 19L AND 19R | | | |
| FIGURE | AIRWAYS | DEPARTURE RUNWAY | RNAV SIDs |
| | W1, A202 | 19L | COSMO 1C DEPARTURE KRT TRANSITION |
| | A1 | 19L | COSMO 1C DEPARTURE SELKA TRANSITION |
| | G474 | 19L | COSMO 1C DEPARTURE BATOK TRANSITION |
| | R468 | 19L | COSMO 1C DEPARTURE GOMES TRANSITION |
| | N891 | 19L | SIMON 1C DEPARTURE RYN TRANSITION |
| | R201 | 19L | SIMON 1C DEPARTURE BUT TRANSITION |
| | A464, M751, W19 | 19L | SEESA 1C DEPARTURE REGOS TRANSITION |
| | G458, W31 | 19L | SEESA 1C DEPARTURE HOTEL TRANSITION |
| | R468 | 19L | ANTIC 1C DEPARTURE TANEK TRANSITION |
| | G463, P646 | 19L | ANTIC 1C DEPARTURE BETNO TRANSITION |
| | A1, L507 | 19L | NESTA 1C DEPARTURE LIMLA TRANSITION |
| | A464 | 19L | NESTA 1C DEPARTURE BEKOD TRANSITION |
| | W9 | 19L | NESTA 1C DEPARTURE TL TRANSITION |
| | B346, W21 | 19L | NESTA 1C DEPARTURE NOBER TRANSITION |
| R474 | 19L | NESTA 1C DEPARTURE ALBOS TRANSITION | |

| MODEL 5 SEMI - MIXED OPERATION | | | |
|--|--------------------|--|--|
| OPERATIONAL CONDITIONS | | | |
| <ul style="list-style-type: none"> DEPARTURE RUNWAY 19R ARRIVAL RUNWAY 19L AND 19R | | | |
| FIGURE | AIRWAYS | DEPARTURE RUNWAY | RNAV SIDs |
| | W1, A202 | 19R | COSMO 1 B DEPARTURE KRT TRANSITION |
| | A1 | 19R | COSMO 1B DEPARTURE SELKA TRANSITION |
| | G474 | 19R | COSMO 1B DEPARTURE BATOK TRANSITION |
| | R468 | 19R | COSMO 1B DEPARTURE GOMES TRANSITION |
| | N891 | 19R | SIMON 1B DEPARTURE RYN TRANSITION |
| | R201 | 19R | SIMON 1B DEPARTURE BUT TRANSITION |
| | A464, M751, W19 | 19R | COMET 1B DEPARTURE REGOS TRANSITION |
| | G458, W31 | 19R | COMET 1B DEPARTURE HOTEL TRANSITION |
| | R468 | 19R | ANTIC 1B DEPARTURE TANEK TRANSITION |
| | G463, P646 | 19R | ANTIC 1B DEPARTURE BETNO TRANSITION |
| | A1, L507 | 19R | NESTA 1B DEPARTURE LIMLA TRANSITION |
| | A464 | 19R | NESTA 1B DEPARTURE BEKOD TRANSITION |
| | W9 | 19R | NESTA 1B DEPARTURE TL TRANSITION |
| | B346, W21 | 19R | NESTA 1B DEPARTURE NOBER TRANSITION |
| R474 | 19R | NESTA 1B DEPARTURE ALBOS TRANSITION | |

| MODEL 6 MIXED OPERATION | | | |
|--|-----------------|------------------|-------------------------------------|
| OPERATIONAL CONDITIONS <ul style="list-style-type: none"> DEPARTURE RUNWAY 19L AND 19R <ul style="list-style-type: none"> OUTBOUND ROUTES W1, A1, A202, G474, R468, N891, R201, A464, M751, W19 DEPARTURE RUNWAY 19L OUTBOUND ROUTES G458, W31, R468, G463, P646, A1, L507, A464, W9, B346, W21, R474 DEPARTURE RUNWAY 19R ARRIVAL RUNWAY 19L AND 19R | | | |
| FIGURE | AIRWAYS | DEPARTURE RUNWAY | RNAV SIDs |
| | W1, A202 | 19L | COSMO 1C DEPARTURE KRT TRANSITION |
| | A1 | 19L | COSMO 1C DEPARTURE SELKA TRANSITION |
| | G474 | 19L | COSMO 1C DEPARTURE BATOK TRANSITION |
| | R468 | 19L | COSMO 1C DEPARTURE GOMES TRANSITION |
| | N891 | 19L | SIMON 1C DEPARTURE RYN TRANSITION |
| | R201 | 19L | SIMON 1C DEPARTURE BUT TRANSITION |
| | A464, M751, W19 | 19L | SEESA 1C DEPARTURE REGOS TRANSITION |
| | G458, W31 | 19R | COMET 1B DEPARTURE HOTEL TRANSITION |
| | R468 | 19R | ANTIC 1B DEPARTURE TANEK TRANSITION |
| | G463, P646 | 19R | ANTIC 1B DEPARTURE BETNO TRANSITION |
| | A1, L507 | 19R | NESTA 1B DEPARTURE LIMLA TRANSITION |
| | A464 | 19R | NESTA 1B DEPARTURE BEKOD TRANSITION |
| | W9 | 19R | NESTA 1B DEPARTURE TL TRANSITION |
| | B346, W21 | 19R | NESTA 1B DEPARTURE NOBER TRANSITION |
| | R474 | 19R | NESTA 1B DEPARTURE ALBOS TRANSITION |

| MODEL 7 SEGREGATED PARALLEL OPERATION | | | |
|--|-----------------|-------------------------------------|-------------------------------------|
| OPERATIONAL CONDITIONS | | | |
| <ul style="list-style-type: none"> DEPARTURE RUNWAY 01L ARRIVAL RUNWAY 01R | | | |
| FIGURE | AIRWAYS | DEPARTURE RUNWAY | RNAV SIDs |
| | W1, A202 | 01L | CHEST 1B DEPARTURE KRT TRANSITION |
| | A1 | 01L | CHEST 1B DEPARTURE SELKA TRANSITION |
| | G474 | 01L | CHEST 1B DEPARTURE BATOK TRANSITION |
| | R468 | 01L | CHEST 1B DEPARTURE GOMES TRANSITION |
| | N891 | 01L | CHEST 1B DEPARTURE RYN TRANSITION |
| | R201 | 01L | FIRNN 1B DEPARTURE BUT TRANSITION |
| | A464, M751, W19 | 01L | FIRNN 1B DEPARTURE REGOS TRANSITION |
| | G458, W31 | 01L | FIRNN 1B DEPARTURE HOTEL TRANSITION |
| | R468 | 01L | JEANS 1B DEPARTURE TANEK TRANSITION |
| | G463, P646 | 01L | JEANS 1B DEPARTURE BETNO TRANSITION |
| | A1, L507 | 01L | JEANS 1B DEPARTURE LIMLA TRANSITION |
| | A464 | 01L | JEANS 1B DEPARTURE BEKOD TRANSITION |
| | W9 | 01L | JEANS 1B DEPARTURE TL TRANSITION |
| | B346, W21 | 01L | JORGE 1B DEPARTURE NOBER TRANSITION |
| R474 | 01L | JORGE 1B DEPARTURE ALBOS TRANSITION | |

9.4 For air traffic management and effective traffic flow, runway 19L and 01L shall be mainly used for departure while runway 19R and 01R shall be used for arrival. The use of runway different from this requirement may be possible as considered necessary under special circumstances, such as adverse weather conditions or operational necessity, in normal situation, only when traffic permits ATC may initiate pilots to depart and land on the appropriate runway.

10. Removal of disabled aircraft.

10.1 When the aircraft is involved in an accident at Suvarnabhumi International airport, the aircraft operator or the registered owner is responsible for removal of its disabled aircraft. If the accident is likely to cause danger or obstruction to the movement of other aircraft or vehicles, the General Manager of Suvarnabhumi International airport or his authorized representative may order the aircraft operator or the registered owner to remove its disabled aircraft without delay.

10.2 If the aircraft operator or the registered owner does not comply with such order, the General Manager of Suvarnabhumi International airport or authorized representative shall empower to remove the aircraft himself. The expense incurred in removing such aircraft shall be recovered from aircraft operator or the registered owner. The General Manager of Suvarnabhumi International airport or authorized

representative shall not be responsible for any damage occurring to the aircraft during its removal.

11. Hot Spot (HS) areas.

11.1 HS1 – Due to several intersections around this area which connect to rapid exit taxiways, all aircraft are required to hold, as instructed by ATC, at intermediate holding position marking / lights. As taxiing from taxiway D8 to E for runway 01L is 90 degrees turn, pilot should be aware of unintentionally executing runway incursion through taxiway E12.

11.2 HS2 – Due to several intersections around this area which connect to rapid exit taxiways, all aircraft are required to hold, as instructed by ATC, at intermediate holding position marking / lights. As taxiing from taxiway C7 to B for runway 01R is 90 degrees turn, pilot should be aware of unintentionally executing runway incursion through taxiway B5.

12. Starting and running of aircraft engines procedures.

12.1 STARTING OR RUNNING OF AIRCRAFT ENGINES

- a) In normal operations, engine start-up at the aircraft parking position is not allowed. Aircraft operators wishing to start or run aircraft engines at the aircraft parking positions, shall ensure that the following conditions are met:
- The aircraft engine(s) are running at minimum idle power.
 - The aircraft is properly parked with its fuselage longitudinally centered over the lead line and nose gear on top of the parking position painted nose block marking.
 - The aircraft operator shall provide additional ground staff as wing walkers to lookout on both sides of the aircraft; he/she must keep an eye on specific parts of the aircraft when it is moving and safeguard the rear movement of the aircraft to ensure safe clearance and to prevent collision. He/she must be in constant communications with the person in charge of the operation.
 - The aircraft operator seeks permission from the Ground Control prior to starting the engine(s).
 - No other aircraft with ground crew in attendance is on the taxiway centre line or about to pushback from an adjacent stand on to the centre line behind the aircraft waiting to start.
 - The PIC receives an “all-clear” visual and audible signal from the ground engineer or the ground operations headset operator that it is safe to start the engine(s). The PIC must bear in mind that even though the start engine’s permission is received from the Ground Control, the ground engineer or the ground operations headset operator has the final authority that the environment around the aircraft is safe for the engine(s) to be started.
 - The ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or pushback of aircraft commences.
 - Minimum power idle engine runs are limited to ten (10) minutes in duration. Otherwise, the operations must be done at the run up area or aircraft parking position with no operations conducted in the adjacent area, or as stipulated/directed by the Airside Operations Control Center (AOCC) Tel: +66 2 132 4110.
- b) For the purpose of noise and carbon emission reduction on the apron area, any aircraft that is designated to park at the stand served with passenger loading bridges shall utilize the fixed ground power supply (400HZ) and fixed pre-conditioned air supply provided by the airport if serviceable.
- Fixed ground power supply (400HZ) - Operators are recommended to reduce electric load immediately after parking. If fixed ground power supply is out of service, mobile GPU or APU may be used with consent from AOCC.
 - APU shall not be used more than 10 minutes before off-block time and 5 minutes after parking.
 - If the operator needs to run an APU more than the mentioned time length, they must seek approval from the AOCC. Any acts of non-compliance by the aircraft operator will result in actions being taken by the airport authority, including the assignment of parking stand to a remote area.
 - Aircraft operators that would like to run an APU for an extended period of time shall notify the ground staff to ensure that they are prepared for the effect of extra ground noise.
 - Fixed Pre-Conditioned Air (PCA) supply -Operators are recommended to turn off the cabin air re-circulation system to prevent outside air mixing with PC-Air. If fixed PCA is out of service, mobile ACU may be used with consent from AOCC.
- c) No aircraft engine shall be started or run unless a licensed pilot or certified mechanic is attending the aircraft controls. Wheel blocks equipped with ropes or other suitable means of chocking the wheels of an aircraft to deter movement shall always be placed in front of the main landing wheels before starting the engine(s), unless the aircraft is locked into position by functioning locking brakes.
- d) All aircraft shall be started and run-up in locations, including leased premises, designated for such purposes by the AOCC (Tel. +662 132 4110). Maintenance run of aircraft engines shall not be performed in the passenger ramp, apron, cargo and public parking areas.
- e) During pushback operations, all aircraft should be pushed back with its fuselage longitudinally centered over, and parallel to a taxiway centre line before commencing engine start. If the PIC wishes to start the engine(s) during push-back, he/she shall coordinate with the ground crew.
- f) Running an aircraft engine is prohibited unless reasonably necessary for maintenance purposes, testing or repairing of such engine. The instruction of mechanics or pilots, or the movement/flight operation of such aircraft must be done with strict compliance to Suvarnabhumi Airport Noise Abatement procedures.
- g) Turbo jet and turbo fan cross-bleed engine air-start of multi-engine jet aircraft may be conducted on taxiways, provided that the following conditions are met:
- The aircraft Auxiliary Power Units (APU) is inoperative.
 - The aircraft operator seeks permission from the Ground Control prior to starting engines.

- Cross-bleed engine start procedure is conducted while the aircraft is longitudinally centered over and parallel to a taxiway centre line while the engine start is being performed.
- h) Aircraft of departing flights on aircraft parking positions that are subject to delay are prohibited from running the engine(s). Aircraft power supply must be provided by either: the Passenger Boarding Bridge, APU, or other Ground Power Unit (GPU).
- i) The starting or operating of aircraft engines inside any hangar or within 7.5 M radius of any building or other structure is prohibited.
- j) No aircraft engine exhaust, blast, and/or propeller wash shall be directed in such a manner as to cause injury, damage, or hazard to any person, aircraft, vehicles, equipment, or structure. If it is impossible to taxi the aircraft without compliance with the above, the engine(s) must be shut off and the aircraft must be towed.
- k) Aircraft engines shall not be operated during refueling or defueling operations; or, during a fuel spill unless otherwise approved by the Aircraft Rescue and Fire Fighting (ARFF) Officer in Charge.

12.2 Run-Up of Aircraft Engines

- a) High power run of aircraft engines is prohibited at all aircraft parking positions.
- b) All non-essential preflight engine run-ups shall be conducted during the hours of 07.00 – 22.00 local time (in case of urgency, the extension of operation hours may be extended up to 02.00LT) at the run up area located at the south end of Taxiway C, between C8-C10. Given the proximity of noise sensitive areas, it is the responsibility of all airport users to strictly limit the engine run-ups that are done on an urgency basis. For those that are absolutely critical and cannot be postponed until the next day, the run-ups may be performed beyond 0200LT.
- c) Aircraft engines shall not be run in hangars, except in approved engine test areas. Aircraft engines shall be run-up only in designated areas. At no times shall engines be run-up when aircraft is inside any hangar or within 7.5 M radius of any building or other structures, or when persons in observation areas are in the proximity of the propeller slipstream or jet blast.
- d) Aircraft operators must obtain location approval and instructions from AOCC (Tel. +662 132 4110), before conducting an extended run of any aircraft engine above minimum idle power; high power engine operation, or engine run.
- e) Leak checks, one (1) engines power at idle thrust only per start, may be performed at aircraft parking areas that is limited to ten (10) minutes, provided that the operator provides adequate measures to protect personnel and equipment operating behind the aircraft, and the leak check does not interfere with the use of adjacent gate operations.
- f) Idle engine checks and auxiliary power units are to be operated at the minimum time required to accomplish the necessary maintenance or preflight check.

13. VISUAL DOCKING GUIDANCE SYSTEM

13.1 Safety Procedures

13.1.1 General warning

The VDGS System has built in error detection program to inform the aircraft pilot of impending dangers during the docking procedure. If the pilot is unsure of the information, being shown of the VDGS display unit, He must immediate stop the aircraft and obtain further information for clearance.

13.1.2 Items to check before entering the stand area

Warning: The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

Warning: The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft. The correctness of other information, such as "Door 2" shall also be checked

13.1.3 The SBU MESSAGE






The message STOP SBU means that docking has been interrupted and has to be resumed only by manual guidance. DO NOT TRY TO RESUME DOCKING WITHOUT MANUAL GUIDANCE






13.1.4 OVERSHOOT PROCEDURES




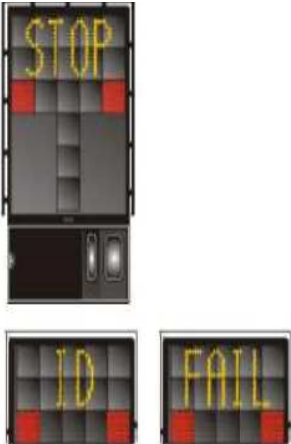
Passenger loading bridges will be activated in the range as follows:




- a) between 0.01-1.50 M are normally serviceable.
- b) between 1.51 – 2.00 M, passenger loading bridge (PLB) called "L1" is only serviceable, if the PLB called "L2" is required, the aircraft shall push back to correct stop-position.
- c) the distance over 2.00 M, passenger loading bridges are unserviceable, if required the aircraft shall pushed back to correct stop-position.
- d) Any overshoot distance is made by A380, push back to correct stop position is needed when passenger loading bridges are required.





13.2 Docking procedure




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|---|---|
|  | <p>13.2.1 START-OF-DOCKING</p> <p>The system is started by pressing one of the aircraft type buttons on the Operator Panel. When the button has been pressed, WAIT will be displayed</p> |
|  | <p>13.2.2 CAPTURE</p> <p>The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed. The pilot must not proceed beyond the bridge, unless the arrows have been superseded by the closing rate bar.</p> |
|  | <p>13.2.3 TRACKING</p> <p>When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line. This indicator gives correct position and azimuth guidance.</p> |
|  | <p>13.2.4 CLOSING RATE</p> <p>Display of digital countdown will start when the aircraft is 20 M from stop position. When the aircraft is less than 12 M from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 0.5 M, covered by the aircraft. Thus, when the last row is turned off, 0.5 M remains to stop</p> |
|  | <p>13.2.5 ALIGNED TO CENTRE</p> <p>The aircraft is eight meters from the stop position. The absence of direction arrow indicates an aircraft on the centre line.</p> |

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|  | <p>13.2.6 SLOW DOWN</p> <p>If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.</p> |
|  | <p>13.2.7 AZIMUTH GUIDANCE</p> <p>The aircraft is 4 M from the stop-position. The yellow arrow indicates an aircraft to the right of the centre line, and the direction to turn.</p> |
|  | <p>13.2.8 STOP POSITION REACHED</p> <p>When the correct stop-position is reached, the display will show STOP and red lights will be lit.</p> |
|  | <p>13.2.9 DOCKING COMPLETED</p> <p>When the aircraft has parked, OK will be displayed.</p> |
|  | <p>13.2.10 OVERTSHOOT</p> <p>If the aircraft has overshoot the stop position, TOO FAR will be displayed for 120 second.</p> |

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|  | <p>13.2.11 STOP SHORT</p> <p>If the aircraft is found standing still but has not reached the intended stop position, the message STOP OK will be shown after a while.</p> |
|  | <p>13.2.12 WAIT</p> <p>If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking before 12 M to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again. The pilot must not proceed beyond the bridge, unless the "WAIT" message has been superseded by the closing rate bar</p> |
|  | <p>13.2.13 BAD WEATHER CONDITION</p> <p>During heavy fog, rain or snow, the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will disable the floating arrows and display SLOW and the Aircraft Type. As soon as the system detects the approaching aircraft, the vertical closing-rate bar will appear. If the system has been configured in this mode to make a shortened ID verification (check of engine position excluded), the aircraft symbol will blink to give attention. The pilot must not proceed beyond the bridge, unless the closing-rate bar is shown.</p> |
|  | <p>13.2.14 AIRCRAFT VERIFICATION FAILURE</p> <p>During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 M before the stop-position, the display will first show WAIT and make a second verification check. If this fails STOP and ID FAIL will be displayed. The text will be alternating on the upper two rows of the display. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.</p> |

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|  | <p>13.2.15 GATE BLOCKED</p> <p>If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a wait and GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.</p> |
|  | <p>13.2.16 VIEW BLOCKED</p> <p>If the view towards the approaching aircraft is hindered for instance by dirt on the window, the DGS will report a view block condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.</p> |
|  | <p>13.2.17 SBU-STOP</p> <p>Any unrecoverable error during the docking procedure will generate an SBU (safety backup) condition. The display will show red stop bar and the text STOP SBU. A manual backup procedure must be used for docking guidance.</p> |

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|  | <p>13.2.18 TOO FAST</p> <p>If the aircraft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed. The docking system must be re-started or the docking procedure completed by manual guidance.</p> |
|  | <p>13.2.19 EMERGENCY STOP</p> <p>When the emergency stop button is pressed, STOP is displayed.</p> |
|  | <p>13.2.20 CHOCK ON</p> <p>CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the Operator Panel.</p> |
|  | <p>13.2.21 MANUAL DOCKING</p> <p>When a docking is to be performed manually the system will display "MAN" on the tableau. The system will not give any guidance for the docking operation.</p> |

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|  | <p>13.2.22 ERROR</p> <p>If a system error occurs, the message ERROR is display with an error code. The code is used for maintenance purposes and explained elsewhere.</p> |
|  | <p>13.2.23 SYSTEM BREAKDOWN</p> <p>In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.</p> |
|  | <p>13.2.24 POWER FAILURE</p> <p>In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.</p> |

13.3 Emergency Stop Button information

Emergency stop buttons are available at both of contact gates and remote parking stand. When unsafe situation is considered, the emergency stop button shall be pressed by bridge driver, marshaller or the ground engineer of the airline or handling agent. Emergency stop buttons are installed in the locations as follows:

- a) At the control panel in the bridge cab
- b) At the bridge rotunda
- c) At the stand identification posts

Remark: The identification of passenger loading bridge (L1 or L2) is followed by aircraft door positions.

VTBS AD 2.21 NOISE ABATEMENT PROCEDURES

1. NOISE ABATEMENT PROCEDURES AT SUVARNABHUMI INTERNATIONAL AIRPORT DETAIL AS FOLLOW:

1.1 Take-off

All departing aircraft are required to apply noise abatement procedure with thrust reduction at 1 500 FT AGL, And acceleration at 3 000 FT AGL.

1.2 Landing

1.2.1 Flap setting: Set minimum certified landing flaps according to the airplane flight manual for the applicable condition.

1.2.2 Thrust reverser: After landing, limit the use of reverse thrust to idle between 1900 to 2300 UTC, unless it adversely affects the safety

of aircraft operation.

1.3 All take-off/landing aircraft are required to adhere noise abatement procedures at Suvarnabhumi International airport strictly.

VTBS AD 2.22 FLIGHT PROCEDURES

1. Provision of Radar Services

1.1 Bangkok Approach is responsible for providing radar service to aircraft operating within Bangkok Terminal Control Area and Bangkok Control Zone. (See ENR 2. Para.3)

1.2 Arriving aircraft intending to land at Suvarnabhumi International Airport (VTBS) will be transferred to Suvarnabhumi Arrival on frequency 124.7 MHZ, and to Bangkok Approach on frequency 119.4 MHZ for aircraft landing at Bangkok International Airport (VTBD).

2. Approach Procedures with Radar Control

2.1 All procedures are designed to maximize departure and arrival capacity in Bangkok TMA and to minimize noise disturbance in areas overflow.

2.2 The final approach may be carried out by means of ILS or other available instrument approach system at the discretion of the pilot.

2.3 The spacing provided between aircraft will be designed to achieve maximum runway utilization within the parameters of safe separation minima including vortex effect and runway occupancy. It is important to validity of the separation provide, and to the achievement of optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions.

2.4 The horizontal radar separation minimum shall be 5 NM except within BKK TMA, BKK CTR and Suvarnabhumi ATZ a reduced separation of 3 NM may be applied.

2.5 Missed approach

2.5.1 As directed by ATC.

2.5.2 In the absence of instructions from ATC, aircraft shall follow the missed approach procedures which contained on the Instrument Approach Charts. (See VTBS AD 2.24)

3. Standard Instrument Departures/Arrivals (RNAV SIDs/STARs)

3.1 Departing aircraft

3.1.1 Aircraft departing from Suvarnabhumi International Airport will normally be assigned via the RNAV SIDs detailed in AD VTBS 2.24.

3.1.2 If, after take-off, a pilot experiences radio failure, shall comply with communication failure procedures as published in the RNAV SID Charts.

3.2 Arriving aircraft

3.2.1 Aircraft inbound to Suvarnabhumi International Airport via the airways system, will be instructed to fly on the appropriate RNAV STARs by ATC.

3.2.2 In the event of an aircraft radio failure, a pilot shall select mode A code 7600 continue on cleared transition to final approach and comply with the vertical constraints depicted on the procedure.

3.3 Pilots of Non-RNAV equipped aircraft shall inform ATC and request for radar vectors.

4. Speed limitation

4.1 All aircraft when flying below 10 000 FT are subject to a speed limitation of 250 KT unless previously removed by ATC. ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No ATC speed restrictions'.

4.2 Procedures required that aircraft should fly at 210 KT during the intermediate approach phase. ATC will request speed reductions to within the band 160 KT to 180 KT on, or shortly before closing heading to the ILS, and 160 KT when established on the ILS to final approach points; all speeds to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speed will be used.

4.3 At other times, speed control may be applied on a tactical basis to the extent determined by the Radar Controller. Pilots unable to conform to speed specified by the Radar Controller should immediately inform ATC stating what speeds will be used.

4.4 Except as detailed in 4.1, 4.2, and 4.3, all aircraft navigating under conditions of RNAV (GNSS) SIDs/STARs shall conform to speed limitation as published in the procedures.

4.5 En-route holding and IAWP holding will be in accordance with ICAO standard holding speeds requirement.

Note:

- En-route holding ; MOCHI, BATOK, GOMES, RYN, JASSY, PASTA, TARDY, OSUKA, TL, NOBER.
- IAWP holding ; ARONS, CAROS, DANNY, NAUTY, SILVA, CABIN, DAREN, GIPSY, NUMAN, TERRY.

5. Operational for safety and more effective Air Traffic Management in Bangkok TMA.

Suvarnabhumi Departure shall be established to provide Air Traffic Control Service at Suvarnabhumi International airport, the operational procedures shall be as follow:

- 5.1 All departing aircraft, before transferring to relevant approach sectors (East, West, South and North), are strictly required to contact Suvarnabhumi Departure on frequency 119.25 MHZ immediately after airborne.
- 5.2 Standard Instrument Departures (SIDs), profiles and speed control of maximum IAS 250 KT below 10 000 FT as specified in AIP shall be followed unless otherwise instructed by ATC.
- 5.3 Pilot shall be reminded that, to reduce communication workload, the departure frequency shall not be included in take off clearance.
- 5.4 Air Traffic Management for flight operating on ATS route A202, departure aircraft shall flight plan via A1 SELKA DCT RAMEI A202.

6. Reduce communication workload

6.1 To reduce communication workload, additional Arrival Control Frequency 126.30 MHZ shall be established and used during the congested traffic periods. The control of arriving aircraft shall be transferred from Arrival Control frequency 133.60 MHZ to Arrival Control frequency 126.30 MHZ.

7. VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFTS AND HELICOPTERS

7.1 The details of VFR entry and exit procedures are given in ENR 2.2 VFR ENTRY AND EXIT PROCEDURES IN BANGKOK CONTROL ZONE.

8. ATC Clearance Procedures

8.1 Issuance of en route clearance

8.1.1 When flight formalities have been completed and aircraft is ready for departure (all doors are closed), all aircraft are to call Suvarnabhumi Clearance Delivery Control (CDC) for ATC clearance on the following frequencies:

| Frequency | Outbound routes |
|-----------|---|
| 128.7 MHZ | A464 (Northbound), A464 (Southbound), B346, G458, G463, L301, L507, M502, M751, M757, P646, R474, W9, W19, W21, W31, Y6, Y8 |
| 133.8 MHZ | A1, G474, M904, N891, R201, R468, Y11, Y16 |

Remark : IFR aircraft departing to VTBD, VTBU, VTBK, VTBL, VTPI and VTPH at or below FL160 are to call Bangkok Approach on 125.8 MHZ

8.1.2 When requesting ATC Clearance, Pilots are to inform the following information:

- a) Call sign
- b) Type of aircraft
- c) Destination
- d) Route
- e) Proposed flight level, if different from the filed flight plan and,
- f) When applicable, special requirements (e.g. inability to comply with SID climb profile).

8.1.3 To improve tactical management of air traffic, minimize delay, as well as reduce controllers and pilots workload, the following procedure will be applied:

- a) Under normal circumstances, altitude 6 000 ft shall be initially assigned.
- b) First airborne first flight level selection principle.
- c) No one ground flight level negotiation and reservations.
- d) Cruising level shall be assigned by Bangkok Control after airborne.

8.2 Departure Time Restriction

8.2.1 Departure time restrictions may be imposed for Air Traffic Management when so required.

8.2.2 When ATC clearance includes departure time restrictions, pilots shall:

- a) Keep listening watch on relevant Suvarnabhumi Ground Control frequency at all times for additional or revised ATC clearance and in readiness for push back; and
- b) Call Ground Control in the appropriate time with the departure time restriction.

8.3 Cancellation of en route clearance

8.3.1 Once an ATC clearance has been received, unless there is a departure time restriction included in ATC clearance or other restriction resulting from Air Traffic Management, the aircraft must be push back within 5 minutes from the time ATC clearance is received otherwise the ATC clearance will be cancelled. Additionally, in order to provide a more flexible ground traffic movement, all domestic departures shall no longer be required to push back within 5 minutes after clearance received.

8.3.2 Pilot who fail to comply with para. 8.2.2 will result in cancellation of ATC clearance.

8.4 After ATC clearance received, pilot shall contact defined ground control frequency according to the parking stand for start-up and push back.

VTBS AD 2.23 ADDITIONAL INFORMATION**1. Bird concentrations**

1.1 Bird concentrations in the vicinity of Suvarnabhumi International Airport.

1.1.1 It has been observed that migratory birds in sizeable numbers appear on or in the vicinity of Suvarnabhumi International Airport mostly during the rainy season (May to October) and the winter season (October to February), while the resident birds are present in variable numbers every month. Pilots are requested to report bird strikes to the General Manager of the airport via

Wildlife Hazard Control staff
Phone +662 132 6981, +662 132 6982
E-mail: birdstrikevtbs@airportthai.co.th

Highly endangered kinds are as follows:

| Species | Weight (KG) | Period |
|---------------------|--------------|---------------------------------------|
| Open-billed stork | 2.3 - 4.4 | All year (mostly in June - July) |
| Painted stork | 2 - 3 | All year (mostly in June - July) |
| Cattle Egret | 0.3 - 0.4 | All year (mostly in July - November) |
| Oriental Pratincole | 0.07 - 0.095 | February - November |
| Black-winged Stilt | 0.25 - 0.3 | All year (mostly in April - February) |
| Red Collared Dove | 0.08 - 0.1 | All year (mostly in June - October) |

Remark: Bird concentrations chart is shown in page AD2-VTBS-9-1 Dated 18 July 2019

1.1.2 There could be some activities to reduce birds and make the area unattractive for birds such as mowing the grass and other plants, removing aquatic weeds from drainage canals and using chemical substances to eliminate snails.

1.2 Grass mowing program

1.2.1 Grass mowing in the airside may take place daily during 0100-1000 UTC

1.2.2 The mowing work is carried out in the following areas:

- grass areas outside the boundary of runways strip and the critical area.
- grass areas outside the boundary of taxiways strip. For safety reason, the work will temporary stop when taxiing aircraft approaches.

- 1.2.3 Presence of workers and machines are under ATC and AOT staff supervision.
- 1.2.4 All grass mowing activities will attract birds, therefore, pilots are advised to exercise with caution.

VTBS AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name | Page |
|--|----------------|
| Aerodrome/Heliport Chart - ICAO | AD 2-VTBS-2-1 |
| Aircraft Parking/Docking Chart - ICAO | AD 2-VTBS-2-3 |
| Aircraft Parking/Docking Chart - ICAO (Verso 1) | AD 2-VTBS-2-4 |
| Aircraft Parking/Docking Chart - ICAO (Verso 2) | AD 2-VTBS-2-5 |
| Aircraft Parking/Docking Chart - ICAO (Verso 3) | AD 2-VTBS-2-6 |
| Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Inbound - Landing RWY 19R | AD 2-VTBS-2-7 |
| Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Inbound - Landing RWY 19L | AD 2-VTBS-2-9 |
| Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Inbound - Landing RWY 01R | AD 2-VTBS-2-11 |
| Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Inbound - Landing RWY 01L | AD 2-VTBS-2-13 |
| Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Outbound - Take-off RWY 19R | AD 2-VTBS-2-15 |
| Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Outbound - Take-off RWY 19L | AD 2-VTBS-2-17 |
| Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Outbound - Take-off RWY 01R | AD 2-VTBS-2-19 |
| Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Outbound - Take-off RWY 01L | AD 2-VTBS-2-21 |
| Aerodrome Obstacle Chart - ICAO - Type A - RWY 01L/19R | AD 2-VTBS-3-1 |
| Aerodrome Obstacle Chart - ICAO - Type A - RWY 01R/19L | AD 2-VTBS-3-3 |
| Precision Approach Terrain Chart - ICAO - RWY 01L/19R | AD 2-VTBS-3-5 |
| Precision Approach Terrain Chart - ICAO - RWY 01R/19L | AD 2-VTBS-3-7 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - ALBOS3J BONVO3J NOBER3J NUNLI3J PASTO3J ROBKA3J SEMBO3J TANGO3J TARED3J TL3J UPKUP3J | AD 2-VTBS-6-1 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - ALBOS3J BONVO3J NOBER3J NUNLI3J PASTO3J ROBKA3J SEMBO3J TANGO3J TARED3J TL3J UPKUP3J (Radio communication failure table) | AD 2-VTBS-6-2 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - ALBOS3J BONVO3J NOBER3J NUNLI3J PASTO3J ROBKA3J SEMBO3J TANGO3J TARED3J TL3J UPKUP3J (Tabular description 1) | AD 2-VTBS-6-3 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - ALBOS3J BONVO3J NOBER3J NUNLI3J PASTO3J ROBKA3J SEMBO3J TANGO3J TARED3J TL3J UPKUP3J (Tabular description 2) | AD 2-VTBS-6-4 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - ALBOS3J BONVO3J NOBER3J NUNLI3J PASTO3J ROBKA3J SEMBO3J TANGO3J TARED3J TL3J UPKUP3J (Tabular description 3) | AD 2-VTBS-6-5 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - ALBOS3J BONVO3J NOBER3J NUNLI3J PASTO3J ROBKA3J SEMBO3J TANGO3J TARED3J TL3J UPKUP3J (Tabular description 4) | AD 2-VTBS-6-6 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - ALBOS3J BONVO3J NOBER3J NUNLI3J PASTO3J ROBKA3J SEMBO3J TANGO3J TARED3J TL3J UPKUP3J (Waypoint list table) | AD 2-VTBS-6-7 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - BATOK3J GORSI3J HHN3J KASNI3J KIGOB3J REGOS3J RYN3J SABIS3J UKERA3J | AD 2-VTBS-6-9 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - BATOK3J GORSI3J HHN3J KASNI3J KIGOB3J REGOS3J RYN3J SABIS3J UKERA3J (Radio communication failure table) | AD 2-VTBS-6-10 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - BATOK3J GORSI3J HHN3J KASNI3J KIGOB3J REGOS3J RYN3J SABIS3J UKERA3J (Tabular description 1) | AD 2-VTBS-6-11 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - BATOK3J GORSI3J HHN3J KASNI3J KIGOB3J REGOS3J RYN3J SABIS3J UKERA3J (Tabular description 2) | AD 2-VTBS-6-12 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - BATOK3J GORSI3J HHN3J KASNI3J KIGOB3J REGOS3J RYN3J SABIS3J UKERA3J (Tabular description 3) | AD 2-VTBS-6-13 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L - BATOK3J GORSI3J HHN3J KASNI3J KIGOB3J REGOS3J RYN3J SABIS3J UKERA3J (Waypoint list table) | AD 2-VTBS-6-14 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - ALBOS3G BONVO3G NOBER3G NUNLI3G PASTO3G ROBKA3G SEMBO3G TANGO3G TARED3G TL3G UPKUP3G | AD 2-VTBS-6-15 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - ALBOS3G BONVO3G NOBER3G NUNLI3G PASTO3G ROBKA3G SEMBO3G TANGO3G TARED3G TL3G UPKUP3G (Radio communication failure table) | AD 2-VTBS-6-16 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - ALBOS3G BONVO3G NOBER3G NUNLI3G PASTO3G ROBKA3G SEMBO3G TANGO3G TARED3G TL3G UPKUP3G (Tabular description 1) | AD 2-VTBS-6-17 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - ALBOS3G BONVO3G NOBER3G NUNLI3G PASTO3G ROBKA3G SEMBO3G TANGO3G TARED3G TL3G UPKUP3G (Tabular description 2) | AD 2-VTBS-6-18 |

| Chart name | Page |
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| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - ALBOS3G BONVO3G NOBER3G NUNLI3G PASTO3G ROBKA3G SEMBO3G TANGO3G TARED3G TL3G UPKUP3G (Tabular description 3) | AD 2-VTBS-6-19 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - ALBOS3G BONVO3G NOBER3G NUNLI3G PASTO3G ROBKA3G SEMBO3G TANGO3G TARED3G TL3G UPKUP3G (Tabular description 4) | AD 2-VTBS-6-20 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - ALBOS3G BONVO3G NOBER3G NUNLI3G PASTO3G ROBKA3G SEMBO3G TANGO3G TARED3G TL3G UPKUP3G (Waypoint list table) | AD 2-VTBS-6-21 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - BATOK3G GORSI3G HHN3G KASNI3G KIGOB3G REGOS3G RYN3G SABIS3G UKERA3G | AD 2-VTBS-6-23 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - BATOK3G GORSI3G HHN3G KASNI3G KIGOB3G REGOS3G RYN3G SABIS3G UKERA3G (Radio communication failure table) | AD 2-VTBS-6-24 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - BATOK3G GORSI3G HHN3G KASNI3G KIGOB3G REGOS3G RYN3G SABIS3G UKERA3G (Tabular description 1) | AD 2-VTBS-6-25 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - BATOK3G GORSI3G HHN3G KASNI3G KIGOB3G REGOS3G RYN3G SABIS3G UKERA3G (Tabular description 2) | AD 2-VTBS-6-26 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - BATOK3G GORSI3G HHN3G KASNI3G KIGOB3G REGOS3G RYN3G SABIS3G UKERA3G (Tabular description 3) | AD 2-VTBS-6-27 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R - BATOK3G GORSI3G HHN3G KASNI3G KIGOB3G REGOS3G RYN3G SABIS3G UKERA3G (Waypoint list table) | AD 2-VTBS-6-28 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L - ALBOS3H BONVO3H NOBER3H NUNLI3H PASTO3H ROBKA3H SEMBO3H TANGO3H TARED3H TL3H UPKUP3H | AD 2-VTBS-6-29 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L - ALBOS3H BONVO3H NOBER3H NUNLI3H PASTO3H ROBKA3H SEMBO3H TANGO3H TARED3H TL3H UPKUP3H (Radio communication failure table) | AD 2-VTBS-6-30 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L - ALBOS3H BONVO3H NOBER3H NUNLI3H PASTO3H ROBKA3H SEMBO3H TANGO3H TARED3H TL3H UPKUP3H (Tabular description 1) | AD 2-VTBS-6-31 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L - ALBOS3H BONVO3H NOBER3H NUNLI3H PASTO3H ROBKA3H SEMBO3H TANGO3H TARED3H TL3H UPKUP3H (Tabular description 2) | AD 2-VTBS-6-32 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L - ALBOS3H BONVO3H NOBER3H NUNLI3H PASTO3H ROBKA3H SEMBO3H TANGO3H TARED3H TL3H UPKUP3H (Tabular description 3) | AD 2-VTBS-6-33 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L - ALBOS3H BONVO3H NOBER3H NUNLI3H PASTO3H ROBKA3H SEMBO3H TANGO3H TARED3H TL3H UPKUP3H (Waypoint list table) | AD 2-VTBS-6-34 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L - BATOK3H GORSI3H HHN3H KASNI3H KIGOB3H REGOS3H RYN3H SABIS3H UKERA3H | AD 2-VTBS-6-35 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L - BATOK3H GORSI3H HHN3H KASNI3H KIGOB3H REGOS3H RYN3H SABIS3H UKERA3H (Radio communication failure table) | AD 2-VTBS-6-36 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L - BATOK3H GORSI3H HHN3H KASNI3H KIGOB3H REGOS3H RYN3H SABIS3H UKERA3H (Tabular description 1) | AD 2-VTBS-6-37 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L - BATOK3H GORSI3H HHN3H KASNI3H KIGOB3H REGOS3H RYN3H SABIS3H UKERA3H (Tabular description 2) | AD 2-VTBS-6-38 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L - BATOK3H GORSI3H HHN3H KASNI3H KIGOB3H REGOS3H RYN3H SABIS3H UKERA3H (Tabular description 3) | AD 2-VTBS-6-39 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L - BATOK3H GORSI3H HHN3H KASNI3H KIGOB3H REGOS3H RYN3H SABIS3H UKERA3H (Waypoint list table) | AD 2-VTBS-6-40 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R - ALBOS3K BONVO3K NOBER3K NUNLI3K PASTO3K ROBKA3K SEMBO3K TANGO3K TARED3K TL3K UPKUP3K | AD 2-VTBS-6-41 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R - ALBOS3K BONVO3K NOBER3K NUNLI3K PASTO3K ROBKA3K SEMBO3K TANGO3K TARED3K TL3K UPKUP3K (Radio communication failure table) | AD 2-VTBS-6-42 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R - ALBOS3K BONVO3K NOBER3K NUNLI3K PASTO3K ROBKA3K SEMBO3K TANGO3K TARED3K TL3K UPKUP3K (Tabular description 1) | AD 2-VTBS-6-43 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R - ALBOS3K BONVO3K NOBER3K NUNLI3K PASTO3K ROBKA3K SEMBO3K TANGO3K TARED3K TL3K UPKUP3K (Tabular description 2) | AD 2-VTBS-6-44 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R - ALBOS3K BONVO3K NOBER3K NUNLI3K PASTO3K ROBKA3K SEMBO3K TANGO3K TARED3K TL3K UPKUP3K (Tabular description 3) | AD 2-VTBS-6-45 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R - ALBOS3K BONVO3K NOBER3K NUNLI3K PASTO3K ROBKA3K SEMBO3K TANGO3K TARED3K TL3K UPKUP3K (Waypoint list table) | AD 2-VTBS-6-46 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R - BATOK3K GORSI3K HHN3K KASNI3K KIGOB3K REGOS3K RYN3K SABIS3K UKERA3K | AD 2-VTBS-6-47 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R - BATOK3K GORSI3K HHN3K KASNI3K KIGOB3K REGOS3K RYN3K SABIS3K UKERA3K (Radio communication failure table) | AD 2-VTBS-6-48 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R - BATOK3K GORSI3K HHN3K KASNI3K KIGOB3K REGOS3K RYN3K SABIS3K UKERA3K (Tabular description 1) | AD 2-VTBS-6-49 |

| Chart name | Page |
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| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R - BATOK3K GORSI3K HHN3K KASNI3K KIGOB3K REGOS3K RYN3K SABIS3K UKERA3K (Tabular description 2) | AD 2-VTBS-6-50 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R - BATOK3K GORSI3K HHN3K KASNI3K KIGOB3K REGOS3K RYN3K SABIS3K UKERA3K (Tabular description 3) | AD 2-VTBS-6-51 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R - BATOK3K GORSI3K HHN3K KASNI3K KIGOB3K REGOS3K RYN3K SABIS3K UKERA3K (Waypoint list table) | AD 2-VTBS-6-52 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19L/19R - DOLNI3C EASTE3C LEBIM3C NORTA3C WILLA3C | AD 2-VTBS-7-1 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19L/19R - DOLNI3C EASTE3C LEBIM3C NORTA3C WILLA3C (Radio communication failure table) | AD 2-VTBS-7-2 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19L/19R - DOLNI3C EASTE3C LEBIM3C NORTA3C WILLA3C (Tabular description 1) | AD 2-VTBS-7-3 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19L/19R - DOLNI3C EASTE3C LEBIM3C NORTA3C WILLA3C (Tabular description 2) | AD 2-VTBS-7-4 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19L/19R - DOLNI3C EASTE3C LEBIM3C NORTA3C WILLA3C (Tabular description 3) | AD 2-VTBS-7-5 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19L/19R - DOLNI3C EASTE3C LEBIM3C NORTA3C WILLA3C (Tabular description 4) | AD 2-VTBS-7-6 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19L/19R - DOLNI3C EASTE3C LEBIM3C NORTA3C WILLA3C (Tabular description 5) | AD 2-VTBS-7-7 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19L/19R - DOLNI3C EASTE3C LEBIM3C NORTA3C WILLA3C (Waypoint list table) | AD 2-VTBS-7-8 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01L/01R - DOLNI3D EASTE3D LEBIM3D NORTA3D WILLA3D | AD 2-VTBS-7-9 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01L/01R - DOLNI3D EASTE3D LEBIM3D NORTA3D WILLA3D (Radio communication failure table) | AD 2-VTBS-7-10 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01L/01R - DOLNI3D EASTE3D LEBIM3D NORTA3D WILLA3D (Tabular description 1) | AD 2-VTBS-7-11 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01L/01R - DOLNI3D EASTE3D LEBIM3D NORTA3D WILLA3D (Tabular description 2) | AD 2-VTBS-7-12 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01L/01R - DOLNI3D EASTE3D LEBIM3D NORTA3D WILLA3D (Tabular description 3) | AD 2-VTBS-7-13 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01L/01R - DOLNI3D EASTE3D LEBIM3D NORTA3D WILLA3D (Tabular description 4) | AD 2-VTBS-7-14 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01L/01R - DOLNI3D EASTE3D LEBIM3D NORTA3D WILLA3D (Tabular description 5) | AD 2-VTBS-7-15 |
| Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01L/01R - DOLNI3D EASTE3D LEBIM3D NORTA3D WILLA3D (Waypoint list table) | AD 2-VTBS-7-16 |
| Instrument Approach Chart - ICAO - VOR RWY 01L | AD 2-VTBS-8-1 |
| Instrument Approach Chart - ICAO - VOR RWY 01L (Fix and point list table) | AD 2-VTBS-8-2 |
| Instrument Approach Chart - ICAO - VOR RWY 19R | AD 2-VTBS-8-3 |
| Instrument Approach Chart - ICAO - VOR RWY 19R (Fix and point list table) | AD 2-VTBS-8-4 |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 01L CAT II | AD 2-VTBS-8-5 |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 01L CAT II (Fix and point list table) | AD 2-VTBS-8-6 |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 01R CAT II | AD 2-VTBS-8-7 |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 01R CAT II (Fix and point list table) | AD 2-VTBS-8-8 |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 19L CAT II | AD 2-VTBS-8-9 |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 19L CAT II (Fix and point list table) | AD 2-VTBS-8-10 |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 19R CAT II | AD 2-VTBS-8-11 |
| Instrument Approach Chart - ICAO - ILS or LOC y RWY 19R CAT II (Fix and point list table) | AD 2-VTBS-8-12 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 01L CAT II | AD 2-VTBS-8-13 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 01L CAT II (Tabular description) | AD 2-VTBS-8-14 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 01L CAT II (Fix and point list table) | AD 2-VTBS-8-15 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 01R CAT II | AD 2-VTBS-8-17 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 01R CAT II (Tabular description) | AD 2-VTBS-8-18 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 01R CAT II (Fix and point list table) | AD 2-VTBS-8-19 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY19L CAT II | AD 2-VTBS-8-21 |

| Chart name | Page |
|---|----------------|
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 19L CAT II (Tabular description) | AD 2-VTBS-8-22 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 19L CAT II (Fix and point list table) | AD 2-VTBS-8-23 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 19R CAT II | AD 2-VTBS-8-25 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 19R CAT II (Tabular description) | AD 2-VTBS-8-26 |
| Instrument Approach Chart - ICAO - ILS or LOC z RWY 19R CAT II (Fix and point list table) | AD 2-VTBS-8-27 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 01L | AD 2-VTBS-8-29 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 01L (Tabular description) | AD 2-VTBS-8-30 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 01R | AD 2-VTBS-8-31 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 01R (Tabular description) | AD 2-VTBS-8-32 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 19L | AD 2-VTBS-8-33 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 19L (Tabular description) | AD 2-VTBS-8-34 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 19R | AD 2-VTBS-8-35 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 19R (Tabular description) | AD 2-VTBS-8-36 |
| Bird concentrations in the vicinity of aerodromes | AD 2-VTBS-9-1 |

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AERODROME CHART - ICAO

13 41 09 N
100 44 56 E ELEV 1.4 m
TWR 118.2 274.5
119.0
121.5 243.0

BANGKOK / Suvarnabhumi International

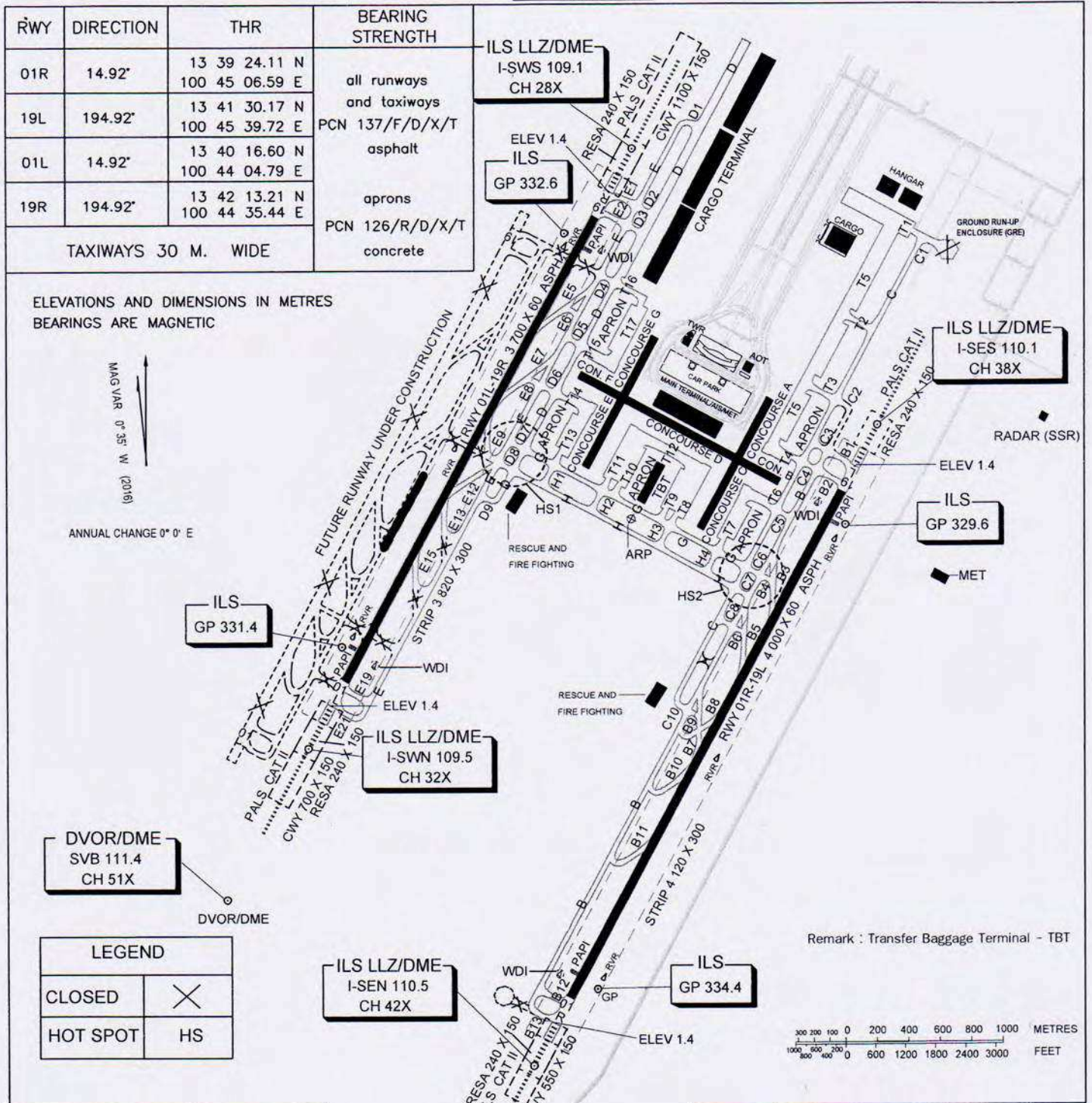
| R/WY | DIRECTION | THR | BEARING STRENGTH |
|------|-----------|---------------------------------|---|
| 01R | 14.92° | 13 39 24.11 N 100 45 06.59 E | all runways and taxiways PCN 137/F/D/X/T asphalt |
| 19L | 194.92° | 13 41 30.17 N 100 45 39.72 E | |
| 01L | 14.92° | 13 40 16.60 N 100 44 04.79 E | aprons PCN 126/R/D/X/T concrete |
| 19R | 194.92° | 13 42 13.21 N 100 44 35.44 E | |

TAXIWAYS 30 M. WIDE

ELEVATIONS AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

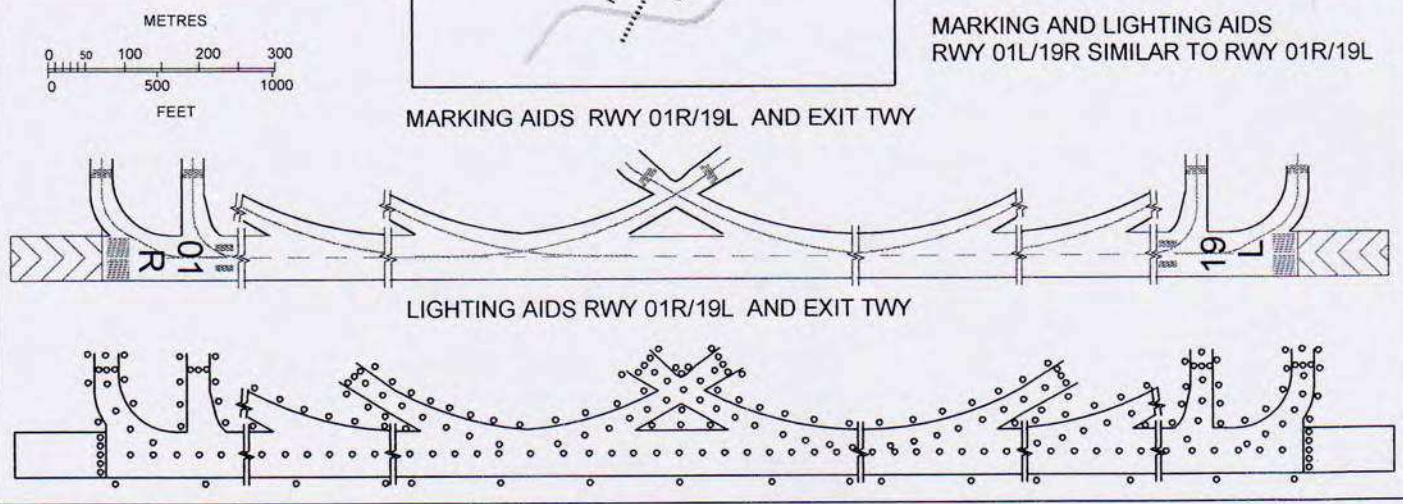
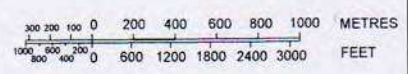
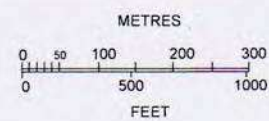


ANNUAL CHANGE 0° 0' E



DVOR/DME
SVB 111.4
CH 51X

| LEGEND | |
|----------|----|
| CLOSED | X |
| HOT SPOT | HS |



INTENTIONALLY BLANK

**AIRCRAFT PARKING /
DOCKING CHART- ICAO**

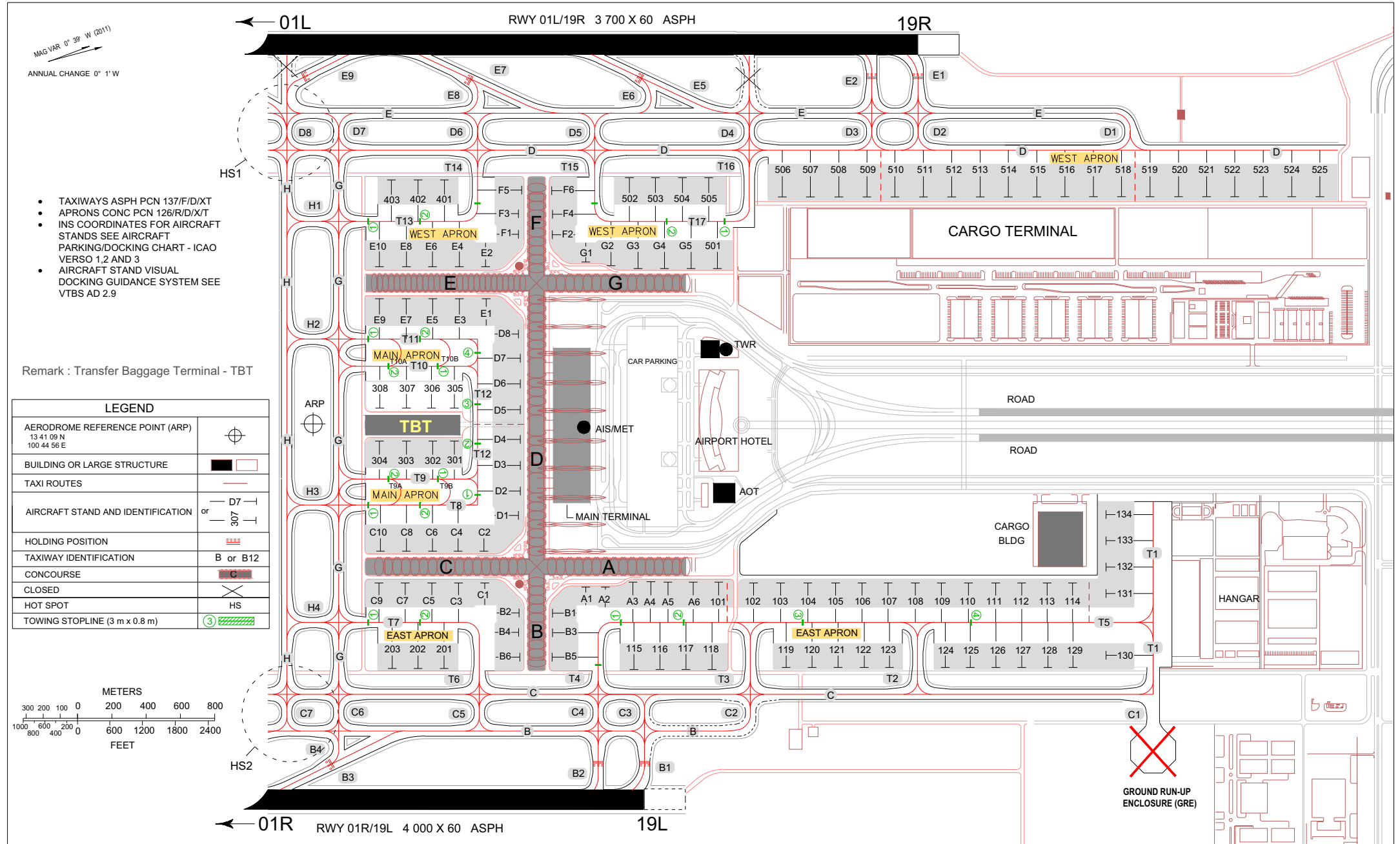
13 41 09 N
100 44 56 E

APRON ELEV
1.8 m (5.9 ft)

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

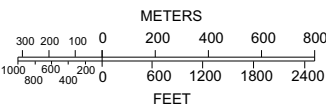
BANGKOK/Suvarnabhumi Intl



- TAXIWAYS ASPH PCN 137/F/D/XT
- APRONS CONC PCN 126/R/D/X/T
- INS COORDINATES FOR AIRCRAFT STANDS SEE AIRCRAFT PARKING/DOCKING CHART - ICAO VERSO 1,2 AND 3
- AIRCRAFT STAND VISUAL DOCKING GUIDANCE SYSTEM SEE VTBS AD 2.9

Remark : Transfer Baggage Terminal - TBT

| LEGEND | |
|--|----------|
| AERODROME REFERENCE POINT (ARP) 13 41 09 N 100 44 56 E | |
| BUILDING OR LARGE STRUCTURE | |
| TAXI ROUTES | |
| AIRCRAFT STAND AND IDENTIFICATION | or |
| HOLDING POSITION | |
| TAXIWAY IDENTIFICATION | B or B12 |
| CONCOURSE | |
| CLOSED | |
| HOT SPOT | HS |
| TOWING STOPLINE (3 m x 0.8 m) | |



CHANGE : EDITORIAL

AIRCRAFT PARKING/
DOCKING CHART - ICAO

BANGKOK/Suvarnabhumi Intl

INS COORDINATES FOR AIRCRAFT STANDS

| LOCATION | STAND NR | COORDINATES | |
|------------|----------|--------------|---------------|
| EAST APRON | A1 | 13 41 30.11N | 100 45 17.81E |
| | A2 | 13 41 31.95N | 100 45 18.44E |
| | A3 | 13 41 34.19N | 100 45 18.72E |
| | A4 | 13 41 35.91N | 100 45 19.54E |
| | A5 | 13 41 37.77N | 100 45 19.77E |
| | A6 | 13 41 40.11N | 100 45 20.27E |
| | B1 | 13 41 26.73N | 100 45 19.83E |
| | B3 | 13 41 26.38N | 100 45 21.79E |
| | B5 | 13 41 25.74N | 100 45 23.97E |
| | 101L | 13 41 41.76N | 100 45 21.25E |
| | 101 | 13 41 42.44N | 100 45 20.82E |
| | 101R | 13 41 42.92N | 100 45 21.56E |
| | 102L | 13 41 44.78N | 100 45 21.73E |
| | 102 | 13 41 45.40N | 100 45 21.89E |
| | 102R | 13 41 46.01N | 100 45 22.05E |
| | 103L | 13 41 47.24N | 100 45 22.37E |
| | 103 | 13 41 47.86N | 100 45 22.54E |
| | 103R | 13 41 48.47N | 100 45 22.70E |
| | 104L | 13 41 49.70N | 100 45 23.02E |
| | 104 | 13 41 50.31N | 100 45 23.18E |
| | 104R | 13 41 50.93N | 100 45 23.34E |
| | 105L | 13 41 52.16N | 100 45 23.67E |
| | 105 | 13 41 52.77N | 100 45 23.83E |
| | 105R | 13 41 53.39N | 100 45 23.99E |
| | 106L | 13 41 54.62N | 100 45 24.31E |
| | 106 | 13 41 55.23N | 100 45 24.48E |
| | 106R | 13 41 55.85N | 100 45 24.64E |
| | 107L | 13 41 57.07N | 100 45 24.96E |
| | 107 | 13 41 57.69N | 100 45 25.12E |
| | 107R | 13 41 58.30N | 100 45 25.28E |
| | 108L | 13 41 59.53N | 100 45 25.61E |
| | 108 | 13 42 00.15N | 100 45 25.77E |
| | 108R | 13 42 00.76N | 100 45 25.93E |
| | 109L | 13 42 01.99N | 100 45 26.25E |
| | 109 | 13 42 02.61N | 100 45 26.41E |

| LOCATION | STAND NR | COORDINATES | |
|------------|----------|--------------|---------------|
| EAST APRON | 109R | 13 42 03.22N | 100 45 26.58E |
| | 110L | 13 42 04.45N | 100 45 26.90E |
| | 110 | 13 42 05.06N | 100 45 27.06E |
| | 110R | 13 42 05.68N | 100 45 27.22E |
| | 111L | 13 42 06.91N | 100 45 27.55E |
| | 111 | 13 42 07.52N | 100 45 27.71E |
| | 111R | 13 42 08.14N | 100 45 27.87E |
| | 112L | 13 42 09.36N | 100 45 28.19E |
| | 112 | 13 42 09.98N | 100 45 28.35E |
| | 112R | 13 42 10.59N | 100 45 28.51E |
| | 113L | 13 42 11.82N | 100 45 28.84E |
| | 113 | 13 42 12.44N | 100 45 29.00E |
| | 113R | 13 42 13.05N | 100 45 29.16E |
| | 114L | 13 42 14.28N | 100 45 29.48E |
| | 114 | 13 42 14.90N | 100 45 29.65E |
| | 114R | 13 42 15.51N | 100 45 29.81E |
| | 115L | 13 41 32.69N | 100 45 26.76E |
| | 115 | 13 41 32.06N | 100 45 26.65E |
| | 115R | 13 41 31.46N | 100 45 26.44E |
| | 116L | 13 41 35.15N | 100 45 27.41E |
| | 116 | 13 41 34.52N | 100 45 27.30E |
| | 116R | 13 41 33.92N | 100 45 27.09E |
| | 117L | 13 41 37.60N | 100 45 28.05E |
| | 117 | 13 41 36.98N | 100 45 27.94E |
| | 117R | 13 41 36.37N | 100 45 27.73E |
| | 118L | 13 41 40.06N | 100 45 28.70E |
| | 118 | 13 41 39.43N | 100 45 28.59E |
| | 118R | 13 41 38.83N | 100 45 28.38E |
| | 119L | 13 41 46.52N | 100 45 30.46E |
| | 119 | 13 41 45.91N | 100 45 30.30E |
| | 119R | 13 41 45.29N | 100 45 30.13E |
| | 120L | 13 41 48.98N | 100 45 31.10E |
| | 120 | 13 41 48.36N | 100 45 30.94E |
| | 120R | 13 41 47.75N | 100 45 30.78E |
| | 121L | 13 41 51.44N | 100 45 31.75E |

| LOCATION | STAND NR | COORDINATES | |
|------------|----------|--------------|---------------|
| EAST APRON | 121 | 13 41 50.82N | 100 45 31.59E |
| | 121R | 13 41 50.21N | 100 45 31.43E |
| | 122L | 13 41 53.90N | 100 45 32.40E |
| | 122 | 13 41 53.28N | 100 45 32.24E |
| | 122R | 13 41 52.67N | 100 45 32.07E |
| | 123L | 13 41 56.35N | 100 45 33.04E |
| | 123 | 13 41 55.74N | 100 45 32.88E |
| | 123R | 13 41 55.12N | 100 45 32.72E |
| | 124 | 13 42 01.03N | 100 45 34.27E |
| | 125L | 13 42 03.73N | 100 45 34.98E |
| | 125 | 13 42 03.11N | 100 45 34.82E |
| | 125R | 13 42 02.57N | 100 45 34.68E |
| | 126L | 13 42 06.19N | 100 45 35.63E |
| | 126 | 13 42 05.57N | 100 45 35.47E |
| | 126R | 13 42 04.96N | 100 45 35.31E |
| | 127L | 13 42 08.64N | 100 45 36.28E |
| | 127 | 13 42 08.03N | 100 45 36.11E |
| | 127R | 13 42 07.41N | 100 45 35.95E |
| | 128L | 13 42 11.10N | 100 45 36.92E |
| | 128 | 13 42 10.49N | 100 45 36.76E |
| | 128R | 13 42 09.87N | 100 45 36.60E |
| | 129L | 13 42 13.56N | 100 45 37.57E |
| | 129 | 13 42 12.95N | 100 45 37.41E |
| | 129R | 13 42 12.33N | 100 45 37.24E |
| | 130 | 13 42 16.57N | 100 45 37.23E |
| | 131 | 13 42 18.24N | 100 45 31.74E |
| | 132 | 13 42 18.83N | 100 45 29.41E |
| | 133 | 13 42 18.87N | 100 45 27.33E |
| | 134 | 13 42 19.55N | 100 45 24.62E |
| | B2 | 13 41 22.94N | 100 45 18.94E |
| | B4 | 13 41 22.65N | 100 45 20.91E |
| | B6 | 13 41 22.24N | 100 45 23.16E |
| | C1 | 13 41 20.86N | 100 45 15.21E |
| | C3 | 13 41 18.45N | 100 45 14.58E |
| | C5 | 13 41 16.04N | 100 45 13.94E |

CHANGE: NEW CHART

AIRCRAFT PARKING/
DOCKING CHART - ICAO

BANGKOK/Suvarnabhumi Intl

INS COORDINATES FOR AIRCRAFT STANDS

| LOCATION | STAND NR | COORDINATES | | |
|------------|--------------|---------------|---------------|---------------|
| EAST APRON | C7 | 13 41 13.62N | 100 45 13.31E | |
| | C9 | 13 41 11.17N | 100 45 12.85E | |
| | 201L | 13 41 15.92N | 100 45 22.35E | |
| | 201 | 13 41 15.30N | 100 45 22.24E | |
| | 201R | 13 41 14.69N | 100 45 22.03E | |
| | 202L | 13 41 13.46N | 100 45 21.71E | |
| | 202 | 13 41 12.84N | 100 45 21.60E | |
| | 202R | 13 41 12.23N | 100 45 21.38E | |
| | 203L | 13 41 11.01N | 100 45 21.06E | |
| | 203 | 13 41 10.38N | 100 45 20.95E | |
| | 203R | 13 41 09.78N | 100 45 20.74E | |
| | MAIN APRON | C2 | 13 41 21.71N | 100 45 11.83E |
| | | C4 | 13 41 19.29N | 100 45 11.20E |
| | | C6 | 13 41 16.88N | 100 45 10.57E |
| | | C8 | 13 41 14.47N | 100 45 09.93E |
| C10 | | 13 41 12.06N | 100 45 09.30E | |
| D1 | | 13 41 25.32N | 100 45 09.71E | |
| D2 | | 13 41 26.16N | 100 45 07.54E | |
| D3 | | 13 41 26.76N | 100 45 05.17E | |
| D4 | | 13 41 27.37N | 100 45 02.76E | |
| D5 | | 13 41 27.83N | 100 44 59.52E | |
| D6 | | 13 41 28.69N | 100 44 57.48E | |
| D7 | | 13 41 29.29N | 100 44 55.11E | |
| D8 | | 13 41 29.58N | 100 44 52.80E | |
| E1 | | 13 41 27.42N | 100 44 49.11E | |
| E3 | | 13 41 25.01N | 100 44 48.47E | |
| E5 | | 13 41 22.59N | 100 44 47.84E | |
| E7 | | 13 41 20.18N | 100 44 47.20E | |
| E9 | | 13 41 17.73N | 100 44 46.74E | |
| 301 | 13 41 21.43N | 100 45 01.43E | | |
| 302 | 13 41 19.29N | 100 45 00.78E | | |
| 303 | 13 41 16.93N | 100 45 00.16E | | |
| 304 | 13 41 14.47N | 100 44 59.52E | | |
| 305 | 13 41 22.27N | 100 44 58.08E | | |
| 306 | 13 41 20.09N | 100 44 57.60E | | |

| LOCATION | STAND NR | COORDINATES | |
|------------|--------------|---------------|---------------|
| MAIN APRON | 307 | 13 41 17.73N | 100 44 56.97E |
| | 308 | 13 41 15.27N | 100 44 56.33E |
| WEST APRON | E2 | 13 41 28.27N | 100 44 45.73E |
| | E4 | 13 41 25.86N | 100 44 45.09E |
| | E6 | 13 41 23.45N | 100 44 44.46E |
| | E8 | 13 41 21.03N | 100 44 43.83E |
| | E10 | 13 41 18.62N | 100 44 43.19E |
| | F1 | 13 41 32.04N | 100 44 43.65E |
| | F3 | 13 41 32.37N | 100 44 41.65E |
| | F5 | 13 41 33.03N | 100 44 39.50E |
| | 401 | 13 41 26.72N | 100 44 36.79E |
| | 402 | 13 41 24.26N | 100 44 36.15E |
| | 403 | 13 41 21.80N | 100 44 35.50E |
| | F2 | 13 41 35.77N | 100 44 44.53E |
| | F4 | 13 41 36.26N | 100 44 42.57E |
| | F6 | 13 41 36.53N | 100 44 40.32E |
| | G1 | 13 41 37.62N | 100 44 48.03E |
| | G2 | 13 41 39.74N | 100 44 48.49E |
| | G3 | 13 41 42.02N | 100 44 49.34E |
| | G4 | 13 41 44.43N | 100 44 49.98E |
| G5 | 13 41 46.95N | 100 44 50.19E | |
| 501 | 13 41 49.24N | 100 44 51.31E | |
| 502 | 13 41 43.48N | 100 44 41.20E | |
| 503 | 13 41 45.94N | 100 44 41.85E | |
| 504 | 13 41 48.40N | 100 44 42.49E | |
| 505 | 13 41 50.86N | 100 44 43.14E | |
| 506L | 13 41 57.99N | 100 44 45.65E | |
| 506 | 13 41 57.17N | 100 44 46.07E | |
| 506R | 13 41 56.65N | 100 44 45.30E | |
| 507L | 13 42 00.67N | 100 44 46.36E | |
| 507 | 13 41 59.85N | 100 44 46.78E | |
| 507R | 13 41 59.33N | 100 44 46.00E | |
| 508L | 13 42 03.35N | 100 44 47.06E | |
| 508 | 13 42 02.53N | 100 44 47.48E | |
| 508R | 13 42 02.01N | 100 44 46.71E | |

| LOCATION | STAND NR | COORDINATES | |
|------------|--------------|---------------|---------------|
| WEST APRON | 509L | 13 42 06.03N | 100 44 47.76E |
| | 509 | 13 42 05.21N | 100 44 48.18E |
| | 509R | 13 42 04.69N | 100 44 47.41E |
| | 510L | 13 42 08.71N | 100 44 48.47E |
| | 510 | 13 42 07.89N | 100 44 48.89E |
| | 510R | 13 42 07.37N | 100 44 48.12E |
| | 511L | 13 42 11.38N | 100 44 49.17E |
| | 511 | 13 42 10.61N | 100 44 49.40E |
| | 511R | 13 42 10.05N | 100 44 48.82E |
| | 512L | 13 42 14.06N | 100 44 49.88E |
| | 512 | 13 42 13.29N | 100 44 50.10E |
| | 512R | 13 42 12.73N | 100 44 49.52E |
| | 513L | 13 42 16.74N | 100 44 50.58E |
| | 513 | 13 42 15.97N | 100 44 50.81E |
| | 513R | 13 42 15.40N | 100 44 50.23E |
| | 514L | 13 42 19.42N | 100 44 51.29E |
| | 514 | 13 42 18.65N | 100 44 51.51E |
| | 514R | 13 42 18.08N | 100 44 50.93E |
| | 515L | 13 42 22.10N | 100 44 51.99E |
| | 515 | 13 42 21.33N | 100 44 52.22E |
| 515R | 13 42 20.76N | 100 44 51.64E | |
| 516L | 13 42 24.78N | 100 44 52.69E | |
| 516 | 13 42 24.01N | 100 44 52.92E | |
| 516R | 13 42 23.44N | 100 44 52.34E | |
| 517L | 13 42 27.46N | 100 44 53.40E | |
| 517 | 13 42 26.69N | 100 44 53.63E | |
| 517R | 13 42 26.12N | 100 44 53.05E | |
| 518L | 13 42 30.14N | 100 44 54.10E | |
| 518 | 13 42 29.37N | 100 44 54.33E | |
| 518R | 13 42 28.80N | 100 44 53.75E | |
| 519L | 13 42 32.81N | 100 44 54.81E | |
| 519 | 13 42 32.04N | 100 44 55.03E | |
| 519R | 13 42 31.48N | 100 44 54.45E | |
| 520L | 13 42 35.49N | 100 44 55.51E | |
| 520 | 13 42 34.72N | 100 44 55.74E | |

CHANGE: NEW CHART

**AIRCRAFT PARKING/
DOCKING CHART - ICAO**

BANGKOK/Suvarnabhumi Intl

INS COORDINATES FOR AIRCRAFT STANDS

| LOCATION | STAND NR | COORDINATES | |
|------------|----------|--------------|---------------|
| WEST APRON | 520R | 13 42 34.15N | 100 44 55.16E |
| | 521L | 13 42 38.17N | 100 44 56.22E |
| | 521 | 13 42 37.40N | 100 44 56.44E |
| | 521R | 13 42 36.83N | 100 44 55.86E |
| | 522L | 13 42 40.85N | 100 44 56.92E |
| | 522 | 13 42 40.08N | 100 44 57.15E |
| | 522R | 13 42 39.51N | 100 44 56.57E |
| | 523 | 13 42 42.54N | 100 44 57.80E |
| | 524 | 13 42 45.00N | 100 44 58.44E |
| | 525 | 13 42 47.42N | 100 44 59.08E |

Remarks:

1. Special general, corporate, private, government and military aviation operations subject to authorization from AEROTHAI and AOT. Aircraft may be assigned parking positions on Stands 124 - 129 or 521 - 525.
2. Coordinates are provided for forward most nose-wheel stopping position.
3. Aircraft parking stand 131 - 134 are the maintenance aprons operated by Thai Airways International Plc. under the supervision of AOT and AEROTHAI.

CHANGE: NEW CHART.

BANGKOK / Suvarnabhumi International

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV
1.8 m (5.9 ft)

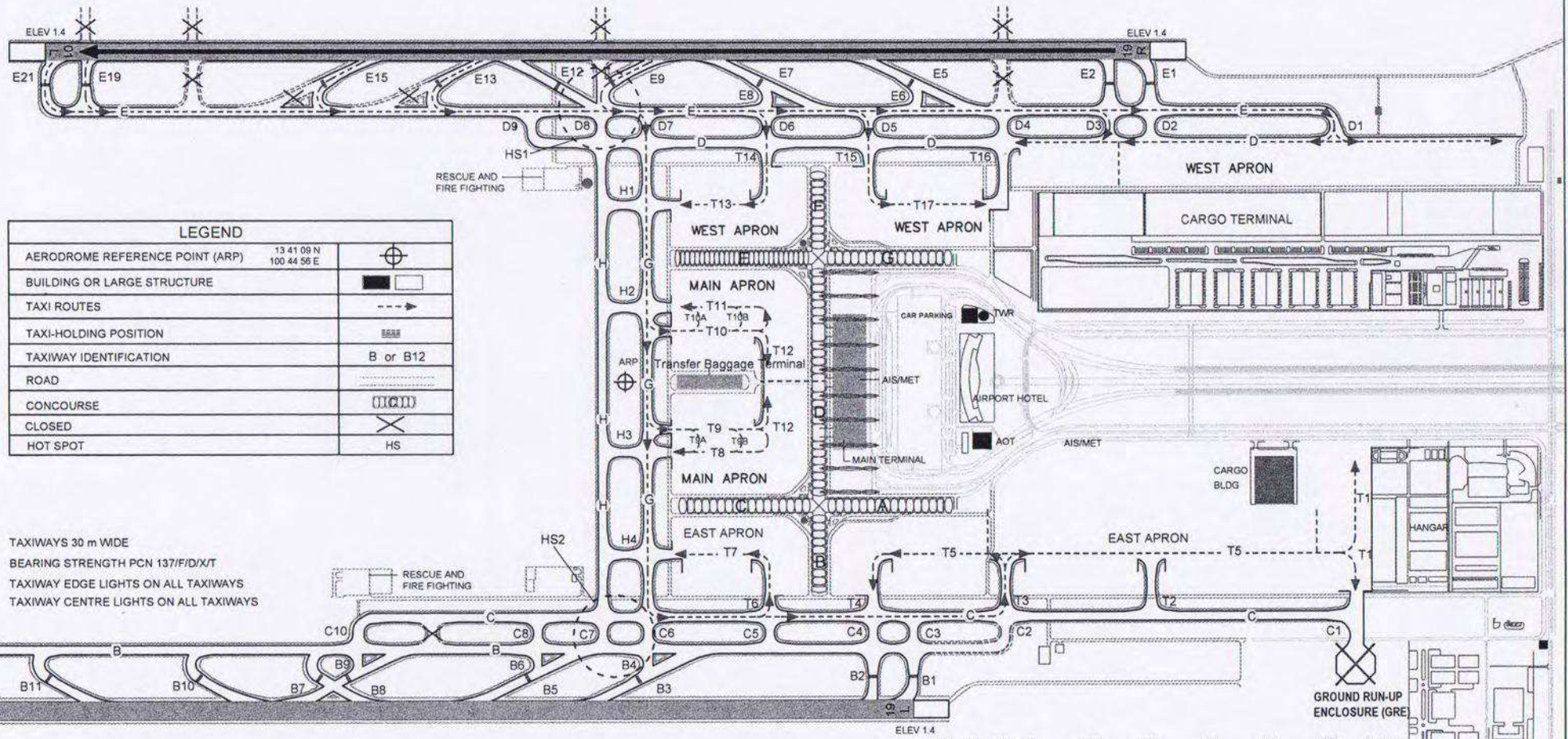
TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

STANDARD TAXI ROUTES

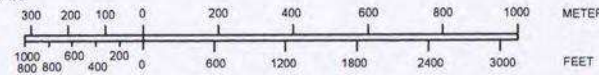
INBOUND TAXI ROUTES - LANDING RUNWAY 19R

ELEVATIONS IN METRES
BEARINGS ARE MAGNETIC
MAG VAR 0° 35' W (2016)
ANNUAL CHANGE 0° 0' E



| LEGEND | | |
|---------------------------------|---------------------------|----|
| AERODROME REFERENCE POINT (ARP) | 13 41 09 N 100 44 56 E | |
| BUILDING OR LARGE STRUCTURE | | |
| TAXI ROUTES | | |
| TAXI-HOLDING POSITION | | |
| TAXIWAY IDENTIFICATION | B or B12 | |
| ROAD | | |
| CONCOURSE | | |
| CLOSED | | |
| HOT SPOT | | HS |

TAXIWAYS 30 m WIDE
BEARING STRENGTH PCN 137/F/D/X/T
TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTRE LIGHTS ON ALL TAXIWAYS



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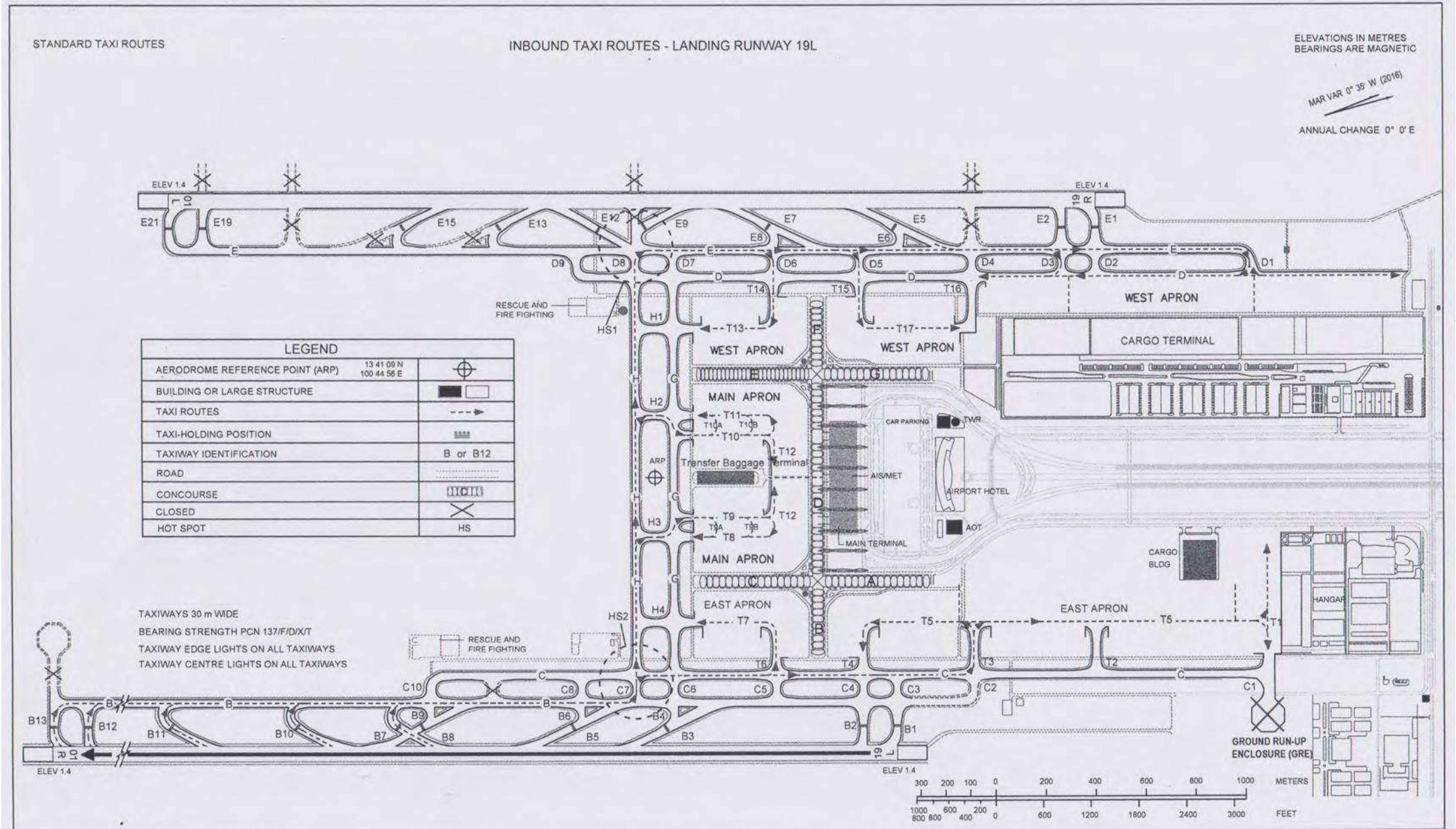
AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV
1.8 m (5.9 ft)

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

BANGKOK / Suvarnabhumi International



INTENTIONALLY BLANK

BANGKOK / Suvarnabhumi International

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV
1.8 m (5.9 ft)

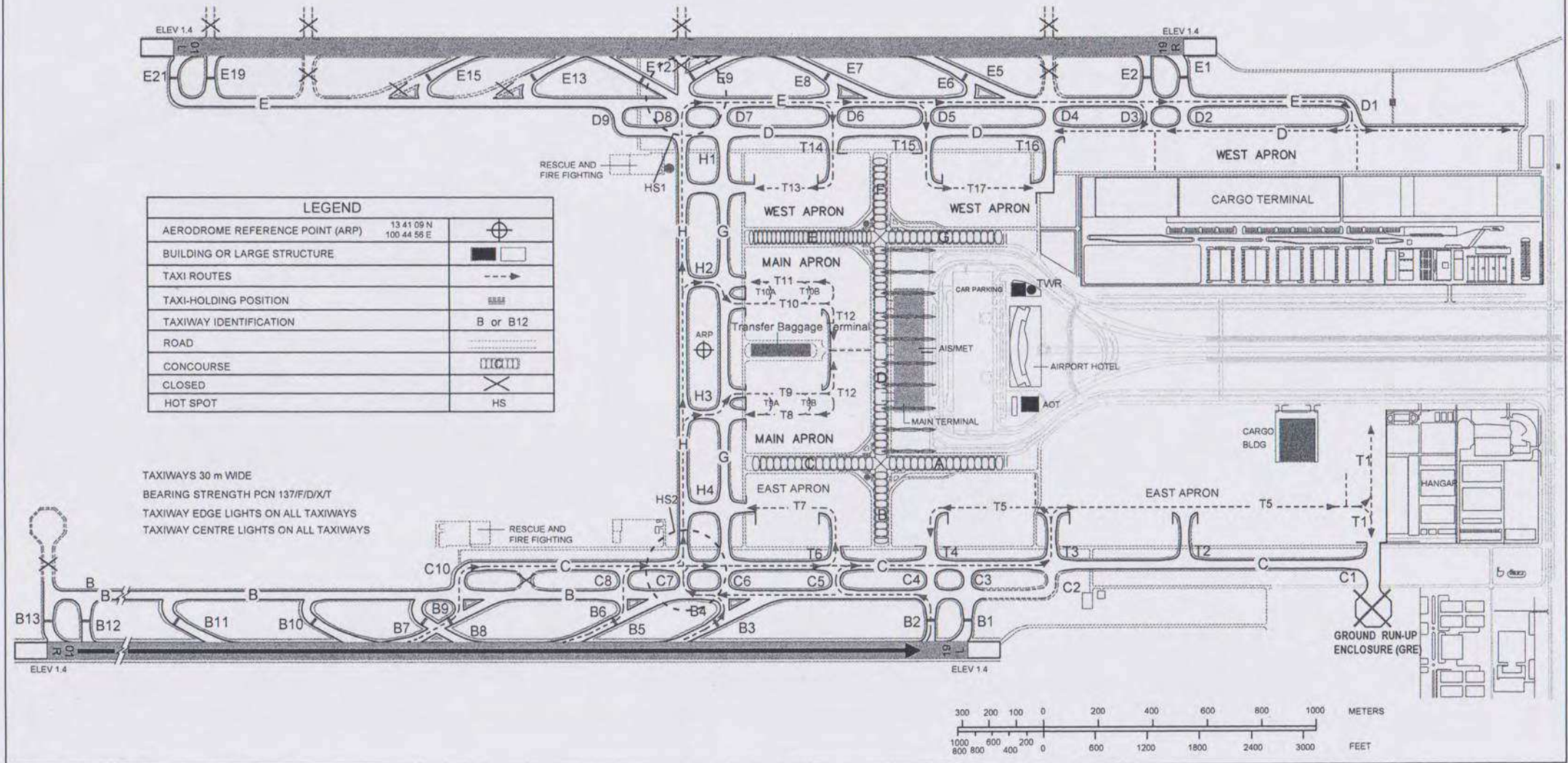
TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

ELEVATIONS IN METRES
BEARINGS ARE MAGNETIC
MAR VAR 0° 35' W (2016)
ANNUAL CHANGE 0° 0' E

STANDARD TAXI ROUTES

INBOUND TAXI ROUTES - LANDING RUNWAY 01R



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BANGKOK / Suvarnabhumi International

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV
1.8 m (5.9 ft)

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

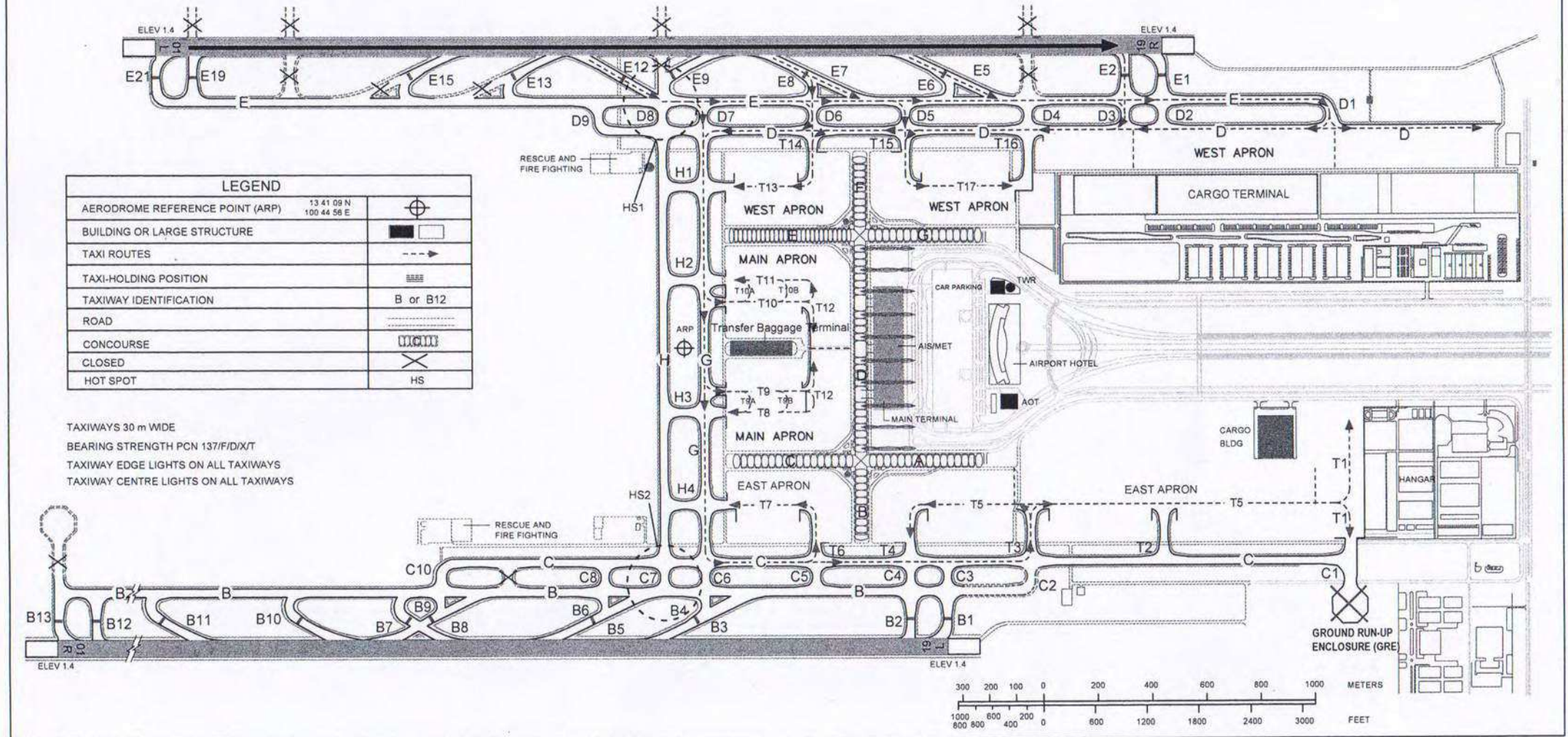
ELEVATIONS IN METRES
BEARINGS ARE MAGNETIC
MAR VAR 0° 35' W (2016)
ANNUAL CHANGE 0° 0' E

STANDARD TAXI ROUTES

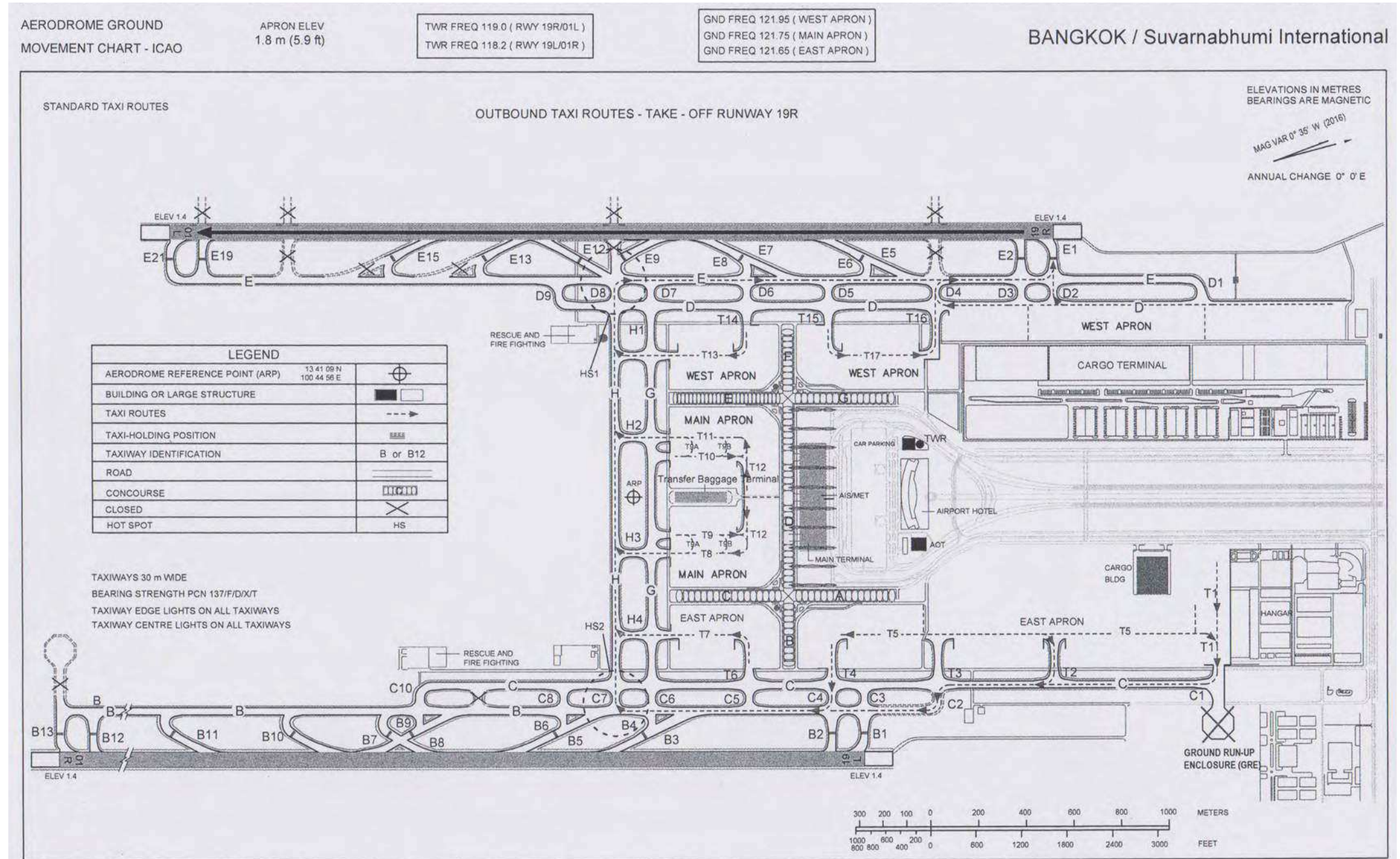
INBOUND TAXI ROUTES - LANDING RUNWAY 01L

| LEGEND | |
|---------------------------------|---------------------------|
| AERODROME REFERENCE POINT (ARP) | 13 41 09 N 100 44 56 E |
| BUILDING OR LARGE STRUCTURE | |
| TAXI ROUTES | |
| TAXI-HOLDING POSITION | |
| TAXIWAY IDENTIFICATION | B or B12 |
| ROAD | |
| CONCOURSE | |
| CLOSED | |
| HOT SPOT | HS |

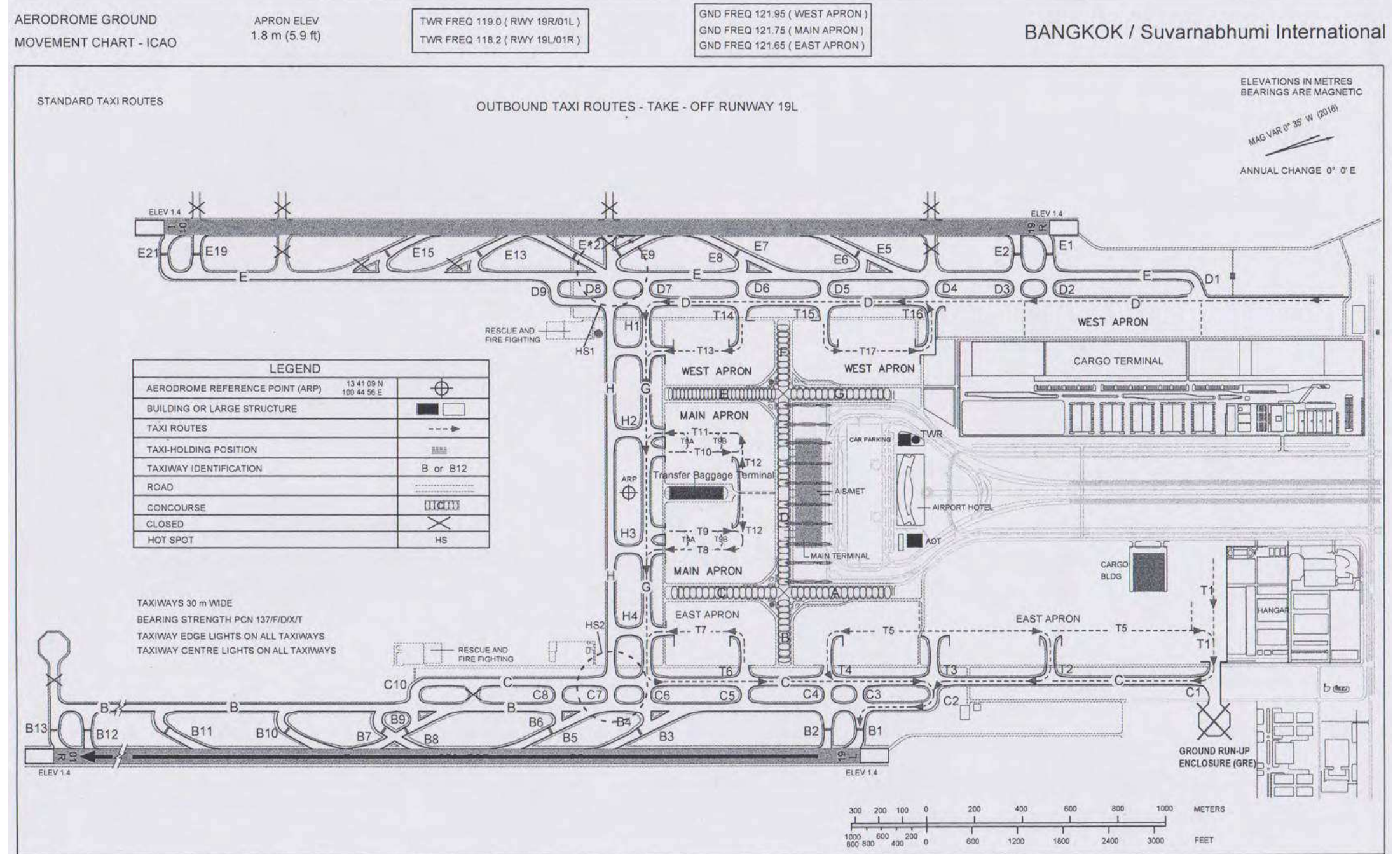
TAXIWAYS 30 m WIDE
BEARING STRENGTH PCN 137/F/D/X/T
TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTRE LIGHTS ON ALL TAXIWAYS



INTENTIONALLY BLANK



INTENTIONALLY BLANK



INTENTIONALLY BLANK

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV
1.8 m (5.9 ft)

TWR FREQ 119.0 (RWY 19R/01L)
TWR FREQ 118.2 (RWY 19L/01R)

GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON)
GND FREQ 121.65 (EAST APRON)

BANGKOK / Suvarnabhumi International

ELEVATIONS IN METRES
BEARINGS ARE MAGNETIC

MAG VAR 0° 35' W (2016)

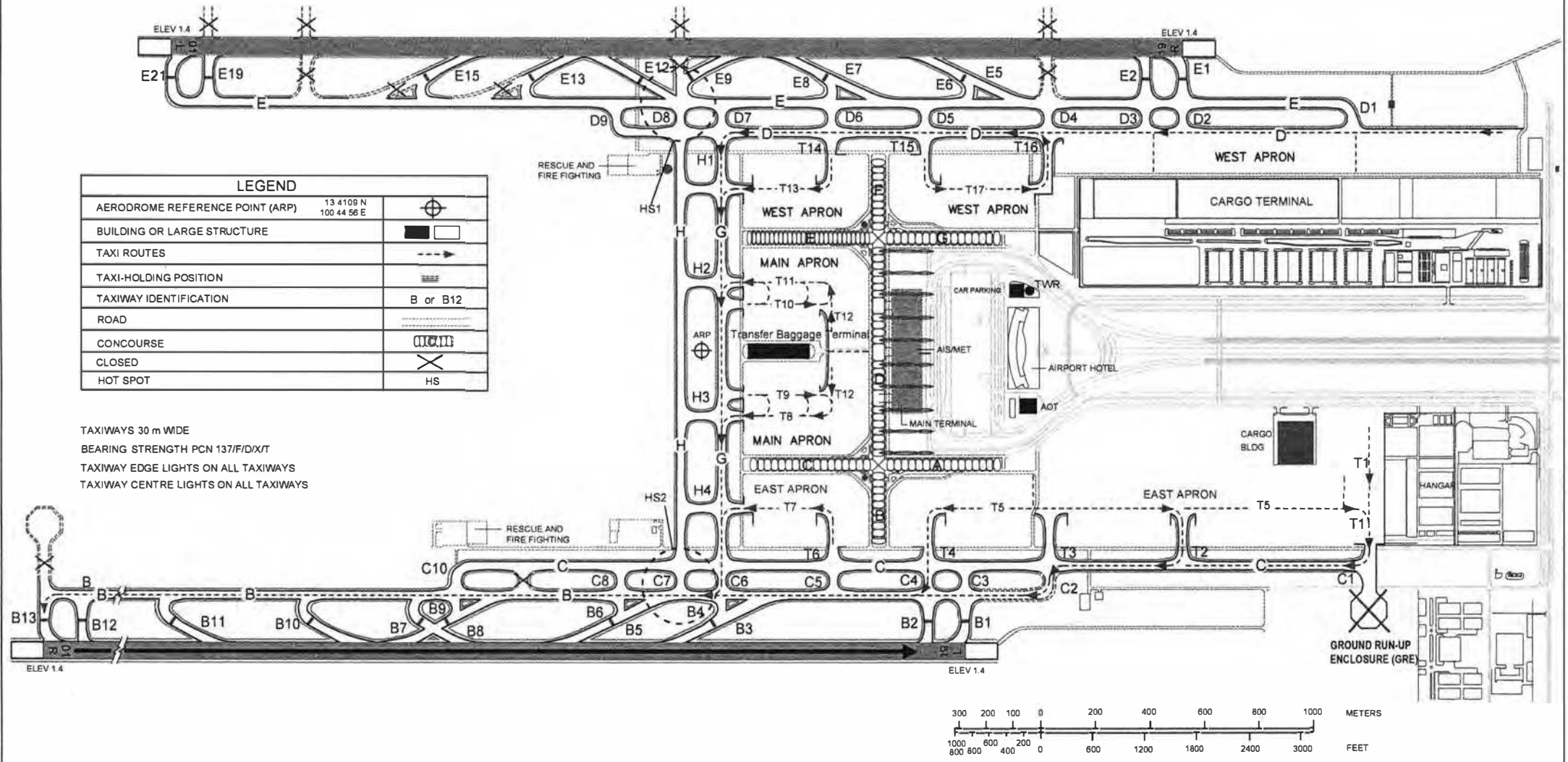
ANNUAL CHANGE 0° 0' E

STANDARD TAXI ROUTES

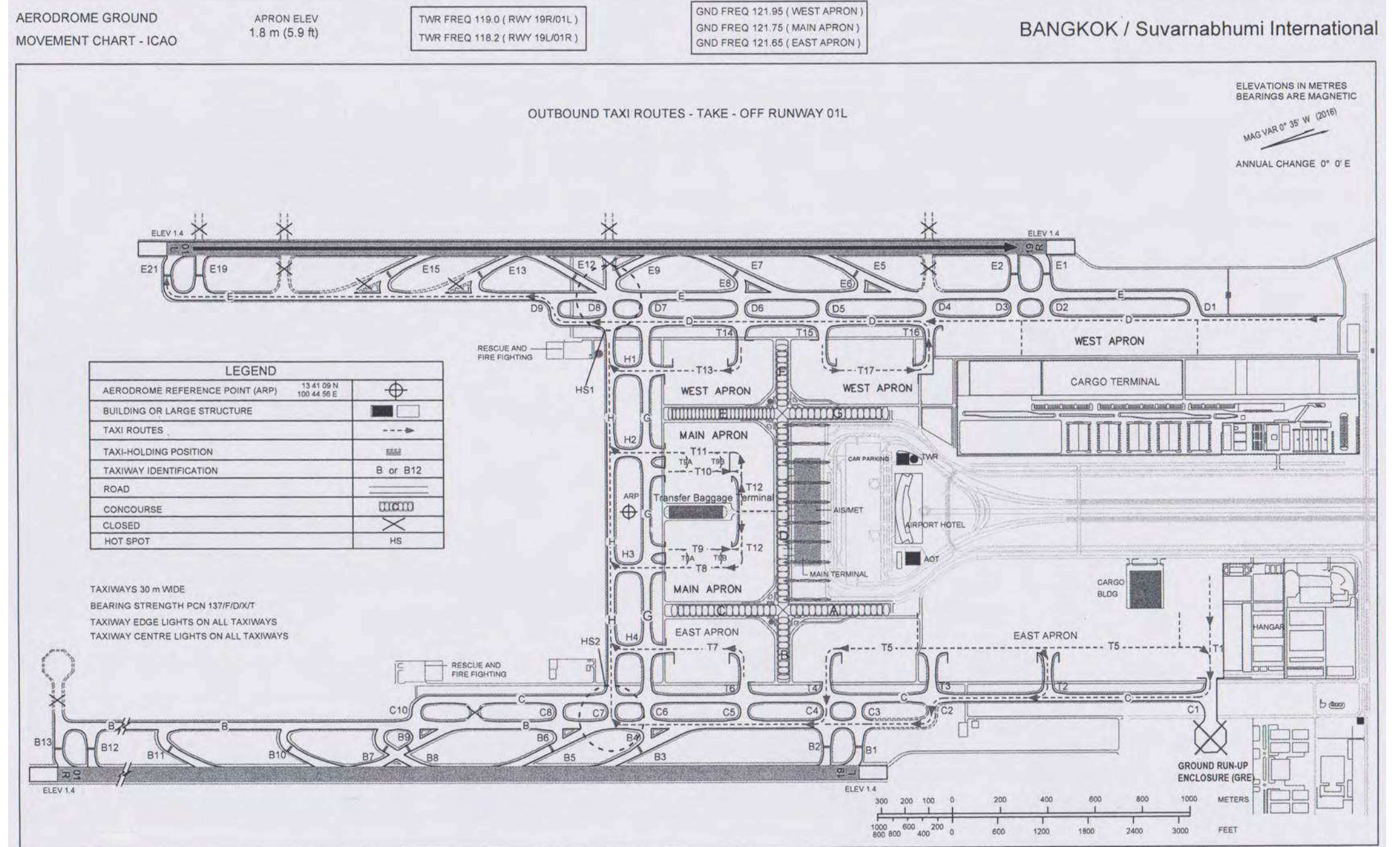
OUTBOUND TAXI ROUTES - TAKE - OFF RUNWAY 01R

| LEGEND | | |
|---------------------------------|--------------------------|----|
| AERODROME REFERENCE POINT (ARP) | 13 4109 N 100 44 56 E | |
| BUILDING OR LARGE STRUCTURE | | |
| TAXI ROUTES | | |
| TAXI-HOLDING POSITION | | |
| TAXIWAY IDENTIFICATION | B or B12 | |
| ROAD | | |
| CONCOURSE | | |
| CLOSED | | |
| HOT SPOT | | HS |

TAXIWAYS 30 m WDE
BEARING STRENGTH PCN 137/F/D/X/T
TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTRE LIGHTS ON ALL TAXIWAYS



INTENTIONALLY BLANK

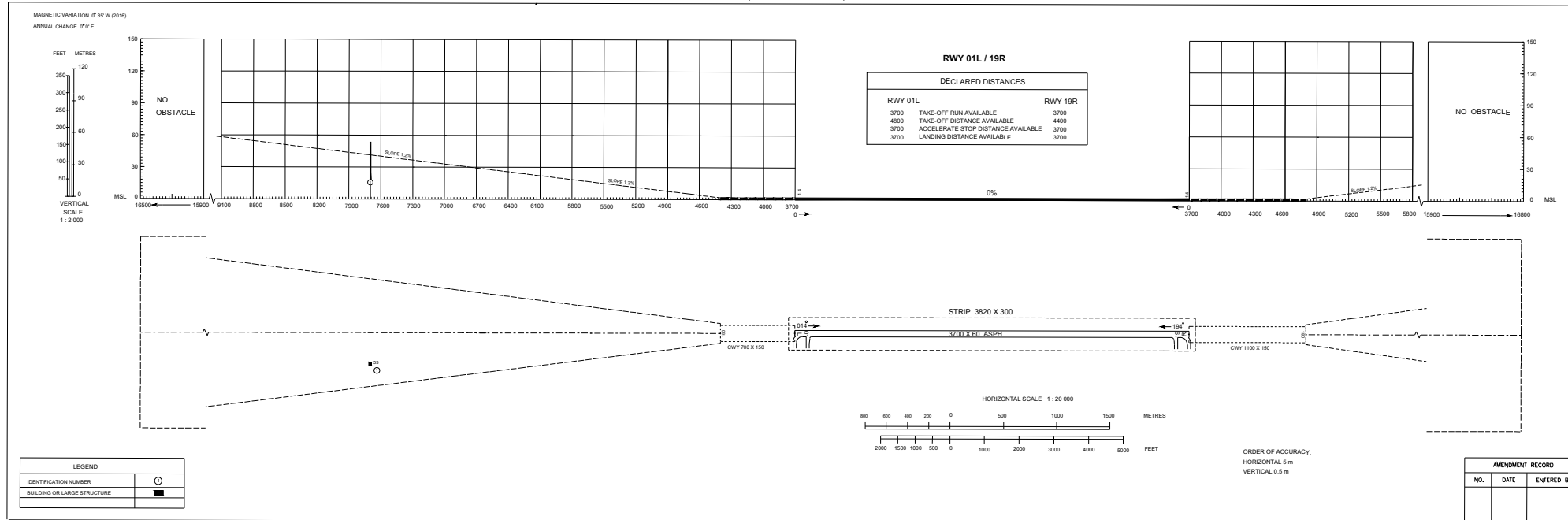


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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

BANGKOK / Suvarnabhumi International

DIMENSIONS AND ELEVATIONS IN METRES

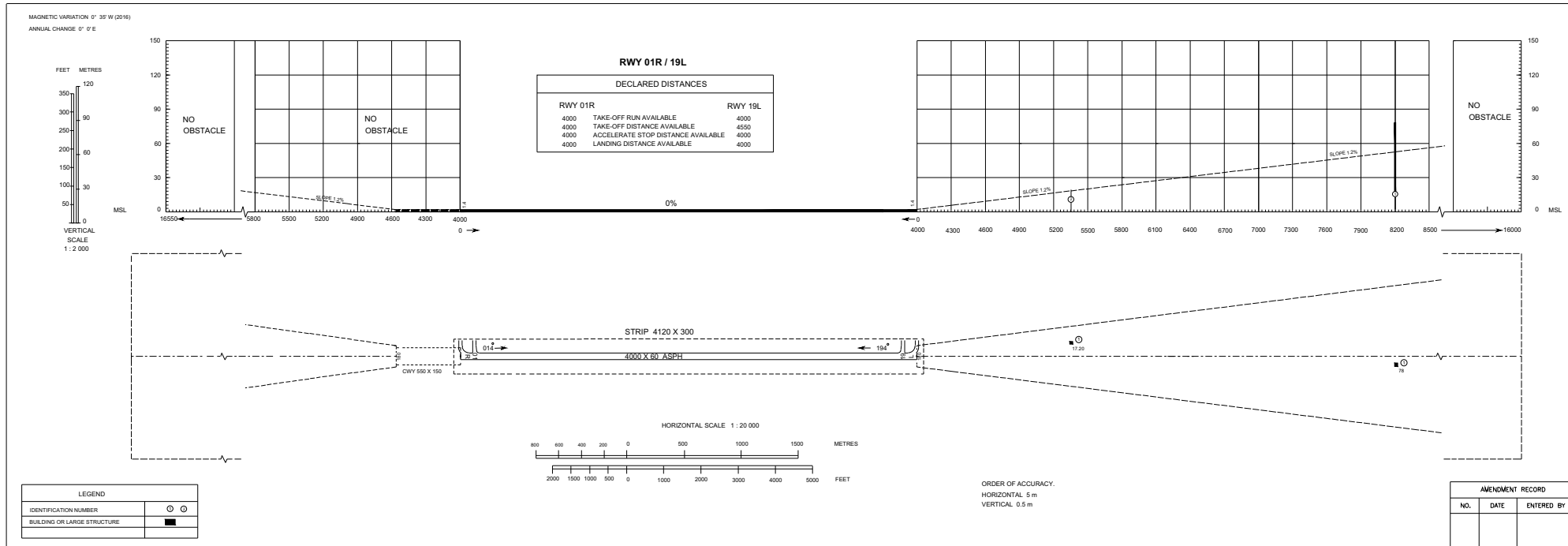


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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

BANGKOK / Suvarnabhumi International

DIMENSIONS AND ELEVATIONS IN METRES

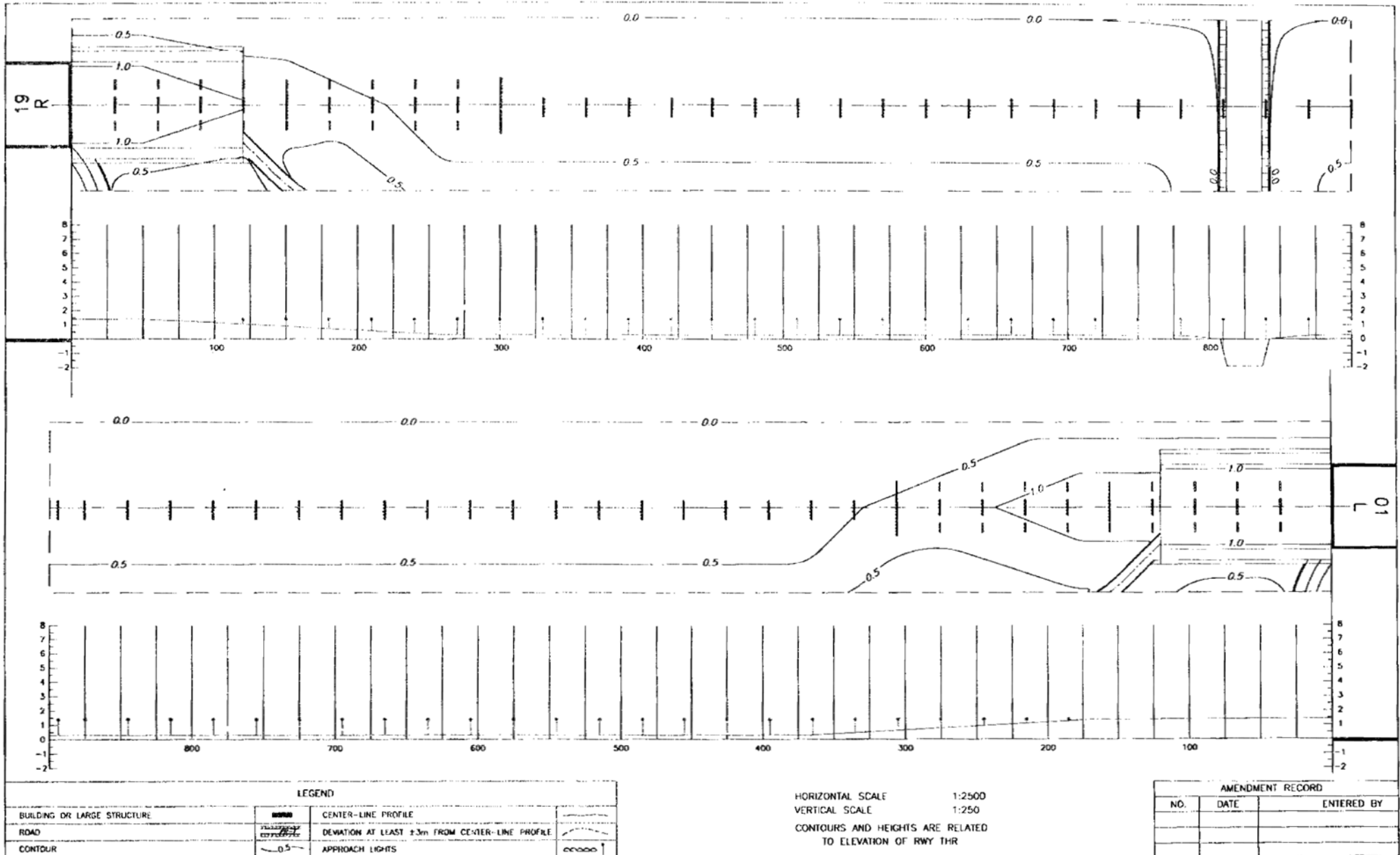


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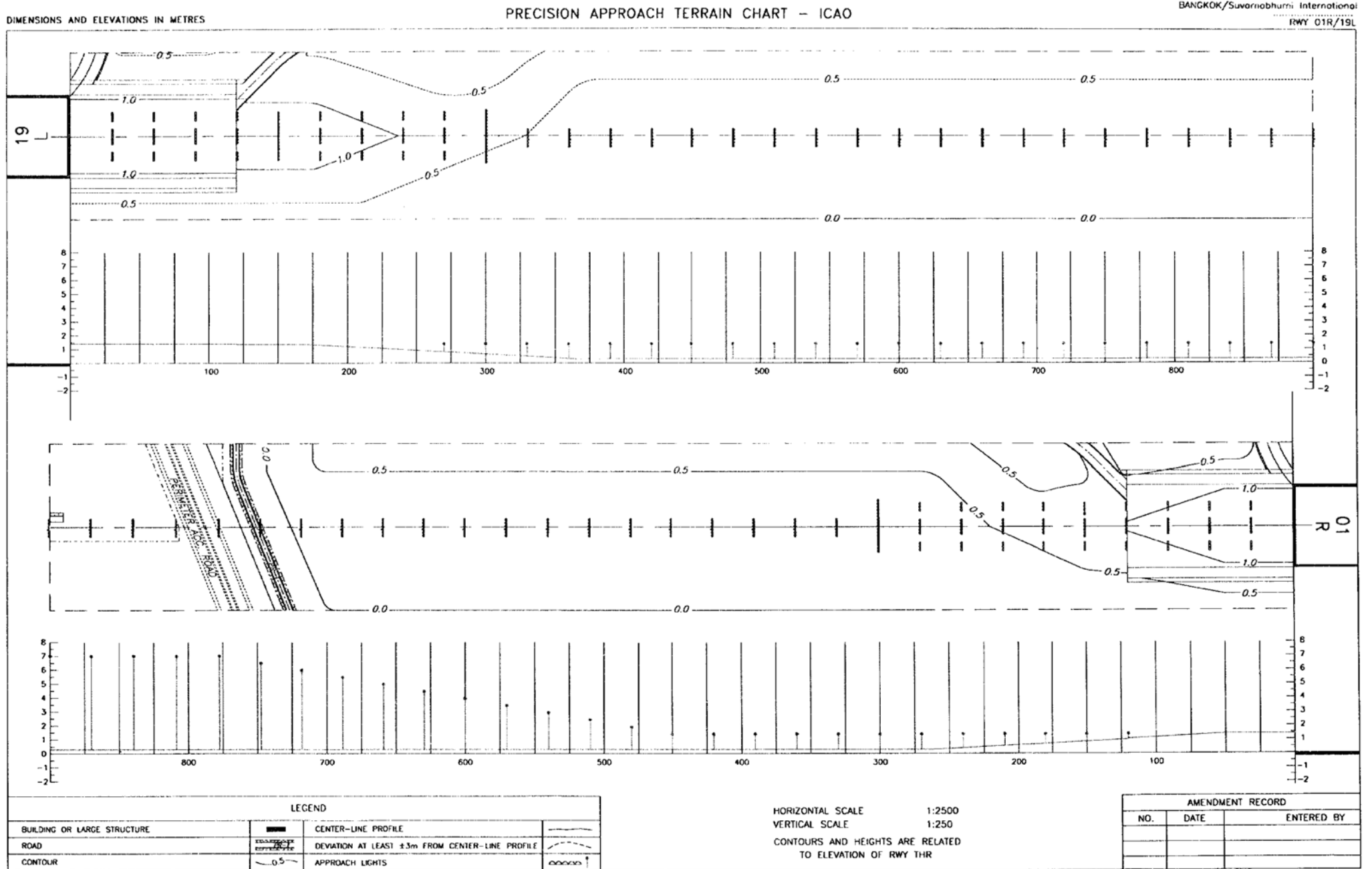
DIMENSIONS AND ELEVATIONS IN METRES

PRECISION APPROACH TERRAIN CHART - ICAO

BANGKOK/Suvarnabhumi International
RWY 11/19R



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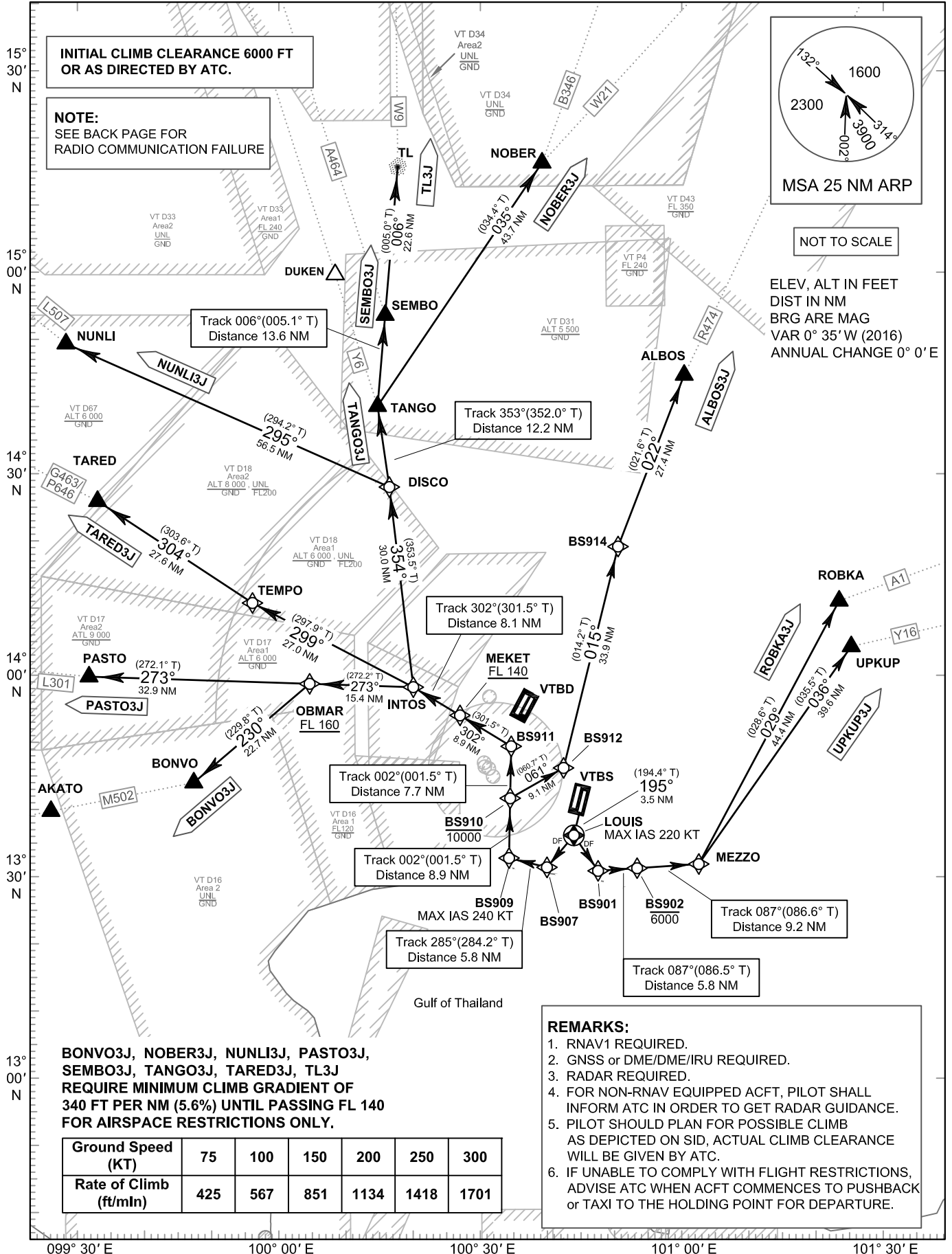
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**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

| | |
|---|--|
| TRANSITION ALTITUDE 11000 FT | APP : 119.1, 262.5 : 120.3, 262.5 : 121.7, 262.5 : 122.35, 262.5 : 124.35, 262.5 : 125.2, 262.5 |
| SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC. | ARR : 121.1 : 126.3 TWR : 118.2, 274.5 : 119.0 ATIS : 133.6, 278.6 |

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L**

ALBOS3J BONVO3J
NOBER3J NUNLI3J PASTO3J
ROBKA3J SEMBO3J TANGO3J
TARED3J TL3J UPKUP3J



CHANGE: NEW PROCEDURES.

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L

ALBOS3J BONVO3J
NOBER3J NUNLI3J PASTO3J
ROBKA3J SEMBO3J TANGO3J
TARED3J TL3J UPKUP3J

RADIO COMMUNICATION FAILURE

| | |
|---|---|
| 1 | SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600 |
| 2 | COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 3 | WHEN A DEPARTING AIRCRAFT IS BEING RADAR VECTORED , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES , A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF TWO MINUTES , THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 4 | FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE. |

WAYPOINT PRONUNCIATION

| Waypoint Identifier | Pronunciation | Waypoint Identifier | Pronunciation |
|---------------------|---------------|---------------------|---------------|
| DER RWY19L | - | MEKET | MEH - KET |
| ALBOS | AL - BOSS | MEZZO | MES - ZOH |
| BONVO | BONG - VOH | NOBER | NO - BER |
| BS901 | - | NUNLI | NUN - LEE |
| BS902 | - | OBMAR | OB - MAR |
| BS907 | - | PASTO | PAS - TOW |
| BS909 | - | ROBKA | ROB - KAH |
| BS910 | - | SEMBO | SEM - BO |
| BS911 | - | TANGO | TANG - GO |
| BS912 | - | TARED | TAH - RED |
| BS914 | - | TEMPO | TEM - POH |
| DISCO | DIS - KOH | TL | TA - KLEE |
| INTOS | IN - TOSS | UPKUP | UP - CUP |
| LOUIS | LOO - ISS | | |

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L**

ALBOS3J BONVO3J
NOBER3J NUNLI3J PASTO3J
ROBKA3J SEMBO3J TANGO3J
TARED3J TL3J UPKUP3J

TABULAR DESCRIPTION (1)

| RNAV RWY19L | | | | | | | | | | | |
|-----------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| ALBOS3J TO R474 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | R | -10000 | - | - | RNAV 1 |
| 060 | TF | BS912 | - | 061°(060.7°) | +0.58 | 9.1 | L | - | - | - | RNAV 1 |
| 070 | TF | BS914 | - | 015°(014.2°) | +0.58 | 33.9 | R | - | - | - | RNAV 1 |
| 080 | TF | ALBOS | - | 022°(021.6°) | +0.58 | 27.4 | - | - | - | - | RNAV 1 |
| BONVO3J TO M502 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | L | - | - | - | RNAV 1 |
| 090 | TF | OBMAR | - | 273°(272.2°) | +0.58 | 15.4 | L | +FL160 | - | - | RNAV 1 |
| 100 | TF | BONVO | - | 230°(229.8°) | +0.58 | 22.7 | - | - | - | - | RNAV 1 |
| NOBER3J TO B346, W21 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | R | - | - | - | RNAV 1 |
| 090 | TF | DISCO | - | 354°(353.5°) | +0.58 | 30.0 | L | - | - | - | RNAV 1 |
| 100 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | R | - | - | - | RNAV 1 |
| 110 | TF | NOBER | - | 035°(034.4°) | +0.58 | 43.7 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L

ALBOS3J BONVO3J
NOBER3J NUNLI3J PASTO3J
ROBKA3J SEMBO3J TANGO3J
TARED3J TL3J UPKUP3J

TABULAR DESCRIPTION (2)

| RNAV RWY19L | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| NUNLI3J TO L507 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | R | - | - | - | RNAV 1 |
| 090 | TF | DISCO | - | 354°(353.5°) | +0.58 | 30.0 | L | - | - | - | RNAV 1 |
| 100 | TF | NUNLI | - | 295°(294.2°) | +0.58 | 56.5 | - | - | - | - | RNAV 1 |
| PASTO3J TO L301 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | L | - | - | - | RNAV 1 |
| 090 | TF | OBMAR | - | 273°(272.2°) | +0.58 | 15.4 | - | +FL160 | - | - | RNAV 1 |
| 100 | TF | PASTO | - | 273°(272.1°) | +0.58 | 32.9 | - | - | - | - | RNAV 1 |
| ROBKA3J TO A1 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS901 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS902 | - | 087°(086.5°) | +0.58 | 5.8 | - | -6000 | - | - | RNAV 1 |
| 050 | TF | MEZZO | - | 087°(086.6°) | +0.58 | 9.2 | L | - | - | - | RNAV 1 |
| 060 | TF | ROBKA | - | 029°(028.6°) | +0.58 | 44.4 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAOBANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19LALBOS3J BONVO3J
NOBER3J NUNLI3J PASTO3J
ROBKA3J SEMBO3J TANGO3J
TARED3J TL3J UPKUP3J

TABULAR DESCRIPTION (3)

| RNAV RWY19L | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| SEMBO3J TO A464 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | R | - | - | - | RNAV 1 |
| 090 | TF | DISCO | - | 354°(353.5°) | +0.58 | 30.0 | L | - | - | - | RNAV 1 |
| 100 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | R | - | - | - | RNAV 1 |
| 110 | TF | SEMBO | - | 006°(005.1°) | +0.58 | 13.6 | - | - | - | - | RNAV 1 |
| TANGO3J TO Y6 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | R | - | - | - | RNAV 1 |
| 090 | TF | DISCO | - | 354°(353.5°) | +0.58 | 30.0 | L | - | - | - | RNAV 1 |
| 100 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L

ALBOS3J BONVO3J
NOBER3J NUNLI3J PASTO3J
ROBKA3J SEMBO3J TANGO3J
TARED3J TL3J UPKUP3J

TABULAR DESCRIPTION (4)

| RNAV RWY19L | | | | | | | | | | | |
|-----------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| TARED3J TO G463/P646 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | L | - | - | - | RNAV 1 |
| 090 | TF | TEMPO | - | 299°(297.9°) | +0.58 | 27.0 | R | - | - | - | RNAV 1 |
| 100 | TF | TARED | - | 304°(303.6°) | +0.58 | 27.6 | - | - | - | - | RNAV 1 |
| TL3J TO W9 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | R | - | - | - | RNAV 1 |
| 090 | TF | DISCO | - | 354°(353.5°) | +0.58 | 30.0 | L | - | - | - | RNAV 1 |
| 100 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | R | - | - | - | RNAV 1 |
| 110 | TF | SEMBO | - | 006°(005.1°) | +0.58 | 13.6 | - | - | - | - | RNAV 1 |
| 120 | TF | TL | - | 006°(005.0°) | +0.58 | 22.6 | - | - | - | - | RNAV 1 |
| UPKUP3J TO Y16 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS901 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS902 | - | 087°(086.5°) | +0.58 | 5.8 | - | -6000 | - | - | RNAV 1 |
| 050 | TF | MEZZO | - | 087°(086.6°) | +0.58 | 9.2 | L | - | - | - | RNAV 1 |
| 060 | TF | UPKUP | - | 036°(035.5°) | +0.58 | 39.6 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L

ALBOS3J BONVO3J
NOBER3J NUNLI3J PASTO3J
ROBKA3J SEMBO3J TANGO3J
TARED3J TL3J UPKUP3J

WAYPOINT LIST

| RNAV RWY19L | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| DER RWY19L | 13° 39' 24.11" N 100° 45' 06.59" E |
| ALBOS | 14° 44' 41.70" N 101° 01' 41.90" E |
| BONVO | 13° 44' 10.47" N 099° 46' 06.72" E |
| BS901 | 13° 30' 39.63" N 100° 47' 52.93" E |
| BS902 | 13° 31' 00.74" N 100° 53' 51.07" E |
| BS907 | 13° 31' 14.42" N 100° 40' 03.93" E |
| BS909 | 13° 32' 40.09" N 100° 34' 16.99" E |
| BS910 | 13° 41' 36.08" N 100° 34' 31.08" E |
| BS911 | 13° 49' 22.54" N 100° 34' 43.38" E |
| BS912 | 13° 46' 05.33" N 100° 42' 42.85" E |
| BS914 | 14° 19' 08.00" N 100° 51' 18.42" E |
| DISCO | 14° 28' 15.59" N 100° 16' 17.24" E |
| INTOS | 13° 58' 18.55" N 100° 19' 47.12" E |
| LOUIS | 13° 35' 59.82" N 100° 44' 12.92" E |
| MEKET | 13° 54' 02.87" N 100° 26' 54.95" E |
| MEZZO | 13° 31' 33.78" N 101° 03' 16.41" E |
| NOBER | 15° 16' 35.60" N 100° 40' 06.00" E |
| NUNLI | 14° 51' 27.45" N 099° 23' 03.60" E |
| OBMAR | 13° 58' 53.52" N 100° 03' 54.64" E |
| PASTO | 14° 00' 04.50" N 099° 30' 06.94" E |
| ROBKA | 14° 10' 42.95" N 101° 25' 07.95" E |
| SEMBO | 14° 53' 59.16" N 100° 15' 47.92" E |
| TANGO | 14° 40' 22.25" N 100° 14' 32.54" E |
| TARED | 14° 26' 19.52" N 099° 31' 28.87" E |
| TEMPO | 14° 11' 00.89" N 099° 55' 11.97" E |
| TL | 15° 16' 33.45" N 100° 17' 51.11" E |
| UPKUP | 14° 03' 52.65" N 101° 26' 54.84" E |

INTENTIONALLY BLANK

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

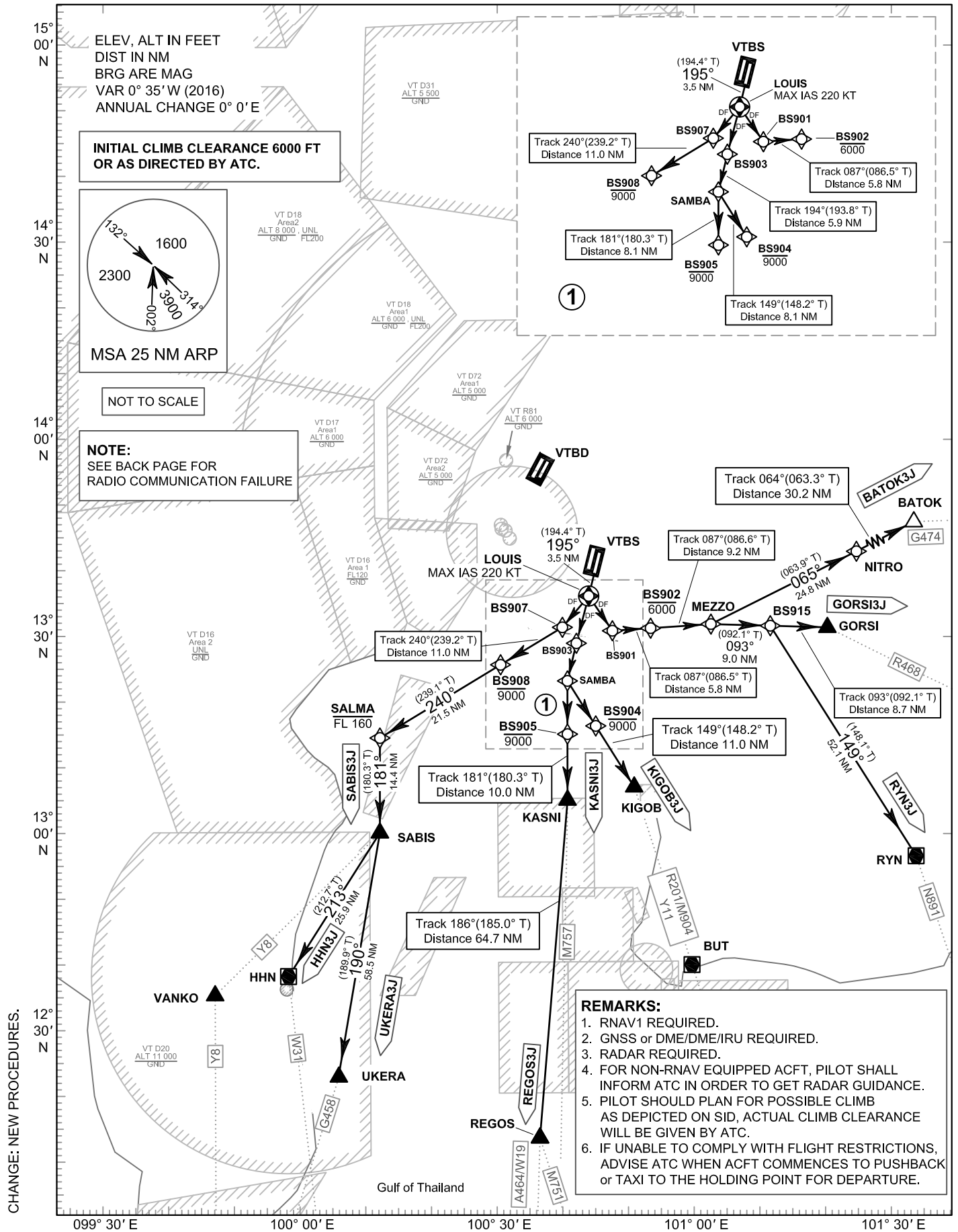
TRANSITION ALTITUDE
11000 FT

SPEED RESTRICTION
MAX IAS 250 KT AT OR
BELOW ALT 10000 FT
UNLESS OTHERWISE
AUTHORIZED BY ATC.

| | |
|------|-----------------|
| APP | : 119.1, 262.5 |
| | : 120.3, 262.5 |
| | : 121.7, 262.5 |
| | : 122.35, 262.5 |
| | : 124.35, 262.5 |
| | : 125.2, 262.5 |
| ARR | : 121.1 |
| | : 126.3 |
| TWR | : 118.2, 274.5 |
| | : 119.0 |
| ATIS | : 133.6, 278.6 |

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L**

BATOK3J GORSI3J HHN3J
KASNI3J KIGOB3J REGOS3J
RYN3J SABIS3J UKERA3J



CHANGE: NEW PROCEDURES.

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L

BATOK3J GORSI3J HHN3J
KASNI3J KIGOB3J REGOS3J
RYN3J SABIS3J UKERA3J

RADIO COMMUNICATION FAILURE

| | |
|---|---|
| 1 | SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600 |
| 2 | COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 3 | WHEN A DEPARTING AIRCRAFT IS BEING RADAR VECTORED , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES , A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF TWO MINUTES , THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 4 | FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE. |

WAYPOINT PRONUNCIATION

| Waypoint Identifier | Pronunciation | Waypoint Identifier | Pronunciation |
|---------------------|---------------|---------------------|---------------|
| DER RWY19L | - | KASNI | KAS - NEE |
| BATOK | BAH - TOK | KIGOB | KEE - GOB |
| BS901 | - | LOUIS | LOO - ISS |
| BS902 | - | MEZZO | MES - ZOH |
| BS903 | - | NITRO | NAI - TRO |
| BS904 | - | REGOS | REE - GOSS |
| BS905 | - | RYN | RA - YONG |
| BS907 | - | SABIS | SAH - BISS |
| BS908 | - | SALMA | SAL - MAH |
| BS915 | - | SAMBA | SAM - BAH |
| GORSI | GOR - SEE | UKERA | U - KEY - RAH |
| HHN | HUA - HIN | | |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L

BATOK3J GORSI3J HHN3J
KASNI3J KIGOB3J REGOS3J
RYN3J SABIS3J UKERA3J

TABULAR DESCRIPTION (1)

| RNAV RWY19L | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| BATOK3J TO G474 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS901 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS902 | - | 087°(086.5°) | +0.58 | 5.8 | - | -6000 | - | - | RNAV 1 |
| 050 | TF | MEZZO | - | 087°(086.6°) | +0.58 | 9.2 | L | - | - | - | RNAV 1 |
| 060 | TF | NITRO | - | 065°(063.9°) | +0.58 | 24.8 | L | - | - | - | RNAV 1 |
| 070 | TF | BATOK | - | 064°(063.3°) | +0.58 | 30.2 | - | - | - | - | RNAV 1 |
| GORSI3J TO R468 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS901 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS902 | - | 087°(086.5°) | +0.58 | 5.8 | - | -6000 | - | - | RNAV 1 |
| 050 | TF | MEZZO | - | 087°(086.6°) | +0.58 | 9.2 | R | - | - | - | RNAV 1 |
| 060 | TF | BS915 | - | 093°(092.1°) | +0.58 | 9.0 | - | - | - | - | RNAV 1 |
| 070 | TF | GORSI | - | 093°(092.1°) | +0.58 | 8.7 | - | - | - | - | RNAV 1 |
| HHN3J TO W31 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS908 | - | 240°(239.2°) | +0.58 | 11.0 | - | -9000 | - | - | RNAV 1 |
| 050 | TF | SALMA | - | 240°(239.1°) | +0.58 | 21.5 | L | -FL160 | - | - | RNAV 1 |
| 060 | TF | SABIS | - | 181°(180.3°) | +0.58 | 14.4 | R | - | - | - | RNAV 1 |
| 070 | TF | HHN | - | 213°(212.7°) | +0.58 | 25.9 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L

BATOK3J GORSI3J HHN3J
KASNI3J KIGOB3J REGOS3J
RYN3J SABIS3J UKERA3J

TABULAR DESCRIPTION (2)

| RNAV RWY19L | | | | | | | | | | | |
|----------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| KASNI3J TO M757 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | - | - | -220 | - | RNAV 1 |
| 030 | DF | BS903 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | SAMBA | - | 194°(193.8°) | +0.58 | 5.9 | L | - | - | - | RNAV 1 |
| 050 | TF | BS905 | - | 181°(180.3°) | +0.58 | 8.1 | - | -9000 | - | - | RNAV 1 |
| 060 | TF | KASNI | - | 181°(180.3°) | +0.58 | 10.0 | - | - | - | - | RNAV 1 |
| KIGOB3J TO R201/M904/Y11 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | - | - | -220 | - | RNAV 1 |
| 030 | DF | BS903 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | SAMBA | - | 194°(193.8°) | +0.58 | 5.9 | L | - | - | - | RNAV 1 |
| 050 | TF | BS904 | - | 149°(148.2°) | +0.58 | 8.1 | - | -9000 | - | - | RNAV 1 |
| 060 | TF | KIGOB | - | 149°(148.2°) | +0.58 | 11.0 | - | - | - | - | RNAV 1 |
| REGOS3J TO A464/W19, M751 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | - | - | -220 | - | RNAV 1 |
| 030 | DF | BS903 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | SAMBA | - | 194°(193.8°) | +0.58 | 5.9 | L | - | - | - | RNAV 1 |
| 050 | TF | BS905 | - | 181°(180.3°) | +0.58 | 8.1 | - | -9000 | - | - | RNAV 1 |
| 060 | TF | KASNI | - | 181°(180.3°) | +0.58 | 10.0 | R | - | - | - | RNAV 1 |
| 070 | TF | REGOS | - | 186°(185.0°) | +0.58 | 64.7 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAOBANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19LBATOK3J GORSI3J HHN3J
KASNI3J KIGOB3J REGOS3J
RYN3J SABIS3J UKERA3J

TABULAR DESCRIPTION (3)

| RNAV RWY19L | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| RYN3J TO N891 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS901 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS902 | - | 087°(086.5°) | +0.58 | 5.8 | - | -6000 | - | - | RNAV 1 |
| 050 | TF | MEZZO | - | 087°(086.6°) | +0.58 | 9.2 | R | - | - | - | RNAV 1 |
| 060 | TF | BS915 | - | 093°(092.1°) | +0.58 | 9.0 | R | - | - | - | RNAV 1 |
| 070 | TF | RYN | - | 149°(148.1°) | +0.58 | 52.1 | - | - | - | - | RNAV 1 |
| SABIS3J TO Y8 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS908 | - | 240°(239.2°) | +0.58 | 11.0 | - | -9000 | - | - | RNAV 1 |
| 050 | TF | SALMA | - | 240°(239.1°) | +0.58 | 21.5 | L | -FL160 | - | - | RNAV 1 |
| 060 | TF | SABIS | - | 181°(180.3°) | +0.58 | 14.4 | - | - | - | - | RNAV 1 |
| UKERA3J TO G458 | | | | | | | | | | | |
| 010 | - | DER RWY19L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | LOUIS | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS908 | - | 240°(239.2°) | +0.58 | 11.0 | - | -9000 | - | - | RNAV 1 |
| 050 | TF | SALMA | - | 240°(239.1°) | +0.58 | 21.5 | L | -FL160 | - | - | RNAV 1 |
| 060 | TF | SABIS | - | 181°(180.3°) | +0.58 | 14.4 | R | - | - | - | RNAV 1 |
| 070 | TF | UKERA | - | 190°(189.9°) | +0.58 | 58.5 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L

BATOK3J GORSI3J HHN3J
KASNI3J KIGOB3J REGOS3J
RYN3J SABIS3J UKERA3J

WAYPOINT LIST

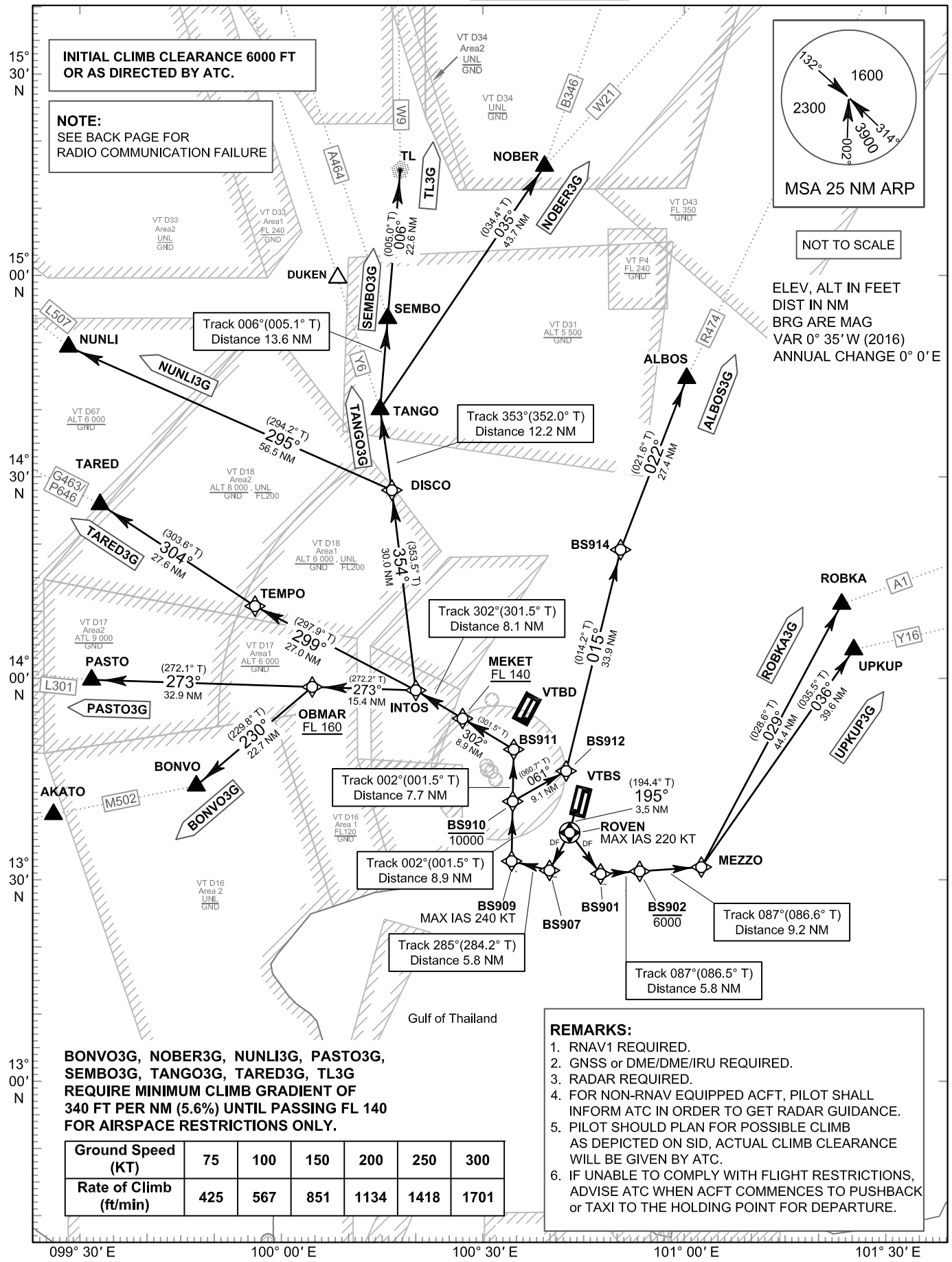
| RNAV RWY19L | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| DER RWY19L | 13° 39' 24.11" N 100° 45' 06.59" E |
| BATOK | 13° 56' 06.00" N 101° 53' 53.60" E |
| BS901 | 13° 30' 39.63" N 100° 47' 52.93" E |
| BS902 | 13° 31' 00.74" N 100° 53' 51.07" E |
| BS903 | 13° 28' 47.51" N 100° 42' 14.54" E |
| BS904 | 13° 16' 08.08" N 100° 45' 10.75" E |
| BS905 | 13° 14' 54.79" N 100° 40' 45.31" E |
| BS907 | 13° 31' 14.42" N 100° 40' 03.93" E |
| BS908 | 13° 25' 34.36" N 100° 30' 22.74" E |
| BS915 | 13° 31' 13.98" N 101° 12' 33.29" E |
| GORSI | 13° 30' 54.64" N 101° 21' 28.05" E |
| HHN | 12° 38' 04.04" N 099° 57' 04.23" E |
| KASNI | 13° 04' 50.17" N 100° 40' 41.88" E |
| KIGOB | 13° 06' 46.46" N 100° 51' 06.33" E |
| LOUIS | 13° 35' 59.82" N 100° 44' 12.92" E |
| MEZZO | 13° 31' 33.78" N 101° 03' 16.41" E |
| NITRO | 13° 42' 28.69" N 101° 26' 07.28" E |
| REGOS | 12° 00' 06.50" N 100° 34' 54.30" E |
| RYN | 12° 46' 48.30" N 101° 40' 41.70" E |
| SABIS | 12° 59' 58.53" N 100° 11' 24.53" E |
| SALMA | 13° 14' 28.89" N 100° 11' 28.72" E |
| SAMBA | 13° 23' 02.66" N 100° 40' 48.12" E |
| UKERA | 12° 02' 07.25" N 100° 01' 09.59" E |

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

| | |
|--|--|
| TRANSITION ALTITUDE 11000 FT | APP : 119.1, 262.5 : 120.3, 262.5 : 121.7, 262.5 : 122.35, 262.5 : 124.35, 262.5 : 125.2, 262.5 |
| SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC. | ARR : 121.1 : 126.3 TWR : 118.2, 274.5 : 119.0 ATIS : 133.6, 278.6 |

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R**

- ALBOS3G BONVO3G
NOBER3G NUNLI3G PASTO3G
ROBKA3G SEMBO3G TANGO3G
TARED3G TL3G UPKUP3G



CHANGE: NEW PROCEDURES.

BONVO3G, NOBER3G, NUNLI3G, PASTO3G, SEMBO3G, TANGO3G, TARED3G, TL3G REQUIRE MINIMUM CLIMB GRADIENT OF 340 FT PER NM (5.6%) UNTIL PASSING FL 140 FOR AIRSPACE RESTRICTIONS ONLY.

| | | | | | | |
|------------------------|-----|-----|-----|------|------|------|
| Ground Speed (KT) | 75 | 100 | 150 | 200 | 250 | 300 |
| Rate of Climb (ft/min) | 425 | 567 | 851 | 1134 | 1418 | 1701 |

- REMARKS:**
1. RNAV1 REQUIRED.
 2. GNSS or DME/DME/IRU REQUIRED.
 3. RADAR REQUIRED.
 4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE.
 5. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
 6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK or TAXI TO THE HOLDING POINT FOR DEPARTURE.

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R

ALBOS3G BONVO3G
NOBER3G NUNLI3G PASTO3G
ROBKA3G SEMBO3G TANGO3G
TARED3G TL3G UPKUP3G

RADIO COMMUNICATION FAILURE

| | |
|---|---|
| 1 | SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600 |
| 2 | COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 3 | WHEN A DEPARTING AIRCRAFT IS BEING RADAR VECTORED , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES , A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF TWO MINUTES , THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 4 | FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE. |

WAYPOINT PRONUNCIATION

| Waypoint Identifier | Pronunciation | Waypoint Identifier | Pronunciation |
|---------------------|---------------|---------------------|---------------|
| DER RWY19R | - | MEZZO | MES - ZOH |
| ALBOS | AL - BOSS | NOBER | NO - BER |
| BONVO | BONG - VOH | NUNLI | NUN - LEE |
| BS901 | - | OBMAR | OB - MAR |
| BS902 | - | PASTO | PAS - TOW |
| BS907 | - | ROBKA | ROB - KAH |
| BS909 | - | ROVEN | ROH - VEN |
| BS910 | - | SEMBO | SEM - BO |
| BS911 | - | TANGO | TANG - GO |
| BS912 | - | TARED | TAH - RED |
| BS914 | - | TEMPO | TEM - POH |
| DISCO | DIS - KOH | TL | TA - KLEE |
| INTOS | IN - TOSS | UPKUP | UP - CUP |
| MEKET | MEH - KET | | |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R

ALBOS3G BONVO3G
NOBER3G NUNLI3G PASTO3G
ROBKA3G SEMBO3G TANGO3G
TARED3G TL3G UPKUP3G

TABULAR DESCRIPTION (1)

| RNAV RWY19R | | | | | | | | | | | |
|-----------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| ALBOS3G TO R474 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | R | -10000 | - | - | RNAV 1 |
| 060 | TF | BS912 | - | 061°(060.7°) | +0.58 | 9.1 | L | - | - | - | RNAV 1 |
| 070 | TF | BS914 | - | 015°(014.2°) | +0.58 | 33.9 | R | - | - | - | RNAV 1 |
| 080 | TF | ALBOS | - | 022°(021.6°) | +0.58 | 27.4 | - | - | - | - | RNAV 1 |
| BONVO3G TO M502 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | L | - | - | - | RNAV 1 |
| 090 | TF | OBMAR | - | 273°(272.2°) | +0.58 | 15.4 | L | +FL160 | - | - | RNAV 1 |
| 100 | TF | BONVO | - | 230°(229.8°) | +0.58 | 22.7 | - | - | - | - | RNAV 1 |
| NOBER3G TO B346, W21 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | R | - | - | - | RNAV 1 |
| 090 | TF | DISCO | - | 354°(353.5°) | +0.58 | 30.0 | L | - | - | - | RNAV 1 |
| 100 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | R | - | - | - | RNAV 1 |
| 110 | TF | NOBER | - | 035°(034.4°) | +0.58 | 43.7 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R

ALBOS3G BONVO3G
NOBER3G NUNLI3G PASTO3G
ROBKA3G SEMBO3G TANGO3G
TARED3G TL3G UPKUP3G

TABULAR DESCRIPTION (2)

| RNAV RWY19R | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| NUNLI3G TO L507 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | R | - | - | - | RNAV 1 |
| 090 | TF | DISCO | - | 354°(353.5°) | +0.58 | 30.0 | L | - | - | - | RNAV 1 |
| 100 | TF | NUNLI | - | 295°(294.2°) | +0.58 | 56.5 | - | - | - | - | RNAV 1 |
| PASTO3G TO L301 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | L | - | - | - | RNAV 1 |
| 090 | TF | OBMAR | - | 273°(272.2°) | +0.58 | 15.4 | - | +FL160 | - | - | RNAV 1 |
| 100 | TF | PASTO | - | 273°(272.1°) | +0.58 | 32.9 | - | - | - | - | RNAV 1 |
| ROBKA3G TO A1 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS901 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS902 | - | 087°(086.5°) | +0.58 | 5.8 | - | -6000 | - | - | RNAV 1 |
| 050 | TF | MEZZO | - | 087°(086.6°) | +0.58 | 9.2 | L | - | - | - | RNAV 1 |
| 060 | TF | ROBKA | - | 029°(028.6°) | +0.58 | 44.4 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R

ALBOS3G BONVO3G
NOBER3G NUNLI3G PASTO3G
ROBKA3G SEMBO3G TANGO3G
TARED3G TL3G UPKUP3G

TABULAR DESCRIPTION (3)

| RNAV RWY19R | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| SEMBO3G TO A464 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | R | - | - | - | RNAV 1 |
| 090 | TF | DISCO | - | 354°(353.5°) | +0.58 | 30.0 | L | - | - | - | RNAV 1 |
| 100 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | R | - | - | - | RNAV 1 |
| 110 | TF | SEMBO | - | 006°(005.1°) | +0.58 | 13.6 | - | - | - | - | RNAV 1 |
| TANGO3G TO Y6 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | R | - | - | - | RNAV 1 |
| 090 | TF | DISCO | - | 354°(353.5°) | +0.58 | 30.0 | L | - | - | - | RNAV 1 |
| 100 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R

ALBOS3G BONVO3G
NOBER3G NUNLI3G PASTO3G
ROBKA3G SEMBO3G TANGO3G
TARED3G TL3G UPKUP3G

TABULAR DESCRIPTION (4)

| RNAV RWY19R | | | | | | | | | | | |
|----------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| TARED3G TO G463/P646 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | L | - | - | - | RNAV 1 |
| 090 | TF | TEMPO | - | 299°(297.9°) | +0.58 | 27.0 | R | - | - | - | RNAV 1 |
| 100 | TF | TARED | - | 304°(303.6°) | +0.58 | 27.6 | - | - | - | - | RNAV 1 |
| TL3G TO W9 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS909 | - | 285°(284.2°) | +0.58 | 5.8 | R | - | -240 | - | RNAV 1 |
| 050 | TF | BS910 | - | 002°(001.5°) | +0.58 | 8.9 | - | -10000 | - | - | RNAV 1 |
| 060 | TF | BS911 | - | 002°(001.5°) | +0.58 | 7.7 | L | - | - | - | RNAV 1 |
| 070 | TF | MEKET | - | 302°(301.5°) | +0.58 | 8.9 | - | +FL140 | - | - | RNAV 1 |
| 080 | TF | INTOS | - | 302°(301.5°) | +0.58 | 8.1 | R | - | - | - | RNAV 1 |
| 090 | TF | DISCO | - | 354°(353.5°) | +0.58 | 30.0 | L | - | - | - | RNAV 1 |
| 100 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | R | - | - | - | RNAV 1 |
| 110 | TF | SEMBO | - | 006°(005.1°) | +0.58 | 13.6 | - | - | - | - | RNAV 1 |
| 120 | TF | TL | - | 006°(005.0°) | +0.58 | 22.6 | - | - | - | - | RNAV 1 |
| UPKUP3G TO Y16 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS901 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS902 | - | 087°(086.5°) | +0.58 | 5.8 | - | -6000 | - | - | RNAV 1 |
| 050 | TF | MEZZO | - | 087°(086.6°) | +0.58 | 9.2 | L | - | - | - | RNAV 1 |
| 060 | TF | UPKUP | - | 036°(035.5°) | +0.58 | 39.6 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R

ALBOS3G BONVO3G
NOBER3G NUNLI3G PASTO3G
ROBKA3G SEMBO3G TANGO3G
TARED3G TL3G UPKUP3G

WAYPOINT LIST

| RNAV RWY19R | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| DER RWY19R | 13° 40' 16.60" N 100° 44' 04.79" E |
| ALBOS | 14° 44' 41.70" N 101° 01' 41.90" E |
| BONVO | 13° 44' 10.47" N 099° 46' 06.72" E |
| BS901 | 13° 30' 39.63" N 100° 47' 52.93" E |
| BS902 | 13° 31' 00.74" N 100° 53' 51.07" E |
| BS907 | 13° 31' 14.42" N 100° 40' 03.93" E |
| BS909 | 13° 32' 40.09" N 100° 34' 16.99" E |
| BS910 | 13° 41' 36.08" N 100° 34' 31.08" E |
| BS911 | 13° 49' 22.54" N 100° 34' 43.38" E |
| BS912 | 13° 46' 05.33" N 100° 42' 42.85" E |
| BS914 | 14° 19' 08.00" N 100° 51' 18.42" E |
| DISCO | 14° 28' 15.59" N 100° 16' 17.24" E |
| INTOS | 13° 58' 18.55" N 100° 19' 47.12" E |
| MEKET | 13° 54' 02.87" N 100° 26' 54.95" E |
| MEZZO | 13° 31' 33.78" N 101° 03' 16.41" E |
| NOBER | 15° 16' 35.60" N 100° 40' 06.00" E |
| NUNLI | 14° 51' 27.45" N 099° 23' 03.60" E |
| OBMAR | 13° 58' 53.52" N 100° 03' 54.64" E |
| PASTO | 14° 00' 04.50" N 099° 30' 06.94" E |
| ROBKA | 14° 10' 42.95" N 101° 25' 07.95" E |
| ROVEN | 13° 36' 52.30" N 100° 43' 11.13" E |
| SEMBO | 14° 53' 59.16" N 100° 15' 47.92" E |
| TANGO | 14° 40' 22.25" N 100° 14' 32.54" E |
| TARED | 14° 26' 19.52" N 099° 31' 28.87" E |
| TEMPO | 14° 11' 00.89" N 099° 55' 11.97" E |
| TL | 15° 16' 33.45" N 100° 17' 51.11" E |
| UPKUP | 14° 03' 52.65" N 101° 26' 54.84" E |

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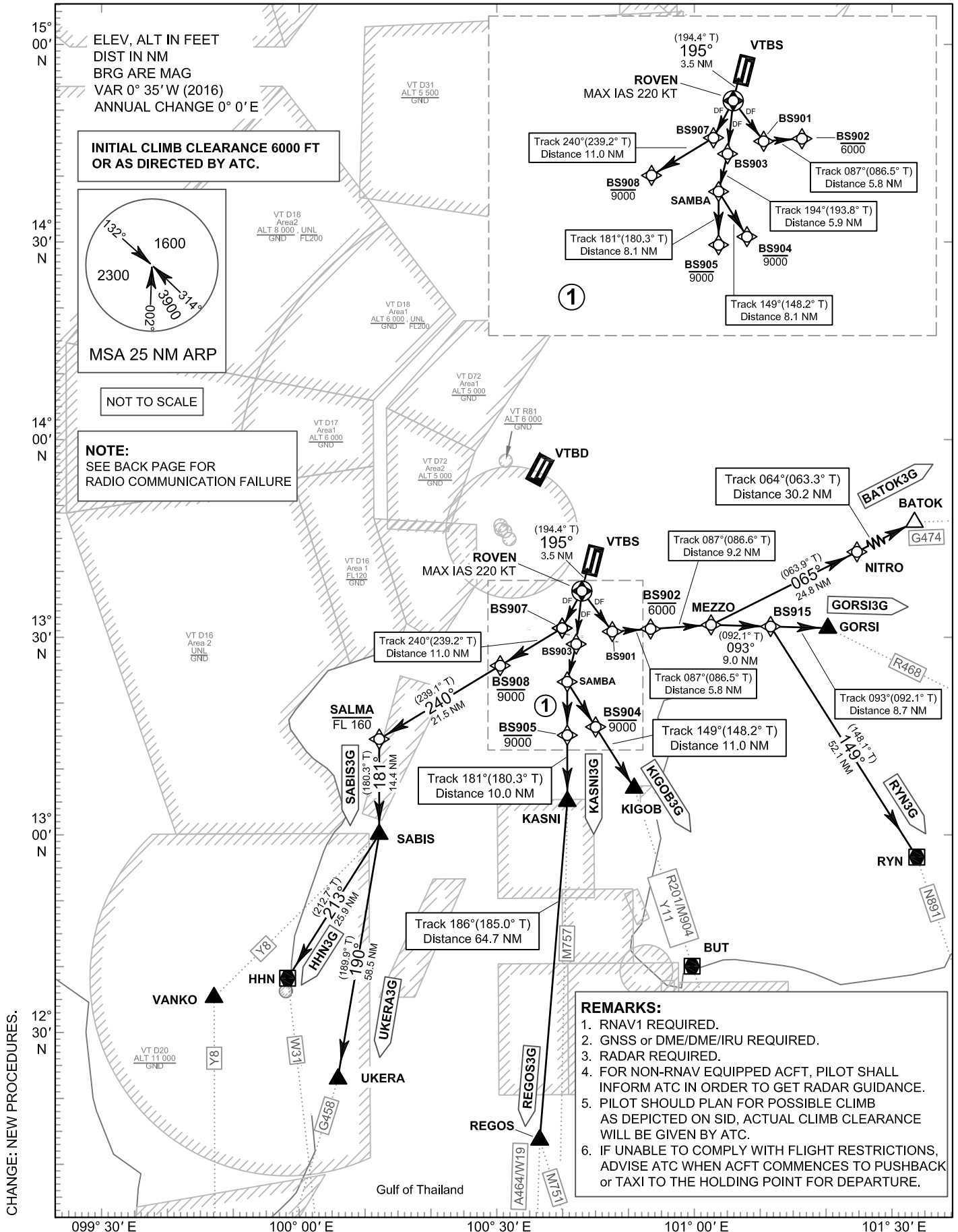
**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

| |
|--|
| TRANSITION ALTITUDE 11000 FT |
| SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC. |

| | |
|--------|-----------------|
| APP : | 119.1, 262.5 |
| | : 120.3, 262.5 |
| | : 121.7, 262.5 |
| | : 122.35, 262.5 |
| | : 124.35, 262.5 |
| | : 125.2, 262.5 |
| ARR : | 121.1 |
| | : 126.3 |
| TWR : | 118.2, 274.5 |
| | : 119.0 |
| ATIS : | 133.6, 278.6 |

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R**

BATOK3G GORSI3G HHN3G
KASNI3G KIGOB3G REGOS3G
RYN3G SABIS3G UKERA3G



CHANGE: NEW PROCEDURES.

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R

BATOK3G GORSI3G HHN3G
KASNI3G KIGOB3G REGOS3G
RYN3G SABIS3G UKERA3G

RADIO COMMUNICATION FAILURE

| | |
|---|---|
| 1 | SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600 |
| 2 | COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 3 | WHEN A DEPARTING AIRCRAFT IS BEING RADAR VECTORED , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES , A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF TWO MINUTES , THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 4 | FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE. |

WAYPOINT PRONUNCIATION

| Waypoint Identifier | Pronunciation | Waypoint Identifier | Pronunciation |
|---------------------|---------------|---------------------|---------------|
| DER RWY19R | - | KASNI | KAS - NEE |
| BATOK | BAH - TOK | KIGOB | KEE - GOB |
| BS901 | - | MEZZO | MES - ZOH |
| BS902 | - | NITRO | NAI - TRO |
| BS903 | - | REGOS | REE - GOSS |
| BS904 | - | ROVEN | ROH - VEN |
| BS905 | - | RYN | RA - YONG |
| BS907 | - | SABIS | SAH - BISS |
| BS908 | - | SALMA | SAL - MAH |
| BS915 | - | SAMBA | SAM - BAH |
| GORSI | GOR - SEE | UKERA | U - KEY - RAH |
| HHN | HUA - HIN | | |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R

BATOK3G GORSI3G HHN3G
KASNI3G KIGOB3G REGOS3G
RYN3G SABIS3G UKERA3G

TABULAR DESCRIPTION (1)

| RNAV RWY19R | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| BATOK3G TO G474 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS901 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS902 | - | 087°(086.5°) | +0.58 | 5.8 | - | -6000 | - | - | RNAV 1 |
| 050 | TF | MEZZO | - | 087°(086.6°) | +0.58 | 9.2 | L | - | - | - | RNAV 1 |
| 060 | TF | NITRO | - | 065°(063.9°) | +0.58 | 24.8 | L | - | - | - | RNAV 1 |
| 070 | TF | BATOK | - | 064°(063.3°) | +0.58 | 30.2 | - | - | - | - | RNAV 1 |
| GORSI3G TO R468 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS901 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS902 | - | 087°(086.5°) | +0.58 | 5.8 | - | -6000 | - | - | RNAV 1 |
| 050 | TF | MEZZO | - | 087°(086.6°) | +0.58 | 9.2 | R | - | - | - | RNAV 1 |
| 060 | TF | BS915 | - | 093°(092.1°) | +0.58 | 9.0 | - | - | - | - | RNAV 1 |
| 070 | TF | GORSI | - | 093°(092.1°) | +0.58 | 8.7 | - | - | - | - | RNAV 1 |
| HHN3G TO W31 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS908 | - | 240°(239.2°) | +0.58 | 11.0 | - | -9000 | - | - | RNAV 1 |
| 050 | TF | SALMA | - | 240°(239.1°) | +0.58 | 21.5 | L | -FL160 | - | - | RNAV 1 |
| 060 | TF | SABIS | - | 181°(180.3°) | +0.58 | 14.4 | R | - | - | - | RNAV 1 |
| 070 | TF | HHN | - | 213°(212.7°) | +0.58 | 25.9 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R

BATOK3G GORSI3G HHN3G
KASNI3G KIGOB3G REGOS3G
RYN3G SABIS3G UKERA3G

TABULAR DESCRIPTION (2)

| RNAV RWY19R | | | | | | | | | | | |
|----------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| KASNI3G TO M757 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS903 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | SAMBA | - | 194°(193.8°) | +0.58 | 5.9 | L | - | - | - | RNAV 1 |
| 050 | TF | BS905 | - | 181°(180.3°) | +0.58 | 8.1 | - | -9000 | - | - | RNAV 1 |
| 060 | TF | KASNI | - | 181°(180.3°) | +0.58 | 10.0 | - | - | - | - | RNAV 1 |
| KIGOB3G TO R201/M904/Y11 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS903 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | SAMBA | - | 194°(193.8°) | +0.58 | 5.9 | L | - | - | - | RNAV 1 |
| 050 | TF | BS904 | - | 149°(148.2°) | +0.58 | 8.1 | - | -9000 | - | - | RNAV 1 |
| 060 | TF | KIGOB | - | 149°(148.2°) | +0.58 | 11.0 | - | - | - | - | RNAV 1 |
| REGOS3G TO A464/W19, M751 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS903 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | SAMBA | - | 194°(193.8°) | +0.58 | 5.9 | L | - | - | - | RNAV 1 |
| 050 | TF | BS905 | - | 181°(180.3°) | +0.58 | 8.1 | - | -9000 | - | - | RNAV 1 |
| 060 | TF | KASNI | - | 181°(180.3°) | +0.58 | 10.0 | R | - | - | - | RNAV 1 |
| 070 | TF | REGOS | - | 186°(185.0°) | +0.58 | 64.7 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R

BATOK3G GORSI3G HHN3G
KASNI3G KIGOB3G REGOS3G
RYN3G SABIS3G UKERA3G

TABULAR DESCRIPTION (3)

| RNAV RWY19R | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| RYN3G TO N891 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | L | - | -220 | - | RNAV 1 |
| 030 | DF | BS901 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS902 | - | 087°(086.5°) | +0.58 | 5.8 | - | -6000 | - | - | RNAV 1 |
| 050 | TF | MEZZO | - | 087°(086.6°) | +0.58 | 9.2 | R | - | - | - | RNAV 1 |
| 060 | TF | BS915 | - | 093°(092.1°) | +0.58 | 9.0 | R | - | - | - | RNAV 1 |
| 070 | TF | RYN | - | 149°(148.1°) | +0.58 | 52.1 | - | - | - | - | RNAV 1 |
| SABIS3G TO Y8 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS908 | - | 240°(239.2°) | +0.58 | 11.0 | - | -9000 | - | - | RNAV 1 |
| 050 | TF | SALMA | - | 240°(239.1°) | +0.58 | 21.5 | L | -FL160 | - | - | RNAV 1 |
| 060 | TF | SABIS | - | 181°(180.3°) | +0.58 | 14.4 | - | - | - | - | RNAV 1 |
| UKERA3G TO G458 | | | | | | | | | | | |
| 010 | - | DER RWY19R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | ROVEN | Y | 195°(194.4°) | +0.58 | 3.5 | R | - | -220 | - | RNAV 1 |
| 030 | DF | BS907 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS908 | - | 240°(239.2°) | +0.58 | 11.0 | - | -9000 | - | - | RNAV 1 |
| 050 | TF | SALMA | - | 240°(239.1°) | +0.58 | 21.5 | L | -FL160 | - | - | RNAV 1 |
| 060 | TF | SABIS | - | 181°(180.3°) | +0.58 | 14.4 | R | - | - | - | RNAV 1 |
| 070 | TF | UKERA | - | 190°(189.9°) | +0.58 | 58.5 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19R

BATOK3G GORSI3G HHN3G
KASNI3G KIGOB3G REGOS3G
RYN3G SABIS3G UKERA3G

WAYPOINT LIST

| RNAV RWY19R | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| DER RWY19R | 13° 40' 16.60" N 100° 44' 04.79" E |
| BATOK | 13° 56' 06.00" N 101° 53' 53.60" E |
| BS901 | 13° 30' 39.63" N 100° 47' 52.93" E |
| BS902 | 13° 31' 00.74" N 100° 53' 51.07" E |
| BS903 | 13° 28' 47.51" N 100° 42' 14.54" E |
| BS904 | 13° 16' 08.08" N 100° 45' 10.75" E |
| BS905 | 13° 14' 54.79" N 100° 40' 45.31" E |
| BS907 | 13° 31' 14.42" N 100° 40' 03.93" E |
| BS908 | 13° 25' 34.36" N 100° 30' 22.74" E |
| BS915 | 13° 31' 13.98" N 101° 12' 33.29" E |
| GORSI | 13° 30' 54.64" N 101° 21' 28.05" E |
| HHN | 12° 38' 04.04" N 099° 57' 04.23" E |
| KASNI | 13° 04' 50.17" N 100° 40' 41.88" E |
| KIGOB | 13° 06' 46.46" N 100° 51' 06.33" E |
| MEZZO | 13° 31' 33.78" N 101° 03' 16.41" E |
| NITRO | 13° 42' 28.69" N 101° 26' 07.28" E |
| REGOS | 12° 00' 06.50" N 100° 34' 54.30" E |
| ROVEN | 13° 36' 52.30" N 100° 43' 11.13" E |
| RYN | 12° 46' 48.30" N 101° 40' 41.70" E |
| SABIS | 12° 59' 58.53" N 100° 11' 24.53" E |
| SALMA | 13° 14' 28.89" N 100° 11' 28.72" E |
| SAMBA | 13° 23' 02.66" N 100° 40' 48.12" E |
| UKERA | 12° 02' 07.25" N 100° 01' 09.59" E |

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

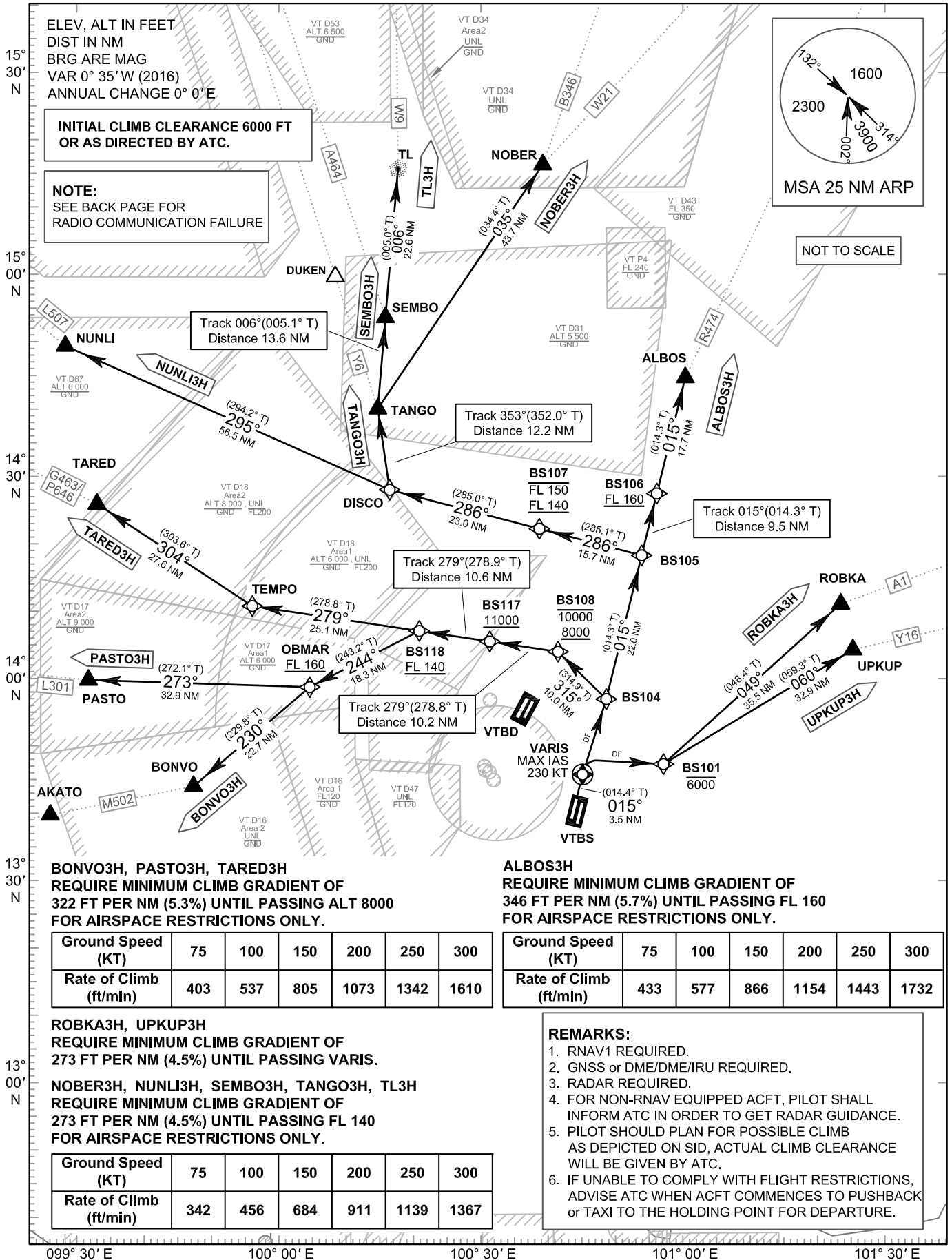
TRANSITION ALTITUDE
11000 FT

SPEED RESTRICTION
MAX IAS 250 KT AT OR
BELOW ALT 10000 FT
UNLESS OTHERWISE
AUTHORIZED BY ATC.

| | |
|------|-----------------|
| APP | : 119.1, 262.5 |
| | : 120.3, 262.5 |
| | : 121.7, 262.5 |
| | : 122.35, 262.5 |
| | : 124.35, 262.5 |
| | : 125.2, 262.5 |
| ARR | : 121.1 |
| | : 126.3 |
| TWR | : 118.2, 274.5 |
| | : 119.0 |
| ATIS | : 133.6, 278.6 |

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L**

ALBOS3H BONVO3H
NOBER3H NUNLI3H PASTO3H
ROBKA3H SEMBO3H TANGO3H
TARED3H TL3H UPKUP3H



**BONVO3H, PASTO3H, TARED3H
REQUIRE MINIMUM CLIMB GRADIENT OF
322 FT PER NM (5.3%) UNTIL PASSING ALT 8000
FOR AIRSPACE RESTRICTIONS ONLY.**

| Ground Speed (KT) | 75 | 100 | 150 | 200 | 250 | 300 |
|------------------------|-----|-----|-----|------|------|------|
| Rate of Climb (ft/min) | 403 | 537 | 805 | 1073 | 1342 | 1610 |

**ALBOS3H
REQUIRE MINIMUM CLIMB GRADIENT OF
346 FT PER NM (5.7%) UNTIL PASSING FL 160
FOR AIRSPACE RESTRICTIONS ONLY.**

| Ground Speed (KT) | 75 | 100 | 150 | 200 | 250 | 300 |
|------------------------|-----|-----|-----|------|------|------|
| Rate of Climb (ft/min) | 433 | 577 | 866 | 1154 | 1443 | 1732 |

**ROBKA3H, UPKUP3H
REQUIRE MINIMUM CLIMB GRADIENT OF
273 FT PER NM (4.5%) UNTIL PASSING VARIS.**

**NOBER3H, NUNLI3H, SEMBO3H, TANGO3H, TL3H
REQUIRE MINIMUM CLIMB GRADIENT OF
273 FT PER NM (4.5%) UNTIL PASSING FL 140
FOR AIRSPACE RESTRICTIONS ONLY.**

| Ground Speed (KT) | 75 | 100 | 150 | 200 | 250 | 300 |
|------------------------|-----|-----|-----|-----|------|------|
| Rate of Climb (ft/min) | 342 | 456 | 684 | 911 | 1139 | 1367 |

- REMARKS:**
1. RNAV1 REQUIRED.
 2. GNSS or DME/DME/IRU REQUIRED.
 3. RADAR REQUIRED.
 4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE.
 5. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
 6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK or TAXI TO THE HOLDING POINT FOR DEPARTURE.

CHANGE: NEW PROCEDURES.

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L

ALBOS3H BONVO3H
NOBER3H NUNLI3H PASTO3H
ROBKA3H SEMBO3H TANGO3H
TARED3H TL3H UPKUP3H

RADIO COMMUNICATION FAILURE

| | |
|---|---|
| 1 | SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600 |
| 2 | COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 3 | WHEN A DEPARTING AIRCRAFT IS BEING RADAR VECTORED , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES , A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF TWO MINUTES , THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 4 | FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE. |

WAYPOINT PRONUNCIATION

| Waypoint Identifier | Pronunciation | Waypoint Identifier | Pronunciation |
|---------------------|---------------|---------------------|---------------|
| DER RWY01L | - | NOBER | NO - BER |
| ALBOS | AL - BOSS | NUNLI | NUN - LEE |
| BONVO | BONG - VOH | OBMAR | OB - MAR |
| BS101 | - | PASTO | PAS - TOW |
| BS104 | - | ROBKA | ROB - KAH |
| BS105 | - | SEMBO | SEM - BO |
| BS106 | - | TANGO | TANG - GO |
| BS107 | - | TARED | TAH - RED |
| BS108 | - | TEMPO | TEM - POH |
| BS117 | - | TL | TA - KLEE |
| BS118 | - | UPKUP | UP - CUP |
| DISCO | DIS - KOH | VARIS | VAH - RISS |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L

ALBOS3H BONVO3H
NOBER3H NUNLI3H PASTO3H
ROBKA3H SEMBO3H TANGO3H
TARED3H TL3H UPKUP3H

TABULAR DESCRIPTION (1)

| RNAV RWY01L | | | | | | | | | | | |
|-----------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|--------------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| ALBOS3H TO R474 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS105 | - | 015°(014.3°) | +0.58 | 22.0 | - | - | - | - | RNAV 1 |
| 050 | TF | BS106 | - | 015°(014.3°) | +0.58 | 9.5 | - | +FL160 | - | - | RNAV 1 |
| 060 | TF | ALBOS | - | 015°(014.3°) | +0.58 | 17.7 | - | - | - | - | RNAV 1 |
| BONVO3H TO M502 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS108 | - | 315°(314.9°) | +0.58 | 10.0 | L | -10000 ; +8000 | - | - | RNAV 1 |
| 050 | TF | BS117 | - | 279°(278.8°) | +0.58 | 10.2 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS118 | - | 279°(278.9°) | +0.58 | 10.6 | L | +FL140 | - | - | RNAV 1 |
| 070 | TF | OBMAR | - | 244°(243.2°) | +0.58 | 18.3 | L | +FL160 | - | - | RNAV 1 |
| 080 | TF | BONVO | - | 230°(229.8°) | +0.58 | 22.7 | - | - | - | - | RNAV 1 |
| NOBER3H TO B346, W21 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS105 | - | 015°(014.3°) | +0.58 | 22.0 | L | - | - | - | RNAV 1 |
| 050 | TF | BS107 | - | 286°(285.1°) | +0.58 | 15.7 | - | -FL150 ; +FL140 | - | - | RNAV 1 |
| 060 | TF | DISCO | - | 286°(285.0°) | +0.58 | 23.0 | R | - | - | - | RNAV 1 |
| 070 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | R | - | - | - | RNAV 1 |
| 080 | TF | NOBER | - | 035°(034.4°) | +0.58 | 43.7 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L

ALBOS3H BONVO3H
NOBER3H NUNLI3H PASTO3H
ROBKA3H SEMBO3H TANGO3H
TARED3H TL3H UPKUP3H

TABULAR DESCRIPTION (2)

| RNAV RWY01L | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|--------------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| NUNLI3H TO L507 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS105 | - | 015°(014.3°) | +0.58 | 22.0 | L | - | - | - | RNAV 1 |
| 050 | TF | BS107 | - | 286°(285.1°) | +0.58 | 15.7 | - | -FL150 ; +FL140 | - | - | RNAV 1 |
| 060 | TF | DISCO | - | 286°(285.0°) | +0.58 | 23.0 | R | - | - | - | RNAV 1 |
| 070 | TF | NUNLI | - | 295°(294.2°) | +0.58 | 56.5 | - | - | - | - | RNAV 1 |
| PASTO3H TO L301 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS108 | - | 315°(314.9°) | +0.58 | 10.0 | L | -10000 ; +8000 | - | - | RNAV 1 |
| 050 | TF | BS117 | - | 279°(278.8°) | +0.58 | 10.2 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS118 | - | 279°(278.9°) | +0.58 | 10.6 | L | +FL140 | - | - | RNAV 1 |
| 070 | TF | OBMAR | - | 244°(243.2°) | +0.58 | 18.3 | R | +FL160 | - | - | RNAV 1 |
| 080 | TF | PASTO | - | 273°(272.1°) | +0.58 | 32.9 | - | - | - | - | RNAV 1 |
| ROBKA3H TO A1 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | ROBKA | - | 049°(048.4°) | +0.58 | 35.5 | - | - | - | - | RNAV 1 |
| SEMBO3H TO A464 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS105 | - | 015°(014.3°) | +0.58 | 22.0 | L | - | - | - | RNAV 1 |
| 050 | TF | BS107 | - | 286°(285.1°) | +0.58 | 15.7 | - | -FL150 ; +FL140 | - | - | RNAV 1 |
| 060 | TF | DISCO | - | 286°(285.0°) | +0.58 | 23.0 | R | - | - | - | RNAV 1 |
| 070 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | R | - | - | - | RNAV 1 |
| 080 | TF | SEMBO | - | 006°(005.1°) | +0.58 | 13.6 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L

ALBOS3H BONVO3H
NOBER3H NUNLI3H PASTO3H
ROBKA3H SEMBO3H TANGO3H
TARED3H TL3H UPKUP3H

TABULAR DESCRIPTION (3)

| RNAV RWY01L | | | | | | | | | | | |
|-----------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|--------------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| TANGO3H TO Y6 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS105 | - | 015°(014.3°) | +0.58 | 22.0 | L | - | - | - | RNAV 1 |
| 050 | TF | BS107 | - | 286°(285.1°) | +0.58 | 15.7 | - | -FL150 ; +FL140 | - | - | RNAV 1 |
| 060 | TF | DISCO | - | 286°(285.0°) | +0.58 | 23.0 | R | - | - | - | RNAV 1 |
| 070 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | - | - | - | - | RNAV 1 |
| TARED3H TO G463/P646 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS108 | - | 315°(314.9°) | +0.58 | 10.0 | L | -10000 ; +8000 | - | - | RNAV 1 |
| 050 | TF | BS117 | - | 279°(278.8°) | +0.58 | 10.2 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS118 | - | 279°(278.9°) | +0.58 | 10.6 | - | +FL140 | - | - | RNAV 1 |
| 070 | TF | TEMPO | - | 279°(278.8°) | +0.58 | 25.1 | R | - | - | - | RNAV 1 |
| 080 | TF | TARED | - | 304°(303.6°) | +0.58 | 27.6 | - | - | - | - | RNAV 1 |
| TL3H TO W9 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS105 | - | 015°(014.3°) | +0.58 | 22.0 | L | - | - | - | RNAV 1 |
| 050 | TF | BS107 | - | 286°(285.1°) | +0.58 | 15.7 | - | -FL150 ; +FL140 | - | - | RNAV 1 |
| 060 | TF | DISCO | - | 286°(285.0°) | +0.58 | 23.0 | R | - | - | - | RNAV 1 |
| 070 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | R | - | - | - | RNAV 1 |
| 080 | TF | SEMBO | - | 006°(005.1°) | +0.58 | 13.6 | - | - | - | - | RNAV 1 |
| 090 | TF | TL | - | 006°(005.0°) | +0.58 | 22.6 | - | - | - | - | RNAV 1 |
| UPKUP3H TO Y16 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | UPKUP | - | 060°(059.3°) | +0.58 | 32.9 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L

ALBOS3H BONVO3H
NOBER3H NUNLI3H PASTO3H
ROBKA3H SEMBO3H TANGO3H
TARED3H TL3H UPKUP3H

WAYPOINT LIST

| RNAV RWY01L | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| DER RWY01L | 13° 42' 13.21" N 100° 44' 35.44" E |
| ALBOS | 14° 44' 41.70" N 101° 01' 41.90" E |
| BONVO | 13° 44' 10.47" N 099° 46' 06.72" E |
| BS101 | 13° 47' 04.50" N 100° 57' 50.60" E |
| BS104 | 13° 56' 50.27" N 100° 49' 11.95" E |
| BS105 | 14° 18' 13.51" N 100° 54' 46.31" E |
| BS106 | 14° 27' 25.68" N 100° 57' 10.58" E |
| BS107 | 14° 22' 18.62" N 100° 39' 09.50" E |
| BS108 | 14° 03' 57.63" N 100° 41' 52.58" E |
| BS117 | 14° 05' 32.89" N 100° 31' 27.63" E |
| BS118 | 14° 07' 10.87" N 100° 20' 41.58" E |
| DISCO | 14° 28' 15.59" N 100° 16' 17.24" E |
| NOBER | 15° 16' 35.60" N 100° 40' 06.00" E |
| NUNLI | 14° 51' 27.45" N 099° 23' 03.60" E |
| OBMAR | 13° 58' 53.52" N 100° 03' 54.64" E |
| PASTO | 14° 00' 04.50" N 099° 30' 06.94" E |
| ROBKA | 14° 10' 42.95" N 101° 25' 07.95" E |
| SEMBO | 14° 53' 59.16" N 100° 15' 47.92" E |
| TANGO | 14° 40' 22.25" N 100° 14' 32.54" E |
| TARED | 14° 26' 19.52" N 099° 31' 28.87" E |
| TEMPO | 14° 11' 00.89" N 099° 55' 11.97" E |
| TL | 15° 16' 33.45" N 100° 17' 51.11" E |
| UPKUP | 14° 03' 52.65" N 101° 26' 54.84" E |
| VARIS | 13° 45' 37.45" N 100° 45' 29.14" E |

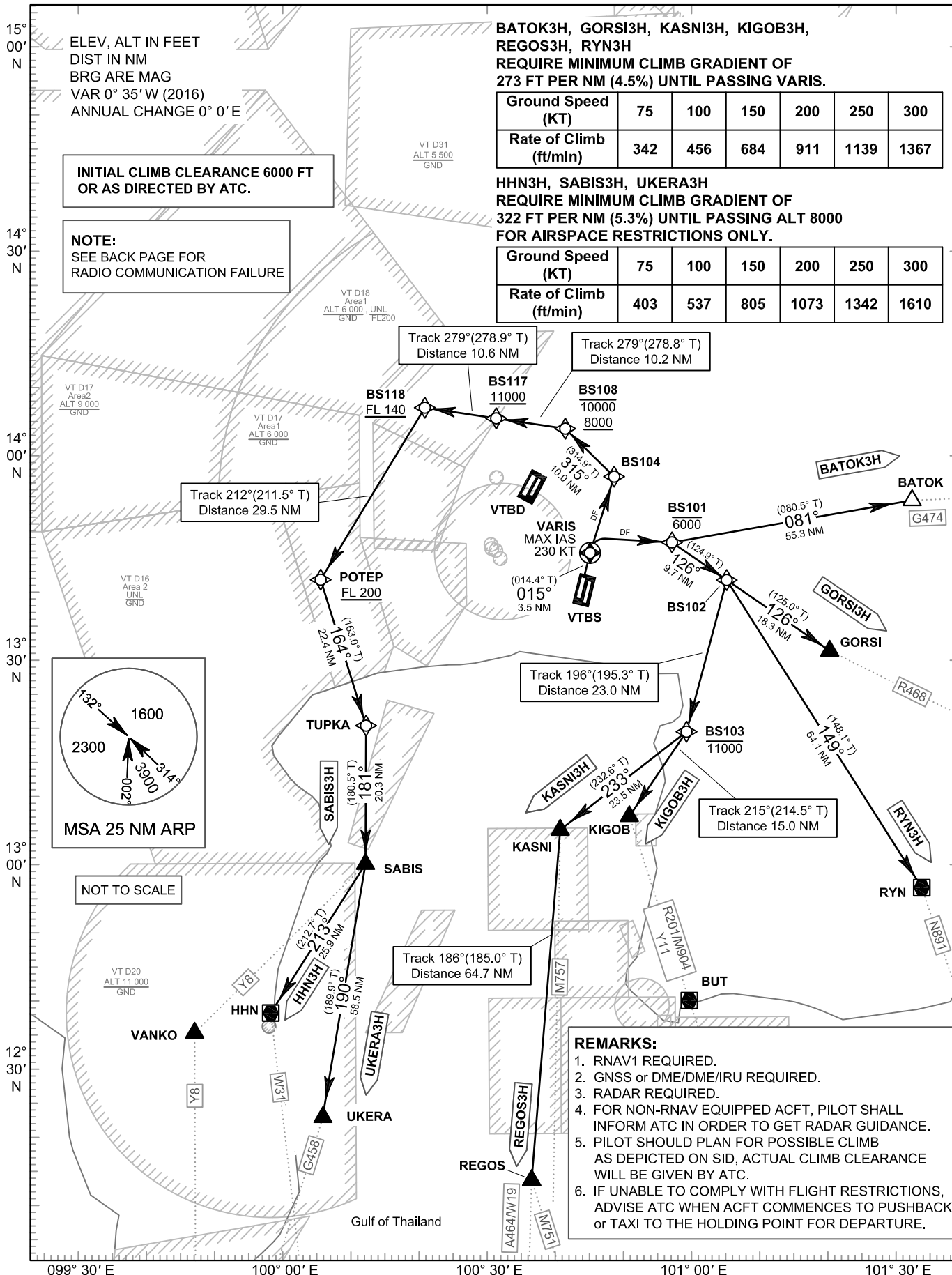
**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

| |
|--|
| TRANSITION ALTITUDE 11000 FT |
| SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC. |

| | |
|--------|-----------------|
| APP : | 119.1, 262.5 |
| | : 120.3, 262.5 |
| | : 121.7, 262.5 |
| | : 122.35, 262.5 |
| | : 124.35, 262.5 |
| | : 125.2, 262.5 |
| ARR : | 121.1 |
| | : 126.3 |
| TWR : | 118.2, 274.5 |
| | : 119.0 |
| ATIS : | 133.6, 278.6 |

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L**

BATOK3H GORSI3H HHN3H
KASNI3H KIGOB3H REGOS3H
RYN3H SABIS3H UKERA3H



STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L

BATOK3H GORSI3H HHN3H
KASNI3H KIGOB3H REGOS3H
RYN3H SABIS3H UKERA3H

RADIO COMMUNICATION FAILURE

| | |
|---|---|
| 1 | SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600 |
| 2 | COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 3 | WHEN A DEPARTING AIRCRAFT IS BEING RADAR VECTORED , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES , A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF TWO MINUTES , THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 4 | FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE. |

WAYPOINT PRONUNCIATION

| Waypoint Identifier | Pronunciation | Waypoint Identifier | Pronunciation |
|---------------------|---------------|---------------------|---------------|
| DER RWY01L | - | HHN | HUA - HIN |
| BATOK | BAH - TOK | KASNI | KAS - NEE |
| BS101 | - | KIGOB | KEE - GOB |
| BS102 | - | POTEP | POH - TEP |
| BS103 | - | REGOS | REE - GOSS |
| BS104 | - | RYN | RA - YONG |
| BS108 | - | SABIS | SAH - BISS |
| BS117 | - | TUPKA | TUP - KAH |
| BS118 | - | UKERA | U - KEY - RAH |
| GORSI | GOR - SEE | VARIS | VAH - RISS |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAOBANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01LBATOK3H GORSI3H HHN3H
KASNI3H KIGOB3H REGOS3H
RYN3H SABIS3H UKERA3H

TABULAR DESCRIPTION (1)

| RNAV RWY01L | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|-------------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| BATOK3H TO G474 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | BATOK | - | 081°(080.5°) | +0.58 | 55.3 | - | - | - | - | RNAV 1 |
| GORSI3H TO R468 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | BS102 | - | 126°(124.9°) | +0.58 | 9.7 | - | - | - | - | RNAV 1 |
| 050 | TF | GORSI | - | 126°(125.0°) | +0.58 | 18.3 | - | - | - | - | RNAV 1 |
| HHN3H TO W31 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS108 | - | 315°(314.9°) | +0.58 | 10.0 | L | -10000 ; +8000 | - | - | RNAV 1 |
| 050 | TF | BS117 | - | 279°(278.8°) | +0.58 | 10.2 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS118 | - | 279°(278.9°) | +0.58 | 10.6 | L | +FL140 | - | - | RNAV 1 |
| 070 | TF | POTEP | - | 212°(211.5°) | +0.58 | 29.5 | L | +FL200 | - | - | RNAV 1 |
| 080 | TF | TUPKA | - | 164°(163.0°) | +0.58 | 22.4 | R | - | - | - | RNAV 1 |
| 090 | TF | SABIS | - | 181°(180.5°) | +0.58 | 20.3 | R | - | - | - | RNAV 1 |
| 100 | TF | HHN | - | 213°(212.7°) | +0.58 | 25.9 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L

BATOK3H GORSI3H HHN3H
KASNI3H KIGOB3H REGOS3H
RYN3H SABIS3H UKERA3H

TABULAR DESCRIPTION (2)

| RNAV RWY01L | | | | | | | | | | | |
|----------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| KASNI3H TO M757 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | BS102 | - | 126°(124.9°) | +0.58 | 9.7 | R | - | - | - | RNAV 1 |
| 050 | TF | BS103 | - | 196°(195.3°) | +0.58 | 23.0 | R | -11000 | - | - | RNAV 1 |
| 060 | TF | KASNI | - | 233°(232.6°) | +0.58 | 23.5 | - | - | - | - | RNAV 1 |
| KIGOB3H TO R201/M904/Y11 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | BS102 | - | 126°(124.9°) | +0.58 | 9.7 | R | - | - | - | RNAV 1 |
| 050 | TF | BS103 | - | 196°(195.3°) | +0.58 | 23.0 | R | -11000 | - | - | RNAV 1 |
| 060 | TF | KIGOB | - | 215°(214.5°) | +0.58 | 15.0 | - | - | - | - | RNAV 1 |
| REGOS3H TO A464/W19, M751 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | BS102 | - | 126°(124.9°) | +0.58 | 9.7 | R | - | - | - | RNAV 1 |
| 050 | TF | BS103 | - | 196°(195.3°) | +0.58 | 23.0 | R | -11000 | - | - | RNAV 1 |
| 060 | TF | KASNI | - | 233°(232.6°) | +0.58 | 23.5 | L | - | - | - | RNAV 1 |
| 070 | TF | REGOS | - | 186°(185.0°) | +0.58 | 64.7 | - | - | - | - | RNAV 1 |
| RYN3H TO N891 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | BS102 | - | 126°(124.9°) | +0.58 | 9.7 | R | - | - | - | RNAV 1 |
| 050 | TF | RYN | - | 149°(148.1°) | +0.58 | 64.1 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L

BATOK3H GORSI3H HHN3H
KASNI3H KIGOB3H REGOS3H
RYN3H SABIS3H UKERA3H

TABULAR DESCRIPTION (3)

| RNAV RWY01L | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|-------------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| SABIS3H TO Y8 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS108 | - | 315°(314.9°) | +0.58 | 10.0 | L | -10000 ; +8000 | - | - | RNAV 1 |
| 050 | TF | BS117 | - | 279°(278.8°) | +0.58 | 10.2 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS118 | - | 279°(278.9°) | +0.58 | 10.6 | L | +FL140 | - | - | RNAV 1 |
| 070 | TF | POTEP | - | 212°(211.5°) | +0.58 | 29.5 | L | +FL200 | - | - | RNAV 1 |
| 080 | TF | TUPKA | - | 164°(163.0°) | +0.58 | 22.4 | R | - | - | - | RNAV 1 |
| 090 | TF | SABIS | - | 181°(180.5°) | +0.58 | 20.3 | - | - | - | - | RNAV 1 |
| UKERA3H TO G458 | | | | | | | | | | | |
| 010 | - | DER RWY01L | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | VARIS | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS108 | - | 315°(314.9°) | +0.58 | 10.0 | L | -10000 ; +8000 | - | - | RNAV 1 |
| 050 | TF | BS117 | - | 279°(278.8°) | +0.58 | 10.2 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS118 | - | 279°(278.9°) | +0.58 | 10.6 | L | +FL140 | - | - | RNAV 1 |
| 070 | TF | POTEP | - | 212°(211.5°) | +0.58 | 29.5 | L | +FL200 | - | - | RNAV 1 |
| 080 | TF | TUPKA | - | 164°(163.0°) | +0.58 | 22.4 | R | - | - | - | RNAV 1 |
| 090 | TF | SABIS | - | 181°(180.5°) | +0.58 | 20.3 | R | - | - | - | RNAV 1 |
| 100 | TF | UKERA | - | 190°(189.9°) | +0.58 | 58.5 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L

BATOK3H GORSI3H HHN3H
KASNI3H KIGOB3H REGOS3H
RYN3H SABIS3H UKERA3H

WAYPOINT LIST

| RNAV RWY01L | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| DER RWY01L | 13° 42' 13.21" N 100° 44' 35.44" E |
| BATOK | 13° 56' 06.00" N 101° 53' 53.60" E |
| BS101 | 13° 47' 04.50" N 100° 57' 50.60" E |
| BS102 | 13° 41' 28.08" N 101° 06' 02.84" E |
| BS103 | 13° 19' 09.98" N 100° 59' 48.37" E |
| BS104 | 13° 56' 50.27" N 100° 49' 11.95" E |
| BS108 | 14° 03' 57.63" N 100° 41' 52.58" E |
| BS117 | 14° 05' 32.89" N 100° 31' 27.63" E |
| BS118 | 14° 07' 10.87" N 100° 20' 41.58" E |
| GORSI | 13° 30' 54.64" N 101° 21' 28.05" E |
| HHN | 12° 38' 04.04" N 099° 57' 04.23" E |
| KASNI | 13° 04' 50.17" N 100° 40' 41.88" E |
| KIGOB | 13° 06' 46.46" N 100° 51' 06.33" E |
| POTEP | 13° 41' 54.24" N 100° 04' 50.87" E |
| REGOS | 12° 00' 06.50" N 100° 34' 54.30" E |
| RYN | 12° 46' 48.30" N 101° 40' 41.70" E |
| SABIS | 12° 59' 58.53" N 100° 11' 24.53" E |
| TUPKA | 13° 20' 22.25" N 100° 11' 34.96" E |
| UKERA | 12° 02' 07.25" N 100° 01' 09.59" E |
| VARIS | 13° 45' 37.45" N 100° 45' 29.14" E |

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

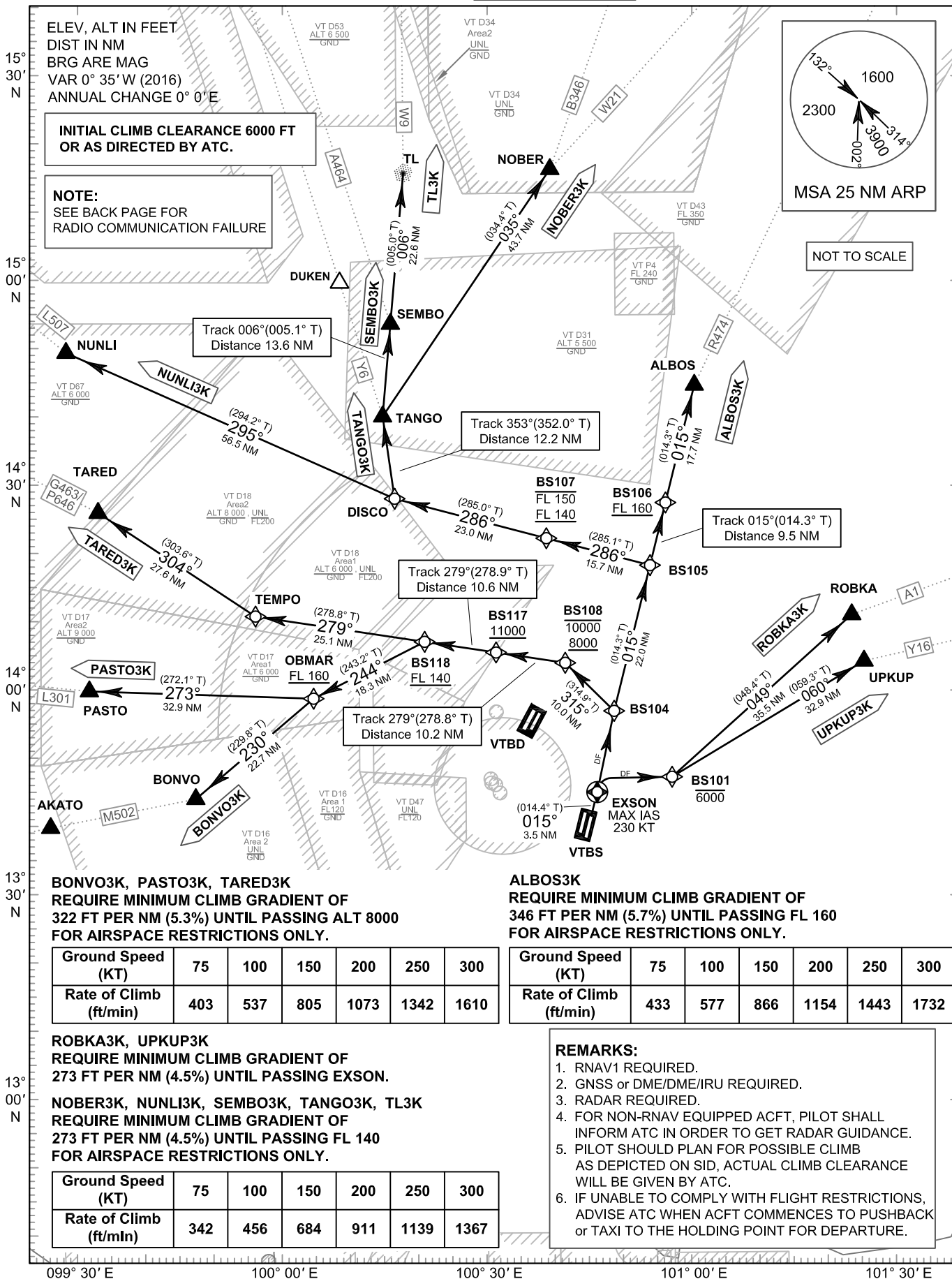
TRANSITION ALTITUDE
11000 FT

SPEED RESTRICTION
MAX IAS 250 KT AT OR
BELOW ALT 10000 FT
UNLESS OTHERWISE
AUTHORIZED BY ATC.

APP : 119.1, 262.5
: 120.3, 262.5
: 121.7, 262.5
: 122.35, 262.5
: 124.35, 262.5
: 125.2, 262.5
ARR : 121.1
: 126.3
TWR : 118.2, 274.5
: 119.0
ATIS : 133.6, 278.6

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01R**

ALBOS3K BONVO3K
NOBER3K NUNLI3K PASTO3K
ROBKA3K SEMBO3K TANGO3K
TARED3K TL3K UPKUP3K



STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01R

ALBOS3K BONVO3K
NOBER3K NUNLI3K PASTO3K
ROBKA3K SEMBO3K TANGO3K
TARED3K TL3K UPKUP3K

RADIO COMMUNICATION FAILURE

| | |
|---|---|
| 1 | SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600 |
| 2 | COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 3 | WHEN A DEPARTING AIRCRAFT IS BEING RADAR VECTORED , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES , A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF TWO MINUTES , THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 4 | FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE. |

WAYPOINT PRONUNCIATION

| Waypoint Identifier | Pronunciation | Waypoint Identifier | Pronunciation |
|---------------------|---------------|---------------------|---------------|
| DER RWY01R | - | EXSON | ECKS - SON |
| ALBOS | AL - BOSS | NOBER | NO - BER |
| BONVO | BONG - VOH | NUNLI | NUN - LEE |
| BS101 | - | OBMAR | OB - MAR |
| BS104 | - | PASTO | PAS - TOW |
| BS105 | - | ROBKA | ROB - KAH |
| BS106 | - | SEMBO | SEM - BO |
| BS107 | - | TANGO | TANG - GO |
| BS108 | - | TARED | TAH - RED |
| BS117 | - | TEMPO | TEM - POH |
| BS118 | - | TL | TA - KLEE |
| DISCO | DIS - KOH | UPKUP | UP - CUP |

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01R**

ALBOS3K BONVO3K
NOBER3K NUNLI3K PASTO3K
ROBKA3K SEMBO3K TANGO3K
TARED3K TL3K UPKUP3K

TABULAR DESCRIPTION (1)

| RNAV RWY01R | | | | | | | | | | | |
|-----------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|--------------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| ALBOS3K TO R474 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | L | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS105 | - | 015°(014.3°) | +0.58 | 22.0 | - | - | - | - | RNAV 1 |
| 050 | TF | BS106 | - | 015°(014.3°) | +0.58 | 9.5 | - | +FL160 | - | - | RNAV 1 |
| 060 | TF | ALBOS | - | 015°(014.3°) | +0.58 | 17.7 | - | - | - | - | RNAV 1 |
| BONVO3K TO M502 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | L | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS108 | - | 315°(314.9°) | +0.58 | 10.0 | L | -10000 ; +8000 | - | - | RNAV 1 |
| 050 | TF | BS117 | - | 279°(278.8°) | +0.58 | 10.2 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS118 | - | 279°(278.9°) | +0.58 | 10.6 | L | +FL140 | - | - | RNAV 1 |
| 070 | TF | OBMAR | - | 244°(243.2°) | +0.58 | 18.3 | L | +FL160 | - | - | RNAV 1 |
| 080 | TF | BONVO | - | 230°(229.8°) | +0.58 | 22.7 | - | - | - | - | RNAV 1 |
| NOBER3K TO B346, W21 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | L | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS105 | - | 015°(014.3°) | +0.58 | 22.0 | L | - | - | - | RNAV 1 |
| 050 | TF | BS107 | - | 286°(285.1°) | +0.58 | 15.7 | - | -FL150 ; +FL140 | - | - | RNAV 1 |
| 060 | TF | DISCO | - | 286°(285.0°) | +0.58 | 23.0 | R | - | - | - | RNAV 1 |
| 070 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | R | - | - | - | RNAV 1 |
| 080 | TF | NOBER | - | 035°(034.4°) | +0.58 | 43.7 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01R

ALBOS3K BONVO3K
NOBER3K NUNLI3K PASTO3K
ROBKA3K SEMBO3K TANGO3K
TARED3K TL3K UPKUP3K

TABULAR DESCRIPTION (2)

| RNAV RWY01R | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|--------------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| NUNLI3K TO L507 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | L | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS105 | - | 015°(014.3°) | +0.58 | 22.0 | L | - | - | - | RNAV 1 |
| 050 | TF | BS107 | - | 286°(285.1°) | +0.58 | 15.7 | - | -FL150 ; +FL140 | - | - | RNAV 1 |
| 060 | TF | DISCO | - | 286°(285.0°) | +0.58 | 23.0 | R | - | - | - | RNAV 1 |
| 070 | TF | NUNLI | - | 295°(294.2°) | +0.58 | 56.5 | - | - | - | - | RNAV 1 |
| PASTO3K TO L301 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | L | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS108 | - | 315°(314.9°) | +0.58 | 10.0 | L | -10000 ; +8000 | - | - | RNAV 1 |
| 050 | TF | BS117 | - | 279°(278.8°) | +0.58 | 10.2 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS118 | - | 279°(278.9°) | +0.58 | 10.6 | L | +FL140 | - | - | RNAV 1 |
| 070 | TF | OBMAR | - | 244°(243.2°) | +0.58 | 18.3 | R | +FL160 | - | - | RNAV 1 |
| 080 | TF | PASTO | - | 273°(272.1°) | +0.58 | 32.9 | - | - | - | - | RNAV 1 |
| ROBKA3K TO A1 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | ROBKA | - | 049°(048.4°) | +0.58 | 35.5 | - | - | - | - | RNAV 1 |
| SEMBO3K TO A464 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | L | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS105 | - | 015°(014.3°) | +0.58 | 22.0 | L | - | - | - | RNAV 1 |
| 050 | TF | BS107 | - | 286°(285.1°) | +0.58 | 15.7 | - | -FL150 ; +FL140 | - | - | RNAV 1 |
| 060 | TF | DISCO | - | 286°(285.0°) | +0.58 | 23.0 | R | - | - | - | RNAV 1 |
| 070 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | R | - | - | - | RNAV 1 |
| 080 | TF | SEMBO | - | 006°(005.1°) | +0.58 | 13.6 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01R

ALBOS3K BONVO3K
NOBER3K NUNLI3K PASTO3K
ROBKA3K SEMBO3K TANGO3K
TARED3K TL3K UPKUP3K

TABULAR DESCRIPTION (3)

| RNAV RWY01R | | | | | | | | | | | |
|-----------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|--------------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| TANGO3K TO Y6 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | L | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS105 | - | 015°(014.3°) | +0.58 | 22.0 | L | - | - | - | RNAV 1 |
| 050 | TF | BS107 | - | 286°(285.1°) | +0.58 | 15.7 | - | -FL150 ; +FL140 | - | - | RNAV 1 |
| 060 | TF | DISCO | - | 286°(285.0°) | +0.58 | 23.0 | R | - | - | - | RNAV 1 |
| 070 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | - | - | - | - | RNAV 1 |
| TARED3K TO G463/P646 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | L | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS108 | - | 315°(314.9°) | +0.58 | 10.0 | L | -10000 ; +8000 | - | - | RNAV 1 |
| 050 | TF | BS117 | - | 279°(278.8°) | +0.58 | 10.2 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS118 | - | 279°(278.9°) | +0.58 | 10.6 | - | +FL140 | - | - | RNAV 1 |
| 070 | TF | TEMPO | - | 279°(278.8°) | +0.58 | 25.1 | R | - | - | - | RNAV 1 |
| 080 | TF | TARED | - | 304°(303.6°) | +0.58 | 27.6 | - | - | - | - | RNAV 1 |
| TL3K TO W9 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | L | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS105 | - | 015°(014.3°) | +0.58 | 22.0 | L | - | - | - | RNAV 1 |
| 050 | TF | BS107 | - | 286°(285.1°) | +0.58 | 15.7 | - | -FL150 ; +FL140 | - | - | RNAV 1 |
| 060 | TF | DISCO | - | 286°(285.0°) | +0.58 | 23.0 | R | - | - | - | RNAV 1 |
| 070 | TF | TANGO | - | 353°(352.0°) | +0.58 | 12.2 | R | - | - | - | RNAV 1 |
| 080 | TF | SEMBO | - | 006°(005.1°) | +0.58 | 13.6 | - | - | - | - | RNAV 1 |
| 090 | TF | TL | - | 006°(005.0°) | +0.58 | 22.6 | - | - | - | - | RNAV 1 |
| UPKUP3K TO Y16 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | UPKUP | - | 060°(059.3°) | +0.58 | 32.9 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01R

ALBOS3K BONVO3K
NOBER3K NUNLI3K PASTO3K
ROBKA3K SEMBO3K TANGO3K
TARED3K TL3K UPKUP3K

WAYPOINT LIST

| RNAV RWY01R | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| DER RWY01R | 13° 41' 30.17" N 100° 45' 39.72" E |
| ALBOS | 14° 44' 41.70" N 101° 01' 41.90" E |
| BONVO | 13° 44' 10.47" N 099° 46' 06.72" E |
| BS101 | 13° 47' 04.50" N 100° 57' 50.60" E |
| BS104 | 13° 56' 50.27" N 100° 49' 11.95" E |
| BS105 | 14° 18' 13.51" N 100° 54' 46.31" E |
| BS106 | 14° 27' 25.68" N 100° 57' 10.58" E |
| BS107 | 14° 22' 18.62" N 100° 39' 09.50" E |
| BS108 | 14° 03' 57.63" N 100° 41' 52.58" E |
| BS117 | 14° 05' 32.89" N 100° 31' 27.63" E |
| BS118 | 14° 07' 10.87" N 100° 20' 41.58" E |
| DISCO | 14° 28' 15.59" N 100° 16' 17.24" E |
| EXSON | 13° 44' 54.41" N 100° 46' 33.44" E |
| NOBER | 15° 16' 35.60" N 100° 40' 06.00" E |
| NUNLI | 14° 51' 27.45" N 099° 23' 03.60" E |
| OBMAR | 13° 58' 53.52" N 100° 03' 54.64" E |
| PASTO | 14° 00' 04.50" N 099° 30' 06.94" E |
| ROBKA | 14° 10' 42.95" N 101° 25' 07.95" E |
| SEMBO | 14° 53' 59.16" N 100° 15' 47.92" E |
| TANGO | 14° 40' 22.25" N 100° 14' 32.54" E |
| TARED | 14° 26' 19.52" N 099° 31' 28.87" E |
| TEMPO | 14° 11' 00.89" N 099° 55' 11.97" E |
| TL | 15° 16' 33.45" N 100° 17' 51.11" E |
| UPKUP | 14° 03' 52.65" N 101° 26' 54.84" E |

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

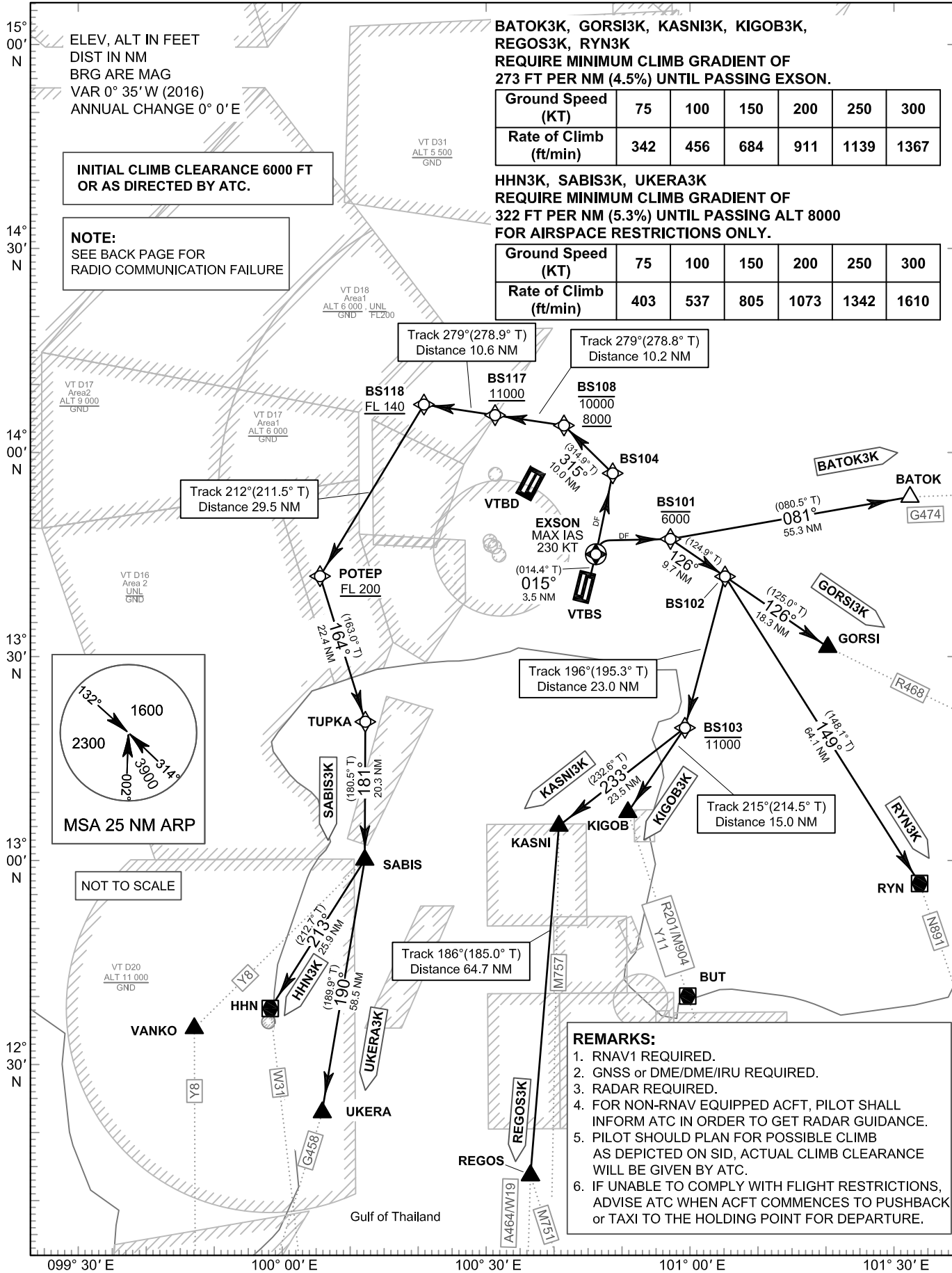
TRANSITION ALTITUDE
11000 FT

SPEED RESTRICTION
MAX IAS 250 KT AT OR
BELOW ALT 10000 FT
UNLESS OTHERWISE
AUTHORIZED BY ATC.

APP : 119.1, 262.5
: 120.3, 262.5
: 121.7, 262.5
: 122.35, 262.5
: 124.35, 262.5
: 125.2, 262.5
ARR : 121.1
: 126.3
TWR : 118.2, 274.5
: 119.0
ATIS : 133.6, 278.6

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01R**

BATOK3K GORSI3K HHN3K
KASNI3K KIGOB3K REGOS3K
RYN3K SABIS3K UKERA3K



STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01R

BATOK3K GORSI3K HHN3K
KASNI3K KIGOB3K REGOS3K
RYN3K SABIS3K UKERA3K

RADIO COMMUNICATION FAILURE

| | |
|---|---|
| 1 | SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600 |
| 2 | COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 3 | WHEN A DEPARTING AIRCRAFT IS BEING RADAR VECTORED , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES , A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF TWO MINUTES , THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 4 | FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE. |

WAYPOINT PRONUNCIATION

| Waypoint Identifier | Pronunciation | Waypoint Identifier | Pronunciation |
|---------------------|---------------|---------------------|---------------|
| DER RWY01R | - | GORSI | GOR - SEE |
| BATOK | BAH - TOK | HHN | HUA - HIN |
| BS101 | - | KASNI | KAS - NEE |
| BS102 | - | KIGOB | KEE - GOB |
| BS103 | - | POTEP | POH - TEP |
| BS104 | - | REGOS | REE - GOSS |
| BS108 | - | RYN | RA - YONG |
| BS117 | - | SABIS | SAH - BISS |
| BS118 | - | TUPKA | TUP - KAH |
| EXSON | ECKS - SON | UKERA | U - KEY - RAH |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01R

BATOK3K GORSI3K HHN3K
KASNI3K KIGOB3K REGOS3K
RYN3K SABIS3K UKERA3K

TABULAR DESCRIPTION (1)

| RNAV RWY01R | | | | | | | | | | | |
|------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|-------------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| BATOK3K TO G474 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | BATOK | - | 081°(080.5°) | +0.58 | 55.3 | - | - | - | - | RNAV 1 |
| GORSI3K TO R468 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | BS102 | - | 126°(124.9°) | +0.58 | 9.7 | - | - | - | - | RNAV 1 |
| 050 | TF | GORSI | - | 126°(125.0°) | +0.58 | 18.3 | - | - | - | - | RNAV 1 |
| HHN3K TO W31 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | L | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS108 | - | 315°(314.9°) | +0.58 | 10.0 | L | -10000 ; +8000 | - | - | RNAV 1 |
| 050 | TF | BS117 | - | 279°(278.8°) | +0.58 | 10.2 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS118 | - | 279°(278.9°) | +0.58 | 10.6 | L | +FL140 | - | - | RNAV 1 |
| 070 | TF | POTEP | - | 212°(211.5°) | +0.58 | 29.5 | L | +FL200 | - | - | RNAV 1 |
| 080 | TF | TUPKA | - | 164°(163.0°) | +0.58 | 22.4 | R | - | - | - | RNAV 1 |
| 090 | TF | SABIS | - | 181°(180.5°) | +0.58 | 20.3 | R | - | - | - | RNAV 1 |
| 100 | TF | HHN | - | 213°(212.7°) | +0.58 | 25.9 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01R

BATOK3K GORSI3K HHN3K
KASNI3K KIGOB3K REGOS3K
RYN3K SABIS3K UKERA3K

TABULAR DESCRIPTION (2)

| RNAV RWY01R | | | | | | | | | | | |
|----------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| KASNI3K TO M757 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | BS102 | - | 126°(124.9°) | +0.58 | 9.7 | R | - | - | - | RNAV 1 |
| 050 | TF | BS103 | - | 196°(195.3°) | +0.58 | 23.0 | R | -11000 | - | - | RNAV 1 |
| 060 | TF | KASNI | - | 233°(232.6°) | +0.58 | 23.5 | - | - | - | - | RNAV 1 |
| KIGOB3K TO R201/M904/Y11 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | BS102 | - | 126°(124.9°) | +0.58 | 9.7 | R | - | - | - | RNAV 1 |
| 050 | TF | BS103 | - | 196°(195.3°) | +0.58 | 23.0 | R | -11000 | - | - | RNAV 1 |
| 060 | TF | KIGOB | - | 215°(214.5°) | +0.58 | 15.0 | - | - | - | - | RNAV 1 |
| REGOS3K TO A464/W19, M751 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | BS102 | - | 126°(124.9°) | +0.58 | 9.7 | R | - | - | - | RNAV 1 |
| 050 | TF | BS103 | - | 196°(195.3°) | +0.58 | 23.0 | R | -11000 | - | - | RNAV 1 |
| 060 | TF | KASNI | - | 233°(232.6°) | +0.58 | 23.5 | L | - | - | - | RNAV 1 |
| 070 | TF | REGOS | - | 186°(185.0°) | +0.58 | 64.7 | - | - | - | - | RNAV 1 |
| RYN3K TO N891 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | R | - | -230 | - | RNAV 1 |
| 030 | DF | BS101 | - | - | +0.58 | - | - | -6000 | - | - | RNAV 1 |
| 040 | TF | BS102 | - | 126°(124.9°) | +0.58 | 9.7 | R | - | - | - | RNAV 1 |
| 050 | TF | RYN | - | 149°(148.1°) | +0.58 | 64.1 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01R

BATOK3K GORSI3K HHN3K
KASNI3K KIGOB3K REGOS3K
RYN3K SABIS3K UKERA3K

TABULAR DESCRIPTION (3)

| RNAV RWY01R | | | | | | | | | | | |
|-----------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|------------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| SABIS3K TO Y8 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | L | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS108 | - | 315°(314.9°) | +0.58 | 10.0 | L | -10000; +8000 | - | - | RNAV 1 |
| 050 | TF | BS117 | - | 279°(278.8°) | +0.58 | 10.2 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS118 | - | 279°(278.9°) | +0.58 | 10.6 | L | +FL140 | - | - | RNAV 1 |
| 070 | TF | POTEP | - | 212°(211.5°) | +0.58 | 29.5 | L | +FL200 | - | - | RNAV 1 |
| 080 | TF | TUPKA | - | 164°(163.0°) | +0.58 | 22.4 | R | - | - | - | RNAV 1 |
| 090 | TF | SABIS | - | 181°(180.5°) | +0.58 | 20.3 | - | - | - | - | RNAV 1 |
| UKERA3K TO G458 | | | | | | | | | | | |
| 010 | - | DER RWY01R | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | CF | EXSON | Y | 015°(014.4°) | +0.58 | 3.5 | L | - | -230 | - | RNAV 1 |
| 030 | DF | BS104 | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 040 | TF | BS108 | - | 315°(314.9°) | +0.58 | 10.0 | L | -10000; +8000 | - | - | RNAV 1 |
| 050 | TF | BS117 | - | 279°(278.8°) | +0.58 | 10.2 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS118 | - | 279°(278.9°) | +0.58 | 10.6 | L | +FL140 | - | - | RNAV 1 |
| 070 | TF | POTEP | - | 212°(211.5°) | +0.58 | 29.5 | L | +FL200 | - | - | RNAV 1 |
| 080 | TF | TUPKA | - | 164°(163.0°) | +0.58 | 22.4 | R | - | - | - | RNAV 1 |
| 090 | TF | SABIS | - | 181°(180.5°) | +0.58 | 20.3 | R | - | - | - | RNAV 1 |
| 100 | TF | UKERA | - | 190°(189.9°) | +0.58 | 58.5 | - | - | - | - | RNAV 1 |

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01R

BATOK3K GORSI3K HHN3K
KASNI3K KIGOB3K REGOS3K
RYN3K SABIS3K UKERA3K

WAYPOINT LIST

| RNAV RWY01R | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| DER RWY01R | 13° 41' 30.17" N 100° 45' 39.72" E |
| BATOK | 13° 56' 06.00" N 101° 53' 53.60" E |
| BS101 | 13° 47' 04.50" N 100° 57' 50.60" E |
| BS102 | 13° 41' 28.08" N 101° 06' 02.84" E |
| BS103 | 13° 19' 09.98" N 100° 59' 48.37" E |
| BS104 | 13° 56' 50.27" N 100° 49' 11.95" E |
| BS108 | 14° 03' 57.63" N 100° 41' 52.58" E |
| BS117 | 14° 05' 32.89" N 100° 31' 27.63" E |
| BS118 | 14° 07' 10.87" N 100° 20' 41.58" E |
| EXSON | 13° 44' 54.41" N 100° 46' 33.44" E |
| GORSI | 13° 30' 54.64" N 101° 21' 28.05" E |
| HHN | 12° 38' 04.04" N 099° 57' 04.23" E |
| KASNI | 13° 04' 50.17" N 100° 40' 41.88" E |
| KIGOB | 13° 06' 46.46" N 100° 51' 06.33" E |
| POTEP | 13° 41' 54.24" N 100° 04' 50.87" E |
| REGOS | 12° 00' 06.50" N 100° 34' 54.30" E |
| RYN | 12° 46' 48.30" N 101° 40' 41.70" E |
| SABIS | 12° 59' 58.53" N 100° 11' 24.53" E |
| TUPKA | 13° 20' 22.25" N 100° 11' 34.96" E |
| UKERA | 12° 02' 07.25" N 100° 01' 09.59" E |

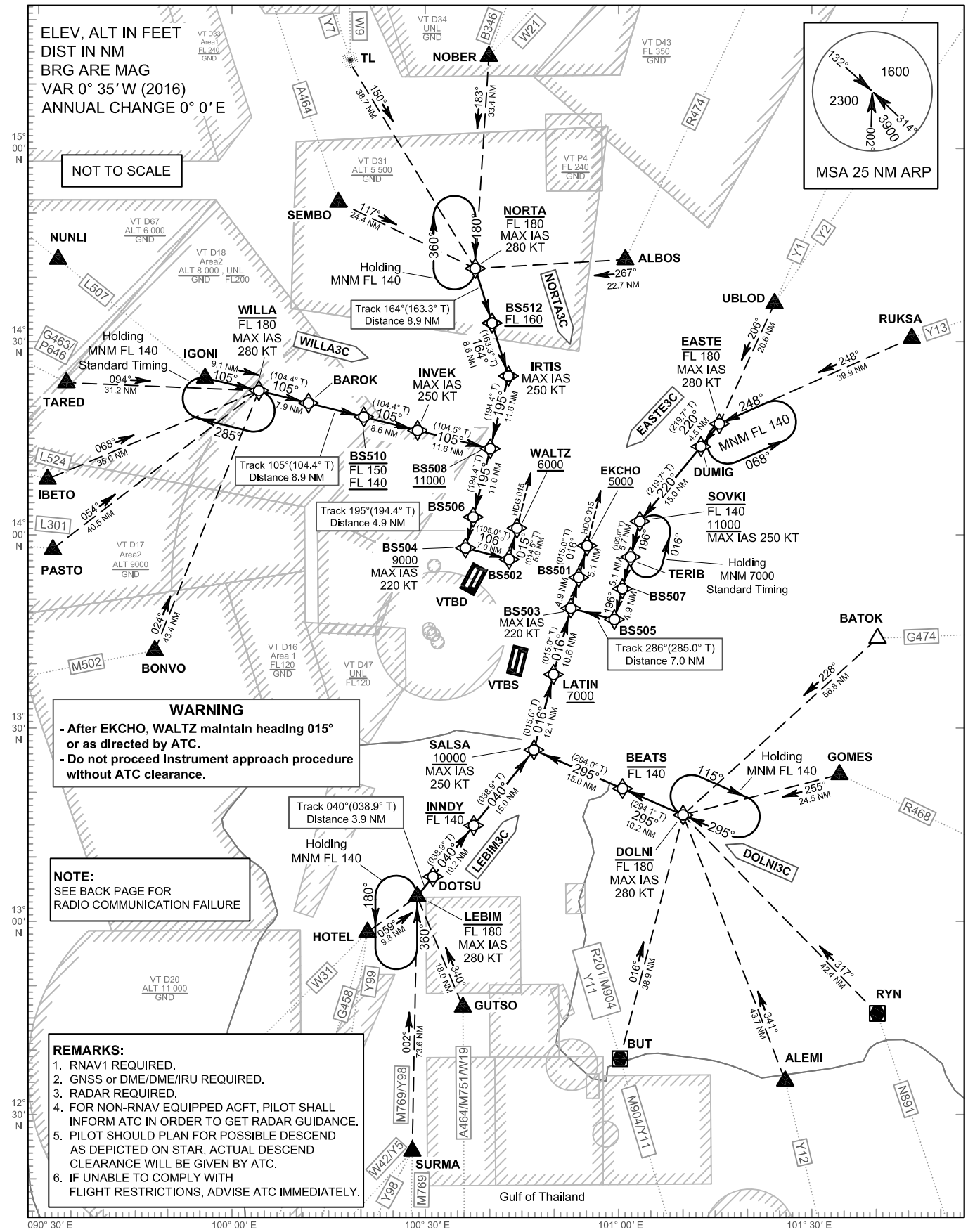
**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO**

| |
|--|
| TRANSITION ALTITUDE 11000 FT |
| SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC. |

| | |
|--------|---------------|
| APP : | 119.1, 262.5 |
| : | 120.3, 262.5 |
| : | 121.7, 262.5 |
| : | 122.35, 262.5 |
| : | 124.35, 262.5 |
| : | 125.2, 262.5 |
| ARR : | 121.1 |
| : | 126.3 |
| TWR : | 118.2, 274.5 |
| : | 119.0 |
| ATIS : | 133.6, 278.6 |

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L/19R**

DOLNI3C EASTE3C
LEBIM3C NORTA3C WILLA3C



**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO**

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L/19R**

DOLNI3C EASTE3C
LEBIM3C NORTA3C WILLA3C

RADIO COMMUNICATION FAILURE

| | |
|---|---|
| 1 | SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600 |
| 2 | PROCEED ACCORDING TO THE STAR ROUTE TO THE TERMINATION POINT WALTZ/EKCHO, DESCEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE: AFTER PASSING WALTZ/EKCHO FLY HEADING 015 AND MAINTAIN ALTITUDE 6000 FT FOR NEXT 10 NM, THEN TURN RIGHT/LEFT AND DESCEND TO 2000 FT AND CARRY OUT THE APPROPRIATE ILS APPROACH PROCEDURE. |
| 3 | WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES , A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE. |
| 4 | FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE. |

WAYPOINT PRONUNCIATION

| Waypoint Identifier | Pronunciation | Waypoint Identifier | Pronunciation | Waypoint Identifier | Pronunciation |
|---------------------|----------------|---------------------|----------------|---------------------|---------------|
| ALBOS | AL - BOSS | BUT | U - TAH - PAO | NOBER | NO - BER |
| ALEMI | AH - LAY - MEE | DOLNI | DOL - NEE | NORTA | NOR - TAH |
| BAROK | BAH - ROCK | DOTSU | DOT - TSU | PASTO | PAS - TOW |
| BATOK | BAH - TOK | DUMIG | DOO - MIG | RUKSA | RUCK - SA |
| BEATS | BEATS | EASTE | EAST - TE | RYN | RA - YONG |
| BONVO | BONG - VOH | EKCHO | EK - KO | SALSA | SAL - SAH |
| BS501 | - | GOMES | GO - MESS | SEMBO | SEM - BO |
| BS502 | - | GUTSO | GUTT - SOH | SOVKI | SOV - KEE |
| BS503 | - | HOTEL | HO - TEL | SURMA | SUR - MAR |
| BS504 | - | IBETO | YI - BAY - TOH | TARED | TAH - RED |
| BS505 | - | IGONI | YI - GO - NEE | TERIB | TEH - RIB |
| BS506 | - | INNDY | IN - DEE | TL | TA - KLEE |
| BS507 | - | INVEK | INN - VECK | UBLOD | UB - LOD |
| BS508 | - | IRTIS | ER - TISS | WALTZ | WALTZ |
| BS510 | - | LATIN | LAH - TIN | WILLA | WILL - LAH |
| BS512 | - | LEBIM | LAY - BIM | | |

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L/19R

DOLNI3C EASTE3C
LEBIM3C NORTA3C WILLA3C

TABULAR DESCRIPTION (1)

| RNAV RWY19L/19R | | | | | | | | | | | |
|------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| DOLNI3C | | | | | | | | | | | |
| TRANSITION BATOK FROM G474 | | | | | | | | | | | |
| 010 | IF | BATOK | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | DOLNI | - | 228°(227.7°) | +0.58 | 56.8 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION GOMES FROM R468 | | | | | | | | | | | |
| 010 | IF | GOMES | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | DOLNI | - | 255°(254.9°) | +0.58 | 24.5 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION RYN FROM N891 | | | | | | | | | | | |
| 010 | IF | RYN | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | DOLNI | - | 317°(316.5°) | +0.58 | 42.4 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION ALEMI FROM Y12 | | | | | | | | | | | |
| 010 | IF | ALEMI | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | DOLNI | - | 341°(340.2°) | +0.58 | 43.7 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION BUT FROM M904/Y11 | | | | | | | | | | | |
| 010 | IF | BUT | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | DOLNI | - | 016°(015.7°) | +0.58 | 38.9 | - | -FL180 | -280 | - | RNAV 1 |
| 010 | IF | DOLNI | - | - | +0.58 | - | - | -FL180 | -280 | - | RNAV 1 |
| 020 | TF | BEATS | - | 295°(294.1°) | +0.58 | 10.2 | - | -FL140 | - | - | RNAV 1 |
| 030 | TF | SALSA | - | 295°(294.0°) | +0.58 | 15.0 | R | +10000 | -250 | - | RNAV 1 |
| 040 | TF | LATIN | - | 016°(015.0°) | +0.58 | 12.1 | - | +7000 | - | - | RNAV 1 |
| 050 | TF | BS503 | - | 016°(015.0°) | +0.58 | 10.6 | - | - | -220 | - | RNAV 1 |
| 060 | TF | BS501 | - | 016°(015.0°) | +0.58 | 4.9 | - | - | - | - | RNAV 1 |
| 070 | TF | EKCHO | - | 016°(015.0°) | +0.58 | 5.1 | - | +5000 | - | - | RNAV 1 |
| 080 | VM | - | - | 015°(-) | +0.58 | - | - | - | - | - | RNAV 1 |

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L/19R

DOLNI3C EASTE3C
LEBIM3C NORTA3C WILLA3C

TABULAR DESCRIPTION (2)

| RNAV RWY19L/19R | | | | | | | | | | | |
|------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|-----------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| EASTE3C | | | | | | | | | | | |
| TRANSITION UBL0D FROM Y1, Y2 | | | | | | | | | | | |
| 010 | IF | UBL0D | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | EASTE | - | 206°(205.2°) | +0.58 | 20.6 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION RUKSA FROM Y13 | | | | | | | | | | | |
| 010 | IF | RUKSA | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | EASTE | - | 248°(247.7°) | +0.58 | 39.9 | - | -FL180 | -280 | - | RNAV 1 |
| 010 | IF | EASTE | - | - | +0.58 | - | - | -FL180 | -280 | - | RNAV 1 |
| 020 | TF | DUMIG | - | 220°(219.7°) | +0.58 | 4.5 | - | - | - | - | RNAV 1 |
| 030 | TF | SOVKI | - | 220°(219.7°) | +0.58 | 15.0 | L | -FL140 ; +11000 | -250 | - | RNAV 1 |
| 040 | TF | TERIB | - | 196°(195.0°) | +0.58 | 5.7 | - | - | - | - | RNAV 1 |
| 050 | TF | BS507 | - | 196°(195.0°) | +0.58 | 5.1 | - | - | - | - | RNAV 1 |
| 060 | TF | BS505 | - | 196°(195.0°) | +0.58 | 4.9 | R | - | - | - | RNAV 1 |
| 070 | TF | BS503 | - | 286°(285.0°) | +0.58 | 7.0 | R | - | -220 | - | RNAV 1 |
| 080 | TF | BS501 | - | 016°(015.0°) | +0.58 | 4.9 | - | - | - | - | RNAV 1 |
| 090 | TF | EKCHO | - | 016°(015.0°) | +0.58 | 5.1 | - | +5000 | - | - | RNAV 1 |
| 100 | VM | - | - | 015°(-) | +0.58 | - | - | - | - | - | RNAV 1 |

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L/19R

DOLNI3C EASTE3C
LEBIM3C NORTA3C WILLA3C

TABULAR DESCRIPTION (3)

| RNAV RWY19L/19R | | | | | | | | | | | |
|--------------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| LEBIM3C | | | | | | | | | | | |
| TRANSITION GUTSO FROM A464/M751/W19 | | | | | | | | | | | |
| 010 | IF | GUTSO | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | LEBIM | - | 340°(339.4°) | +0.58 | 18.0 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION SURMA FROM M769/Y98 | | | | | | | | | | | |
| 010 | IF | SURMA | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | LEBIM | - | 002°(001.4°) | +0.58 | 73.6 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION HOTEL FROM G458 ,W31, Y99 | | | | | | | | | | | |
| 010 | IF | HOTEL | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | LEBIM | - | 059°(058.6°) | +0.58 | 9.8 | - | -FL180 | -280 | - | RNAV 1 |
| 010 | IF | LEBIM | - | - | +0.58 | - | - | -FL180 | -280 | - | RNAV 1 |
| 020 | TF | DOTSU | - | 040°(038.9°) | +0.58 | 3.9 | - | - | - | - | RNAV 1 |
| 030 | TF | INNDY | - | 040°(038.9°) | +0.58 | 10.2 | - | -FL140 | - | - | RNAV 1 |
| 040 | TF | SALSA | - | 040°(038.9°) | +0.58 | 15.0 | L | +10000 | -250 | - | RNAV 1 |
| 050 | TF | LATIN | - | 016°(015.0°) | +0.58 | 12.1 | - | +7000 | - | - | RNAV 1 |
| 060 | TF | BS503 | - | 016°(015.0°) | +0.58 | 10.6 | - | - | -220 | - | RNAV 1 |
| 070 | TF | BS501 | - | 016°(015.0°) | +0.58 | 4.9 | - | - | - | - | RNAV 1 |
| 080 | TF | EKCHO | - | 016°(015.0°) | +0.58 | 5.1 | - | +5000 | - | - | RNAV 1 |
| 090 | VM | - | - | 015°(-) | +0.58 | - | - | - | - | - | RNAV 1 |

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L/19R

DOLNI3C EASTE3C
LEBIM3C NORTA3C WILLA3C

TABULAR DESCRIPTION (4)

| RNAV RWY19L/19R | | | | | | | | | | | |
|---------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| NORTA3C | | | | | | | | | | | |
| TRANSITION SEMBO FROM A464 | | | | | | | | | | | |
| 010 | IF | SEMBO | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | NORTA | - | 117°(116.3°) | +0.58 | 24.4 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION TL FROM W9, Y7 | | | | | | | | | | | |
| 010 | IF | TL | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | NORTA | - | 150°(149.2°) | +0.58 | 38.7 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION NOBER FROM B346, W21 | | | | | | | | | | | |
| 010 | IF | NOBER | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | NORTA | - | 183°(182.9°) | +0.58 | 33.4 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION ALBOS FROM R474 | | | | | | | | | | | |
| 010 | IF | ALBOS | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | NORTA | - | 267°(266.1°) | +0.58 | 22.7 | - | -FL180 | -280 | - | RNAV 1 |
| 010 | IF | NORTA | - | - | +0.58 | - | - | -FL180 | -280 | - | RNAV 1 |
| 020 | TF | BS512 | - | 164°(163.3°) | +0.58 | 8.9 | - | +FL160 | - | - | RNAV 1 |
| 030 | TF | IRTIS | - | 164°(163.3°) | +0.58 | 8.6 | R | - | -250 | - | RNAV 1 |
| 040 | TF | BS508 | - | 195°(194.4°) | +0.58 | 11.6 | - | +11000 | - | - | RNAV 1 |
| 050 | TF | BS506 | - | 195°(194.4°) | +0.58 | 11.0 | - | - | - | - | RNAV 1 |
| 060 | TF | BS504 | - | 195°(194.4°) | +0.58 | 4.9 | L | +9000 | -220 | - | RNAV 1 |
| 070 | TF | BS502 | - | 106°(105.0°) | +0.58 | 7.0 | L | - | - | - | RNAV 1 |
| 080 | TF | WALTZ | - | 015°(014.5°) | +0.58 | 5.0 | - | +6000 | - | - | RNAV 1 |
| 090 | VM | - | - | 015°(-) | +0.58 | - | - | - | - | - | RNAV 1 |

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L/19R

DOLNI3C EASTE3C
LEBIM3C NORTA3C WILLA3C

TABULAR DESCRIPTION (5)

| RNAV RWY19L/19R | | | | | | | | | | | |
|---------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|--------------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| WILLA3C | | | | | | | | | | | |
| TRANSITION IGONI FROM L507 | | | | | | | | | | | |
| 010 | IF | IGONI | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | WILLA | - | 105°(104.3°) | +0.58 | 9.1 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION TARED FROM G463/P646 | | | | | | | | | | | |
| 010 | IF | TARED | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | WILLA | - | 094°(093.7°) | +0.58 | 31.2 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION IBETO FROM L524 | | | | | | | | | | | |
| 010 | IF | IBETO | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | WILLA | - | 068°(067.4°) | +0.58 | 35.6 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION PASTO FROM L301 | | | | | | | | | | | |
| 010 | IF | PASTO | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | WILLA | - | 054°(053.4°) | +0.58 | 40.5 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION BONVO FROM M502 | | | | | | | | | | | |
| 010 | IF | BONVO | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | WILLA | - | 024°(023.0°) | +0.58 | 43.4 | - | -FL180 | -280 | - | RNAV 1 |
| 010 | IF | WILLA | - | - | +0.58 | - | - | -FL180 | -280 | - | RNAV 1 |
| 020 | TF | BAROK | - | 105°(104.4°) | +0.58 | 7.9 | - | - | - | - | RNAV 1 |
| 030 | TF | BS510 | - | 105°(104.4°) | +0.58 | 8.9 | - | -FL150 ; +FL140 | - | - | RNAV 1 |
| 040 | TF | INVEK | - | 105°(104.4°) | +0.58 | 8.6 | - | - | -250 | - | RNAV 1 |
| 050 | TF | BS508 | - | 105°(104.5°) | +0.58 | 11.6 | R | +11000 | - | - | RNAV 1 |
| 060 | TF | BS506 | - | 195°(194.4°) | +0.58 | 11.0 | - | - | - | - | RNAV 1 |
| 070 | TF | BS504 | - | 195°(194.4°) | +0.58 | 4.9 | L | +9000 | -220 | - | RNAV 1 |
| 080 | TF | BS502 | - | 106°(105.0°) | +0.58 | 7.0 | L | - | - | - | RNAV 1 |
| 090 | TF | WALTZ | - | 015°(014.5°) | +0.58 | 5.0 | - | +6000 | - | - | RNAV 1 |
| 100 | VM | - | - | 015°(-) | +0.58 | - | - | - | - | - | RNAV 1 |

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19L/19R

DOLNI3C EASTE3C
LEBIM3C NORTA3C WILLA3C

WAYPOINT LIST

| RNAV RWY19L/19R | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| ALBOS | 14° 44' 41.70" N 101° 01' 41.90" E |
| ALEMI | 12° 36' 25.55" N 101° 25' 59.92" E |
| BAROK | 14° 22' 18.30" N 100° 11' 30.61" E |
| BATOK | 13° 56' 06.00" N 101° 53' 53.60" E |
| BEATS | 13° 21' 51.18" N 101° 01' 12.46" E |
| BONVO | 13° 44' 10.47" N 099° 46' 06.72" E |
| BS501 | 13° 54' 49.86" N 100° 54' 30.27" E |
| BS502 | 13° 57' 44.32" N 100° 43' 24.90" E |
| BS503 | 13° 50' 02.28" N 100° 53' 11.48" E |
| BS504 | 13° 59' 33.39" N 100° 36' 27.83" E |
| BS505 | 13° 48' 13.24" N 101° 00' 08.22" E |
| BS506 | 14° 04' 21.71" N 100° 37' 43.57" E |
| BS507 | 13° 53' 00.98" N 101° 01' 27.19" E |
| BS508 | 14° 15' 01.03" N 100° 40' 31.77" E |
| BS510 | 14° 20' 05.56" N 100° 20' 20.84" E |
| BS512 | 14° 34' 36.53" N 100° 40' 57.87" E |
| BUT | 12° 40' 00.02" N 101° 00' 01.71" E |
| DOLNI | 13° 17' 39.62" N 101° 10' 48.41" E |
| DOTSU | 13° 08' 19.84" N 100° 30' 56.81" E |
| DUMIG | 14° 15' 04.59" N 101° 14' 11.33" E |
| EASTE | 14° 18' 34.80" N 101° 17' 10.48" E |
| EKCHO | 13° 59' 46.52" N 100° 55' 51.75" E |
| GOMES | 13° 24' 06.10" N 101° 35' 05.70" E |
| GUTSO | 12° 48' 19.94" N 100° 34' 54.30" E |

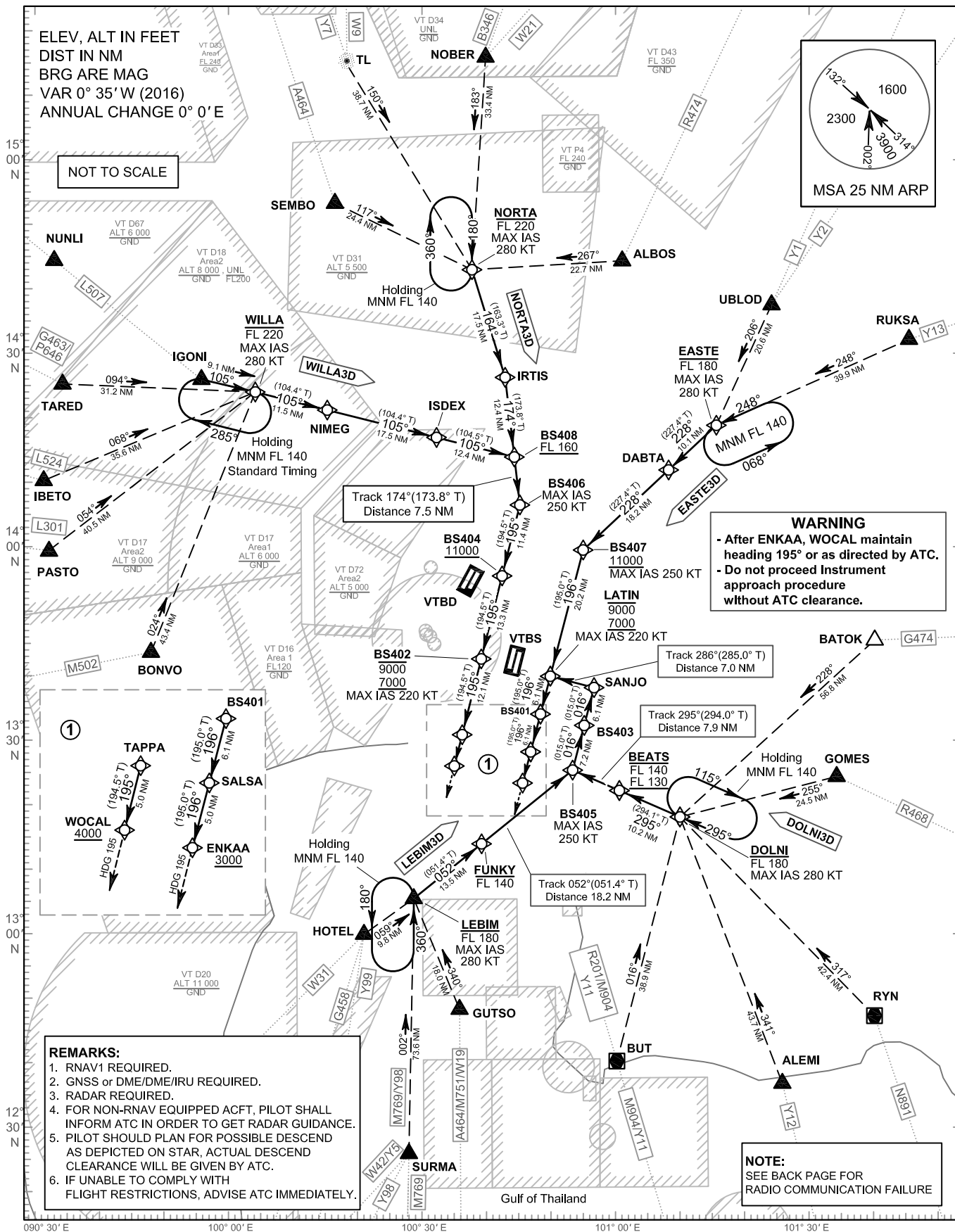
| RNAV RWY19L/19R | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| HOTEL | 13° 00' 06.20" N 100° 19' 48.30" E |
| IBETO | 14° 10' 36.14" N 099° 29' 45.68" E |
| IGONI | 14° 26' 32.73" N 099° 54' 30.29" E |
| INNDY | 13° 16' 15.65" N 100° 37' 28.68" E |
| INVEK | 14° 17' 56.26" N 100° 28' 55.92" E |
| IRTIS | 14° 26' 19.82" N 100° 43' 30.68" E |
| LATIN | 13° 39' 43.82" N 100° 50' 21.89" E |
| LEBIM | 13° 05' 14.81" N 100° 28' 24.51" E |
| NOBER | 15° 16' 35.60" N 100° 40' 06.00" E |
| NORTA | 14° 43' 07.64" N 100° 38' 20.46" E |
| PASTO | 14° 00' 04.50" N 099° 30' 06.94" E |
| RUKSA | 14° 33' 51.00" N 101° 55' 12.34" E |
| RYN | 12° 46' 48.30" N 101° 40' 41.70" E |
| SALSA | 13° 27' 58.73" N 100° 47' 08.94" E |
| SEMBO | 14° 53' 59.16" N 100° 15' 47.92" E |
| SOVKI | 14° 03' 29.32" N 101° 04' 19.78" E |
| SURMA | 11° 51' 22.45" N 100° 26' 32.65" E |
| TARED | 14° 26' 19.52" N 099° 31' 28.87" E |
| TERIB | 13° 57' 57.63" N 101° 02' 48.61" E |
| TL | 15° 16' 33.45" N 100° 17' 51.11" E |
| UBLOD | 14° 37' 15.43" N 101° 26' 11.66" E |
| WALTZ | 14° 02' 36.02" N 100° 44' 42.21" E |
| WILLA | 14° 24' 16.98" N 100° 03' 35.36" E |

**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO**

| | |
|---|---------------------|
| TRANSITION ALTITUDE 11000 FT | APP : 119.1, 262.5 |
| SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC. | : 120.3, 262.5 |
| | : 121.7, 262.5 |
| | : 122.35, 262.5 |
| | : 124.35, 262.5 |
| | : 125.2, 262.5 |
| | ARR : 121.1 |
| | : 126.3 |
| | TWR : 118.2, 274.5 |
| | : 119.0 |
| | ATIS : 133.6, 278.6 |

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV Rwy01L/01R**

DOLNI3D EASTE3D
LEBIM3D NORTA3D WILLA3D



**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO**

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L/01R**

DOLNI3D EASTE3D
LEBIM3D NORTA3D WILLA3D

RADIO COMMUNICATION FAILURE

| | |
|---|---|
| 1 | SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600 |
| 2 | PROCEED ACCORDING TO THE STAR ROUTE TO THE TERMINATION WOCAL/ENKAA, DESCEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE: AFTER PASSING WOCAL/ENKAA FLY HEADING 195 AND MAINTAIN ALTITUDE 6000 FT FOR NEXT 10 NM, THEN TURN LEFT/RIGHT AND DESCEND TO 2000 FT AND CARRY OUT THE APPROPRIATE ILS APPROACH PROCEDURE. |
| 3 | WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES , A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE. |
| 4 | FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE. |

WAYPOINT PRONUNCIATION

| Waypoint Identifier | Pronunciation | Waypoint Identifier | Pronunciation | Waypoint Identifier | Pronunciation |
|---------------------|----------------|---------------------|----------------|---------------------|---------------|
| ALBOS | AL - BOSS | DOLNI | DOL - NEE | NORTA | NOR - TAH |
| ALEMI | AH - LAY - MEE | EASTE | EAST - TE | PASTO | PAS - TOW |
| BATOK | BAH - TOK | ENKAA | EN - KA | RUKSA | RUCK - SA |
| BEATS | BEATS | FUNKY | FUNG - KEE | RYN | RA - YONG |
| BONVO | BONG - VOH | GOMES | GO - MESS | SALSA | SAL - SAH |
| BS401 | - | GUTSO | GUTT - SOH | SANJO | SAN - JOH |
| BS402 | - | HOTEL | HO - TEL | SEMBO | SEM - BO |
| BS403 | - | IBETO | YI - BAY - TOH | SURMA | SUR - MAR |
| BS404 | - | IGONI | YI - GO - NEE | TAPPA | TAP - PAH |
| BS405 | - | IRTIS | ER - TISS | TARED | TAH - RED |
| BS406 | - | ISDEX | ISS - DEKS | TL | TA - KLEE |
| BS407 | - | LATIN | LAH - TIN | UBLDOD | UB - LOD |
| BS408 | - | LEBIM | LAY - BIM | WILLA | WILL - LAH |
| BUT | U - TAH - PAO | NIMEG | NAI - MEG | WOCAL | WO - CALL |
| DABTA | DAB - TAH | NOBER | NO - BER | | |

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L/01R

DOLNI3D EASTE3D
LEBIM3D NORTA3D WILLA3D

TABULAR DESCRIPTION (1)

| RNAV RWY01L/01R | | | | | | | | | | | |
|------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|--------------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| DOLNI3D | | | | | | | | | | | |
| TRANSITION BATOK FROM G474 | | | | | | | | | | | |
| 010 | IF | BATOK | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | DOLNI | - | 228°(227.7°) | +0.58 | 56.8 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION GOMES FROM R468 | | | | | | | | | | | |
| 010 | IF | GOMES | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | DOLNI | - | 255°(254.9°) | +0.58 | 24.5 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION RYN FROM N891 | | | | | | | | | | | |
| 010 | IF | RYN | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | DOLNI | - | 317°(316.5°) | +0.58 | 42.4 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION ALEMI FROM Y12 | | | | | | | | | | | |
| 010 | IF | ALEMI | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | DOLNI | - | 341°(340.2°) | +0.58 | 43.7 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION BUT FROM M904/Y11 | | | | | | | | | | | |
| 010 | IF | BUT | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | DOLNI | - | 016°(015.7°) | +0.58 | 38.9 | - | -FL180 | -280 | - | RNAV 1 |
| 010 | IF | DOLNI | - | - | +0.58 | - | - | -FL180 | -280 | - | RNAV 1 |
| 020 | TF | BEATS | - | 295°(294.1°) | +0.58 | 10.2 | - | -FL140 ; +FL130 | - | - | RNAV 1 |
| 030 | TF | BS405 | - | 295°(294.0°) | +0.58 | 7.9 | R | - | -250 | - | RNAV 1 |
| 040 | TF | BS403 | - | 016°(015.0°) | +0.58 | 7.2 | - | - | - | - | RNAV 1 |
| 050 | TF | SANJO | - | 016°(015.0°) | +0.58 | 6.1 | L | - | - | - | RNAV 1 |
| 060 | TF | LATIN | - | 286°(285.0°) | +0.58 | 7.0 | L | -9000 ; +7000 | -220 | - | RNAV 1 |
| 070 | TF | BS401 | - | 196°(195.0°) | +0.58 | 6.1 | - | - | - | - | RNAV 1 |
| 080 | TF | SALSA | - | 196°(195.0°) | +0.58 | 6.1 | - | - | - | - | RNAV 1 |
| 090 | TF | ENKAA | - | 196°(195.0°) | +0.58 | 5.0 | - | +3000 | - | - | RNAV 1 |
| 100 | VM | - | - | 195°(-) | +0.58 | - | - | - | - | - | RNAV 1 |

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L/01R

DOLNI3D EASTE3D
LEBIM3D NORTA3D WILLA3D

TABULAR DESCRIPTION (2)

| RNAV RWY01L/01R | | | | | | | | | | | |
|------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| EASTE3D | | | | | | | | | | | |
| TRANSITION UBL0D FROM Y1, Y2 | | | | | | | | | | | |
| 010 | IF | UBL0D | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | EASTE | - | 206°(205.2°) | +0.58 | 20.6 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION RUKSA FROM Y13 | | | | | | | | | | | |
| 010 | IF | RUKSA | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | EASTE | - | 248°(247.7°) | +0.58 | 39.9 | - | -FL180 | -280 | - | RNAV 1 |
| 010 | IF | EASTE | - | - | +0.58 | - | - | -FL180 | -280 | - | RNAV 1 |
| 020 | TF | DABTA | - | 228°(227.4°) | +0.58 | 10.1 | - | - | - | - | RNAV 1 |
| 030 | TF | BS407 | - | 228°(227.4°) | +0.58 | 18.2 | L | +11000 | -250 | - | RNAV 1 |
| 040 | TF | LATIN | - | 196°(195.0°) | +0.58 | 20.2 | - | -9000 ; +7000 | -220 | - | RNAV 1 |
| 050 | TF | BS401 | - | 196°(195.0°) | +0.58 | 6.1 | - | - | - | - | RNAV 1 |
| 060 | TF | SALSA | - | 196°(195.0°) | +0.58 | 6.1 | - | - | - | - | RNAV 1 |
| 070 | TF | ENKAA | - | 196°(195.0°) | +0.58 | 5.0 | - | +3000 | - | - | RNAV 1 |
| 080 | VM | - | - | 195°(-) | +0.58 | - | - | - | - | - | RNAV 1 |

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L/01R

DOLNI3D EASTE3D
LEBIM3D NORTA3D WILLA3D

TABULAR DESCRIPTION (3)

| RNAV RWY01L/01R | | | | | | | | | | | |
|--------------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|------------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| LEBIM3D | | | | | | | | | | | |
| TRANSITION GUTSO FROM A464/M751/W19 | | | | | | | | | | | |
| 010 | IF | GUTSO | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | LEBIM | - | 340°(339.4°) | +0.58 | 18.0 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION SURMA FROM M769/Y98 | | | | | | | | | | | |
| 010 | IF | SURMA | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | LEBIM | - | 002°(001.4°) | +0.58 | 73.6 | - | -FL180 | -280 | - | RNAV 1 |
| TRANSITION HOTEL FROM G458 ,W31, Y99 | | | | | | | | | | | |
| 010 | IF | HOTEL | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | LEBIM | - | 059°(058.6°) | +0.58 | 9.8 | - | -FL180 | -280 | - | RNAV 1 |
| 010 | IF | LEBIM | - | - | +0.58 | - | - | -FL180 | -280 | - | RNAV 1 |
| 020 | TF | FUNKY | - | 052°(051.4°) | +0.58 | 13.5 | - | -FL140 | - | - | RNAV 1 |
| 030 | TF | BS405 | - | 052°(051.4°) | +0.58 | 18.2 | L | - | -250 | - | RNAV 1 |
| 040 | TF | BS403 | - | 016°(015.0°) | +0.58 | 7.2 | - | - | - | - | RNAV 1 |
| 050 | TF | SANJO | - | 016°(015.0°) | +0.58 | 6.1 | L | - | - | - | RNAV 1 |
| 060 | TF | LATIN | - | 286°(285.0°) | +0.58 | 7.0 | L | -9000 ; +7000 | -220 | - | RNAV 1 |
| 070 | TF | BS401 | - | 196°(195.0°) | +0.58 | 6.1 | - | - | - | - | RNAV 1 |
| 080 | TF | SALSA | - | 196°(195.0°) | +0.58 | 6.1 | - | - | - | - | RNAV 1 |
| 090 | TF | ENKAA | - | 196°(195.0°) | +0.58 | 5.0 | - | +3000 | - | - | RNAV 1 |
| 100 | VM | - | - | 195°(-) | +0.58 | - | - | - | - | - | RNAV 1 |

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L/01R

DOLNI3D EASTE3D
LEBIM3D NORTA3D WILLA3D

TABULAR DESCRIPTION (4)

| RNAV RWY01L/01R | | | | | | | | | | | |
|---------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| NORTA3D | | | | | | | | | | | |
| TRANSITION SEMBO FROM A464 | | | | | | | | | | | |
| 010 | IF | SEMBO | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | NORTA | - | 117°(116.3°) | +0.58 | 24.4 | - | -FL220 | -280 | - | RNAV 1 |
| TRANSITION TL FROM W9, Y7 | | | | | | | | | | | |
| 010 | IF | TL | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | NORTA | - | 150°(149.2°) | +0.58 | 38.7 | - | -FL220 | -280 | - | RNAV 1 |
| TRANSITION NOBER FROM B346, W21 | | | | | | | | | | | |
| 010 | IF | NOBER | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | NORTA | - | 183°(182.9°) | +0.58 | 33.4 | - | -FL220 | -280 | - | RNAV 1 |
| TRANSITION ALBOS FROM R474 | | | | | | | | | | | |
| 010 | IF | ALBOS | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | NORTA | - | 267°(266.1°) | +0.58 | 22.7 | - | -FL220 | -280 | - | RNAV 1 |
| 010 | IF | NORTA | - | - | +0.58 | - | - | -FL220 | -280 | - | RNAV 1 |
| 020 | TF | IRTIS | - | 164°(163.3°) | +0.58 | 17.5 | R | - | - | - | RNAV 1 |
| 030 | TF | BS408 | - | 174°(173.8°) | +0.58 | 12.4 | - | +FL160 | - | - | RNAV 1 |
| 040 | TF | BS406 | - | 174°(173.8°) | +0.58 | 7.5 | R | - | -250 | - | RNAV 1 |
| 050 | TF | BS404 | - | 195°(194.5°) | +0.58 | 11.4 | - | +11000 | - | - | RNAV 1 |
| 060 | TF | BS402 | - | 195°(194.5°) | +0.58 | 13.3 | - | -9000 ; +7000 | -220 | - | RNAV 1 |
| 070 | TF | TAPPA | - | 195°(194.5°) | +0.58 | 12.1 | - | - | - | - | RNAV 1 |
| 080 | TF | WOCAL | - | 195°(194.5°) | +0.58 | 5.0 | - | +4000 | - | - | RNAV 1 |
| 090 | VM | - | - | 195°(-) | +0.58 | - | - | - | - | - | RNAV 1 |

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L/01R

DOLNI3D EASTE3D
LEBIM3D NORTA3D WILLA3D

TABULAR DESCRIPTION (5)

| RNAV RWY01L/01R | | | | | | | | | | | |
|---------------------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| WILLA3D | | | | | | | | | | | |
| TRANSITION IGONI FROM L507 | | | | | | | | | | | |
| 010 | IF | IGONI | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | WILLA | - | 105°(104.3°) | +0.58 | 9.1 | - | -FL220 | -280 | - | RNAV 1 |
| TRANSITION TARED FROM G463/P646 | | | | | | | | | | | |
| 010 | IF | TARED | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | WILLA | - | 094°(093.7°) | +0.58 | 31.2 | - | -FL220 | -280 | - | RNAV 1 |
| TRANSITION IBETO FROM L524 | | | | | | | | | | | |
| 010 | IF | IBETO | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | WILLA | - | 068°(067.4°) | +0.58 | 35.6 | - | -FL220 | -280 | - | RNAV 1 |
| TRANSITION PASTO FROM L301 | | | | | | | | | | | |
| 010 | IF | PASTO | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | WILLA | - | 054°(053.4°) | +0.58 | 40.5 | - | -FL220 | -280 | - | RNAV 1 |
| TRANSITION BONVO FROM M502 | | | | | | | | | | | |
| 010 | IF | BONVO | - | - | +0.58 | - | - | - | - | - | RNAV 1 |
| 020 | TF | WILLA | - | 024°(023.0°) | +0.58 | 43.4 | - | -FL220 | -280 | - | RNAV 1 |
| 010 | IF | WILLA | - | - | +0.58 | - | - | -FL220 | -280 | - | RNAV 1 |
| 020 | TF | NIMEG | - | 105°(104.4°) | +0.58 | 11.5 | - | - | - | - | RNAV 1 |
| 030 | TF | ISDEX | - | 105°(104.4°) | +0.58 | 17.5 | - | - | - | - | RNAV 1 |
| 040 | TF | BS408 | - | 105°(104.5°) | +0.58 | 12.4 | R | +FL160 | - | - | RNAV 1 |
| 050 | TF | BS406 | - | 174°(173.8°) | +0.58 | 7.5 | R | - | -250 | - | RNAV 1 |
| 060 | TF | BS404 | - | 195°(194.5°) | +0.58 | 11.4 | - | +11000 | - | - | RNAV 1 |
| 070 | TF | BS402 | - | 195°(194.5°) | +0.58 | 13.3 | - | -9000 ; +7000 | -220 | - | RNAV 1 |
| 080 | TF | TAPPA | - | 195°(194.5°) | +0.58 | 12.1 | - | - | - | - | RNAV 1 |
| 090 | TF | WOCAL | - | 195°(194.5°) | +0.58 | 5.0 | - | +4000 | - | - | RNAV 1 |
| 100 | VM | - | - | 195° (-) | +0.58 | - | - | - | - | - | RNAV 1 |

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01L/01R

DOLNI3D EASTE3D
LEBIM3D NORTA3D WILLA3D

WAYPOINT LIST

| RNAV RWY01L/01R | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| ALBOS | 14° 44' 41.70" N 101° 01' 41.90" E |
| ALEMI | 12° 36' 25.55" N 101° 25' 59.92" E |
| BATOK | 13° 56' 06.00" N 101° 53' 53.60" E |
| BEATS | 13° 21' 51.18" N 101° 01' 12.46" E |
| BONVO | 13° 44' 10.47" N 099° 46' 06.72" E |
| BS401 | 13° 33' 51.29" N 100° 48' 45.37" E |
| BS402 | 13° 42' 30.15" N 100° 39' 23.08" E |
| BS403 | 13° 32' 02.02" N 100° 55' 42.15" E |
| BS404 | 13° 55' 24.52" N 100° 42' 47.93" E |
| BS405 | 13° 25' 04.96" N 100° 53' 48.04" E |
| BS406 | 14° 06' 26.65" N 100° 45' 43.48" E |
| BS407 | 13° 59' 21.04" N 100° 55' 45.03" E |
| BS408 | 14° 13' 54.95" N 100° 44' 53.56" E |
| BUT | 12° 40' 00.02" N 101° 00' 01.71" E |
| DABTA | 14° 11' 41.75" N 101° 09' 29.56" E |
| DOLNI | 13° 17' 39.62" N 101° 10' 48.41" E |
| EASTE | 14° 18' 34.80" N 101° 17' 10.48" E |
| ENKAA | 13° 23' 07.66" N 100° 45' 49.41" E |
| FUNKY | 13° 13' 42.70" N 100° 39' 14.72" E |
| GOMES | 13° 24' 06.10" N 101° 35' 05.70" E |
| GUTSO | 12° 48' 19.94" N 100° 34' 54.30" E |
| HOTEL | 13° 00' 06.20" N 100° 19' 48.30" E |

| RNAV RWY01L/01R | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| IBETO | 14° 10' 36.14" N 099° 29' 45.68" E |
| IGONI | 14° 26' 32.73" N 099° 54' 30.29" E |
| IRTIS | 14° 26' 19.82" N 100° 43' 30.68" E |
| ISDEX | 14° 17' 02.47" N 100° 32' 29.78" E |
| LATIN | 13° 39' 43.82" N 100° 50' 21.89" E |
| LEBIM | 13° 05' 14.81" N 100° 28' 24.51" E |
| NIMEG | 14° 21' 24.76" N 100° 15' 04.64" E |
| NOBER | 15° 16' 35.60" N 100° 40' 06.00" E |
| NORTA | 14° 43' 07.64" N 100° 38' 20.46" E |
| PASTO | 14° 00' 04.50" N 099° 30' 06.94" E |
| RUKSA | 14° 33' 51.00" N 101° 55' 12.34" E |
| RYN | 12° 46' 48.30" N 101° 40' 41.70" E |
| SALSA | 13° 27' 58.73" N 100° 47' 08.94" E |
| SANJO | 13° 37' 54.54" N 100° 57' 18.72" E |
| SEMBO | 14° 53' 59.16" N 100° 15' 47.92" E |
| SURMA | 11° 51' 22.45" N 100° 26' 32.65" E |
| TAPPA | 13° 30' 43.35" N 100° 36' 16.52" E |
| TARED | 14° 26' 19.52" N 099° 31' 28.87" E |
| TL | 15° 16' 33.45" N 100° 17' 51.11" E |
| UBLOD | 14° 37' 15.43" N 101° 26' 11.66" E |
| WILLA | 14° 24' 16.98" N 100° 03' 35.36" E |
| WOCAL | 13° 25' 51.57" N 100° 34' 59.62" E |

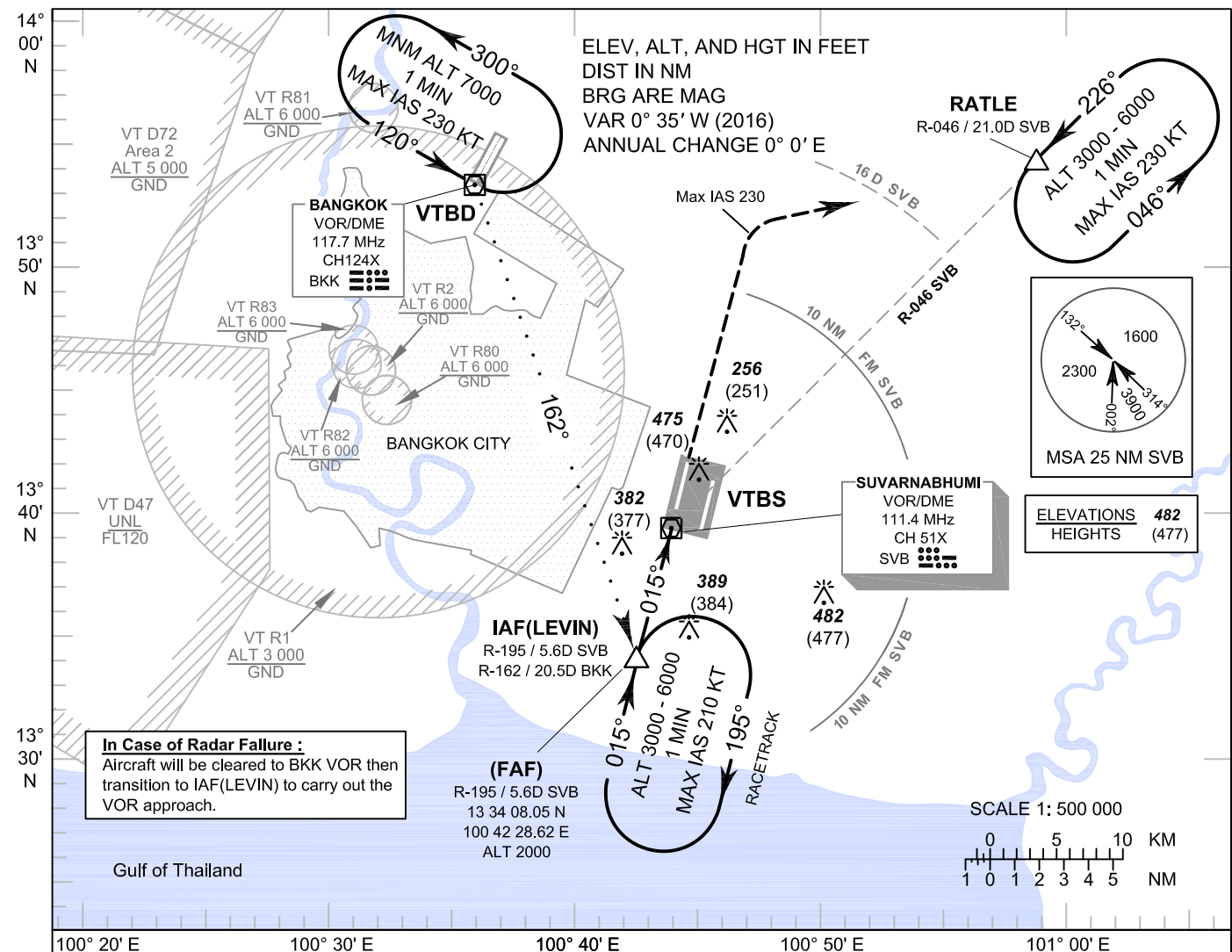
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 5 FT
HEIGHTS RELATED TO
AERODROME ELEV**

| | |
|------|-----------------|
| APP | : 119.1, 262.5 |
| | : 120.3, 262.5 |
| | : 121.7, 262.5 |
| | : 122.35, 262.5 |
| | : 124.35, 262.5 |
| | : 125.2, 262.5 |
| ARR | : 121.1 |
| | : 126.3 |
| TWR | : 118.2, 274.5 |
| | : 119.0 |
| ATIS | : 133.6, 278.6 |

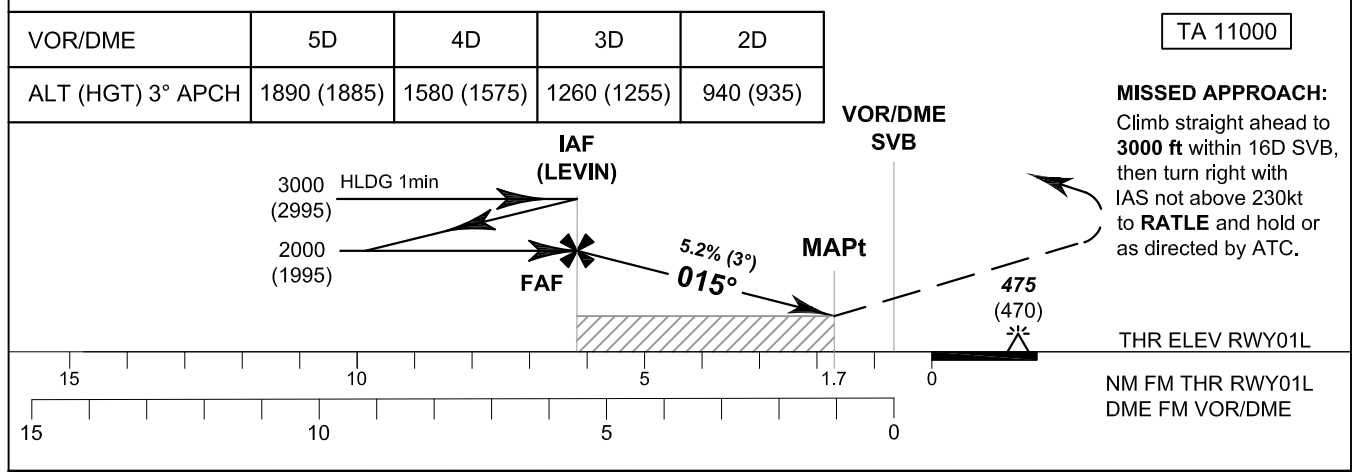
BANGKOK / Suvarnabhumi Intl (VTBS)

VOR RWY01L



In Case of Radar Failure :
Aircraft will be cleared to BKK VOR then transition to IAF(LEVIN) to carry out the VOR approach.

CHANGE: DME: RADIALS, MSA, MAG VAR, FREQUENCIES, VT R82 AND VT R83 ADDED.



| | | | | | | | | | | | |
|----------------------|-----------|---|-----------|---|-----------------|--------|--------|--------|--------|--------|--------|
| OCA/H | A | B | C | D | Ground Speed | kt | 100 | 120 | 140 | 160 | 180 |
| Straight-in Approach | 600 (595) | | | | FAF-MAPt 4.4 NM | m:s | 2 : 38 | 2 : 12 | 1 : 53 | 1 : 39 | 1 : 28 |
| Circling (OCH AAL) | 800 (795) | | 900 (895) | | Rate of descent | ft/min | 527 | 632 | 737 | 843 | 948 |

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 5 FT
HEIGHTS RELATED TO
AERODROME ELEV**

BANGKOK / Suvarnabhumi Intl (VTBS)

VOR RWY01L

| Facility | Latitude | Longitude |
|-----------------|------------------|-------------------|
| VOR/DME (SVB) | 13° 39' 32.50" N | 100° 43' 53.20" E |
| VOR/DME (BKK) | 13° 53' 36.80" N | 100° 35' 46.30" E |
| IAF (LEVIN) | 13° 34' 08.05" N | 100° 42' 28.62" E |
| RATLE | 13° 54' 26.87" N | 100° 59' 09.24" E |

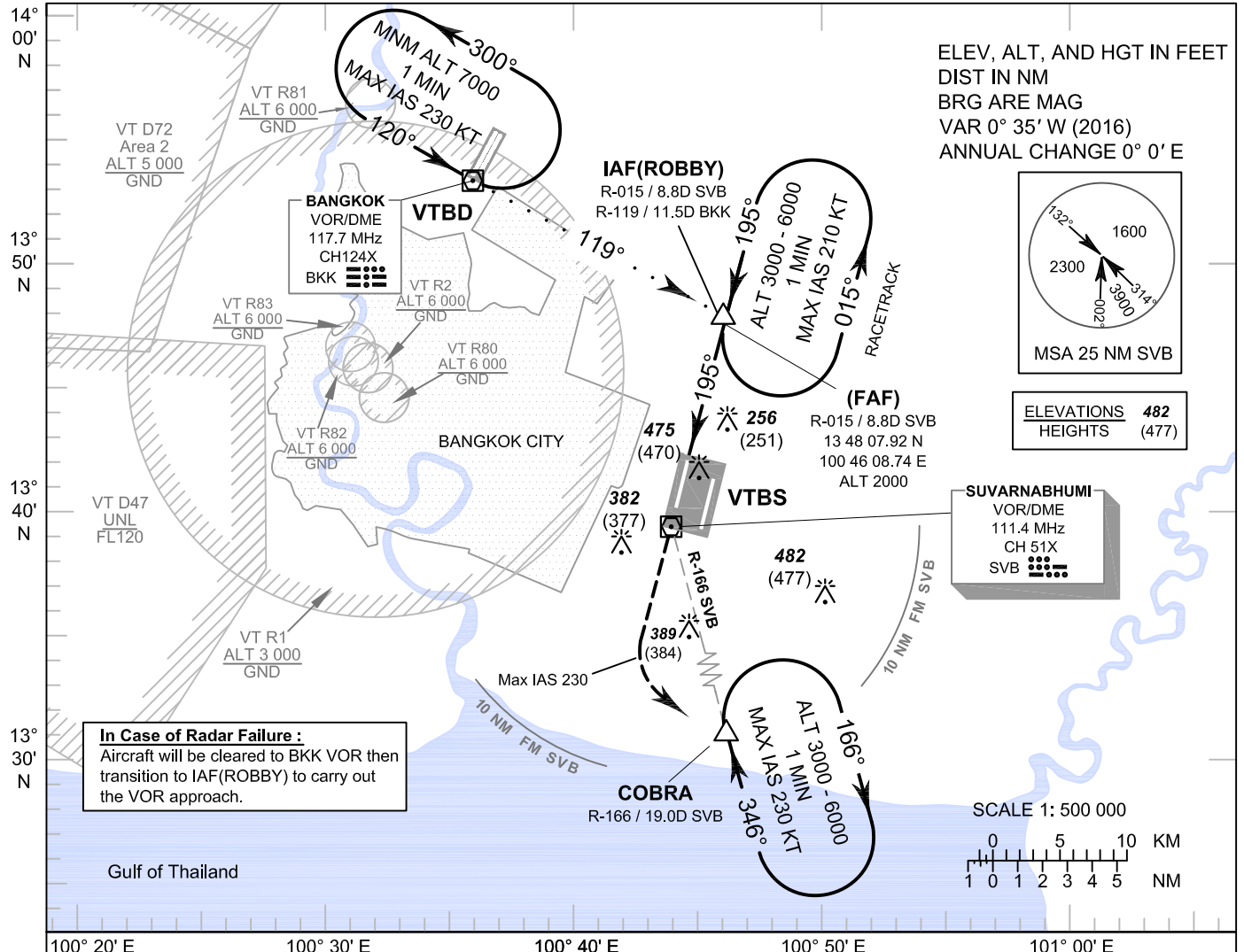
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 5 FT
HEIGHTS RELATED TO
AERODROME ELEV**

| | |
|--------|---------------|
| APP : | 119.1, 262.5 |
| : | 120.3, 262.5 |
| : | 121.7, 262.5 |
| : | 122.35, 262.5 |
| : | 124.35, 262.5 |
| : | 125.2, 262.5 |
| ARR : | 121.1 |
| : | 126.3 |
| TWR : | 118.2, 274.5 |
| : | 119.0 |
| ATIS : | 133.6, 278.6 |

BANGKOK / Suvarnabhumi Intl (VTBS)

VOR RWY19R



| | | | | | | | | | | | |
|---|-----------|-------------|-------------|----------|-----------------|--------|--------|--------|--------|--------|--------|
| VOR/DME | 5D | 6D | 7D | TA 11000 | | | | | | | |
| ALT (HGT) 3° APCH | 790 (785) | 1100 (1095) | 1420 (1415) | | | | | | | | |
| MISSED APPROACH: Climb straight ahead to 3000ft, then turn left with IAS not above 230kt to COBRA and hold or as directed by ATC. | | | | | | | | | | | |
| <p>VOR/DME SVB MAPt IAF (ROBBY) HLDG 1min 3000 (2995)</p> <p>5.2% (3°) 195° 2000 (1995)</p> <p>THR ELEV RWY19R 475 (470) FAF</p> <p>NM FM THR RWY19R 0 2.1 5 10 15</p> <p>DME FM VOR/DME 0 5 10 15</p> | | | | | | | | | | | |
| OCA/H | A | B | C | D | Ground Speed | kt | 100 | 120 | 140 | 160 | 180 |
| Straight-in Approach | 730 (725) | | | | FAF-MAPt 4.0 NM | m:s | 2 : 24 | 2 : 00 | 1 : 43 | 1 : 30 | 1 : 20 |
| Circling (OCH AAL) | 800 (795) | | 900 (895) | | Rate of descent | ft/min | 527 | 632 | 737 | 843 | 948 |

CHANGE: DME, RADIALS, MSA, MAG VAR, FREQUENCIES, VT R82 AND VT R83 ADDED.

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 5 FT
HEIGHTS RELATED TO
AERODROME ELEV**

BANGKOK / Suvarnabhumi Intl (VTBS)

VOR RWY19R

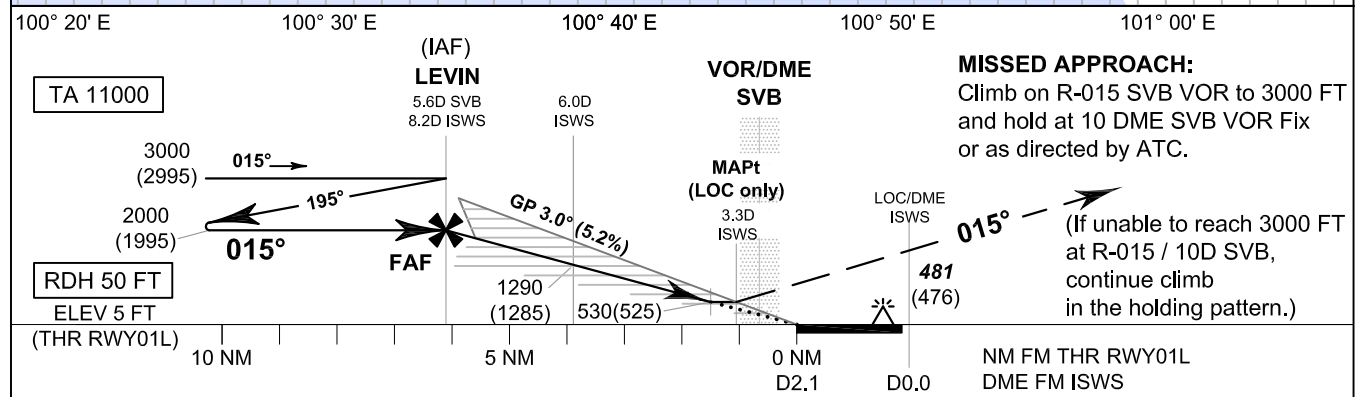
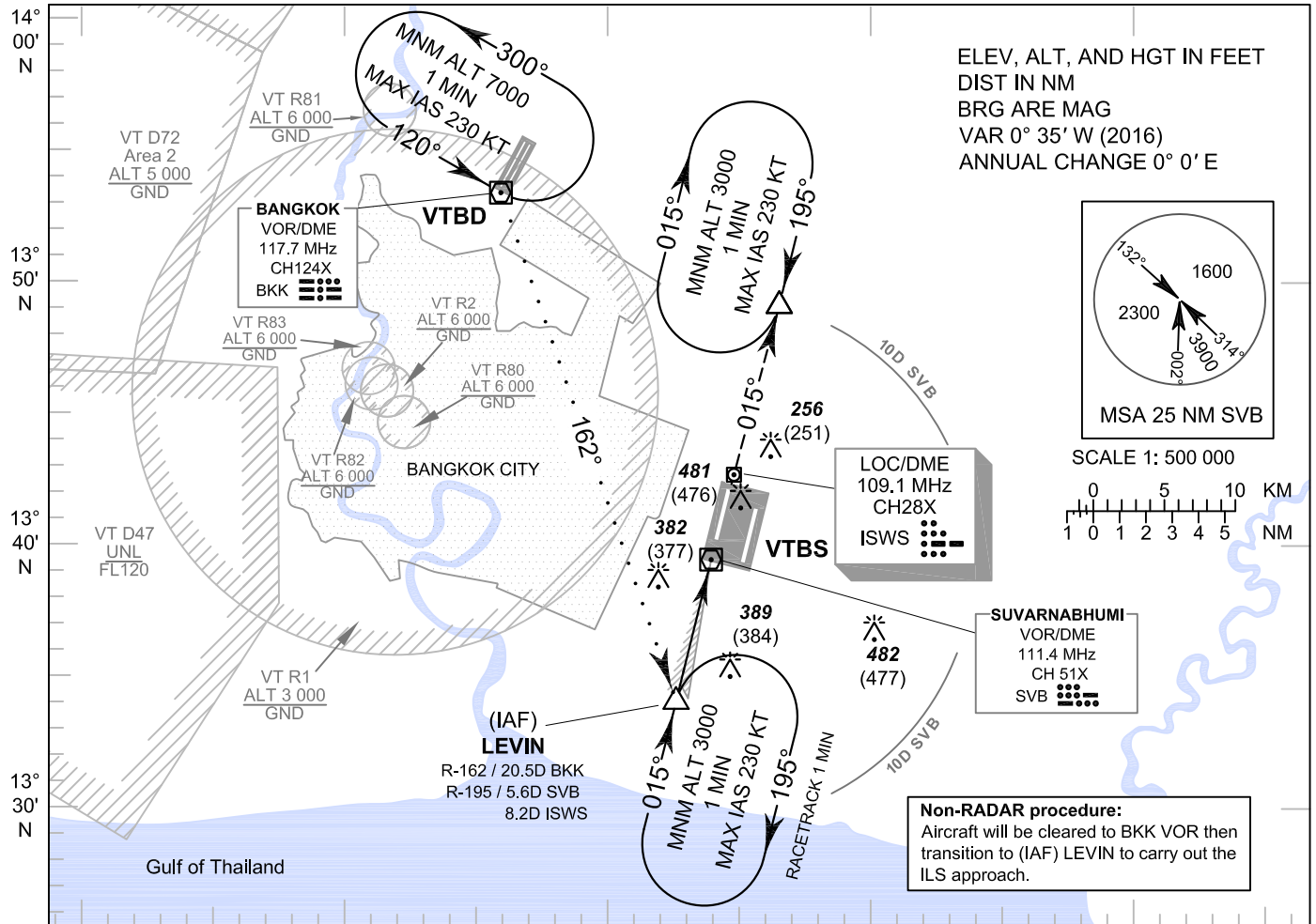
| Facility | Latitude | Longitude |
|-----------------|------------------|-------------------|
| VOR/DME (SVB) | 13° 39' 32.50" N | 100° 43' 53.20" E |
| VOR/DME (BKK) | 13° 53' 36.80" N | 100° 35' 46.30" E |
| IAF (ROBBY) | 13° 48' 07.92" N | 100° 46' 08.74" E |
| COBRA | 13° 21' 06.47" N | 100° 48' 55.85" E |

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 5 FT
HEIGHTS RELATED TO
THR RWY01L - ELEV 5 FT**

- APP : 119.1, 262.5
- : 120.3, 262.5
- : 121.7, 262.5
- : 122.35, 262.5
- : 124.35, 262.5
- : 125.2, 262.5
- ARR : 121.1
- : 126.3
- TWR : 118.2, 274.5
- : 119.0
- ATIS : 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)
**ILS or LOC y RWY01L
CAT II**



| OCA/H | | A | B | C | D | ISWS DME | FAF | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | MAPt |
|----------------------|--------|-------------|---|-----------|---|--------------------------|---------------------|------------------------------------|------|------|-----|-----|------|
| Straight-in Approach | CAT I | 230 (225)* | | | | Altitudes | 2000 | 1920 | 1610 | 1290 | 970 | 650 | 530 |
| | CAT II | 105 (100)** | | | | Speed / Knots | 100 120 140 160 180 | | | | | | |
| LOC only | | 530 (525) | | | | FAF-MAPt 4.9 NM | | 2 : 56 2 : 27 2 : 06 1 : 50 1 : 38 | | | | | |
| Circling (OCH AAL) | | 800 (795) | | 900 (895) | | Rate of descent (ft/min) | | 530 640 745 850 955 | | | | | |

*These procedures require a missed approach climb gradient of 5% (304 FT/NM) until passing ALT 1000 FT. For aircraft which only achieve a 2.5% (152 FT/NM) climb gradient, the CAT I OCA (OCH) is 370 (365) FT
 **These procedures require a missed approach climb gradient of 4% (243 FT/NM) until passing ALT 1000 FT. For aircraft which only achieve a 2.5% (152 FT/NM) climb gradient, the CAT II OCA (OCH) is 295 (290) FT

CHANGE: REALIGNMENT, MISSED APPROACH INSTRUCTION.

INSTRUMENT **AERODROME ELEV 5 FT**
APPROACH **HEIGHTS RELATED TO**
CHART - ICAO **THR RWY01L - ELEV 5 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC y RWY01L
CAT II

| FIX / POINT | | COORDINATES | |
|-------------|-----------|------------------|-------------------|
| (IAF) LEVIN | 8.2D ISWS | 13° 34' 08.05" N | 100° 42' 28.62" E |
| LOC/DME | ISWS | 13° 42' 22.30" N | 100° 44' 37.80" E |
| GP | ISWS | 13° 40' 27.80" N | 100° 44' 03.60" E |
| VOR/DME | SVB | 13° 39' 32.50" N | 100° 43' 53.20" E |
| VOR/DME | BKK | 13° 53' 36.80" N | 100° 35' 46.30" E |

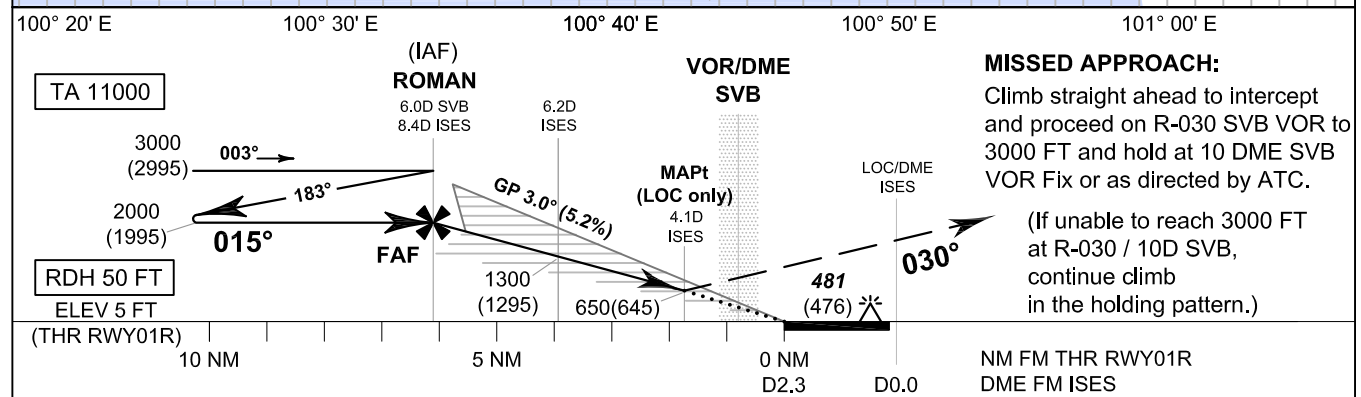
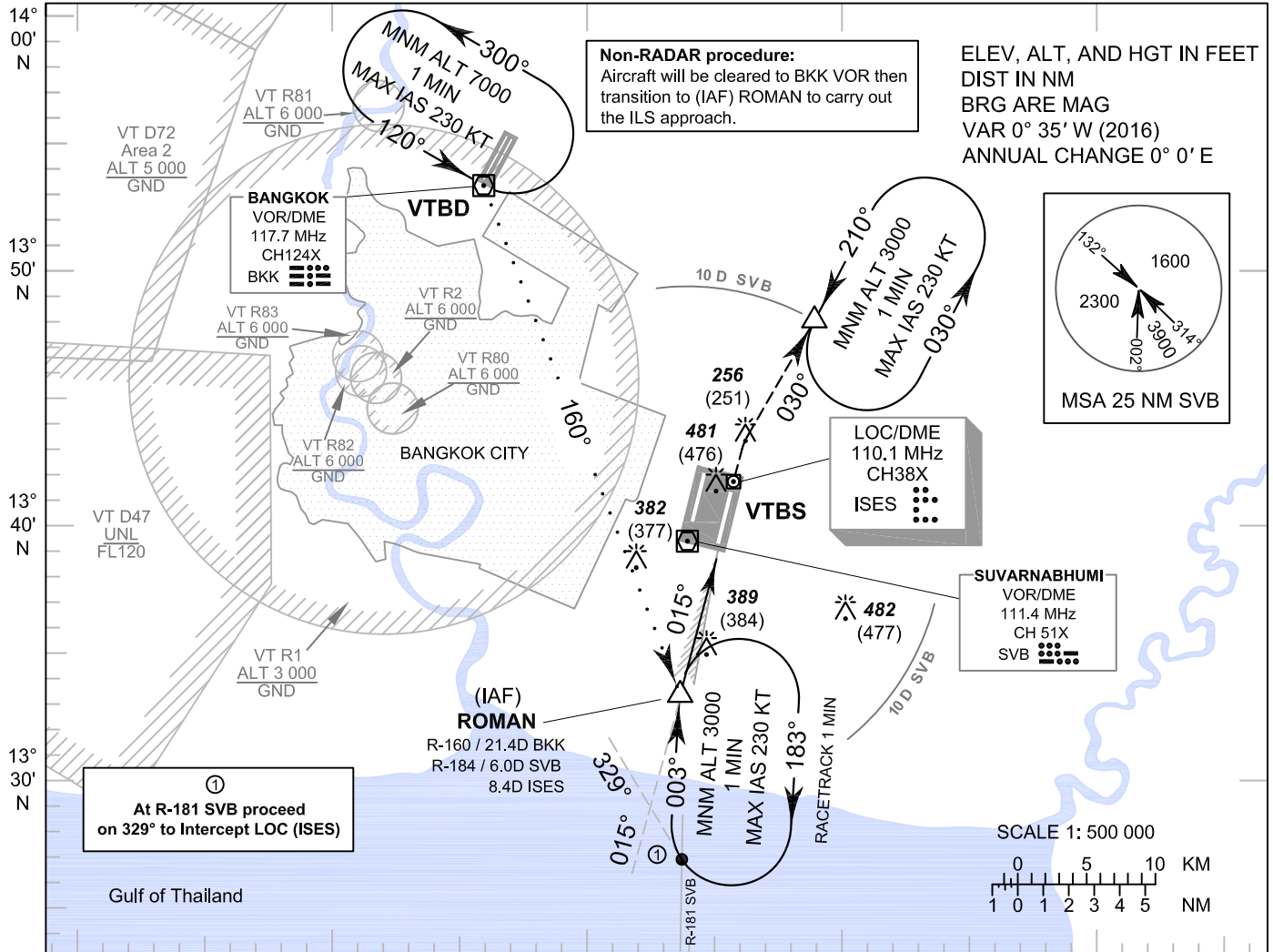
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 5 FT
HEIGHTS RELATED TO
THR RWY01R - ELEV 5 FT**

APP : 119.1, 262.5
: 120.3, 262.5
: 121.7, 262.5
: 122.35, 262.5
: 124.35, 262.5
: 125.2, 262.5
ARR : 121.1
: 126.3
TWR : 118.2, 274.5
: 119.0
ATIS : 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC y RWY01R
CAT II**



| OCA/H | | A | B | C | D | ISES DME | FAF | 8.0 | 7.0 | 6.0 | 5.0 | MAPt |
|----------------------|--------|-----------|-----------|---|--------------------------|-----------------|------|--------|--------|--------|--------|--------|
| Straight-in Approach | CAT I | 205 (200) | | | | Altitudes | 2000 | 1870 | 1550 | 1240 | 920 | 650 |
| | CAT II | 105 (100) | | | | Speed / Knots | | 100 | 120 | 140 | 160 | 180 |
| LOC only | | 650 (645) | | | | FAF-MAPt 4.3 NM | | 2 : 35 | 2 : 09 | 1 : 50 | 1 : 36 | 1 : 26 |
| Circling (OCH AAL) | | 800 (795) | 900 (895) | | Rate of descent (ft/min) | | 530 | 640 | 745 | 850 | 955 | |

CHANGE: REALIGNMENT. MISSED APPROACH INSTRUCTION.

**INSTRUMENT
APPROACH
CHART - ICAO** **AERODROME ELEV 5 FT
HEIGHTS RELATED TO
THR RWY01R - ELEV 5 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC y RWY01R
CAT II**

| FIX / POINT | | COORDINATES | |
|-------------|-----------|------------------|-------------------|
| (IAF) ROMAN | 8.4D ISES | 13° 33' 29.40" N | 100° 43' 33.00" E |
| LOC/DME | ISES | 13° 41' 39.30" N | 100° 45' 42.10" E |
| GP | ISES | 13° 39' 33.40" N | 100° 45' 13.10" E |
| VOR/DME | SVB | 13° 39' 32.50" N | 100° 43' 53.20" E |
| VOR/DME | BKK | 13° 53' 36.80" N | 100° 35' 46.30" E |

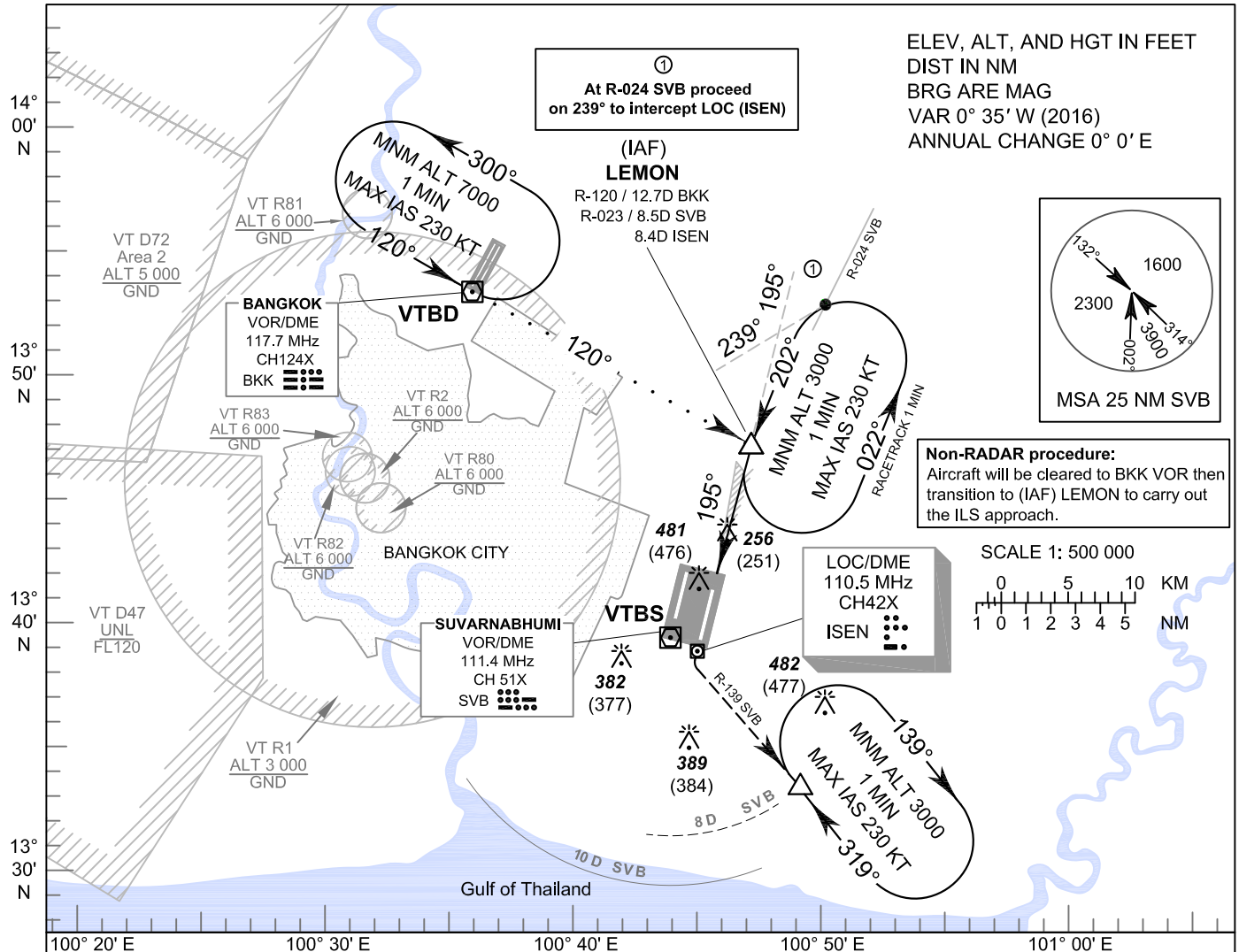
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 5 FT
HEIGHTS RELATED TO
THR RWY19L - ELEV 5 FT**

APP : 119.1, 262.5
: 120.3, 262.5
: 121.7, 262.5
: 122.35, 262.5
: 124.35, 262.5
: 125.2, 262.5
ARR : 121.1
: 126.3
TWR : 118.2, 274.5
: 119.0
ATIS : 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC y RWY19L
CAT II**



MISSED APPROACH:
Climb straight ahead to intercept and proceed on R-139 SVB VOR to 3000 FT and hold at 8 DME SVB VOR Fix or as directed by ATC.
(If unable to reach 3000 FT at R-139 / 8D SVB, continue climb in the holding pattern.)

CHANGE: REALIGNMENT. MISSED APPROACH INSTRUCTION. LEMON RADIAL.

| NM FM THR RWY19L DME FM ISEN | | A | B | C | D | ISEN DME | MAPt | 5.0 | 6.0 | 7.0 | 8.0 | FAF |
|---------------------------------|--------|-----------|-----------|---|--------------------------|-------------------|------|--------|--------|--------|--------|--------|
| Straight-in Approach | CAT I | 205 (200) | | | | Altitudes | 590 | 920 | 1240 | 1550 | 1870 | 2000 |
| | CAT II | 105 (100) | | | | Speed / Knots | | 100 | 120 | 140 | 160 | 180 |
| LOC only | | 590 (585) | | | | FAF - MAPt 4.4 NM | | 2 : 38 | 2 : 12 | 1 : 53 | 1 : 39 | 1 : 28 |
| Circling (OCH AAL) | | 800 (795) | 900 (895) | | Rate of descent (ft/min) | | 530 | 640 | 745 | 850 | 955 | |

**INSTRUMENT
APPROACH
CHART - ICAO** **AERODROME ELEV 5 FT
HEIGHTS RELATED TO
THR RWY19L - ELEV 5 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC y RWY19L
CAT II**

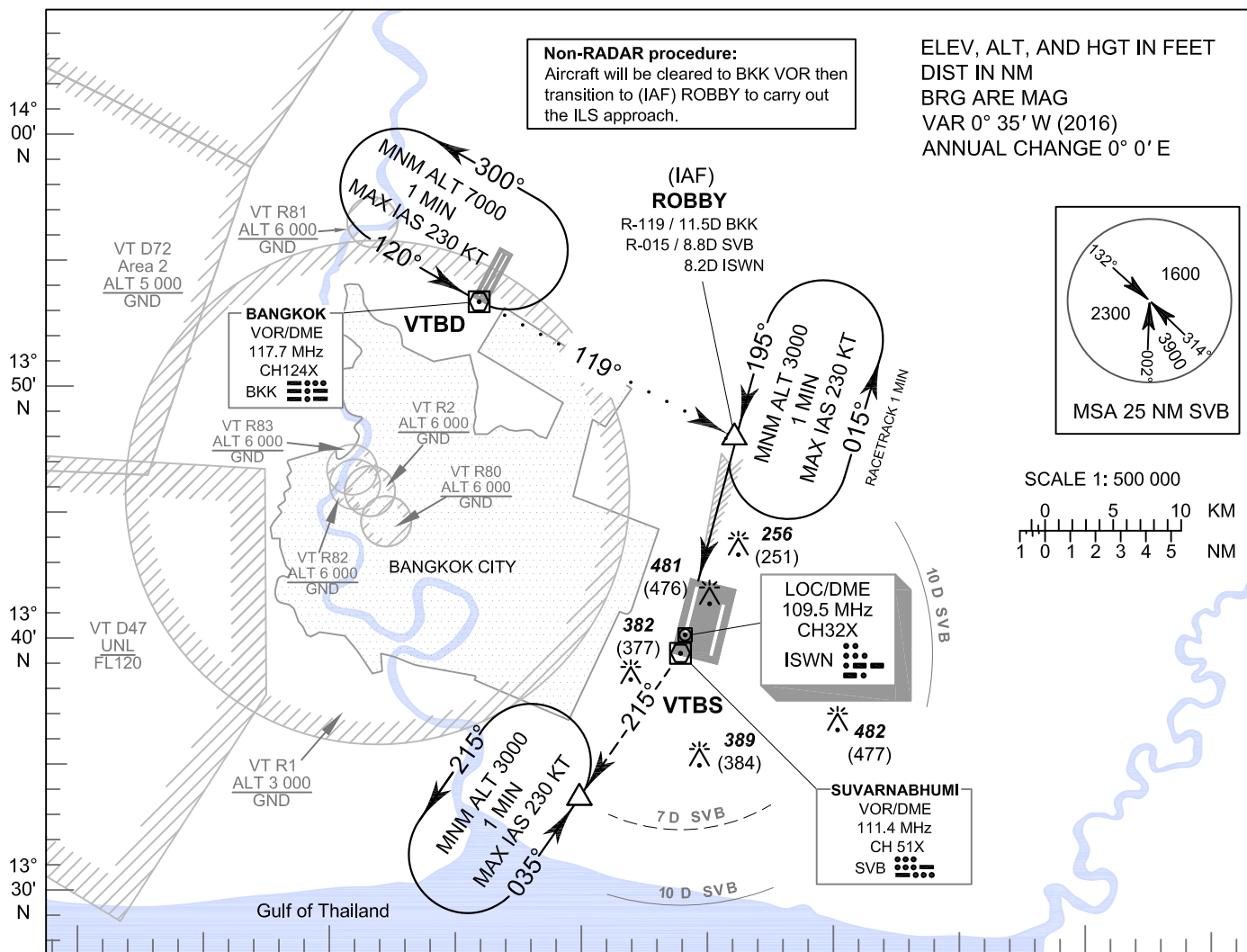
| FIX / POINT | | COORDINATES | |
|-------------|-----------|------------------|-------------------|
| (IAF) LEMON | 8.4D ISEN | 13° 47' 24.60" N | 100° 47' 12.60" E |
| LOC/DME | ISEN | 13° 39' 15.00" N | 100° 45' 04.20" E |
| GP | ISEN | 13° 41' 19.00" N | 100° 45' 40.90" E |
| VOR/DME | SVB | 13° 39' 32.50" N | 100° 43' 53.20" E |
| VOR/DME | BKK | 13° 53' 36.80" N | 100° 35' 46.30" E |

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 5 FT**
HEIGHTS RELATED TO
THR RWY19R - ELEV 5 FT

APP : 119.1, 262.5
 : 120.3, 262.5
 : 121.7, 262.5
 : 122.35, 262.5
 : 124.35, 262.5
 : 125.2, 262.5
 ARR : 121.1
 : 126.3
 TWR : 118.2, 274.5
 : 119.0
 ATIS : 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

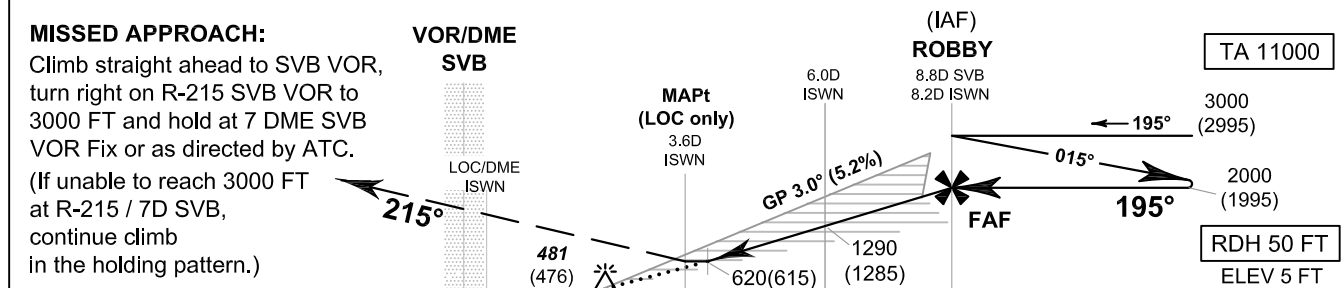
ILS or LOC y RWY19R
CAT II



MISSED APPROACH:

Climb straight ahead to SVB VOR, turn right on R-215 SVB VOR to 3000 FT and hold at 7 DME SVB VOR Fix or as directed by ATC. (If unable to reach 3000 FT at R-215 / 7D SVB, continue climb in the holding pattern.)

CHANGE: REALIGNMENT. MISSED APPROACH INSTRUCTION.



| | | NM FM THR RWY19R | | | | DME FM ISWN | | | | | | | |
|----------------------|--------|------------------|-----------|---|---|--------------------------|---------------------------------|--------|--------|--------|--------|--------|------|
| | | A | B | C | D | ISWN DME | MAPt | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | FAF |
| Straight-in Approach | CAT I | 205 (200) | | | | Altitudes | 620 | 650 | 970 | 1290 | 1610 | 1920 | 2000 |
| | CAT II | 105 (100) | | | | Speed / Knots | 100 120 140 160 180 | | | | | | |
| LOC only | | 620 (615) | | | | FAF - MAPt 4.6 NM | | 2 : 45 | 2 : 18 | 1 : 58 | 1 : 43 | 1 : 32 | |
| Circling (OCH AAL) | | 800 (795) | 900 (895) | | | Rate of descent (ft/min) | | 530 | 640 | 745 | 850 | 955 | |

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 5 FT
HEIGHTS RELATED TO
THR RWY19R - ELEV 5 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC y RWY19R
CAT II**

| FIX / POINT | | COORDINATES | |
|-------------|-----------|------------------|-------------------|
| (IAF) ROBBY | 8.2D ISWN | 13° 48' 07.92" N | 100° 46' 08.74" E |
| LOC/DME | ISWN | 13° 40' 07.50" N | 100° 44' 02.40" E |
| GP | ISWN | 13° 42' 03.90" N | 100° 44' 28.90" E |
| VOR/DME | SVB | 13° 39' 32.50" N | 100° 43' 53.20" E |
| VOR/DME | BKK | 13° 53' 36.80" N | 100° 35' 46.30" E |

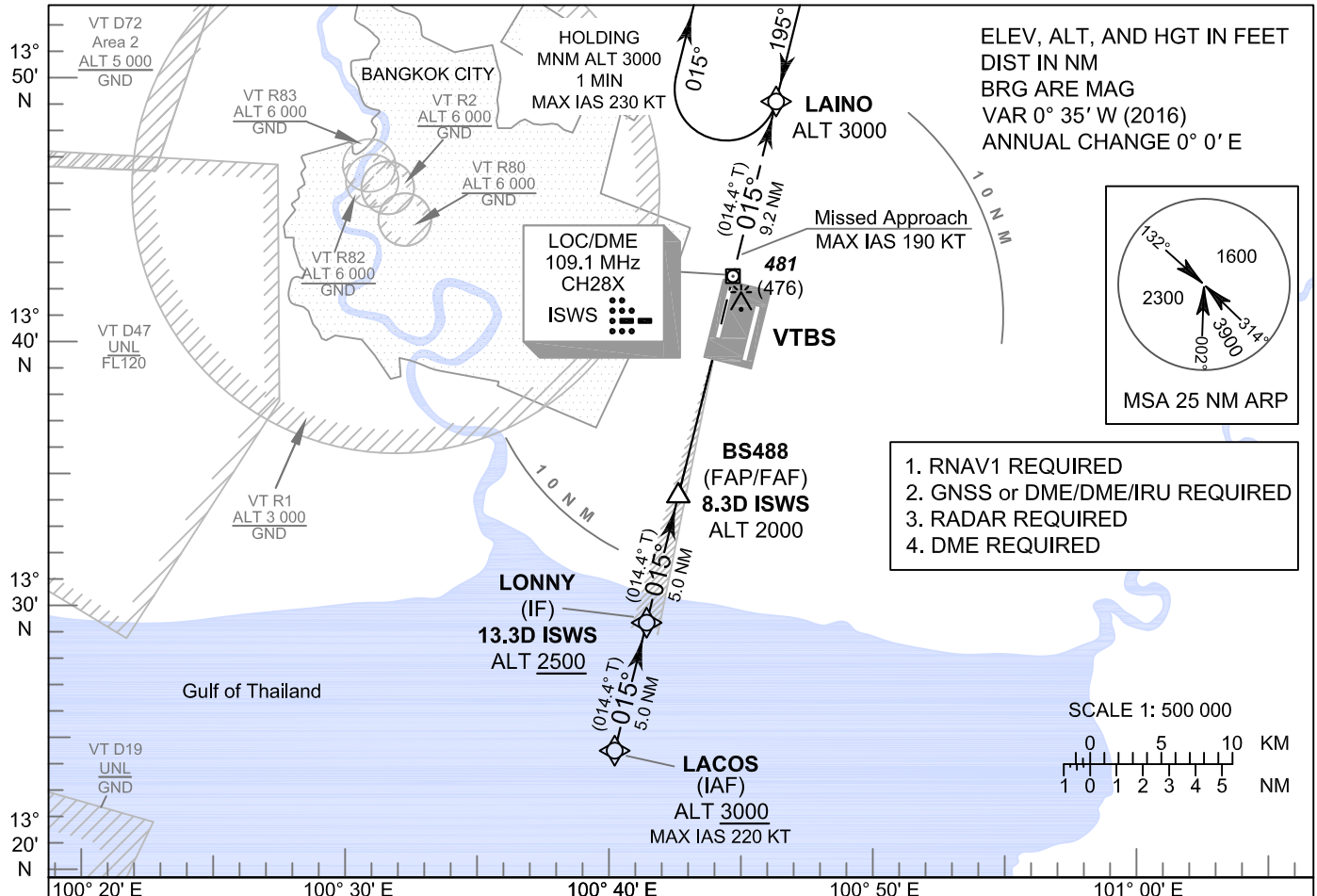
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 5 FT
HEIGHTS RELATED TO
THR RWY01L - ELEV 5 FT**

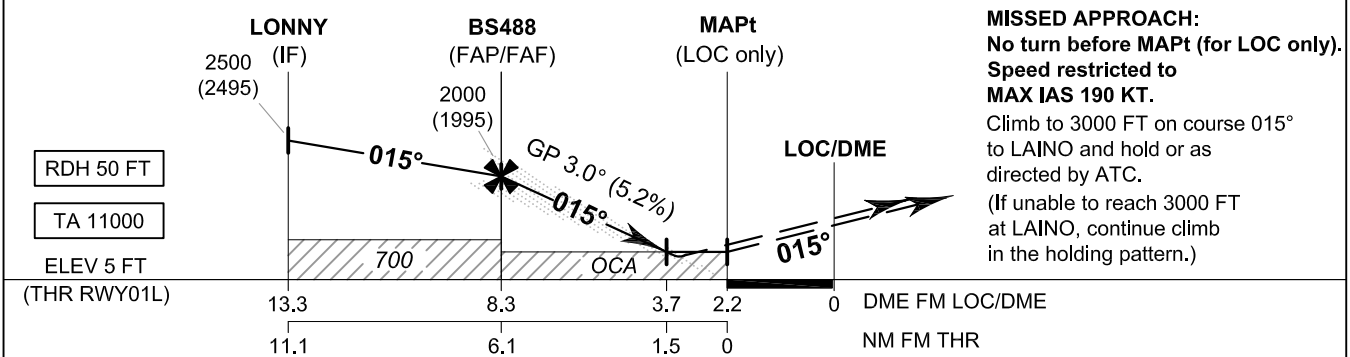
| | |
|------|-----------------|
| APP | : 119.1, 262.5 |
| | : 120.3, 262.5 |
| | : 121.7, 262.5 |
| | : 122.35, 262.5 |
| | : 124.35, 262.5 |
| | : 125.2, 262.5 |
| ARR | : 121.1 |
| | : 126.3 |
| TWR | : 118.2, 274.5 |
| | : 119.0 |
| ATIS | : 133.6, 278.6 |

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC z RWY01L
CAT II**



1. RNAV1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. RADAR REQUIRED
4. DME REQUIRED



| OCA/H | | A | B | C | D | GS OUT | Distance (ISWS) | FAF | 8 D | 7 D | 6 D | 5 D | 4 D | 3.7 D |
|----------------------|--------|--------------|---|-----------|---|------------------------|-------------------|-------------|-------------|-------------|-------------|-----------|-----------|-----------|
| Straight-in Approach | CAT I | 230 (225) * | | | | Rate of descent (5.2%) | Altitude (Height) | 2000 (1995) | 1890 (1885) | 1570 (1565) | 1255 (1250) | 940 (935) | 625 (620) | 530 (525) |
| | CAT II | 105 (100) ** | | | | | Ground speed | knot | 70 | 90 | 100 | 120 | 140 | 160 |
| LOC only | | 530 (525) | | | | | | | | | | | | |
| Circling (OCH AAL) | | 800 (795) | | 900 (895) | | | | | | | | | | |

* These procedures require a missed approach climb gradient of 5% (304 FT/NM) until passing ALT 1000 FT. For aircraft which only achieve a 2.5% (152 FT/NM) climb gradient, the CAT I OCA (OCH) is 370 (365) FT

** These procedures require a missed approach climb gradient of 4% (243 FT/NM) until passing ALT 1000 FT. For aircraft which only achieve a 2.5% (152 FT/NM) climb gradient, the CAT II OCA (OCH) is 295 (290) FT

CHANGE: IAF AND IF REVISED.

INSTRUMENT **AERODROME ELEV 5 FT**
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY01L - ELEV 5 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY01L
CAT II

TABULAR DESCRIPTION

| ILS or LOC z RWY01L | | | | | | | | | | | |
|--------------------------|-----------------|-------------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ RDH | Navigation Specification |
| 010 | IF | LACOS (IAF) | - | - | +0.58 | - | - | +3000 | -220 | - | RNAV 1 |
| 020 | TF | LONNY (IF) | - | 015°(014.4°) | +0.58 | 5.0 | - | +2500 | - | - | RNAV 1 |
| TRANSITION TO ILS or LOC | | | | | | | | | | | |
| 030 | TF | BS488 (FAP/FAF) | - | 015°(014.4°) | +0.58 | 5.0 | - | @2000 | - | - | ILS |
| 040 | TF | MAPt (LOC only) @ RW01L | Y | 015°(014.4°) | +0.58 | 6.1 | - | @55 | - | -3.0/50 | ILS |
| 050 | CF | LAINO | - | 015°(014.4°) | +0.58 | 9.2 | - | - | -190 | - | RNAV 1 |
| 060 | HM | LAINO | Y | 195°(194.3°) | +0.58 | 1 minute | R | +3000 | -230 | - | RNAV 1 |

WAYPOINT LIST

| ILS or LOC z RWY01L | | |
|---------------------|------------------------------------|---------------|
| Waypoint Identifier | Coordinates | Pronunciation |
| LACOS | 13° 24' 36.37" N 100° 39' 57.98" E | LAH - COSS |
| LONNY | 13° 29' 28.22" N 100° 41' 14.53" E | LON - NEE |
| BS488 | 13° 34' 20.54" N 100° 42' 31.34" E | - |
| RW01L | 13° 40' 16.60" N 100° 44' 04.79" E | - |
| LAINO | 13° 49' 16.40" N 100° 46' 25.67" E | LAI - NOH |

INSTRUMENT **AERODROME ELEV 5 FT**
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY01L - ELEV 5 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY01L
CAT II

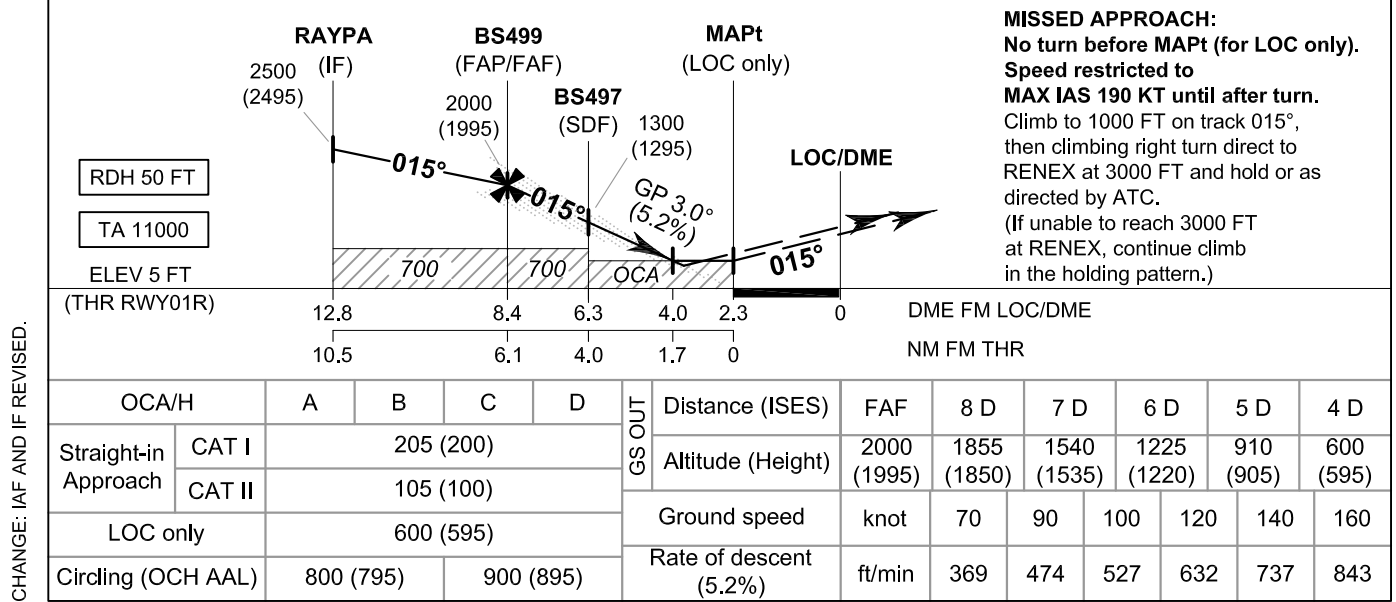
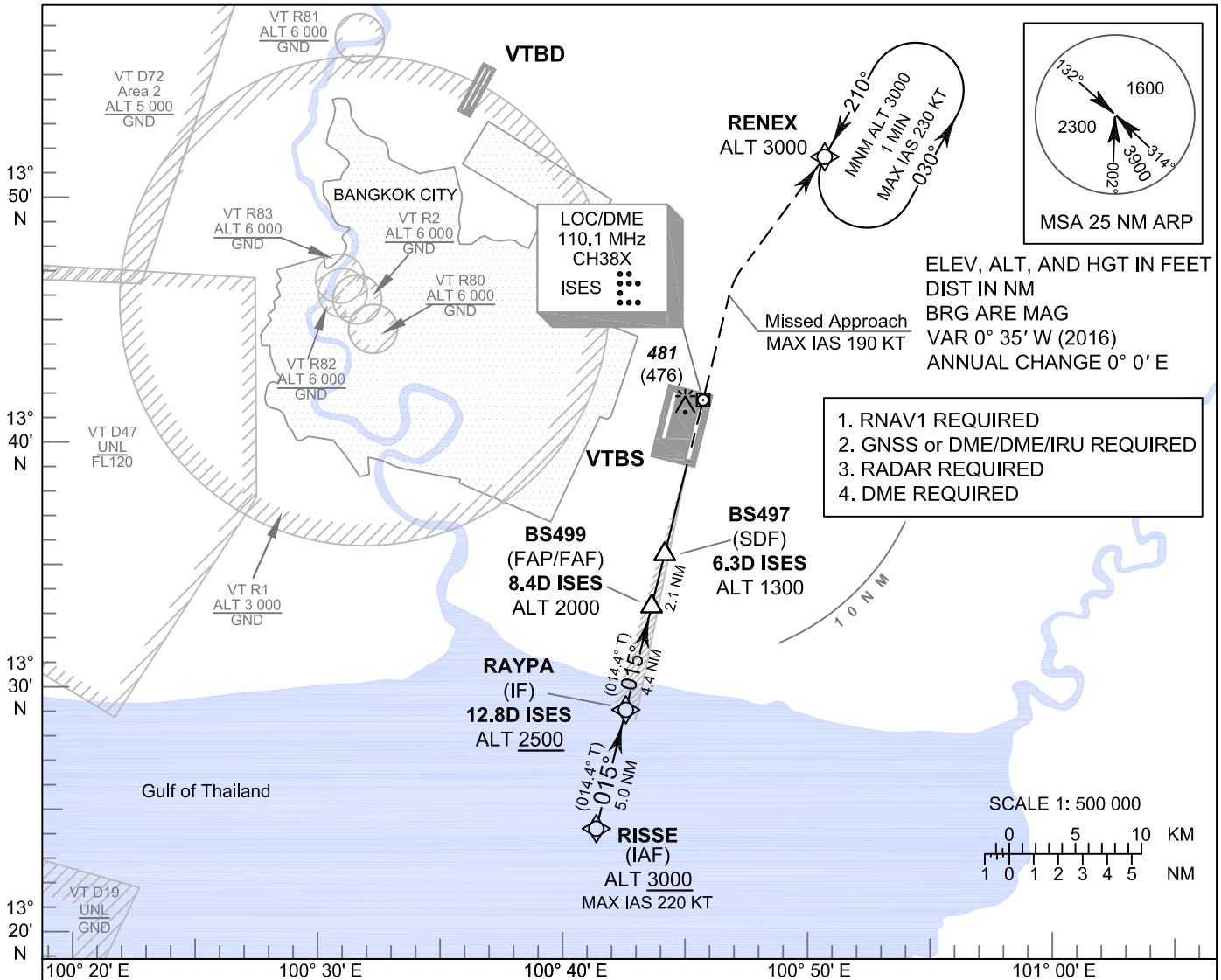
| FIX / POINT | | COORDINATES | |
|----------------------------|------------|------------------|-------------------|
| LONNY (IF) | 13.3D ISWS | 13° 29' 28.22" N | 100° 41' 14.53" E |
| BS488 (FAP/FAF) | 8.3D ISWS | 13° 34' 20.54" N | 100° 42' 31.34" E |
| MAPt (LOC only) @ RW01L | 2.2D ISWS | 13° 40' 16.60" N | 100° 44' 04.79" E |
| LOC/DME | ISWS | 13° 42' 22.30" N | 100° 44' 37.80" E |
| GP | ISWS | 13° 40' 27.80" N | 100° 44' 03.60" E |

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INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 5 FT**
 HEIGHTS RELATED TO
 THR RWY01R - ELEV 5 FT

APP : 119.1, 262.5
 : 120.3, 262.5
 : 121.7, 262.5
 : 122.35, 262.5
 : 124.35, 262.5
 : 125.2, 262.5
 ARR : 121.1
 : 126.3
 TWR : 118.2, 274.5
 : 119.0
 ATIS : 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)
ILS or LOC z RWY01R
CAT II



INSTRUMENT **AERODROME ELEV 5 FT**
APPROACH **HEIGHTS RELATED TO**
CHART - ICAO **THR RWY01R - ELEV 5 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY01R
CAT II

TABULAR DESCRIPTION

| ILS or LOC z RWY01R | | | | | | | | | | | |
|--------------------------|-----------------|-------------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/RDH | Navigation Specification |
| 010 | IF | RISSE (IAF) | - | - | +0.58 | - | - | +3000 | -220 | - | RNAV 1 |
| 020 | TF | RAYPA (IF) | - | 015°(014.4°) | +0.58 | 5.0 | - | +2500 | - | - | RNAV 1 |
| TRANSITION TO ILS or LOC | | | | | | | | | | | |
| 030 | TF | BS499 (FAP/FAF) | - | 015°(014.4°) | +0.58 | 4.4 | - | @2000 | - | - | ILS |
| 040 | TF | BS497 (SDF) | - | 015°(014.4°) | +0.58 | 2.1 | - | @1300 | - | - | ILS |
| 050 | TF | MAPt (LOC only) @ RW01R | Y | 015°(014.4°) | +0.58 | 4.0 | - | @55 | - | -3.0/50 | ILS |
| 060 | CA | - | - | 015°(014.4°) | +0.58 | - | - | +1000 | -190 | - | RNAV 1 |
| 070 | DF | RENEX | - | - | +0.58 | - | R | - | -190 | - | RNAV 1 |
| 080 | HM | RENEX | Y | 210°(209.3°) | +0.58 | 1 minute | L | +3000 | -230 | - | RNAV 1 |

WAYPOINT LIST

| ILS or LOC z RWY01R | | |
|---------------------|------------------------------------|---------------|
| Waypoint Identifier | Coordinates | Pronunciation |
| RISSE | 13° 24' 18.49" N 100° 41' 08.88" E | RIS - SAY |
| RAYPA | 13° 29' 10.33" N 100° 42' 25.43" E | RAY - PAH |
| BS499 | 13° 33' 28.06" N 100° 43' 33.12" E | - |
| BS497 | 13° 35' 33.14" N 100° 44' 05.91" E | - |
| RW01R | 13° 39' 24.11" N 100° 45' 06.59" E | - |
| RENEX | 13° 51' 48.03" N 100° 50' 55.97" E | RAY - NEKS |

INSTRUMENT **AERODROME ELEV 5 FT**
APPROACH **HEIGHTS RELATED TO**
CHART - ICAO **THR RWY01R - ELEV 5 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY01R
CAT II

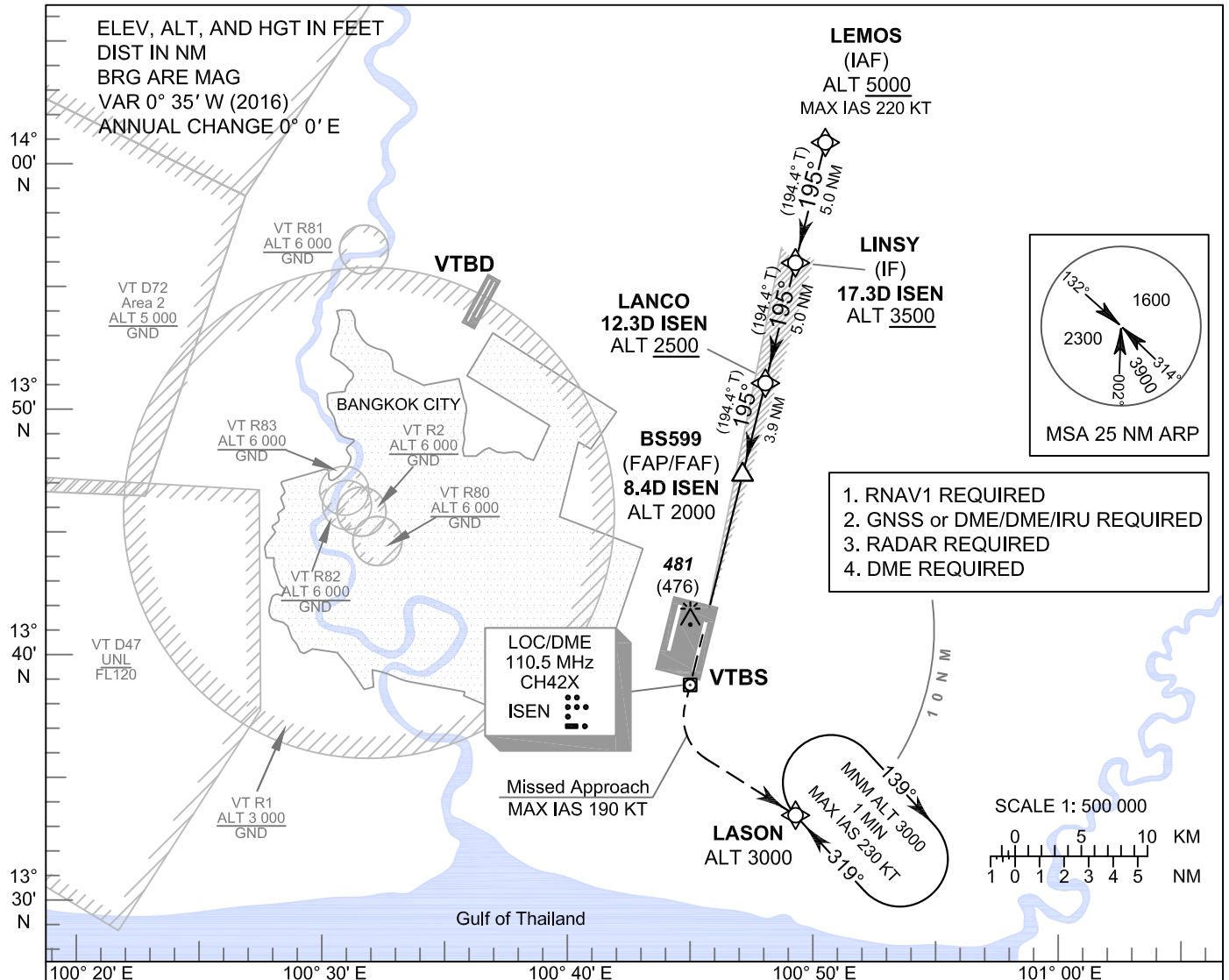
| FIX / POINT | | COORDINATES | |
|----------------------------|------------|------------------|-------------------|
| RAYPA (IF) | 12.8D ISES | 13° 29' 10.33" N | 100° 42' 25.43" E |
| BS499 (FAP/FAF) | 8.4D ISES | 13° 33' 28.06" N | 100° 43' 33.12" E |
| BS497 (SDF) | 6.3D ISES | 13° 35' 33.14" N | 100° 44' 05.91" E |
| MAPt (LOC only) @ RW01R | 2.3D ISES | 13° 39' 24.11" N | 100° 45' 06.59" E |
| LOC/DME | ISES | 13° 41' 39.30" N | 100° 45' 42.10" E |
| GP | ISES | 13° 39' 33.40" N | 100° 45' 13.10" E |

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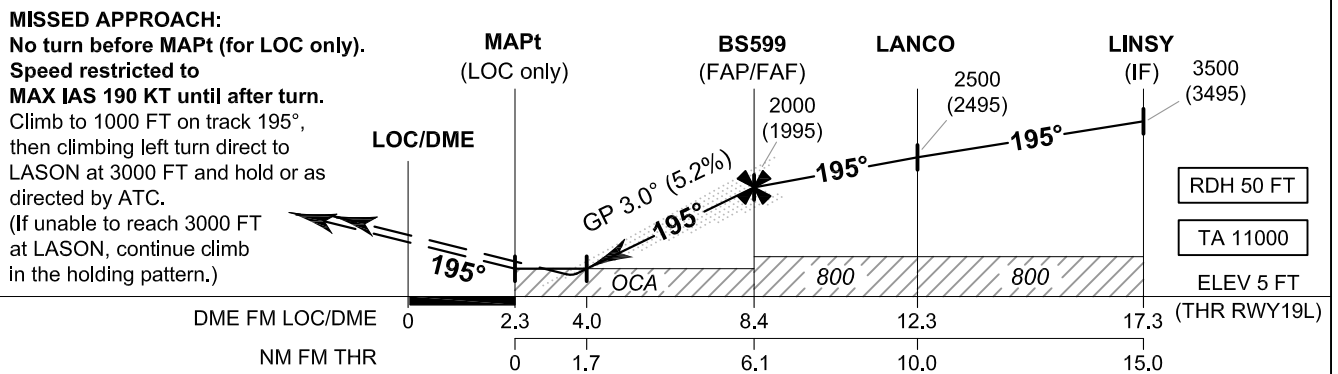
INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 5 FT**
 HEIGHTS RELATED TO
 THR RWY19L - ELEV 5 FT

| | |
|--------|-----------------|
| APP : | 119.1, 262.5 |
| | : 120.3, 262.5 |
| | : 121.7, 262.5 |
| | : 122.35, 262.5 |
| | : 124.35, 262.5 |
| | : 125.2, 262.5 |
| ARR : | 121.1 |
| | : 126.3 |
| TWR : | 118.2, 274.5 |
| | : 119.0 |
| ATIS : | 133.6, 278.6 |

BANGKOK / Suvarnabhumi Intl (VTBS)
ILS or LOC z RWY19L
CAT II



1. RNAV1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. RADAR REQUIRED
4. DME REQUIRED



CHANGE: IAF REVISED.

| | | | | | | | | | | | | | |
|--|--------|-----------------|--|-----------|--|------------------------|-------------------|-------------|-----------|-------------------|-------------|-------------|-------------|
| MISSED APPROACH: No turn before MAPt (for LOC only). Speed restricted to MAX IAS 190 KT until after turn. Climb to 1000 FT on track 195°, then climbing left turn direct to LASON at 3000 FT and hold or as directed by ATC. (If unable to reach 3000 FT at LASON, continue climb in the holding pattern.) | | MAPt (LOC only) | | | | BS599 (FAP/FAF) | LANCO | LINSY (IF) | | | | | |
| | | LOC/DME | | | | 2000 (1995) | 2500 (2495) | 3500 (3495) | | | | | |
| | | DME FM LOC/DME | | | | 2.3 | | 8.4 | | 17.3 (THR RWY19L) | | | |
| | | NM FM THR | | | | 1.7 | | 6.1 | | 15.0 | | | |
| Straight-in Approach | CAT I | 205 (200) | | | | TOUS | Distance (ISEN) | 4 D | 5 D | 6 D | 7 D | 8 D | FAF |
| | CAT II | 105 (100) | | | | | Altitude (Height) | 590 (585) | 910 (905) | 1225 (1220) | 1540 (1535) | 1855 (1850) | 2000 (1995) |
| LOC only | | 590 (585) | | | | Ground speed | knot | 70 | 90 | 100 | 120 | 140 | 160 |
| Circling (OCH AAL) | | 800 (795) | | 900 (895) | | Rate of descent (5.2%) | ft/min | 369 | 474 | 527 | 632 | 737 | 843 |

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 5 FT**
HEIGHTS RELATED TO
THR RWY19L - ELEV 5 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY19L
CAT II

TABULAR DESCRIPTION

| ILS or LOC z RWY19L | | | | | | | | | | | |
|--------------------------|-----------------|--------------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ RDH | Navigation Specification |
| 010 | IF | LEMOS (IAF) | - | - | +0.58 | - | - | +5000 | -220 | - | RNAV 1 |
| 020 | TF | LINSY (IF) | - | 195°(194.4°) | +0.58 | 5.0 | - | +3500 | - | - | RNAV 1 |
| TRANSITION TO ILS or LOC | | | | | | | | | | | |
| 030 | TF | LANCO | - | 195°(194.4°) | +0.58 | 5.0 | - | +2500 | - | - | ILS |
| 040 | TF | BS599 (FAP/FAF) | - | 195°(194.4°) | +0.58 | 3.9 | - | @2000 | - | - | ILS |
| 050 | TF | MAPt (LOC only) @ RWY19L | Y | 195°(194.4°) | +0.58 | 6.1 | - | @55 | - | -3.0/50 | ILS |
| 060 | CA | - | - | 195°(194.4°) | +0.58 | - | - | +1000 | -190 | - | RNAV 1 |
| 070 | DF | LASON | - | - | +0.58 | - | L | - | -190 | - | RNAV 1 |
| 080 | HM | LASON | Y | 319°(318.3°) | +0.58 | 1 minute | R | +3000 | -230 | - | RNAV 1 |

WAYPOINT LIST

| ILS or LOC z RWY19L | | |
|---------------------|------------------------------------|---------------|
| Waypoint Identifier | Coordinates | Pronunciation |
| LEMOS | 14° 01' 03.35" N 100° 50' 48.54" E | LAY - MOSS |
| LINSY | 13° 56' 08.45" N 100° 49' 30.83" E | LINN - SEE |
| LANCO | 13° 51' 13.81" N 100° 48' 13.24" E | LAN - COH |
| BS599 | 13° 47' 26.20" N 100° 47' 13.33" E | - |
| RWY19L | 13° 41' 30.17" N 100° 45' 39.72" E | - |
| LASON | 13° 33' 32.40" N 100° 49' 20.92" E | LAH - SON |

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 5 FT**
 HEIGHTS RELATED TO
 THR RWY19L - ELEV 5 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY19L
CAT II

| FIX / POINT | | COORDINATES | |
|----------------------------|------------|------------------|-------------------|
| LINSY (IF) | 17.3D ISEN | 13° 56' 08.45" N | 100° 49' 30.83" E |
| LANCO | 12.3D ISEN | 13° 51' 13.81" N | 100° 48' 13.24" E |
| BS599 (FAP/FAF) | 8.4D ISEN | 13° 47' 26.20" N | 100° 47' 13.33" E |
| MAPt (LOC only) @ RW19L | 2.3D ISEN | 13° 41' 30.17" N | 100° 45' 39.72" E |
| LOC/DME | ISEN | 13° 39' 15.00" N | 100° 45' 04.20" E |
| GP | ISEN | 13° 41' 19.00" N | 100° 45' 40.90" E |

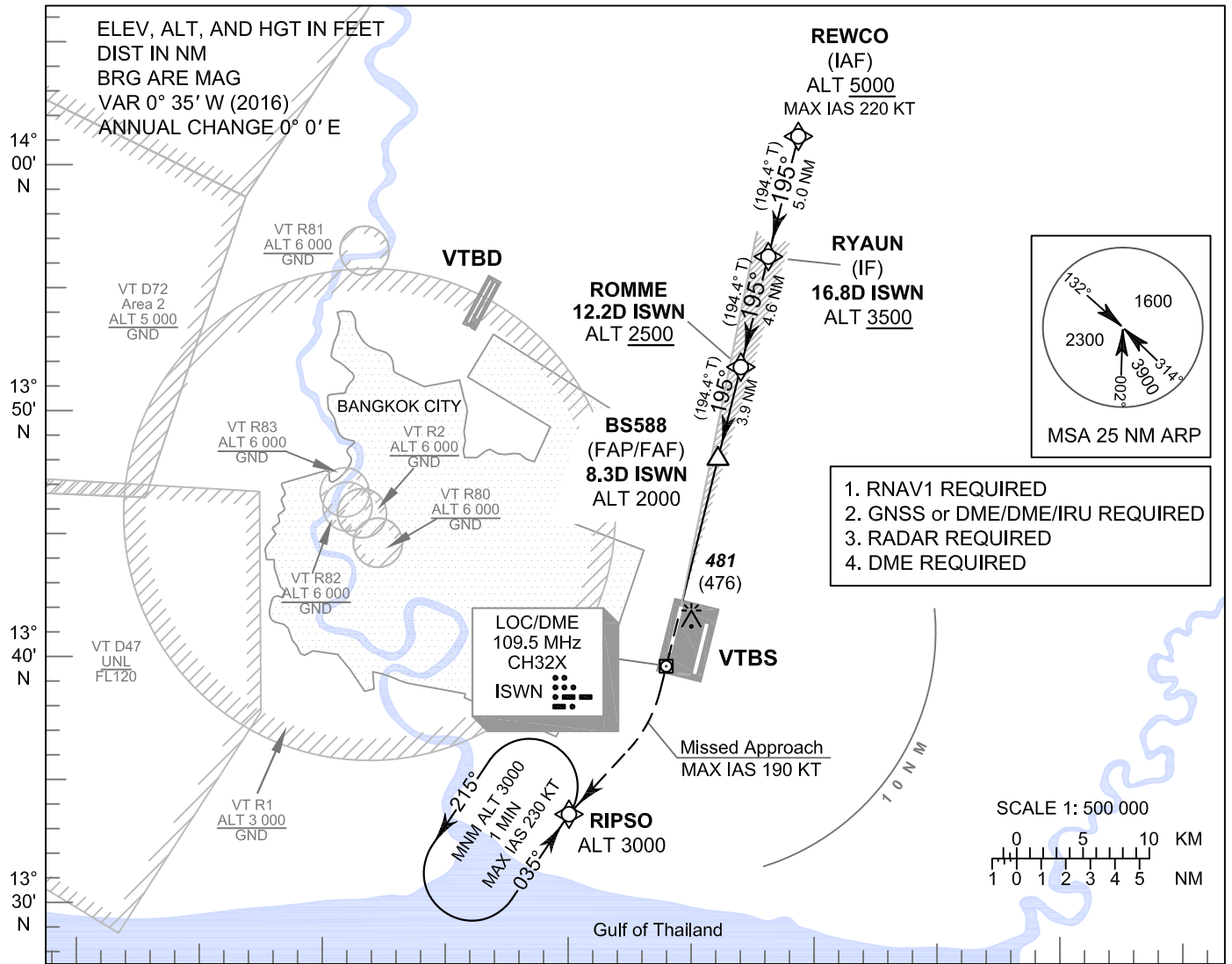
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INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 5 FT**
 HEIGHTS RELATED TO
 THR RWY19R - ELEV 5 FT

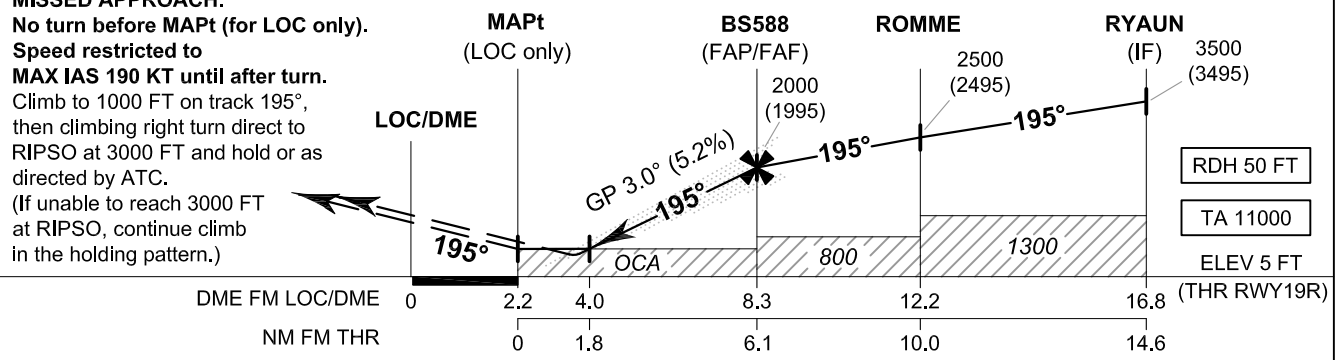
BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY19R
CAT II

| | |
|--------|-----------------|
| APP : | 119.1, 262.5 |
| | : 120.3, 262.5 |
| | : 121.7, 262.5 |
| | : 122.35, 262.5 |
| | : 124.35, 262.5 |
| | : 125.2, 262.5 |
| ARR : | 121.1 |
| | : 126.3 |
| TWR : | 118.2, 274.5 |
| | : 119.0 |
| ATIS : | 133.6, 278.6 |



MISSED APPROACH:
 No turn before MAPt (for LOC only).
 Speed restricted to **MAX IAS 190 KT** until after turn.
 Climb to 1000 FT on track 195°, then climbing right turn direct to RIPSO at 3000 FT and hold or as directed by ATC.
 (If unable to reach 3000 FT at RIPSO, continue climb in the holding pattern.)



CHANGE: IAF REVISED.

| | | DME FM LOC/DME | | | | NM FM THR | | | | | | | | | | |
|----------------------|--------|----------------|-----|-----------|-----|------------------------|-------------------|-----------|-----------|-------------|--------------|-------------|-------------|--|--|--|
| | | 0 | 2.2 | 4.0 | 8.3 | 0 | 1.8 | 6.1 | 10.0 | 16.8 | (THR RWY19R) | | | | | |
| Straight-in Approach | CAT I | 205 (200) | | | | GS OUT | Distance (ISWN) | 4 D | 5 D | 6 D | 7 D | 8 D | FAF | | | |
| | CAT II | 105 (100) | | | | | Altitude (Height) | 620 (615) | 940 (935) | 1255 (1250) | 1570 (1565) | 1890 (1885) | 2000 (1995) | | | |
| LOC only | | 620 (615) | | | | Ground speed | knot | 70 | 90 | 100 | 120 | 140 | 160 | | | |
| Circling (OCH AAL) | | 800 (795) | | 900 (895) | | Rate of descent (5.2%) | ft/min | 369 | 474 | 527 | 632 | 737 | 843 | | | |

INSTRUMENT AERODROME ELEV 5 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY19R - ELEV 5 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

**ILS or LOC z RWY19R
CAT II**

TABULAR DESCRIPTION

| ILS or LOC z RWY19R | | | | | | | | | | | |
|--------------------------|-----------------|--------------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ RDH | Navigation Specification |
| 010 | IF | REWCO (IAF) | - | - | +0.58 | - | - | +5000 | -220 | - | RNAV 1 |
| 020 | TF | RYAUN (IF) | - | 195°(194.4°) | +0.58 | 5.0 | - | +3500 | - | - | RNAV 1 |
| TRANSITION TO ILS or LOC | | | | | | | | | | | |
| 030 | TF | ROMME | - | 195°(194.4°) | +0.58 | 4.6 | - | +2500 | - | - | ILS |
| 040 | TF | BS588 (FAP/FAF) | - | 195°(194.4°) | +0.58 | 3.9 | - | @2000 | - | - | ILS |
| 050 | TF | MAPt (LOC only) @ RWY19R | Y | 195°(194.4°) | +0.58 | 6.1 | - | @55 | - | -3.0/50 | ILS |
| 060 | CA | - | - | 195°(194.4°) | +0.58 | - | - | +1000 | -190 | - | RNAV 1 |
| 070 | DF | RIPSO | - | - | +0.58 | - | R | - | -190 | - | RNAV 1 |
| 080 | HM | RIPSO | Y | 035°(034.3°) | +0.58 | 1 minute | L | +3000 | -230 | - | RNAV 1 |

WAYPOINT LIST

| ILS or LOC z RWY19R | | |
|---------------------|------------------------------------|---------------|
| Waypoint Identifier | Coordinates | Pronunciation |
| REWCO | 14° 01' 21.29" N 100° 49' 37.68" E | REW - COH |
| RYAUN | 13° 56' 26.99" N 100° 48' 20.12" E | RAI - AAN |
| ROMME | 13° 51' 56.84" N 100° 47' 08.98" E | ROM - MEE |
| BS588 | 13° 48' 09.23" N 100° 46' 09.07" E | - |
| RWY19R | 13° 42' 13.21" N 100° 44' 35.44" E | - |
| RIPSO | 13° 33' 44.05" N 100° 39' 50.12" E | RIP - SO |

INSTRUMENT **AERODROME ELEV 5 FT**
APPROACH **HEIGHTS RELATED TO**
CHART - ICAO **THR RWY19R - ELEV 5 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY19R
CAT II

| FIX / POINT | | COORDINATES | |
|----------------------------|------------|------------------|-------------------|
| RYAUN (IF) | 16.8D ISWN | 13° 56' 26.99" N | 100° 48' 20.12" E |
| ROMME | 12.2D ISWN | 13° 51' 56.84" N | 100° 47' 08.98" E |
| BS588 (FAP/FAF) | 8.3D ISWN | 13° 48' 09.23" N | 100° 46' 09.07" E |
| MAPt (LOC only) @ RW19R | 2.2D ISWN | 13° 42' 13.21" N | 100° 44' 35.44" E |
| LOC/DME | ISWN | 13° 40' 07.50" N | 100° 44' 02.40" E |
| GP | ISWN | 13° 42' 03.90" N | 100° 44' 28.90" E |

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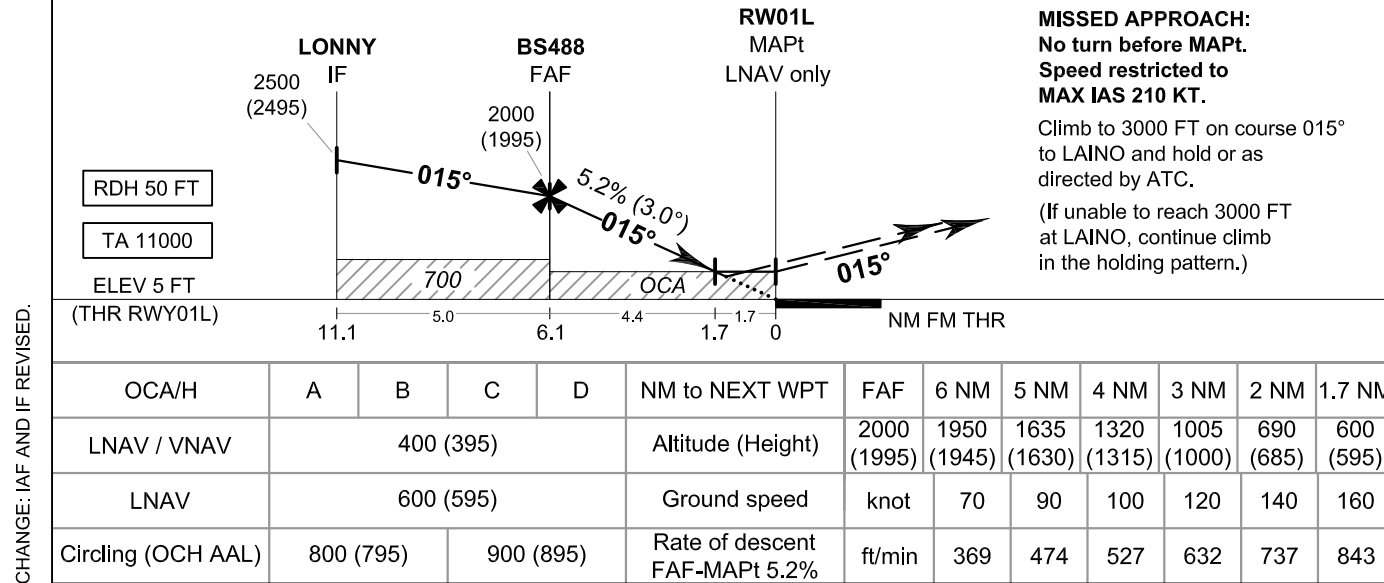
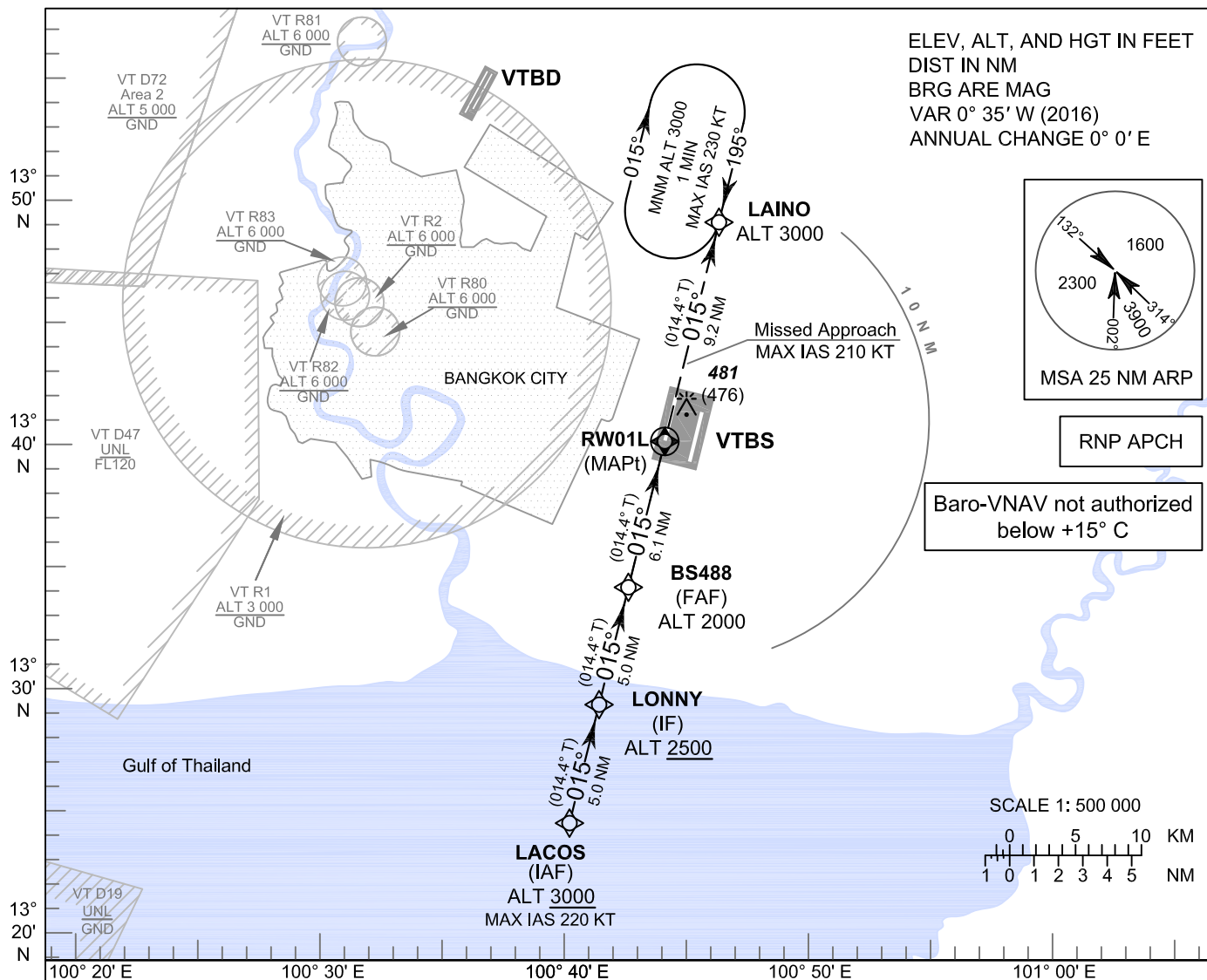
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 5 FT
HEIGHTS RELATED TO
THR RWY01L - ELEV 5 FT**

APP : 119.1, 262.5
: 120.3, 262.5
: 121.7, 262.5
: 122.35, 262.5
: 124.35, 262.5
: 125.2, 262.5
ARR : 121.1
: 126.3
TWR : 118.2, 274.5
: 119.0
ATIS : 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

RNAV (GNSS) RWY01L



CHANGE: IAF AND IF REVISED.

INSTRUMENT **AERODROME ELEV 5 FT**
APPROACH **HEIGHTS RELATED TO**
CHART - ICAO **THR RWY01L - ELEV 5 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

RNAV (GNSS) RWY01L

TABULAR DESCRIPTION

| RNAV (GNSS) RWY01L | | | | | | | | | | | |
|--------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| 010 | IF | LACOS (IAF) | - | - | +0.58 | - | - | +3000 | -220 | - | RNP APCH |
| 020 | TF | LONNY (IF) | - | 015°(014.4°) | +0.58 | 5.0 | - | +2500 | - | - | RNP APCH |
| 030 | TF | BS488 (FAF) | - | 015°(014.4°) | +0.58 | 5.0 | - | @2000 | - | - | RNP APCH |
| 040 | TF | RW01L (MAPt) | Y | 015°(014.4°) | +0.58 | 6.1 | - | @55 | - | -3.0/50 | RNP APCH |
| 050 | CF | LAINO | - | 015°(014.4°) | +0.58 | 9.2 | - | - | -210 | - | RNP APCH |
| 060 | HM | LAINO | Y | 195°(194.3°) | +0.58 | 1 minute | R | +3000 | -230 | - | RNP APCH |

WAYPOINT LIST

| RNAV (GNSS) RWY01L | | |
|---------------------|------------------------------------|---------------|
| Waypoint Identifier | Coordinates | Pronunciation |
| LACOS | 13° 24' 36.37" N 100° 39' 57.98" E | LAH - COSS |
| LONNY | 13° 29' 28.22" N 100° 41' 14.53" E | LON - NEE |
| BS488 | 13° 34' 20.54" N 100° 42' 31.34" E | - |
| RW01L | 13° 40' 16.60" N 100° 44' 04.79" E | - |
| LAINO | 13° 49' 16.40" N 100° 46' 25.67" E | LAI - NOH |

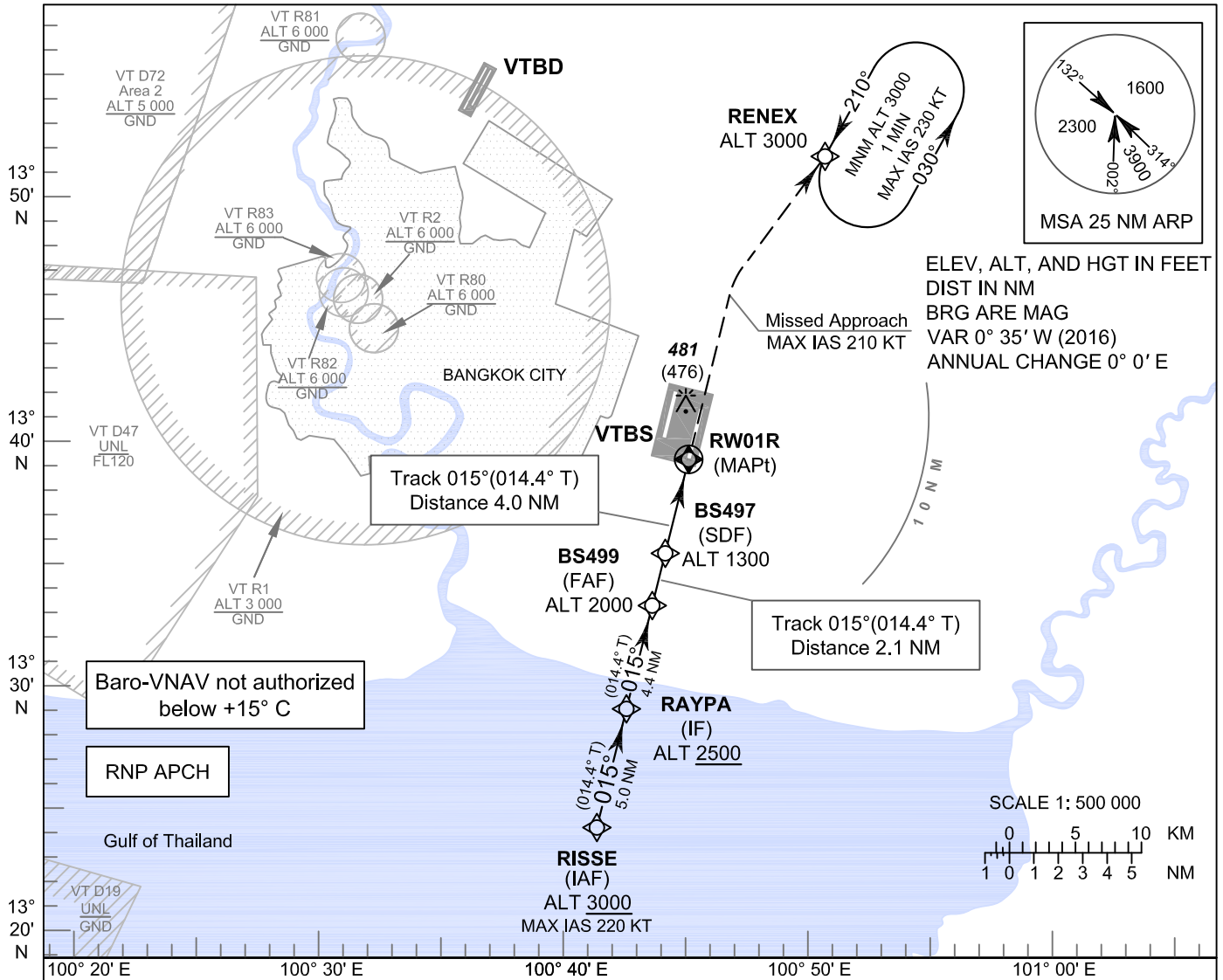
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 5 FT
HEIGHTS RELATED TO
THR RWY01R - ELEV 5 FT**

| | |
|--------|-----------------|
| APP : | 119.1, 262.5 |
| | : 120.3, 262.5 |
| | : 121.7, 262.5 |
| | : 122.35, 262.5 |
| | : 124.35, 262.5 |
| | : 125.2, 262.5 |
| ARR : | 121.1 |
| | : 126.3 |
| TWR : | 118.2, 274.5 |
| | : 119.0 |
| ATIS : | 133.6, 278.6 |

BANGKOK / Suvarnabhumi Intl (VTBS)

RNAV (GNSS) RWY01R



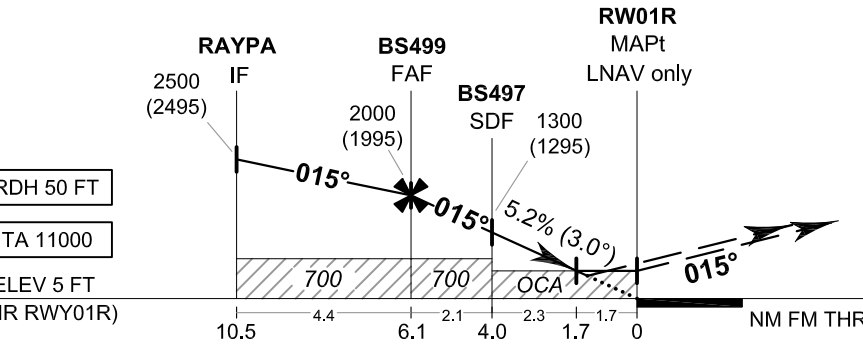
Baro-VNAV not authorized
below +15° C

RNP APCH

Gulf of Thailand

VT D19
UNL
GND

100° 20' E 100° 30' E 100° 40' E 100° 50' E 101° 00' E



MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 210 KT until after turn.
Climb to 1500 FT on track 015°,
then climbing right turn direct to
RENEX at 3000 FT and hold or as
directed by ATC.
(If unable to reach 3000 FT
at RENEX, continue climb
in the holding pattern.)

| | | | | | | | | | | | | |
|--------------------|-----------|---|-----------|---|-------------------------------|-------------|-------------|-------------|-------------|-------------|-----------|-----------|
| OCA/H | A | B | C | D | NM to NEXT WPT | FAF | 6 NM | 5 NM | 4 NM | 3 NM | 2 NM | 1.7 NM |
| LNAV / VNAV | 540 (535) | | | | Altitude (Height) | 2000 (1995) | 1950 (1945) | 1635 (1630) | 1320 (1315) | 1005 (1000) | 690 (685) | 600 (595) |
| LNAV | 600 (595) | | | | Ground speed | knot | 70 | 90 | 100 | 120 | 140 | 160 |
| Circling (OCH AAL) | 800 (795) | | 900 (895) | | Rate of descent FAF-MAPt 5.2% | ft/min | 369 | 474 | 527 | 632 | 737 | 843 |

CHANGE: IAF AND IF REVISED.

INSTRUMENT **AERODROME ELEV 5 FT**
APPROACH **HEIGHTS RELATED TO**
CHART - ICAO **THR RWY01R - ELEV 5 FT**

BANGKOK / Suvarnabhumi Intl (VTBS)

RNAV (GNSS) RWY01R

TABULAR DESCRIPTION

| RNAV (GNSS) RWY01R | | | | | | | | | | | |
|--------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| 010 | IF | RISSE (IAF) | - | - | +0.58 | - | - | +3000 | -220 | - | RNP APCH |
| 020 | TF | RAYPA (IF) | - | 015°(014.4°) | +0.58 | 5.0 | - | +2500 | - | - | RNP APCH |
| 030 | TF | BS499 (FAF) | - | 015°(014.4°) | +0.58 | 4.4 | - | @2000 | - | - | RNP APCH |
| 040 | TF | BS497 (SDF) | - | 015°(014.4°) | +0.58 | 2.1 | - | @1300 | - | - | RNP APCH |
| 050 | TF | RW01R (MAPt) | Y | 015°(014.4°) | +0.58 | 4.0 | - | @55 | - | -3.0/50 | RNP APCH |
| 060 | CA | - | - | 015°(014.4°) | +0.58 | - | - | +1500 | -210 | - | RNP APCH |
| 070 | DF | RENEX | - | - | +0.58 | - | R | - | -210 | - | RNP APCH |
| 080 | HM | RENEX | Y | 210°(209.3°) | +0.58 | 1 minute | L | +3000 | -230 | - | RNP APCH |

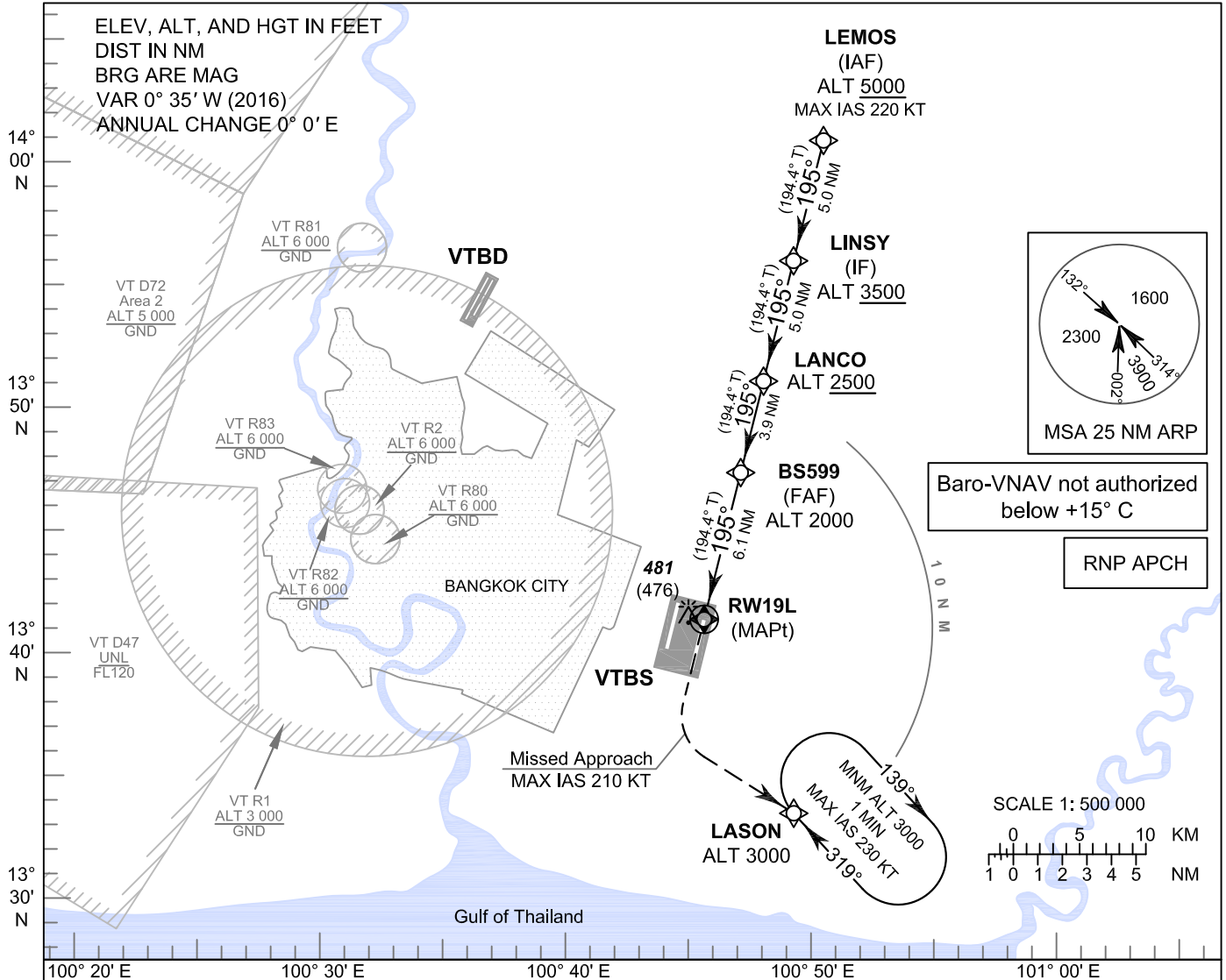
WAYPOINT LIST

| RNAV (GNSS) RWY01R | | |
|---------------------|------------------------------------|---------------|
| Waypoint Identifier | Coordinates | Pronunciation |
| RISSE | 13° 24' 18.49" N 100° 41' 08.88" E | RIS - SAY |
| RAYPA | 13° 29' 10.33" N 100° 42' 25.43" E | RAY - PAH |
| BS499 | 13° 33' 28.06" N 100° 43' 33.12" E | - |
| BS497 | 13° 35' 33.14" N 100° 44' 05.91" E | - |
| RW01R | 13° 39' 24.11" N 100° 45' 06.59" E | - |
| RENEX | 13° 51' 48.03" N 100° 50' 55.97" E | RAY - NEKS |

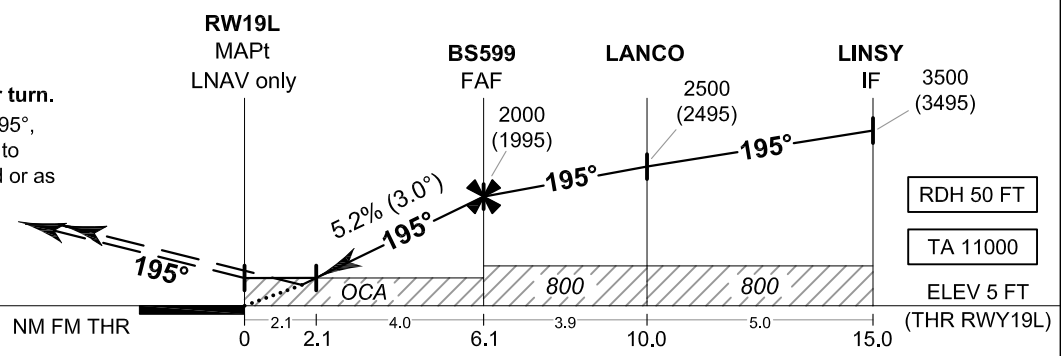
INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 5 FT**
HEIGHTS RELATED TO THR RWY19L - ELEV 5 FT

APP : 119.1, 262.5
 : 120.3, 262.5
 : 121.7, 262.5
 : 122.35, 262.5
 : 124.35, 262.5
 : 125.2, 262.5
 ARR : 121.1
 : 126.3
 TWR : 118.2, 274.5
 : 119.0
 ATIS : 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)
RNAV (GNSS) RWY19L



MISSED APPROACH:
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
 Climb to 1500 FT on track 195°, then climbing left turn direct to LASON at 3000 FT and hold or as directed by ATC.
 (If unable to reach 3000 FT at LASON, continue climb in the holding pattern.)



CHANGE: IAF REVISED.

| OCA/H | A | B | C | D | NM to NEXT WPT | 2.1 NM | 3 NM | 4 NM | 5 NM | 6 NM | FAF | |
|--------------------|-----------|---|-----------|---|-------------------------------|-----------|-------------|-------------|-------------|-------------|-------------|-----|
| LNAV / VNAV | 600 (595) | | | | Altitude (Height) | 730 (725) | 1005 (1000) | 1320 (1315) | 1635 (1630) | 1950 (1945) | 2000 (1995) | |
| LNAV | 730 (725) | | | | Ground speed | knot | 70 | 90 | 100 | 120 | 140 | 160 |
| Circling (OCH AAL) | 800 (795) | | 900 (895) | | Rate of descent FAF-MAPt 5.2% | ft/min | 369 | 474 | 527 | 632 | 737 | 843 |

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 5 FT**
HEIGHTS RELATED TO
THR RWY19L - ELEV 5 FT

BANGKOK / Suvarnabhumi Intl (VTBS)

RNAV (GNSS) RWY19L

TABULAR DESCRIPTION

| RNAV (GNSS) RWY19L | | | | | | | | | | | |
|--------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|---------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/TCH | Navigation Specification |
| 010 | IF | LEMOS (IAF) | - | - | +0.58 | - | - | +5000 | -220 | - | RNP APCH |
| 020 | TF | LINSY (IF) | - | 195°(194.4°) | +0.58 | 5.0 | - | +3500 | - | - | RNP APCH |
| 030 | TF | LANCO | - | 195°(194.4°) | +0.58 | 5.0 | - | +2500 | - | - | RNP APCH |
| 040 | TF | BS599 (FAF) | - | 195°(194.4°) | +0.58 | 3.9 | - | @2000 | - | - | RNP APCH |
| 050 | TF | RW19L (MAPt) | Y | 195°(194.4°) | +0.58 | 6.1 | - | @55 | - | -3.0/50 | RNP APCH |
| 060 | CA | - | - | 195°(194.4°) | +0.58 | - | - | +1500 | -210 | - | RNP APCH |
| 070 | DF | LASON | - | - | +0.58 | - | L | - | -210 | - | RNP APCH |
| 080 | HM | LASON | Y | 319°(318.3°) | +0.58 | 1 minute | R | +3000 | -230 | - | RNP APCH |

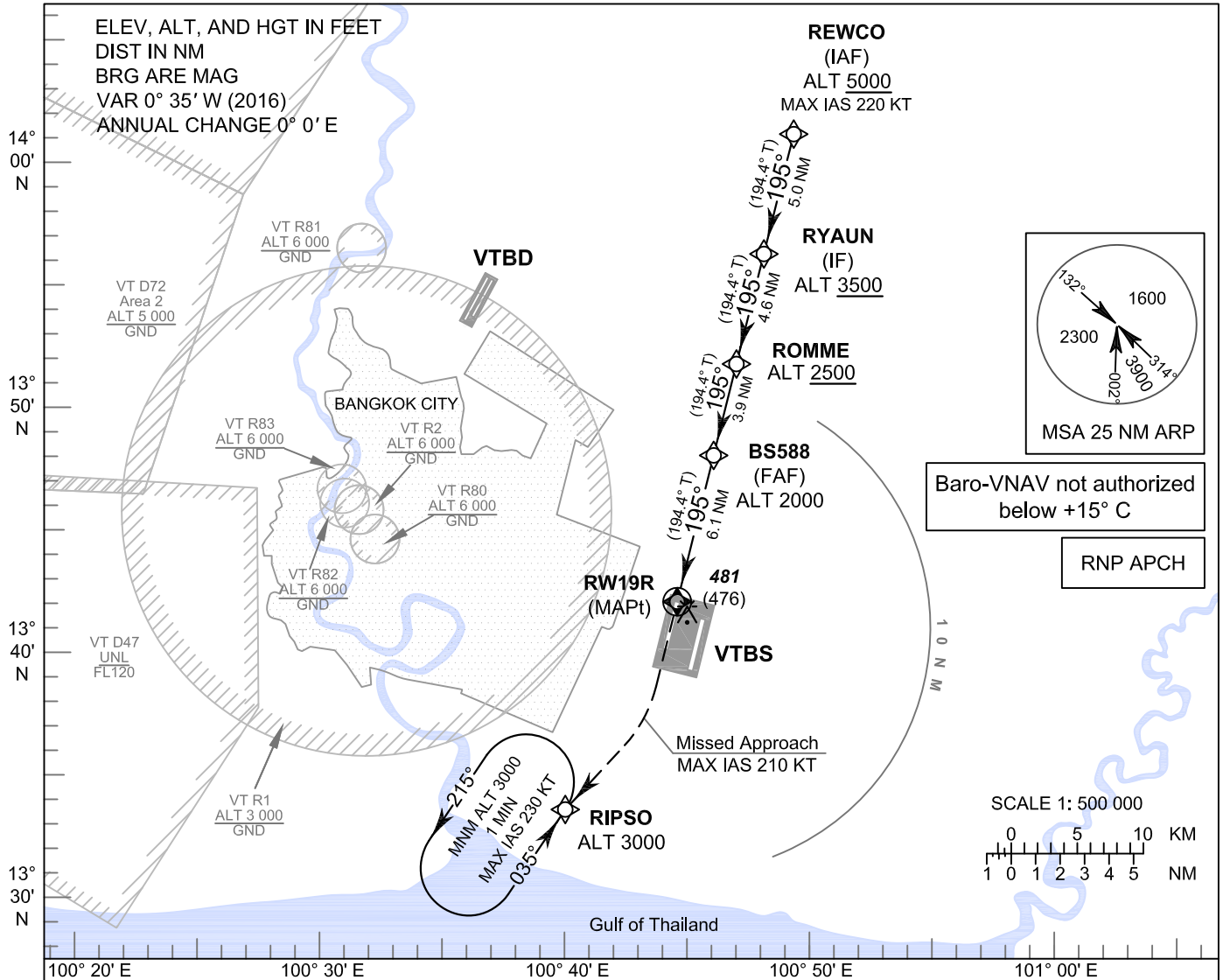
WAYPOINT LIST

| RNAV (GNSS) RWY19L | | | |
|---------------------|------------------|-------------------|---------------|
| Waypoint Identifier | Coordinates | | Pronunciation |
| LEMOS | 14° 01' 03.35" N | 100° 50' 48.54" E | LAY - MOSS |
| LINSY | 13° 56' 08.45" N | 100° 49' 30.83" E | LINN - SEE |
| LANCO | 13° 51' 13.81" N | 100° 48' 13.24" E | LAN - COH |
| BS599 | 13° 47' 26.20" N | 100° 47' 13.33" E | - |
| RW19L | 13° 41' 30.17" N | 100° 45' 39.72" E | - |
| LASON | 13° 33' 32.40" N | 100° 49' 20.92" E | LAH - SON |

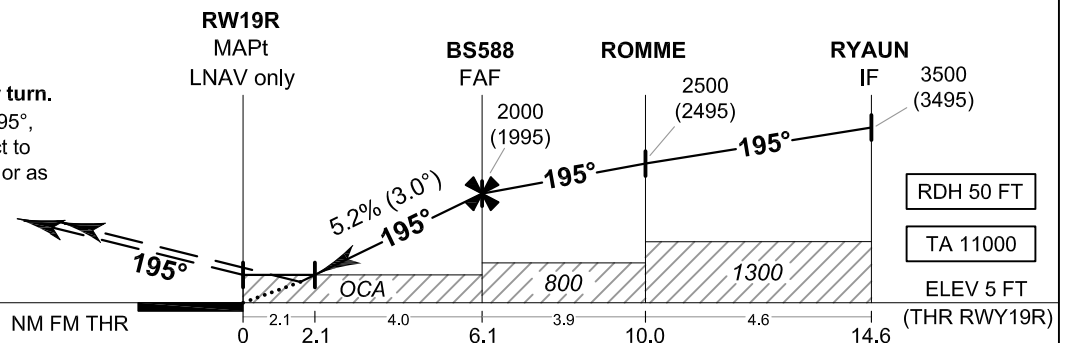
INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 5 FT**
HEIGHTS RELATED TO THR RWY19R - ELEV 5 FT

| | |
|--------|-----------------|
| APP : | 119.1, 262.5 |
| | : 120.3, 262.5 |
| | : 121.7, 262.5 |
| | : 122.35, 262.5 |
| | : 124.35, 262.5 |
| | : 125.2, 262.5 |
| ARR : | 121.1 |
| | : 126.3 |
| TWR : | 118.2, 274.5 |
| | : 119.0 |
| ATIS : | 133.6, 278.6 |

BANGKOK / Suvarnabhumi Intl (VTBS)
RNAV (GNSS) RWY19R



MISSED APPROACH:
No turn before MAPt.
Speed restricted to **MAX IAS 210 KT** until after turn.
Climb to 1500 FT on track 195°, then climbing right turn direct to RIPS0 at 3000 FT and hold or as directed by ATC.
(If unable to reach 3000 FT at RIPS0, continue climb in the holding pattern.)



CHANGE: IAF REVISED.

| | | | | | | | | | | | |
|--------------------|-----------|---|-----------|---|-------------------------------|-----------|-------------|-------------|-------------|-------------|-------------|
| OCA/H | A | B | C | D | NM to NEXT WPT | 2.1 NM | 3 NM | 4 NM | 5 NM | 6 NM | FAF |
| LNAV / VNAV | 600 (595) | | | | Altitude (Height) | 730 (725) | 1005 (1000) | 1320 (1315) | 1635 (1630) | 1950 (1945) | 2000 (1995) |
| LNAV | 730 (725) | | | | Ground speed | knot | 70 | 90 | 100 | 120 | 140 |
| Circling (OCH AAL) | 800 (795) | | 900 (895) | | Rate of descent FAF-MAPt 5.2% | ft/min | 369 | 474 | 527 | 632 | 737 |

INSTRUMENT AERODROME ELEV 5 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY19R - ELEV 5 FT

BANGKOK / Suvarnabhumi Intl (VTBS)
RNAV (GNSS) RWY19R

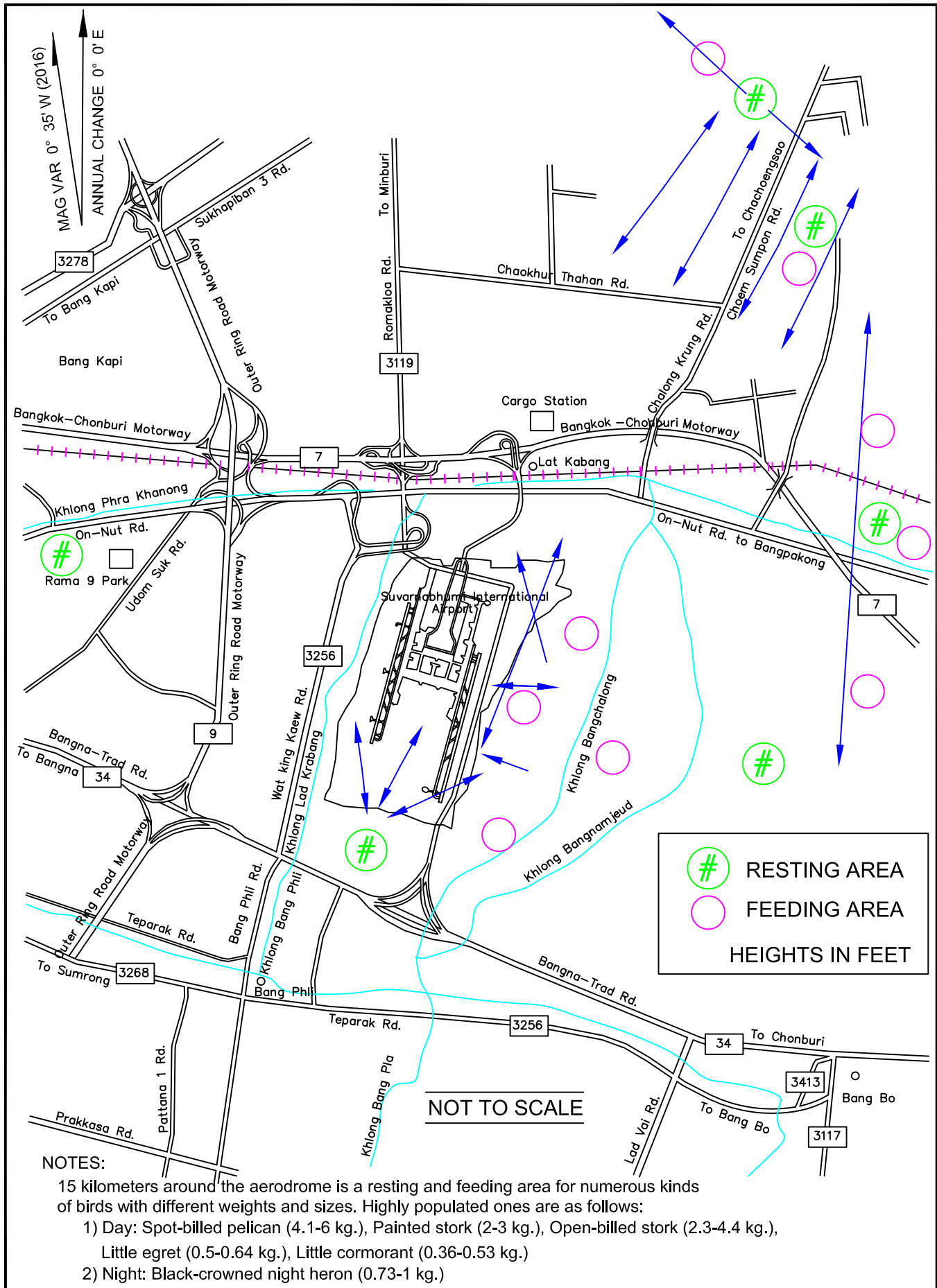
TABULAR DESCRIPTION

| RNAV (GNSS) RWY19R | | | | | | | | | | | |
|--------------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| 010 | IF | REWCO (IAF) | - | - | +0.58 | - | - | +5000 | -220 | - | RNP APCH |
| 020 | TF | RYAUN (IF) | - | 195°(194.4°) | +0.58 | 5.0 | - | +3500 | - | - | RNP APCH |
| 030 | TF | ROMME | - | 195°(194.4°) | +0.58 | 4.6 | - | +2500 | - | - | RNP APCH |
| 040 | TF | BS588 (FAF) | - | 195°(194.4°) | +0.58 | 3.9 | - | @2000 | - | - | RNP APCH |
| 050 | TF | RW19R (MAPt) | Y | 195°(194.4°) | +0.58 | 6.1 | - | @55 | - | -3.0/50 | RNP APCH |
| 060 | CA | - | - | 195°(194.4°) | +0.58 | - | - | +1500 | -210 | - | RNP APCH |
| 070 | DF | RIPSO | - | - | +0.58 | - | R | - | -210 | - | RNP APCH |
| 080 | HM | RIPSO | Y | 035°(034.3°) | +0.58 | 1 minute | L | +3000 | -230 | - | RNP APCH |

WAYPOINT LIST

| RNAV (GNSS) RWY19R | | |
|---------------------|------------------------------------|---------------|
| Waypoint Identifier | Coordinates | Pronunciation |
| REWCO | 14° 01' 21.29" N 100° 49' 37.68" E | REW - COH |
| RYAUN | 13° 56' 26.99" N 100° 48' 20.12" E | RAI - AAN |
| ROMME | 13° 51' 56.84" N 100° 47' 08.98" E | ROM - MEE |
| BS588 | 13° 48' 09.23" N 100° 46' 09.07" E | - |
| RW19R | 13° 42' 13.21" N 100° 44' 35.44" E | - |
| RIPSO | 13° 33' 44.05" N 100° 39' 50.12" E | RIP - SO |

BIRD CONCENTRATIONS - BANGKOK / SUVARNABHUMI INTERNATIONAL



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