

## AD 2. AERODROMES

## VTBD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## VTBD - BANGKOK/DON MUEANG INTERNATIONAL AIRPORT

## VTBD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	135452N 1003620E centre line of RWY 03L/21R, 1510 M from THR RWY 21R
2	Direction and distance from (city)	12 NM NE of Bangkok
3	Elevation/Reference temperature	2.65 M(9 FT) / 35°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°36'W(2016)/0°0'E
6	AD Administration, address, telephone, telefax, telex, AFS	Airports of Thailand Public Company Limited (AOT) Don Mueang International Airport 222 Vibhavadi Rangsit Road, Donmueang, Bangkok 10210 Thailand Tel: +662 535 1515 +662 535 1516 Fax: +662 535 1065 +662 535 1306 E-mail: dmk.dep@airportthai.co.th Website:www.airportthai.co.th AFS: VTBDYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

## VTBD 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	NIL

VTBD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available form a) Asia Ground Service Co.,Ltd (AGS) 7 Forklifts (7 T - 1 Forklifts, 5 T - 1 Forklifts, 3 T - 1 Forklifts, 2.5 T - 4 Forklifts) 3 Electric Hand-lifts (1.5 T - 3 Forklifts), 2 Trucks Handling weight up to 200 T per day. b) Technology Asia Pacific Co.,Ltd (TAP) 4 Forklifts (7 T - 1 Forklifts, 2.5 T - 3 Forklifts) Handling weight up to 200 tons per day.
2	Fuel/oil types	Jet A1 and AVGAS
3	Fuelling facilities/capacity	Bangkok Aviation Fuel Service Public Co.,Ltd. (BAFS) Website:www.bafsthai.com Tel: +662 834 8900 Fax: +662 834 8999 Fuel Dispenser Truck: 21 Fuel Truck: 7, Capacity: 65,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Private Aircraft operated by Mjets Ltd.
6	Repair facilities for visiting aircraft	Private Aircraft operated by Mjets Ltd.

7	Remarks	<p>The airport has provided ground handling agents as following number:</p> <p>a) AGS CARGO DMK E-mail: dmka@asiagroundservice.com Tel: +662 504 3821-3 +669 5208 4161-2 Fax: +662 504 3825</p> <p>b) AOT GROUND AVIATION SERVICES CO., LTD. (AOTGA) Website: www.aotga.com Ground Handling Inquiry: - Marketing Department E-mail: marketing@aotga.com Tel: +666 4182 5396 Operation Inquiry: - Ground &amp; Operation Department E-mail: dmkcroc@aotga.com, dmkspsocc@aotga.com Tel: +668 2941 7679 (24 hrs.) +666 4182 5391 (24 hrs.) Air To Ground Communication Frequency: 131.925 MHZ Call sign: Blue Port Don Mueang</p> <p>c) BANGKOK AIR CATERING DON MUEANG CO., LTD E-mail: dmkhpg@bangkokaircatering.com Mob: +666 4209 3694</p> <p>d) MJETS LIMITED (Private Aircraft only) Ground Handling Inquiry E-mail: ground@mjets.com Flight Handling Inquiry E-mail: dispatch@mjets.com General inquiry E-mail: info@mjets.com Center Flight Inquiry E-mail: centers@mjets.com Tel: H24 +668 5485 6623 or +662 034 5678</p> <p>e) TAP CARGO DMK E-mail: dmkt@tapaircargo.com Tel: +662 157 3539 Fax: +662 157 3540 SITA: DMKTPXH, DMKTAXH</p> <p>f) THAI AIRWAYS INTERNATIONAL PUBLIC CO.,LTD. (TG) E-mail: tg.charter@thaairways.com Tel: +662 563 8107 Fax: +662 563 8106 SITA: DMKZMTG AFS: VTBDTHAK</p>
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**VTBD AD 2.5 PASSENGER FACILITIES**

1	Hotels	At the 4th floor (Terminal 2) Tel: +662 535 7555-8 Also near AD and in the city
2	Restaurants	At the AD and in the city
3	Transportation	Public Taxi, Airport Taxi, Thai limousine, Airport Shuttle Bus, Limo Bus, Train, Bus and Car rental service.
4	Medical facilities	First aid at Airport Clinic, H24
5	Bank and Post Office	Bank: At Terminal 1 & 2 Post office: At the 3rd Floor (Terminal 1 & 2) Tel: +662 504 3070 (Terminal 1) +662 504 3181 (Terminal 2) Open : Daily 0130 - 1200
6	Tourist Office	Office at the 1st Floor (Terminal 1) Arrival hall; Tel: +662 535 3433
7	Remarks	For further information Tel: +662 535 1192 +662 535 2110 E-mail: psd_dmk@airportthai.co.th

**VTBD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	Aerodrome Category 9
2	Rescue equipment	Available-Category 9
3	Capability for removal of disabled aircraft	Up to B747 Aircraft
4	Remarks	NIL

**VTBD AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

**VTBD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Apron surface and strength	Surface: Concrete Strength: PCN 82/R/D/W/U
2	Taxiway width, surface and strength	Width: 23 M - 50 M Surface: Concrete and asphalt Strength: PCN 84/R/D/W/T PCN 86/F/D/W/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 3.25 M/10 FT
4	VOR checkpoints	Location: - At holding position RWY 21R on TWY B (north) - RDL 023/2.2 NM - At holding position RWY 03L on TWY S (nearby TWY C) - RDL 012/0.6 NM Radio frequency: 117.7 MHZ
5	INS checkpoints	See Aerodrome Ground Movement Chart - ICAO (Verso) for coordinates of aircraft stand.
6	Remarks	Taxilane T between TWY V and TWY S can be used for Aircraft Code Letter A, B, C, D only

**VTBD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Nose-wheel guide lines at aprons Solid nose-wheel guide lines at aircraft stands Guide lines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centre line, edge runway end as appropriate, marked and lighted. TWY: Holding position at all TWY/RWY Intersections, marked. Edge at all TWY, marked and lighted Centre line at all TWY, marked. Centre line at E, F, J, O, R, S, C (south), lighted Intermediate holding position light at TWY C between TWY O-R
3	Stop bars	Stop Bar Lights installed detail as follow: <ul style="list-style-type: none"> <li>- At holding position RWY 21R on TWY B north, distance 130 M from RCL</li> <li>- At holding position RWY 21R on TWY D, distance 130 M right side of RCL</li> <li>- At holding position RWY 21R on TWY D, distance 210 M left side of RCL</li> <li>- At holding position RWY 21R on TWY S, distance 130 M right side of RCL</li> <li>- At holding position RWY 21R on TWY S, distance 130 M left side of RCL</li> <li>- At holding position RWY 21R on TWY C south, distance 90 M from RCL</li> </ul>
4	Remarks	Aircraft marshalling and Towing service: The marshalling of scheduled and non-scheduled aircraft into the bays either manually and the pushing out of aircraft for departure shall be under the responsibility of the aircraft operator or its appointed ground handling agency.

**VTBD AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling areas and at AD		Remarks	
1			2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates		
a	b	c	a	b		
NIL			Radio mast HGT 70 M Marked, Lighted	135307.86N 1003351.09E	NIL	
			Radio mast HGT 61 M Marked, Lighted	135452.97N 1003709.84E	NIL	
			Building HGT 78 M Marked, Lighted	135339.003N 1003341.633E	NIL	
			Building HGT 87.10 M Lighted	135212.77N 1003403.06E	NIL	
			Building HGT 50 M Lighted	135711.09N 1003715.04E	NIL	

VTBD 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	Type of landing forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +662 535 1256 Fax: +662 535 1252
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, 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 Windshear Alert System (LLWAS), Weather Radar
9	ATS units provided with information	Don Mueang TWR
10	Additional information (limited of service, etc.)	NIL

VTBD 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
03L	029° PAI	3700x60	PCN 126/F/D/W/T Concrete and asphalt	135349.24N 1003545.38E	THR 2 M/7 FT
21R	209° PAII	3700x60	PCN 126/F/D/W/T Concrete and asphalt	135534.87N 1003644.62E	THR 2 M/7 FT
03R	028° NPA	3500x45	PCN 126/F/D/W/T Concrete and asphalt	135358.45N 1003605.50E	THR 1.49 M/5 FT
21L	208° PAI	3500x45	PCN 126/F/D/W/T Concrete and asphalt	135528.41N 1003655.96E	THR 1.92 M/6.4 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.05% 0% -0.05% (350M 2 850M 500M)	150x60	150x150	4120x260	NIL	NIL
+0.056% 0% -0.05% (500M 2 850M 350M)	150x60	150x150	4120x260	NIL	NIL
+0.03% -0.036% (2 000M 1 500M)	NIL	150x150	3720x160	NIL	NIL
+0.036% -0.03% (1 500M 2 000M)	100x45	150x150	3720x160	NIL	NIL

VTBD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03L	3700	3850	3850	3700	NIL
21R	3700	3850	3850	3700	NIL
03R	3500	3650	3500	3500	NIL
21L	3500	3650	3600	3150	NIL

VTBD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THRLGT 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
03L	SALS 420 M LIH	Green	PAPI Both 3° (71.46 FT)	NIL	3700M, 30 M White FM 2800 M- 3400 M Red/White; FM 3400 M Red; LIH	3700 M, 60 M White, LIH	Red	150 M Red	NIL
21R	CAT II 900 M LIH	Green	PAPI Both 3° (65.06 FT)	900 M	3700 M, 30 M White FM 2800 M- 3400 M Red/White; FM 3400 M Red; LIH	3700 M, 60 M White, LIH	Red	150 M Red	NIL
03R	SALS (5 BAR) 300 M LIH	Green	PAPI Both 3° (63.81 FT)	NIL	NIL	3500 M, 60 M White; FM 2900 M-3500 M Yellow; LIH	Red	NIL	NIL
21L	CAT I 900 M LIH	Green	PAPI Both 3° (64.35 FT)	NIL	NIL	3500 M, 60M Red; FM 350 M-2900 M White FM 2900 M Yellow; LIH	Red	NIL	NIL

**VTBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and hours of operation	ABN: At the top of TWR-S Building FLG WG EV 4 Sec IBN: NIL HN: IMC
2	LDI location and LGT Anemometer location and LGT	WDI : 1 WDI 700 M FM THR RWY 21R AND 500 M FM RWY 21R CL, BTN RWY 21R AND 21L illuminated : 1 WDI left side of THR RWY 21L, 158 M FM RWY CL illuminated
3	TWY edge and centre line lighting	Edge: All TWY Centre Line: TWY E, F, J, O, R, S, C(s)
4	Secondary power supply/switch-over time	-Secondary power supply to all lighting at RWY 21L/03R Switch-over time: 0 Sec -Secondary power supply to all lighting at RWY 21R/03L Switch-over time: 0 Sec
5	Remarks	Stop Bars at TWY B, D, S, C(s) Intermediate Holding Position Lights at TWY C between TWY O - R

**VTBD 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 and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

**VTBD AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	Don Mueang Aerodrome Traffic Zone (ATZ) a circle, radius 5 NM centred on VTBD ARP (135452N 1003620E)
2	Vertical limits	<u>2000FT</u> AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Don Mueang Tower English, Thai
5	Transition altitude	11000 FT MSL
6	Remarks	NIL



VTBD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Don Mueang Approach Bangkok Approach	119.4 MHz / 262.5 MHz 121.7 MHz / 262.5 MHz 125.2 MHz / 262.5 MHz 124.35 MHz / 262.5 MHz 118.4 MHz / 262.5 MHz 122.35 MHz / 262.5 MHz	H24	
CDC	Don Mueang Delivery	127.7 MHz 121.5 MHz / 243.0 MHz	H24	(1) Emergency frequency
DAR	Don Mueang Arrival	125.5 MHz / 262.5 MHz	01:00 - 13:00 UTC	
TWR	Don Mueang Tower	118.1 MHz / 236.6 MHz	H24	
SMC	Don Mueang Ground	121.9 MHz / 257.8 MHz 122.5 MHz(2) / 257.8 MHz	H24	(2) 03R/21L (3) 03L/21R
ATIS	Don Mueang Intl Airport	126.4 MHz <sup>5)</sup> / 344.6 MHz <sup>5)</sup> / 118.55 MHz <sup>6)</sup>	H24	(4) D-ATIS synthesized voice broadcast  (5) Arrival ATIS (6) Departure ATIS

VTBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Positions of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	BKK	117.7 MHz CH 124X	H24	135336.8N 1003546.3E	16.58 M	Due to terrain surround DVOR/DME: <ul style="list-style-type: none"> <li>- RDL 001-009 DEG beyond 40 NM should not below 2 500 FT</li> <li>- RDL 010-049 DEG beyond 40 NM should not below 2 500 FT</li> <li>- RDL 050-209 DEG beyond 40 NM should not below 3 000 FT</li> <li>- RDL 210-229 DEG beyond 40 NM should not below 2 500 FT</li> <li>- RDL 230-320 DEG beyond 40 NM should not below 3 000 FT</li> <li>- RDL 321-360 DEG beyond 40 NM should not below 2 000 FT</li> </ul>
ILS CAT II LOC-21R	IBKK	109.3 MHz	H24	135340.6N 1003540.6E		Instrument Landing System <ul style="list-style-type: none"> <li>- Reference Datum Height (RDH) is 16.46 M (54 FT).</li> <li>A. Localizer <ul style="list-style-type: none"> <li>- LOC 300 M (984 FT) from THR RWY 03L, along RWY centre line. Course width 3°</li> </ul> </li> <li>B. Glide Path 3° <ul style="list-style-type: none"> <li>- GP 333 M (1,093 FT) from THR RWY 21R, 120 M (394 FT) from RWY centre line.</li> </ul> </li> <li>C. DME <ul style="list-style-type: none"> <li>- Co-located with GP.</li> </ul> </li> </ul>
GP/DME		332.0 MHz CH 30X	H24	135523.5N 1003642.8E		

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Positions of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS CAT I LOC RWY21L  GP/DME	IDMG	110.3 MHZ  335.0 MHZ CH40X	H24  H24	135351.83N 1003601.85E  135521.25N 1003647.45E		Instrument Landing System – Reference Datum Height (RDH) is 53 FT. A. Localizer – LOC 225 M from THR RWY 03R, along RWY centre line. – Course width 3.6° B. Glide Path 3° – GP 320 M from THR RWY 21L, 120 M from RWY centre line. C. DME – Co-located with GP
ILS CAT I LOC RWY03L  DME  GP	IBKD	109.7MHZ CH34X   333.2MHZ	H24  H24  H24	135543.71N 1003649.60E  135544.88N 1003647.53E  135356.48N 1003554.02E	   3FT	Designated operation coverage 9 DME (I-BKD), ALT 6000 FT/AMSL  Paired with LOC freq.  3 DEG, REF datum height 55 FT

#### VTBD AD 2.20 LOCAL AERODROME REGULATIONS

##### 1. Technical Test Flights

A technical test flight after repair over Don Mueang International Airport can only be performed upon permission given by the Airport Authority at least 24 hours prior to each test flight.

##### 2. Parking Area for General Aviation

The parking area for general aviation aircraft is also available.

##### 3. Removal of Disabled Aircraft from Runways

3.1 When the aircraft is involved in an accident at Don Mueang, Suvarnabhumi, Chiang Mai, Hat Yai and Phuket International Airports, 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 Managing Director, Airports of Thailand Public Company Limited, or his authorized representative may order the aircraft operator or the registered owner to remove its disabled aircraft without delay.

3.2 If the aircraft operator or the registered owner does not comply with such order, the Managing Director, Airports of Thailand Public Company Limited, or his 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 managing Director, Airports of Thailand Public Company Limited or his authorized representative shall not be responsible for any damage occurring to the aircraft during its removal.

##### 4. Use of Runways 03R/21L – Don Mueang International Airport

4.1 The use of Runway 03R/21L at Don Mueang International Airport is normally restricted to military traffic. But they may be made available to civil traffic. The hours of operation is 24 hours daily, all traffic is controlled by Don Mueang Tower.

4.2 The traffic circuit pattern for these runways is as follows:

4.2.1 Outbound - after take-off, turn to east and leave circuit pattern at an angle of 45 ° to the cross-wind leg.

4.2.2 Inbound - join circuit pattern at 45 ° in the middle of the down - wind leg east of the runway, at the following heights:

- a) 1 500 FT for jet aircraft,
- b) 1 000 FT for conventional aircraft,
- c) 800 FT for light aircraft,
- d) 500 FT for helicopter.

4.2.3 No straight in approaches are permitted without prior approval from Don Mueang Tower.

## 5. Speed Control

5.1 All aircraft when flying below 10 000 FT are subject to a speed limitation of 250 KT unless previously removed by ATC.

5.2 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.

5.3 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.

5.4 ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase "**NO (ATC) SPEED RESTRICTIONS**". An instruction to notify that the aircraft need no longer comply with the previously issued speed restriction, the phrase "**RESUME NORMAL SPEED**" will be used.

*Note: An instruction to "resume normal speed" does not delete speed restrictions that are applicable to published procedures of upcoming segments of flight, aircraft shall comply with the speed restrictions specified in 5.1, 5.2 and 5.3.*

5.5 Except as detailed in 5.1, 5.2 and 5.3, all aircraft navigating under conditions of RNAV (GNSS) SIDs/STARs shall conform to speed limitation as published in the procedures.

5.6 En-route holding and Initial Approach Waypoint (IAWP) holding will be in accordance with ICAO standard holding speeds requirement.

*Note 1: En-route holding; MOCHI, BATOK, GOMES, RYN, JASSY, PASTA, TARDY, OSUKA, TL, NOBER.*

*Note 2: IAWP holding; ARONS, CAROS, DANNY, NAUTY, SILVA, CABIN, DAREN, GIPSY, NUMAN, TERRY.*

## 6. Starting up Procedures

6.1 When Flight Formalities have been completed and aircraft is ready to start-up, all IFR aircraft are to call Don Mueang Delivery for ATC clearance on the frequency 127.7 MHZ, giving parking stand number or location and proposed flight level.

6.2 Pilots are to call Don Mueang Ground on 121.9 MHZ for push back and start up and should give parking stand number or location and ATIS information.

6.2.1 Unless other ATC restriction is imposed, 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.

6.2.2 If ATC clearance includes a departure time restriction in order to establish longitudinal separation, pilots shall maintain listening watch on Don Mueang ground in readiness for push back and are to call Don Mueang ground in the appropriate time with the departure time restriction. Pilots who fail to comply with these requirements or amended departure time restriction will result in cancellation of ATC clearance.

## 7. Warning for Taxiing Aircraft

7.1 Pilots should exercise extreme caution when manoeuvring on the apron due to the proximity of other aircraft, ground staff and equipments. In case the point that aircraft assigned to park at terminal contact gates, engine power should be restricted to the absolute minimum required to reduce the adverse effect of jet blast when making the turn to parking bay. Pilots who cannot follow this procedure must stop before making the turn, then request ATC for towing-in. If accident occurred during aircraft taxiing or turning. Pilots and airline operators must take responsible to all of the damages.

7.2 In order to prevent jet blast damage the aircraft parking on area closed to taxiway B (North) all taxiing aircraft have to reduce to minimum power while taxiing along taxiway B (North).

7.3 Aircraft landing RWY 21L, when vacating the RWY to the right on TWY S, must hold short of RWY 21R at the holding PSN and remain on Don Mueang Tower frequency 118.1 MHZ for permission to cross the RWY. Changing of frequency shall not be done unless otherwise advised. The aircraft shall continuously guard the VHF emergency frequency 121.5 MHZ at all times for reasons of safety.

## 8. Closure of the Aerodrome

8.1 Aircraft will not be refused permission to land or take off at Don Mueang 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.

8.2 The Aerodrome will be closed

a) When the surface of the runway is unsafe (rough surface of dangerous obstruction on the manoeuvring area) or

b) At such other times and in conditions specified by NOTAM.

8.3 Take off and Landing:

8.3.1 The pilot-in-command shall not take off and landing without a clearance from Don Mueang Tower

8.3.2 After Landing, The pilot-in-command shall vacate the runway as expeditiously as possible, in order to reduce runway occupancy time.

8.4 Disturbance of ILS Glide Path signal

In the interest of maximizing the traffic flow during VMC conditions, Don Mueang Tower may authorize a departing aircraft to cross the Runway 21R to use RWY 21L for departure. This may cause reflection and/or diffraction of the ILS Glide Path signal. The arriving aircraft will be advised accordingly.

## 9. Low visibility procedures (LVP)

9.1 RWY 21R is equipped with ILS and is approved for CAT II operations and low visibility take-off (LVTO)

9.2 Low visibility procedures will be established when a visibility of less than RVR 550 M or a cloud base of less than 200 FT

9.3 RWY exits.

9.3.1 All RWY exits are equipped with GREEN/YELLOW coded taxiway centre line lights to indicate the boundary of the localizer sensitive area.

9.3.2 Pilots should select the first convenient exit and continue on the TWY centre line lead-off lights toward to TWY B for A designated parking stand.

9.3.3 The following route restrictions shall be used during low visibility operations.

- a) When vacating on TWY O taxi route is O-B or O-N and B
- b) When vacating on TWY R taxi route is R-B
- c) When vacating on TWY S taxi route is S-B
- d) When vacating on TWY C(S) taxi route is C(S)-B

9.3.4 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.

9.4 RWY-holding positions.

9.4.1 Departing aircraft are required to use the TWY D and B(N) which are CAT II holding positions.

9.4.2 Intersection take-offs are not permitted.

9.5 CAT II approach and landing.

9.5.1 Pilots will be informed by ATIS or RTF when low visibility procedures are in operation.

9.5.2 Pilots must request an ILS CAT II approach on first contact with Bangkok Approach. Pilots may carry out a practice ILS CAT II approach if traffic conditions permitted.

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

9.5.4 Special 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.

9.6 Low visibility take-off.

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.

9.7 RWY 21L is not permitted for landing and take-off in low visibility procedures.

## 10. Pilot Procedure to Enhance Runway Capacity

To achieve the highest possible rate/hour for departure and arrival at Don Mueang International Airport, the runway occupancy times shall be reduced to a minimum. Therefore the follow procedure are introduced;

10.1 Departing aircraft

10.1.1 Commensurate with safety and standard operating procedure, one receipt of line up clearance, pilots should ensure that they are

able to taxi into the correct hold and line up position on the runway as soon as the preceding aircraft has commenced its take-off roll.

10.1.2 Cockpit checks should be completed before line up, any further checks requiring completion whilst on the runway shall be kept to a minimum. Pilots shall ensure that they are able to commence the take-off roll immediately after a take-off clearance is issued.

10.1.3 Pilots unable to comply with these procedure shall inform ATC prior to passing the runway holding position.

10.2 Arriving aircraft

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 as well as minimize the occurrence of go-arounds.

**11. Aircraft Manoeuvring Procedures**

In order to avoid jet blast damage to the terminal building and to aircraft, equipment and personnel on nearby stands, the following aircraft manoeuvring procedures are to be observed:

11.1 When the pilot is ready for start-up and push-back, he shall seek confirmation from the ground crew that there is on hazard to his aircraft starting up. He shall then notify the ground controller that he is ready for push-back. On being told by Don Mueang Ground that push-back is approved, he shall co-ordinate with the ground crew for the start-up and push-back of the aircraft.

11.2 Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or push-back of aircraft commences.

11.3 Pilots are reminded that they should always use minimum power when starting engine or manoeuvring within the apron area. It is especially important when commencing to taxi that breakaway thrust is kept to an absolute minimum and then reduced to idle thrust as soon as practicable.

11.4 Following push-back from aircraft stands, the points where the tug will be disconnected from the aircraft and breakaway thrust will be applied in these positions:

11.4.1 North and South Remote Apron

11.4.1.1 The intersection of the lead-in line and "taxilane A" or "taxilane B" centre line.

11.4.2 Behind the holding line on "taxilane B" marked as letter "S-TOWBAR" on the ground.

11.4.2.1 Abeam Pier2, Pier3, Pier4, Pier5 and Pier6

11.4.2.2 Abeam stand 73, stand 88 and stand 129

11.4.3 On centre line of aircraft stand taxilane, from cul-de-cac stands, marked as letter "S"

11.4.3.1 Between Pier2 and Pier3

11.4.3.2 Between Pier3 and Pier4

11.4.3.3 Between Pier4 and Pier5

11.4.3.4 Between Pier5 and Pier6

11.4.3.5 Behind stand 68 and stand 130

11.5 Due to aircraft congestion, self-manoevring and power back are not permitted at any parking stands, all aircraft must use towbar for push-back procedures except authorized by airport authority.

11.6 The following table describes the procedure for push-back of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, Don Mueang Ground will issue specific instructions to the pilots.

Aircraft Stands	Aircraft Manoeuvring Procedures
<p><u>North Remote Apron</u> Stands 1 2 3 4 5 6 7 8 9 10A 10B 10C 91 92 93 94 95 96 97 98 99 100A 100B 100C</p>	<p>The aircraft (on idle power) shall be pushed back to face either north or south till its nosewheel is at the intersection of the lead-in line and "taxilane A" centre line. Breakaway thrust will be applied when cleared to taxi.</p> <p><u>Remarks</u> Stand 100B and stand 100C in case of push-back facing north, the aircraft shall then be towed forward until behind stand 100B.</p>

Aircraft Stands	Aircraft Manoeuvring Procedures
Terminal Apron Stands 12	The aircraft (on idle power) shall be pushed back to face either north or south till its nosewheel is at the intersection of the lead-in line and "taxilane A" centre line. Breakaway thrust will be applied when cleared to taxi.
Stand 14	The aircraft (on idle power) shall be pushed back to face north till its nosewheel is at the intersection of the lead-in line and "taxilane A" centre line, then tow forward until behind stand 14 or to face south till its nosewheel is at the intersection of the lead-in line and "taxilane A" centre line. Breakaway thrust will be applied when cleared to taxi.
Stand 15	The aircraft (on idle power) shall be pushed back to face south till its nosewheel is at the intersection of the lead-in line and "taxilane A" centre line. Breakaway thrust will be applied when cleared to taxi. <u>Alternative</u> The aircraft (on idle power) shall be pushed back onto "taxilane B" to face either north or south behind the holding line. Breakaway thrust will be applied when cleared to taxi.
Stand 21	The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi.
Stands 23 25	The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi. <u>Alternative</u> The aircraft may start one engine to idle power. They will be pushed back onto "taxilane A" to face south till aircraft is behind the holding line abeam stand 15, other engines may be started to idle and breakaway thrust will be applied when cleared to taxi.
Stands 22 31 32 41 42 51 52	The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stands 61 62	The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stands 24 26 33 34 35 36 43 44 45 46 53 54 55 56 63 64 65 66 67	The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi. <u>Alternative</u> The aircraft may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at "S" mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
Stand 68	The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi. <u>Alternative</u> Aircraft up to A300 may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at "S" mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.
South Remote Apron Stand 121	The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi.
Stand 122	The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north till its nosewheel is behind the holding line abeam stand 73 or south till the aircraft is on "taxilane B" abeam stand 130. Other engines may be started and breakaway thrust will be applied when cleared to taxi.

Aircraft Stands	Aircraft Manoeuvring Procedures
Stand 123 125 127 129	<p>The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north or south behind the holding line, where remaining engines may be started. Breakaway thrust will be applied when cleared to taxi.</p> <p><u>Alternative</u></p> <p>The aircraft may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at "S" mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.</p>
Stands 124 126 128 130	<p>The aircraft may start one engine to idle power. They will be pushed back onto "taxilane B" to face either north till the aircraft is behind the holding line abeam stand 73 or south till the aircraft is on "taxilane B" abeam stand 130. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.</p> <p><u>Alternative</u></p> <p>The aircraft may start one engine to idle power. They will be pushed back onto aircraft stand taxilane to face east and then tow forward till its nosewheel is at "S" mark. Other engines may be started to idle power and breakaway thrust will be applied when cleared to taxi.</p>
Stands 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 101 102 103 104 105 106 107 109 110 112 113 114 115	<p>The aircraft (on idle power) shall be pushed back to face either north till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line or south till its body is aligned with "taxilane B" centre line. Breakaway thrust will be applied when cleared to taxi.</p>
Stands 89 90 108	<p>The aircraft (on idle power) shall be pushed back to face north till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line. Then tow forward till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line of stand 89 or south till its nosewheel is at the intersection of the lead-in line and "taxilane B" centre line. Breakaway thrust will be applied when cleared to taxi.</p>

## 12. ALLOCATION OF AIRCRAFT PARKING BAYS

All aircraft parking bays are allocated by Ground/Apron controller with regard to aircraft type and the prevailing or anticipated traffic situation.

## 13. TAXIING PROCEDURES

### 13.1 Arriving Aircraft

Aircraft entering the aprons are to follow closely to the taxiway and apron centre line so as to avoid reducing safety distances between them and parking aircraft.

### 13.2 Departing Aircraft

When start-up clearance is issued by ATC, then pushed out onto apron centre line and/or abeam centre line of taxilane B.

**14. OPERATION OF MODE S TRANSPONDERS ON GROUND**

**14.1 Mode S transponder. Aircraft operators intending to use Don Mueang International Airport should ensure that mode S transponders are able to operate when the aircraft is on the ground.**

**14.2 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. AIQ3321, TLM634, NOK9820) shall be used.**

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

14.3.1 For a departing flight, upon received pushback clearance.

14.3.2 For an arriving flight, continuously until the aircraft is fully parked at the stand.

**14.4 To prevent possible interference to radar surveillance system, TCAS should be functioned;**

14.4.1 For departure, when aircraft are entering the runway or line up clearance is received;

14.4.2 For arrival, until aircraft have vacated the runway.

**14.5 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 until:**

14.5.1 For departure, when receiving pushback clearance.

14.5.2 For arrival, until aircraft have completely parked.

**14.6 Tracking and identifications of airport surface vehicles**

14.6.1 To provide tracking and identification of any authorized movement of vehicle operating on runway(s) at Don Mueang International Airport, authorized vehicle should be equipped with mode S squitter box to inform its position when it is on the runway and the squitter box shall be activated at all time until it vacates the runway. However, the mode S squitter box on vehicle is optional, but for safety reason is highly recommended to install it on every vehicle.

**15. PROVISION OF AERODROME AIR TRAFFIC SERVICES**

**15.1 Aerodrome air traffic services are generally sectorized as follows:**

15.1.1 AD Control Serviced are provide at Air Traffic Control Tower South (TWR-S).

15.1.2 Air Traffic Control Tower North (TWR-N) will be used as contingency tower.

**VTBD AD 2.21 NOISE ABATEMENT PROCEDURES**

In order to alleviate problem of noise within the vicinity of Bangkok international airport. The noise abatement procedures in accordance with ICAO DOC 8168-OPS/611 (PAN-OPS) shall be applied for all take-off and landing, details are as follows:

**1. Departing aircraft**

Pilots are to adopt either one of the two procedures listed below for all take-off

1.1 Procedure for alleviating noise close to the aerodrome.

1.1.1 The noise abatement procedure is not to be initiated at less than 800 FT above aerodrome elevation.

1.1.2 The initial climb speed to the noise abatement initiation point shall not be less than V2 plus 10 KT

1.1.3 On reaching an altitude at or above 800 FT, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule, maintain A climb speed of V2 plus 10 to 20 KT with Flaps and Slats in the take-off configuration.

1.1.4 At no more than an altitude equivalent to 3000 FT while maintaining a positive rate of climb, accelerate and retract Flats/Slats on



schedule, at 3000 FT accelerate to enroute climb speed.

1.2 Procedure for alleviating noise distant from the aerodrome

1.2.1 The noise abatement procedure is not to be initiated at less than 800 FT above aerodrome elevation.

1.2.2 The initial climbing speed to the noise abatement initiation point is V2 plus 10 to 20 KT

1.2.3 On reaching an altitude equivalent to at least 800 FT decrease aircraft body angle/angle of pitch whilst maintaining a positive rate of climb, accelerate towards VZF and reduce power with the initiation of the first Flaps/Slats retraction.

1.2.4 Maintain a positive rate of climb and accelerate to maintain a climb speed of VZF plus 10 to 20 KT, on reaching 3000 FT transition to normal enroute climb speed.

## 2. Arriving aircraft

Reverse thrust above idle shall not be used between 1800 and 2200 UTC. Except for safety reason.

### VTBD AD 2.22 FLIGHT PROCEDURES

#### 1. VFR Flight in Bangkok Control Zone

1.1 By Day (Sunrise/Sunset)

- Unless authorized, VFR flight will not be permitted to land / take-off at Don Mueang International Airport when weather conditions as reported to Don Mueang APP/TWR by an authorized ground observer are LESS than:

Ground Visibility	5 KM; or
Ceiling	450 M (1500 FT)

Authorization may be granted by ATC for special VFR flight, (see 2.4) to land / take-off at Don Mueang International Airport under conditions LESS than (1.1) above but NOT LESS than

Ground Visibility	1500 M
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1.2 By Night (Sunset/Sunrise)

- Authorization may be granted by ATC for VFR flight to land / take-off at Don Mueang International Airport under conditions reported to be AT or BETTER than (1.1) above; such flight will be treated as special VFR flight (see 1.4) for ATC purposes.

1.3 At All Times

- VFR flight within Bangkok CTR shall be conducted so that the aircraft maintain flight visibility and distance from cloud EQUAL TO or GREATER THAN those specified in ICAO Annex 2, Table 3-1.

Flight Visibility	5 KM below 3050 M (10 000 FT) AMSL and 8 KM at and above 3050 M (10 000 FT) AMSL
Distance from cloud	1500 M horizontally and 300 M (1000 FT) vertically

1.4 Special VFR Flight

Special VFR flight may be permitted when the ground visibility is not less than 1500 M, provided that the aircraft is equipped with functioning radio and the pilot has agreed to guard on the appropriate ATC communications frequency. ATC shall provide IFR separation between all special VFR flights and between such flights and IFR flights.

## 2. VFR ENTRY AND EXIT PROCEDURES FOR LIGHT AIRCRAFTS AND HELICOPTERS

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

## 3. TRAINING IN DANGER AREA

3.1 D47

- Jet / Conventional Aircraft departing from Don Mueang International Airport must contact Don Mueang Approach on frequency 119.4 MHZ
- Before leaving VTD47 the pilot must report his position, distance and heading to Don Mueang Approach.

- c) Test Flights: If the pilot desires to fly outside the area of VTD47, he must maintain two-way radio communications with, and follow instruction from Bangkok Approach/Don Mueang Approach.

3.2 D72

- a) Light Aircraft departing from Don Mueang International Airport must contact Don Mueang Approach, the controller will instruct the pilot over Bangbuathong at altitude not above 1000 feet before entering D72.
- b) Before leaving VTD72 the pilot must report his position, distance and heading to Don Mueang Approach. The controller will instruct the pilot to report over Ladlumkaew at altitude not above 1000 FT, report Patumtani, 5 NM West and then report entering downwind for landing RWY 21L/R or RWY 03R/L.

4. RADIO COMMUNICATION FAILURE

4.1 Departing Aircraft.

- a) Aircraft will not be permitted to take off unless two-way radio communications can be maintained with the control tower.

4.2 Arriving Aircraft.

- a) Report their position, distance, heading, altitude and departure point when approaching 50 NM radius of VTBD ARP by transmitting in the blind.
- b) Observe the direction of traffic in pattern, and enter downwind with the flow of traffic.
- c) Conform to the altitude for the type of aircraft as listed in **Note 1**.
- d) Make a low approach between the runways at an altitude of 500 FT, and rock the wings of the aircraft.
- e) Re-enter downwind leg and observe light signals.

**Note 1: Traffic Patterns**

1. Altitudes:

- |                   |         |
|-------------------|---------|
| a) Jet            | 1500 FT |
| b) Light Aircraft | 1000 FT |
| c) Helicopter     | 500 FT  |

- Traffic Pattern

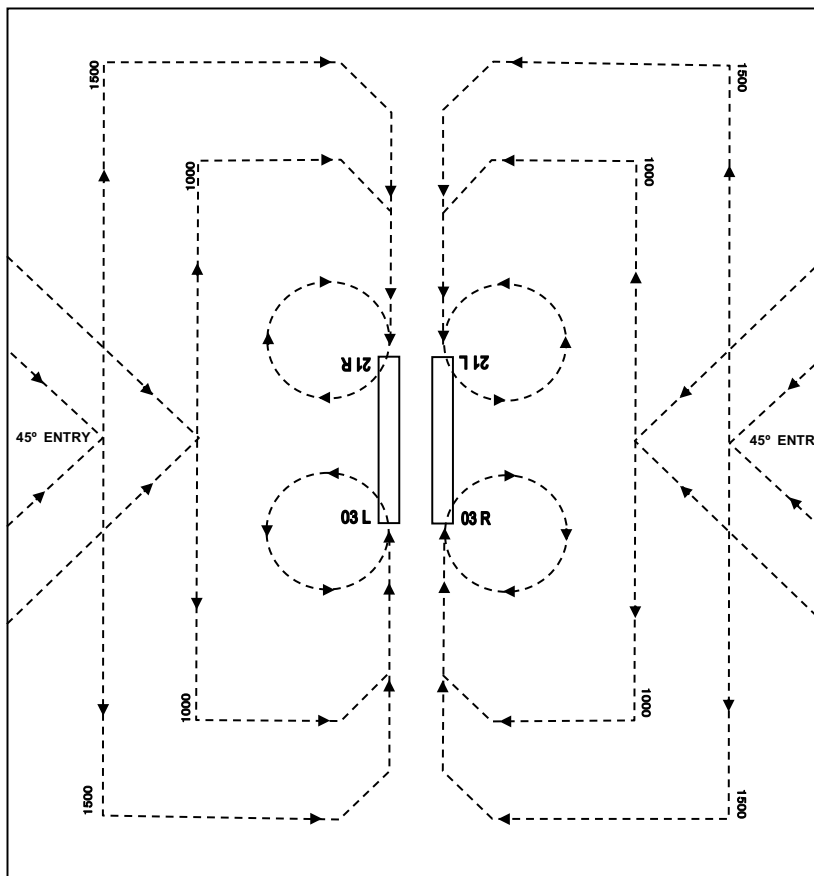
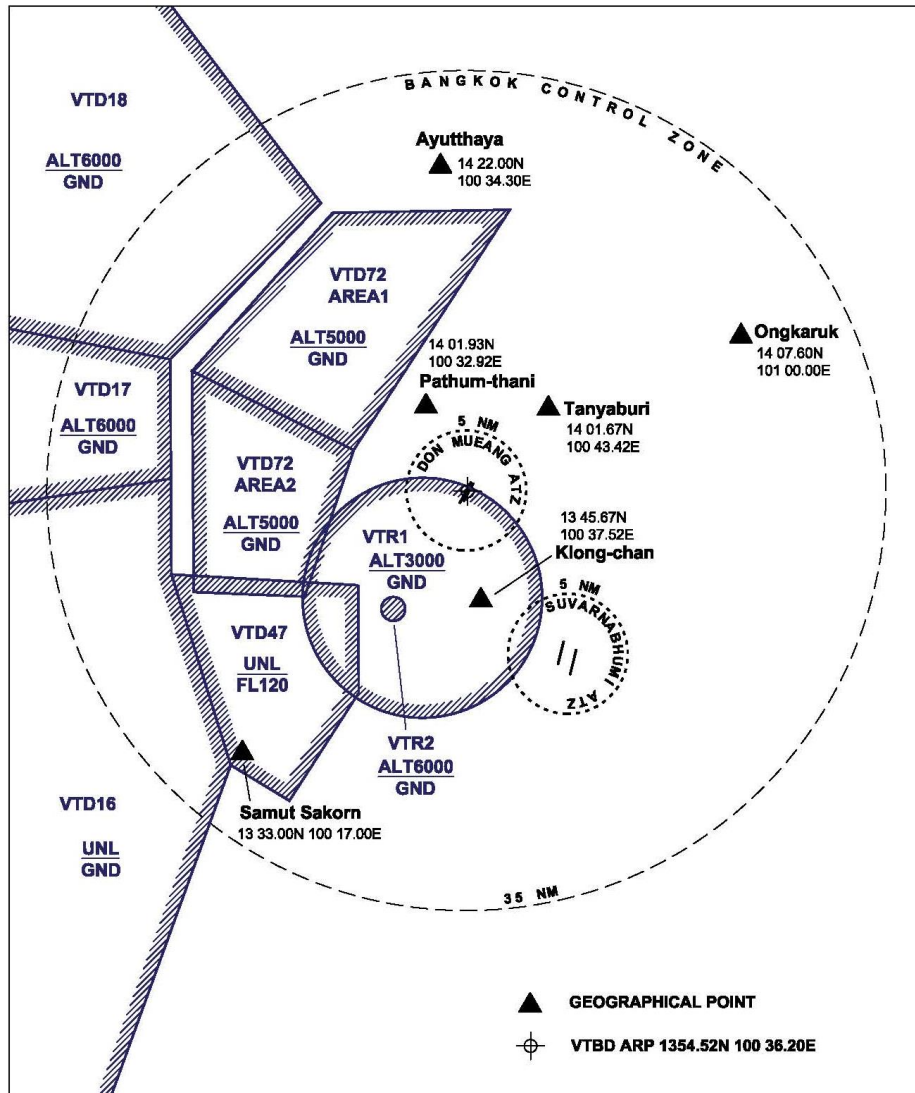


ILLUSTRATION :

BANGKOK CONTROL ZONE AND DON MUEANG AERODROME TRAFFIC ZONE



### VTBD AD 2.23 ADDITIONAL INFORMATION

Requirement for Airbus A380 and Boeing 747-8 operations at Don Mueang International Airport as an alternate airport

The operations of Airbus A380 and Boeing 747-8 aircraft at Don Mueang International Airport as an alternate airport will be complied with the following regulations:

- a) The Airbus A380 and Boeing 747-8 aircraft operation procedures prescribe specially for alternating airport at Don Mueang International Airport ONLY.
- b) All airlines wishing to operate the Airbus A380 and Boeing 747-8 aircraft at Don Mueang International Airport as an alternate airport are required to comprehend and agree with the requirement of Airbus A380 and Boeing 747-8 operations at Don Mueang International Airport as an alternate airport and shall be inform the airport authority and the approval must be received before operations.
- c) Runway 03L/21R has been approved for the designated primary arrivals and departures runway for Airbus A380 and Boeing 747-8 aircraft ONLY.
- d) The primary parking position is assigned at the aircraft stand No.80 and the alternate parking positions are at aircraft stand No.90 and Taxiway B North.
- e) The maneuvering area designation system is illustrated on VTBD aerodrome – Airbus A380 and Boeing 747-8 ground movement chart.
- f) Upon operating to and from the aircraft stand, the Airbus A380 and Boeing 747-8 aircraft are required to strictly follow the “Follow me” guidance and be ensure that aircraft clearances and wingtips are escorted by wingman.
- g) Taxi and ground movement procedures are prescribed as follow:
  - Taxi aid camera system is used for aircraft taxiing and ground operation. (If applicable)
  - The Airbus A380 and Boeing 747-8 aircraft are required to taxi within the speed limit.
  - While the Airbus A380 or Boeing 747-8 aircraft is operating on Taxiway C, the aircraft operating on Taxiway B shall be restricted up to the aircraft code C (aircraft with a maximum wingspan of 36 M).
  - While other aircraft is taking off or landing on the runway 03L/21R, the Airbus A380 or Boeing 747-8 aircraft entering the runway 03L/21R is required to hold on Taxiway C.
  - The aircraft gross weight of any Airbus A380 or Boeing 747-8 operating at Don Mueang International Airport must not be over 420 T
- h) All ground service equipments needed by the Airbus A380 or Boeing 747-8 aircraft at Don Mueang International Airport must be provided by an airline operating the Airbus A380 or Boeing 747-8 aircraft or provided by any ground service equipment company at Don Mueang International Airport.
- i) In case of the Airbus A380 or Boeing 747-8 aircraft accident or incident on the Airport, an aircraft owner operating the Airbus A380 or Boeing 747-8 shall be responsibility of disable aircraft removal as soon as possible.

#### A380 AND B747-8 ARRIVAL FLIGHT ON 21R RUNWAY



- Turn right on taxiway S to aircraft stand number 80 or
- Turn right on taxiway C South to aircraft stand number 90
- Turn right to taxiway S then turn right and taxi on taxiway C facing to north till taxiway D then turn left to taxiway D and turn right to park on taxiway B north

**A380 AND B747-8 ARRIVAL FLIGHT ON 03L RUNWAY**



- Turn left on taxiway D and turn right to park on taxiway B north or
- Turn left on taxiway E or taxiway D to taxiway D to taxiway C then taxi to south and
- Turn right on taxiway S to aircraft stand number 80 or
- Turn left on taxiway S to runway and taxi to taxiway C south to aircraft stand number 90

**A380 AND B747-8 DEPARTURE FLIGHT ON 21R RUNWAY**



**AIRCRAFT STAND NO 80:**

- The aircraft shall be pushed back onto taxiway B (to face either north or south) and tow forward till the aircraft is on taxiway S.
- Turn left to taxiway C and taxiing toward north after that turn right onto taxiway D and prepare to take-off on runway.

**AIRCRAFT STAND NO 90:**

- The aircraft shall be pushed back onto taxiway B (to face south only) and tow the aircraft on to taxiway B to stop beside aircraft stand number 108 and release the tow bar.
- The aircraft shall be taxied on taxiway C south and turn left to runway.
- The aircraft shall be taxied on runway forward north.
- Turn left on taxiway E and turn right on taxiway C after that turn on taxiway D to the runway.

**B NORTH**

- The aircraft shall be taxied to runway 21R.

**A380 AND B747-8 DEPARTURE FLIGHT ON 03L RUNWAY**



**AIRCRAFT STAND NO 80:**

- The aircraft shall be pushed back onto taxilane B (to face either north or south) and tow forward till the aircraft is on taxiway S.
- Turn left to runway (distance for take-off ~2,900 M.)

**AIRCRAFT STAND NO 90:**

- The aircraft shall be pushed back onto taxilane B (to face south only) and tow the aircraft on to taxiway C south on runway holding position.
- Turn left on runway 03L.

**B NORTH**

- The aircraft shall be taxied to runway 21R.
- Turn right on taxiway E and turn left on taxiway C, taxiing toward south.
- Turn left on taxiway S to runway 21R (distance for take-off ~2,900 M) (In case of low visibility, not allow to use runway 03L)

**VTBD AD 2.24 CHARTS RELATED TO AN AERODROME**

Chart name	Page
Aerodrome chart - ICAO	AD 2-VTBD-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTBD-2-3
Aircraft Parking/Docking Chart - ICAO (Verso)	AD 2-VTBD-2-4
Aerodrome Ground Movement Chart - ICAO	AD 2-VTBD-2-5
Precision Approach Terrain Chart - ICAO - RWY 21R	AD 2-VTBD-3-1
Aerodrome Obstacle Chart - ICAO Type A - RWY21R/03L	AD 2-VTBD-3-3
Aerodrome Obstacle Chart - ICAO Type A - RWY21L/03R	AD 2-VTBD-3-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER3C NUNLI3C PASTO3C ROBKA3C SEMBO3C TANGO3C TARED3C TL3C UPKUP3C	AD 2-VTBD-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER3C NUNLI3C PASTO3C ROBKA3C SEMBO3C TANGO3C TARED3C TL3C UPKUP3C (Radio communication failure table)	AD 2-VTBD-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER3C NUNLI3C PASTO3C ROBKA3C SEMBO3C TANGO3C TARED3C TL3C UPKUP3C (Tabular description 1)	AD 2-VTBD-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER3C NUNLI3C PASTO3C ROBKA3C SEMBO3C TANGO3C TARED3C TL3C UPKUP3C (Tabular description 2)	AD 2-VTBD-6-4
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER3C NUNLI3C PASTO3C ROBKA3C SEMBO3C TANGO3C TARED3C TL3C UPKUP3C (Tabular description 3)	AD 2-VTBD-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER3C NUNLI3C PASTO3C ROBKA3C SEMBO3C TANGO3C TARED3C TL3C UPKUP3C (Waypoint list table)	AD 2-VTBD-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - BATOK3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	AD 2-VTBD-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - BATOK3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Radio communication failure table)	AD 2-VTBD-6-8
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - BATOK3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Tabular description 1)	AD 2-VTBD-6-9

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - BATOK3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Tabular description 2)	AD 2-VTBD-6-10
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - BATOK3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Tabular description 3)	AD 2-VTBD-6-11
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - BATOK3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Waypoint list table)	AD 2-VTBD-6-12
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER3A NUNLI3A PASTO3A ROBKA3A SEMBO3A TANGO3A TARED3A TL3A UPKUP3A	AD 2-VTBD-6-13
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER3A NUNLI3A PASTO3A ROBKA3A SEMBO3A TANGO3A TARED3A TL3A UPKUP3A (Radio communication failure table)	AD 2-VTBD-6-14
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER3A NUNLI3A PASTO3A ROBKA3A SEMBO3A TANGO3A TARED3A TL3A UPKUP3A (Tabular description 1)	AD 2-VTBD-6-15
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER3A NUNLI3A PASTO3A ROBKA3A SEMBO3A TANGO3A TARED3A TL3A UPKUP3A (Tabular description 2)	AD 2-VTBD-6-16
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER3A NUNLI3A PASTO3A ROBKA3A SEMBO3A TANGO3A TARED3A TL3A UPKUP3A (Tabular description 3)	AD 2-VTBD-6-17
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER3A NUNLI3A PASTO3A ROBKA3A SEMBO3A TANGO3A TARED3A TL3A UPKUP3A (Waypoint list table)	AD 2-VTBD-6-18
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - BATOK3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	AD 2-VTBD-6-19
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - BATOK3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Radio communication failure table)	AD 2-VTBD-6-20
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - BATOK3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Tabular description 1)	AD 2-VTBD-6-21
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - BATOK3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Tabular description 2)	AD 2-VTBD-6-22
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - BATOK3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Tabular description 3)	AD 2-VTBD-6-23
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - BATOK3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Waypoint list table)	AD 2-VTBD-6-24
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER1B NUNLI1B ROBKA1B SEMBO1B TANGO1B TARED1B TL1B UPKUP1B	AD 2-VTBD-6-25
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER1B NUNLI1B ROBKA1B SEMBO1B TANGO1B TARED1B TL1B UPKUP1B (Radio communication failure table)	AD 2-VTBD-6-26
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER1B NUNLI1B ROBKA1B SEMBO1B TANGO1B TARED1B TL1B UPKUP1B (Tabular description 1)	AD 2-VTBD-6-27
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER1B NUNLI1B ROBKA1B SEMBO1B TANGO1B TARED1B TL1B UPKUP1B (Tabular description 2)	AD 2-VTBD-6-28
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER1B NUNLI1B ROBKA1B SEMBO1B TANGO1B TARED1B TL1B UPKUP1B (Tabular description 3)	AD 2-VTBD-6-29
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER1B NUNLI1B ROBKA1B SEMBO1B TANGO1B TARED1B TL1B UPKUP1B (Waypoint list table)	AD 2-VTBD-6-30
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BATOK1B BONVO1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	AD 2-VTBD-6-31
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BATOK1B BONVO1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Radio communication failure table)	AD 2-VTBD-6-32
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BATOK1B BONVO1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 1)	AD 2-VTBD-6-33
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BATOK1B BONVO1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 2)	AD 2-VTBD-6-34
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BATOK1B BONVO1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 3)	AD 2-VTBD-6-35
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BATOK1B BONVO1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 4)	AD 2-VTBD-6-36
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BATOK1B BONVO1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Waypoint list table)	AD 2-VTBD-6-37
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER1D NUNLI1D ROBKA1D SEMBO1D TANGO1D TARED1D TL1D UPKUP1D	AD 2-VTBD-6-39
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER1D NUNLI1D ROBKA1D SEMBO1D TANGO1D TARED1D TL1D UPKUP1D (Radio communication failure table)	AD 2-VTBD-6-40

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER1D NUNLI1D ROBKA1D SEMBO1D TANGO1D TARED1D TL1D UPKUP1D (Tabular description 1)	AD 2-VTBD-6-41
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER1D NUNLI1D ROBKA1D SEMBO1D TANGO1D TARED1D TL1D UPKUP1D (Tabular description 2)	AD 2-VTBD-6-42
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER1D NUNLI1D ROBKA1D SEMBO1D TANGO1D TARED1D TL1D UPKUP1D (Tabular description 3)	AD 2-VTBD-6-43
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER1D NUNLI1D ROBKA1D SEMBO1D TANGO1D TARED1D TL1D UPKUP1D (Waypoint list table)	AD 2-VTBD-6-44
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BATOK1D BONVO1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	AD 2-VTBD-6-45
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BATOK1D BONVO1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Radio communication failure table)	AD 2-VTBD-6-46
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BATOK1D BONVO1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 1)	AD 2-VTBD-6-47
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BATOK1D BONVO1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 2)	AD 2-VTBD-6-48
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BATOK1D BONVO1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 3)	AD 2-VTBD-6-49
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BATOK1D BONVO1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 4)	AD 2-VTBD-6-50
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BATOK1D BONVO1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Waypoint list table)	AD 2-VTBD-6-51
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A	AD 2-VTBD-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Radio communication failure table)	AD 2-VTBD-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 1)	AD 2-VTBD-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 2)	AD 2-VTBD-7-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 3)	AD 2-VTBD-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 4)	AD 2-VTBD-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 5)	AD 2-VTBD-7-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Waypoint list table)	AD 2-VTBD-7-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B	AD 2-VTBD-7-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Radio communication failure table)	AD 2-VTBD-7-10
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 1)	AD 2-VTBD-7-11
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 2)	AD 2-VTBD-7-12
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 3)	AD 2-VTBD-7-13
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 4)	AD 2-VTBD-7-14
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 5)	AD 2-VTBD-7-15
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Waypoint list table)	AD 2-VTBD-7-16
Instrument Approach Chart - ICAO - VOR RWY 21L	AD 2-VTBD-8-1
Instrument Approach Chart - ICAO - VOR RWY 21R	AD 2-VTBD-8-3
Instrument Approach Chart - ICAO - VOR RWY 03R	AD 2-VTBD-8-5
Instrument Approach Chart - ICAO - ILS or LOC RWY 03L	AD 2-VTBD-8-7
Instrument Approach Chart - ICAO - ILS or LOC y RWY 21L	AD 2-VTBD-8-9



Chart name	Page
Instrument Approach Chart - ICAO - ILS or LOC y RWY 21L (Fix and point list table)	AD 2-VTBD-8-10
Instrument Approach Chart - ICAO - ILS or LOC y RWY 21R CAT II	AD 2-VTBD-8-11
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L	AD 2-VTBD-8-13
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L (Tabular description)	AD 2-VTBD-8-14
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L (Fix and point list table)	AD 2-VTBD-8-15
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II	AD 2-VTBD-8-17
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II (Tabular description)	AD 2-VTBD-8-18
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II (Fix and point list table)	AD 2-VTBD-8-19
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 21L	AD 2-VTBD-8-21
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 21L (Tabular description)	AD 2-VTBD-8-22
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 21R	AD 2-VTBD-8-23
Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 21R (Tabular description)	AD 2-VTBD-8-24

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**AERODROME CHART- ICAO**

**13 54 52 N  
100 36 20 E**

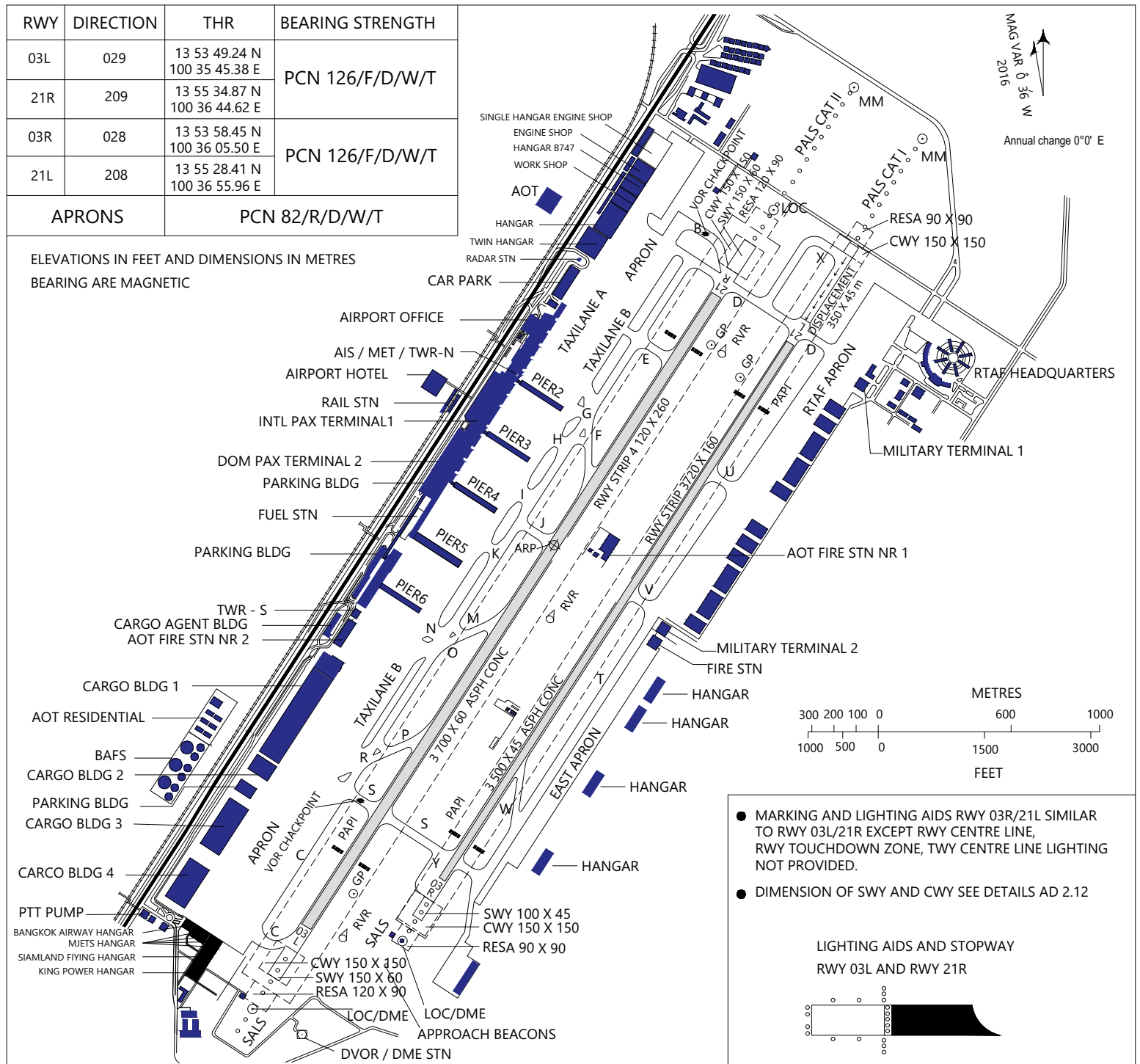
**ELEV 9 FT**

**TWR 118.1**

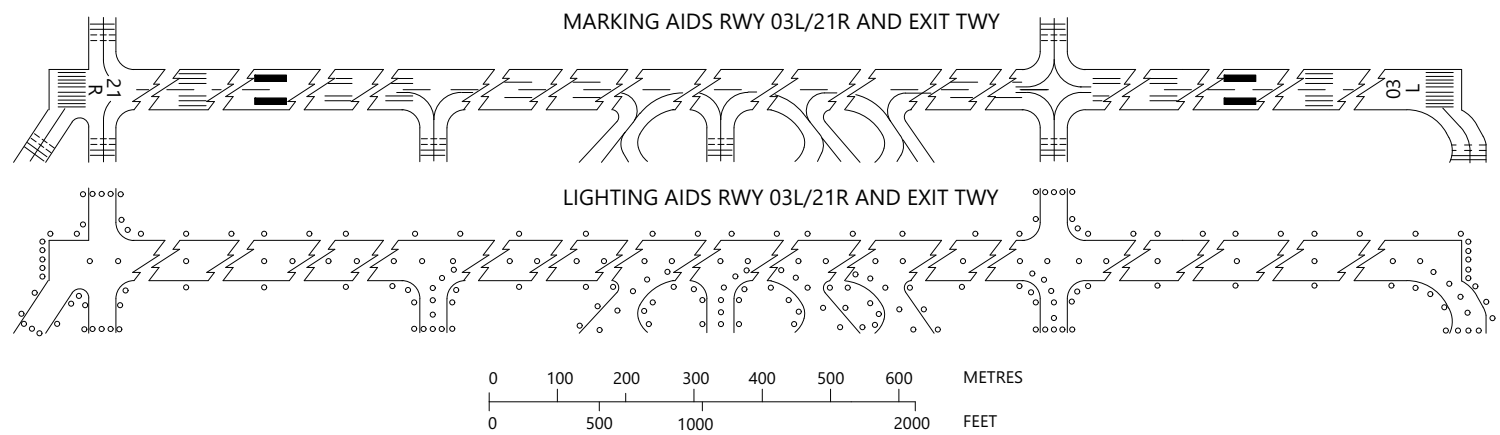
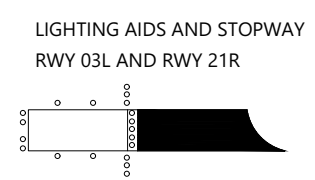
**BANGKOK / Don Mueang Intl**

RWY	DIRECTION	THR	BEARING STRENGTH
03L	029	13 53 49.24 N 100 35 45.38 E	PCN 126/F/D/W/T
21R	209	13 55 34.87 N 100 36 44.62 E	
03R	028	13 53 58.45 N 100 36 05.50 E	PCN 126/F/D/W/T
21L	208	13 55 28.41 N 100 36 55.96 E	
<b>APRONS</b>		<b>PCN 82/R/D/W/T</b>	

ELEVATIONS IN FEET AND DIMENSIONS IN METRES  
BEARING ARE MAGNETIC



- MARKING AND LIGHTING AIDS RWY 03R/21L SIMILAR TO RWY 03L/21R EXCEPT RWY CENTRE LINE, RWY TOUCHDOWN ZONE, TWY CENTRE LINE LIGHTING NOT PROVIDED.
- DIMENSION OF SWY AND CWY SEE DETAILS AD 2.12



CHANGE : MIL TERMINAL 1. MIL TERMINAL 2. EAST APRON. RTAF APRON. HANGAR. BLDG RENAMED.

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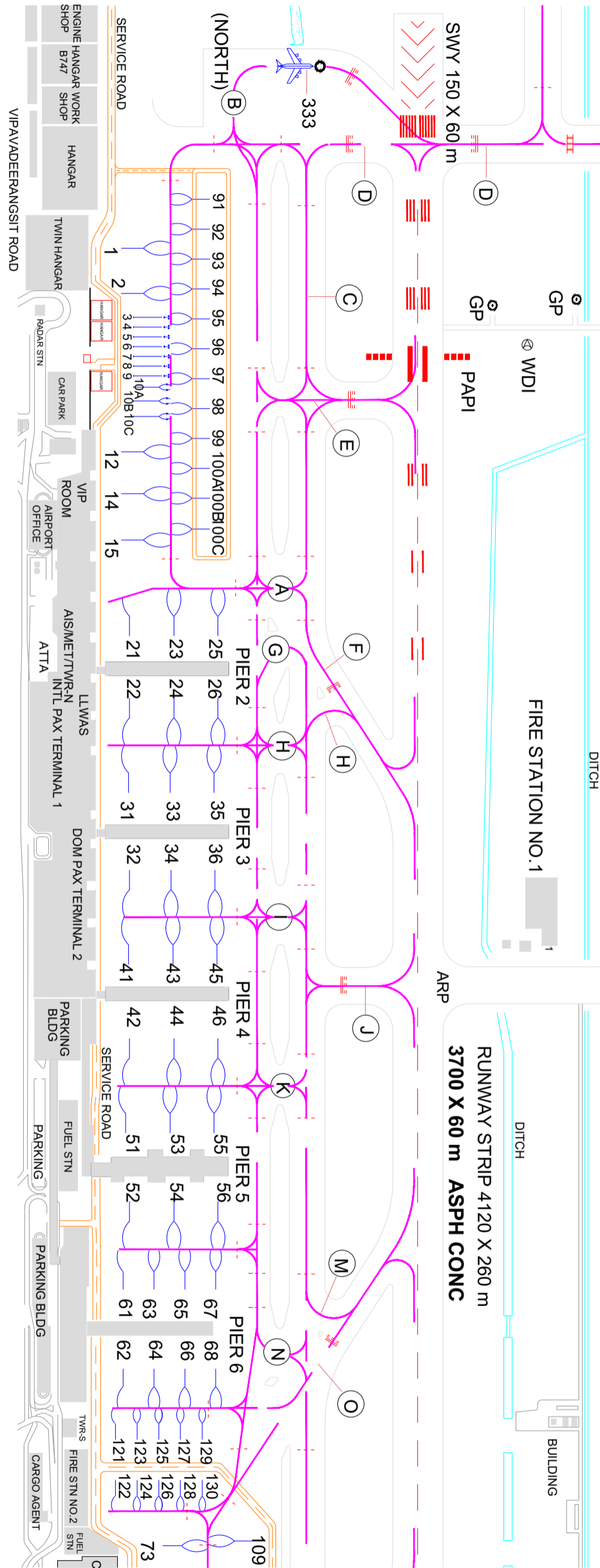
AIRCRAFT PARKING  
DOCKING CHART - ICAO

APRON ELEV  
10 FT

TWR 118.1  
GND 121.9

BANGKOK / Don Mueang Intl

MAG VAR 0° 36' W (2016)  
ANNUAL CHANGE 0° 0' E



NOT TO SCALE

CHANGE: LEGEND. TRUE NORTH ARROW.

LEGEND	
• AIRCRAFT STAND	56 — ○
• INTERMEDIATE HOLDING POSITION	— — —
REMARKS	
• TAXIWAY AND APRON BEARING STRENGTH SEE VTBD AD 2.8 APRONS, TAXIWAY AND CHECK LOCATION DATA	
• INS COORDINATES FOR AIRCRAFT STAND SEE VERSO PAGE	
• ARP 13 54 52N 100 36 20E	

**INS COORDINATES AND ACCOMMODATION FOR AIRCRAFT STAND**

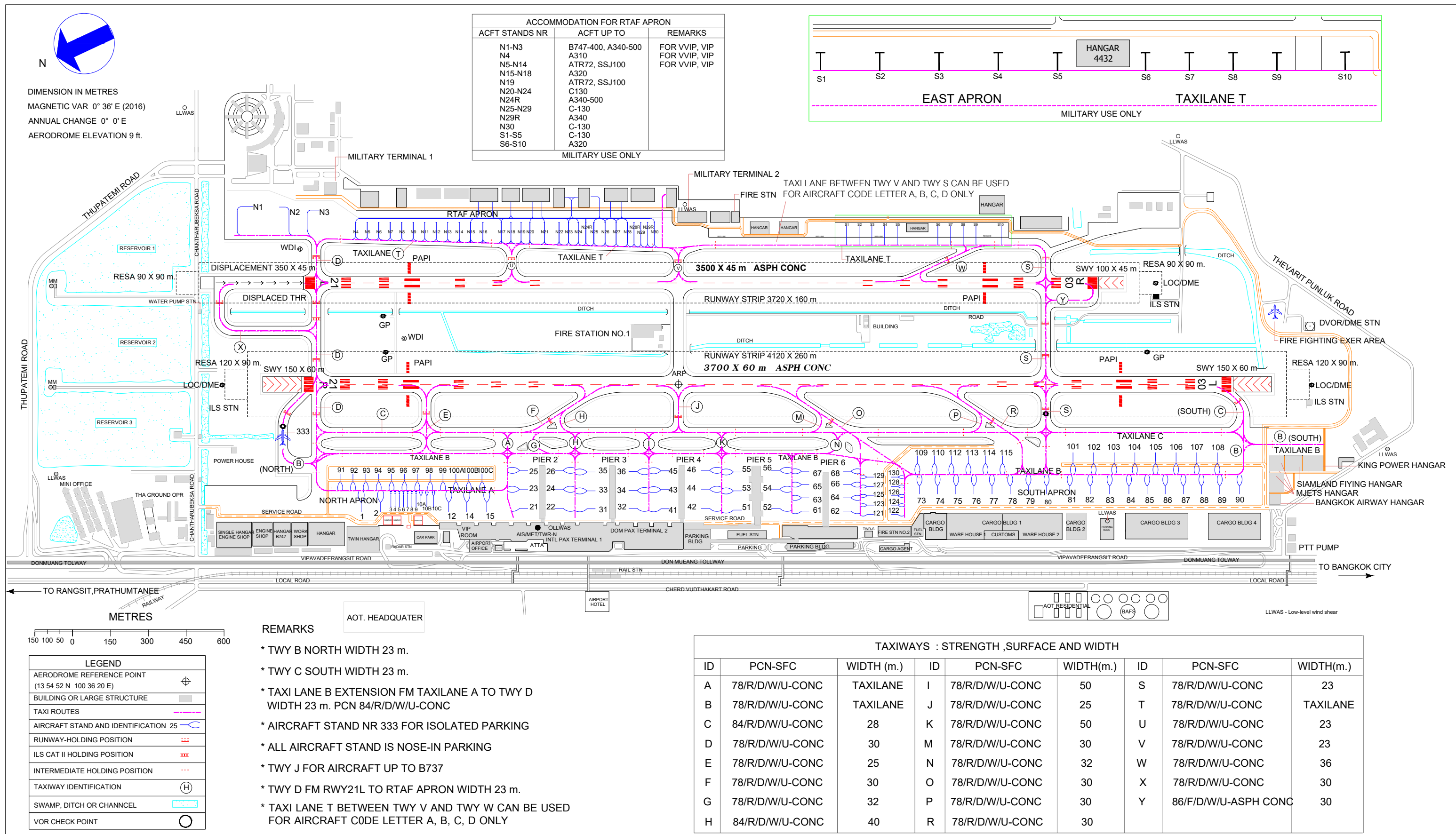
STAND NR	NORTH LAT	EAST LONG	ACFT UP TO	STAND NR	NORTH LAT	EAST LONG	ACFT UP TO	STAND NR	NORTH LAT	EAST LONG	ACFT UP TO
<b>NORTH APRON</b>				<b>PIER 5</b>				121	13° 54' 37.13"	100° 35' 52.59"	C (B734)
1	13° 55' 36.05"	100° 36' 25.74"	E (B744)	51	13° 54' 51.67"	100° 36' 02.03"	E (B744)	122	13° 54' 36.26"	100° 35' 52.15"	C (B734)
2	13° 55' 34.00"	100° 36' 24.59"	E (B744)	52	13° 54' 50.17"	100° 36' 01.19"	E (B744)	123	13° 54' 36.47"	100° 35' 53.66"	C (B734)
3	13° 55' 32.15"	100° 36' 24.73"	CODE A	53	13° 54' 50.53"	100° 36' 04.14"	E (B744)	124	13° 54' 35.69"	100° 35' 53.22"	C (B734)
4	13° 55' 31.64"	100° 36' 24.45"	CODE A	54	13° 54' 49.03"	100° 36' 03.30"	E (B744)	125	13° 54' 35.90"	100° 35' 54.73"	C (B734)
5	13° 55' 31.12"	100° 36' 24.16"	CODE A	55	13° 54' 49.44"	100° 36' 06.28"	E (B744)	126	13° 54' 35.12"	100° 35' 54.29"	C (B734)
6	13° 55' 30.61"	100° 36' 23.87"	CODE A	56	13° 54' 47.87"	100° 36' 05.40"	E (B744)	127	13° 54' 35.40"	100° 35' 55.83"	C (B734)
7	13° 55' 30.10"	100° 36' 23.58"	CODE A	<b>PIER 6</b>				128	13° 54' 34.62"	100° 35' 55.39"	C (B734)
8	13° 55' 29.58"	100° 36' 23.29"	CODE A	61	13° 54' 44.04"	100° 35' 57.18"	C (B739)	129	13° 54' 34.83"	100° 35' 56.90"	C (B734)
9	13° 55' 29.07"	100° 36' 23.00"	CODE A	62	13° 54' 41.88"	100° 35' 55.74"	C (B739)	130	13° 54' 33.98"	100° 35' 56.42"	C (B734)
10A	13° 55' 28.44"	100° 36' 22.65"	CODE B	63	13° 54' 43.22"	100° 35' 58.71"	C (B739)				
10B	13° 55' 27.66"	100° 36' 22.21"	CODE B	64	13° 54' 41.05"	100° 35' 57.28"	C (B739)				
10C	13° 55' 26.89"	100° 36' 21.78"	CODE B	65	13° 54' 42.40"	100° 36' 00.25"	C (B739)				
91	13° 55' 35.74"	100° 36' 33.31"	D (B762)	66	13° 54' 40.23"	100° 35' 58.81"	C (B734)				
92	13° 55' 34.16"	100° 36' 32.42"	D (B762)	67	13° 54' 42.04"	100° 36' 01.74"	C (B734)				
93	13° 55' 32.58"	100° 36' 31.54"	D (B762)	68	13° 54' 39.39"	100° 36' 00.37"	E (B744)				
94	13° 55' 30.99"	100° 36' 30.65"	D (B762)	<b>SOUTH APRON</b>							
95	13° 55' 29.41"	100° 36' 29.76"	D (B762)	73	13° 54' 31.67"	100° 35' 51.77"	E (B744)				
96	13° 55' 27.82"	100° 36' 28.87"	D (B762)	74	13° 54' 29.61"	100° 35' 50.61"	E (B744)				
97	13° 55' 26.33"	100° 36' 27.93"	CODE C	75	13° 54' 27.54"	100° 35' 49.45"	E (B744)				
98	13° 55' 24.83"	100° 36' 27.09"	CODE C	76	13° 54' 25.47"	100° 35' 48.29"	E (B744)				
99	13° 55' 23.33"	100° 36' 26.25"	CODE C	77	13° 54' 23.40"	100° 35' 47.13"	E (B744)				
100A	13° 55' 21.83"	100° 36' 25.41"	CODE C	78	13° 54' 21.33"	100° 35' 45.97"	E (B744)				
100B	13° 55' 20.33"	100° 36' 24.57"	CODE C	79	13° 54' 19.26"	100° 35' 44.81"	E (B744)				
100C	13° 55' 18.84"	100° 36' 23.73"	CODE C	80	13° 54' 17.19"	100° 35' 43.64"	E (B744)				
<b>NORTH CORRIDOR</b>				81	13° 54' 14.68"	100° 35' 42.23"	E (B744)				
12	13° 55' 25.84"	100° 36' 19.81"	E (B744)	82	13° 54' 12.62"	100° 35' 41.08"	E (B744)				
14	13° 55' 23.78"	100° 36' 18.65"	E (B744)	83	13° 54' 10.54"	100° 35' 39.92"	E (B744)				
15	13° 55' 21.72"	100° 36' 17.49"	E (B744)	84	13° 54' 08.47"	100° 35' 38.76"	E (B744)				
<b>PIER 2</b>				85	13° 54' 06.40"	100° 35' 37.60"	E (B744)				
21	13° 55' 16.18"	100° 36' 15.70"	E (B772)	86	13° 54' 04.33"	100° 35' 36.44"	E (B744)				
22	13° 55' 14.11"	100° 36' 14.53"	E (B744)	87	13° 54' 02.26"	100° 35' 35.28"	E (B744)				
23	13° 55' 15.02"	100° 36' 17.81"	E (B772)	88	13° 54' 00.20"	100° 35' 34.12"	E (B744)				
24	13° 55' 12.96"	100° 36' 16.66"	E (B744)	89	13° 53' 58.12"	100° 35' 32.96"	E (B744)				
25	13° 55' 13.86"	100° 36' 19.91"	E (B772)	90	13° 53' 56.05"	100° 35' 31.79"	E (B744)				
26	13° 55' 11.82"	100° 36' 18.78"	E (B744)	101	13° 54' 11.28"	100° 35' 48.79"	E (B744)				
<b>PIER 3</b>				102	13° 54' 08.97"	100° 35' 47.50"	E (B744)				
31	13° 55' 08.19"	100° 36' 11.22"	E (B772)	103	13° 54' 06.66"	100° 35' 46.20"	E (B744)				
32	13° 55' 06.09"	100° 36' 10.03"	E (B744)	104	13° 54' 04.34"	100° 35' 44.90"	E (B744)				
33	13° 55' 07.06"	100° 36' 13.34"	E (B772)	105	13° 54' 02.03"	100° 35' 43.61"	E (B744)				
34	13° 55' 04.95"	100° 36' 12.16"	E (B744)	106	13° 53' 59.72"	100° 35' 42.31"	E (B744)				
35	13° 55' 05.92"	100° 36' 15.46"	E (B772)	107	13° 53' 57.41"	100° 35' 41.01"	E (B744)				
36	13° 55' 03.81"	100° 36' 14.28"	E (B744)	108	13° 53' 55.10"	100° 35' 39.72"	E (B744)				
<b>PIER 4</b>				109	13° 54' 28.72"	100° 35' 58.44"	E (B772)				
41	13° 55' 00.17"	100° 36' 06.80"	E (B772)	<b>SOUTH APRON</b>							
42	13° 54' 58.15"	100° 36' 05.54"	E (B744)	110	13° 54' 26.77"	100° 35' 57.34"	E (B772)				
43	13° 54' 59.04"	100° 36' 08.92"	E (B772)	112	13° 54' 24.61"	100° 35' 56.13"	E (B772)				
44	13° 54' 57.01"	100° 36' 07.67"	E (B744)	113	13° 54' 22.47"	100° 35' 54.93"	E (B772)				
45	13° 54' 57.89"	100° 36' 11.02"	E (B772)	114	13° 54' 20.45"	100° 35' 53.80"	E (B772)				
46	13° 54' 55.88"	100° 36' 09.78"	E (B744)	115	13° 54' 18.41"	100° 35' 52.65"	D (B767)				

**AERODROME GROUND MOVEMENT CHART - ICAO**

**APRON ELEV 10 FT**

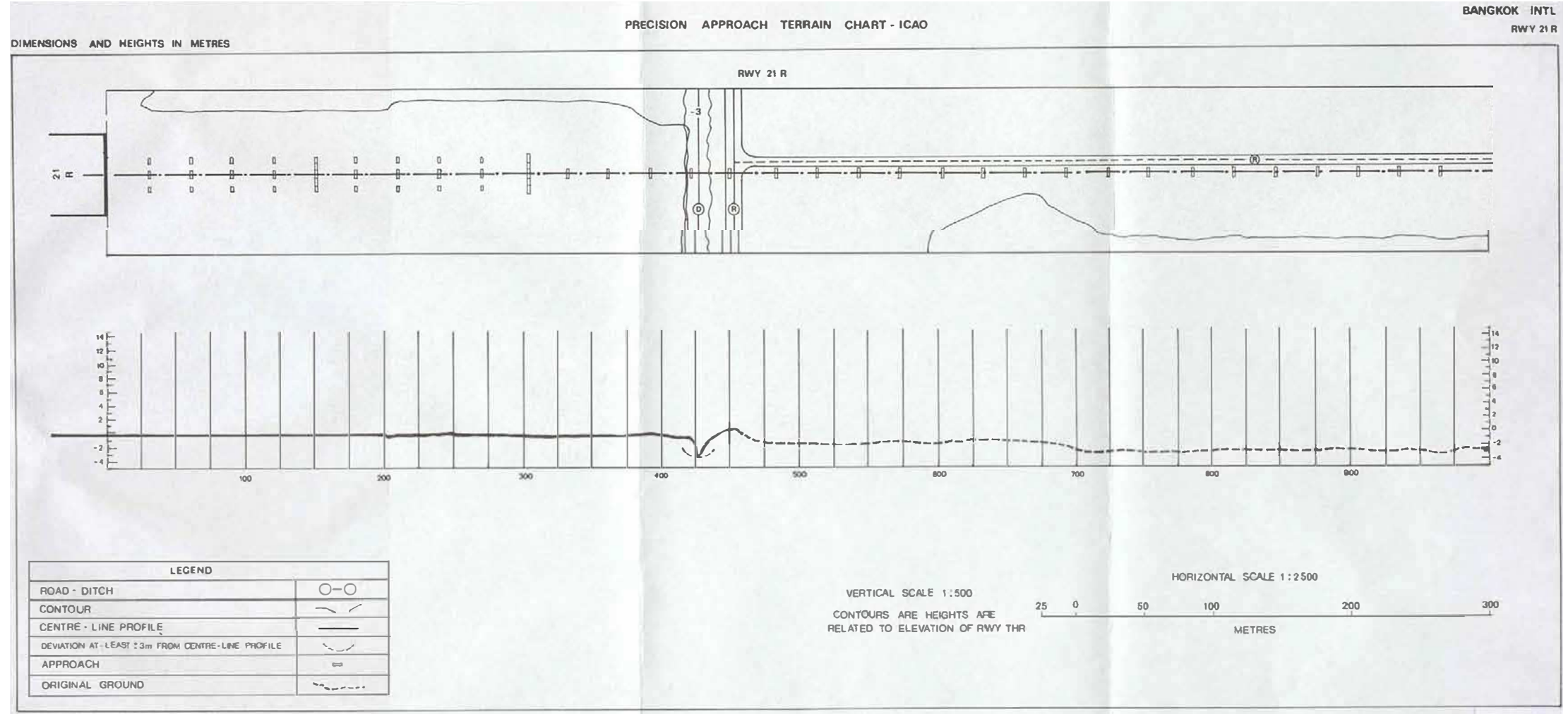
**TWR 118.1 GND 121.9**

**BANGKOK / Don Mueang Intl**



**INTENTIONALLY BLANK**

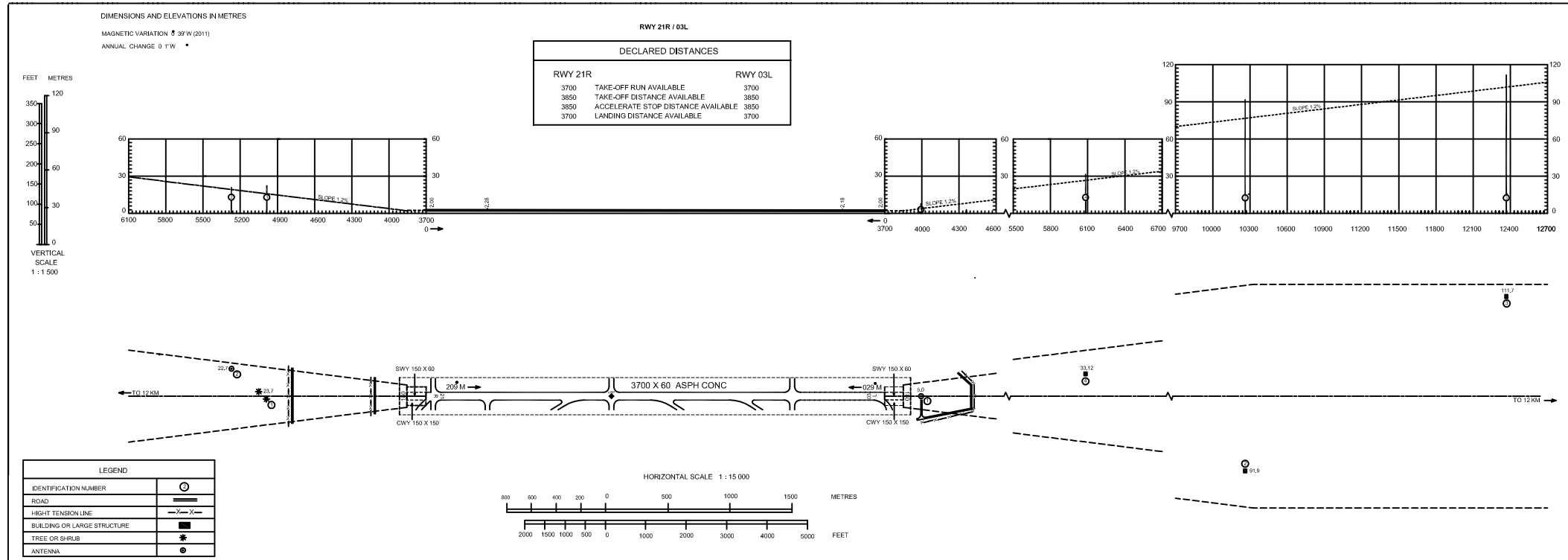




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AERODROME OBSTACLE CHART - ICAO  
TYPE A (OPERATING LIMITATIONS)

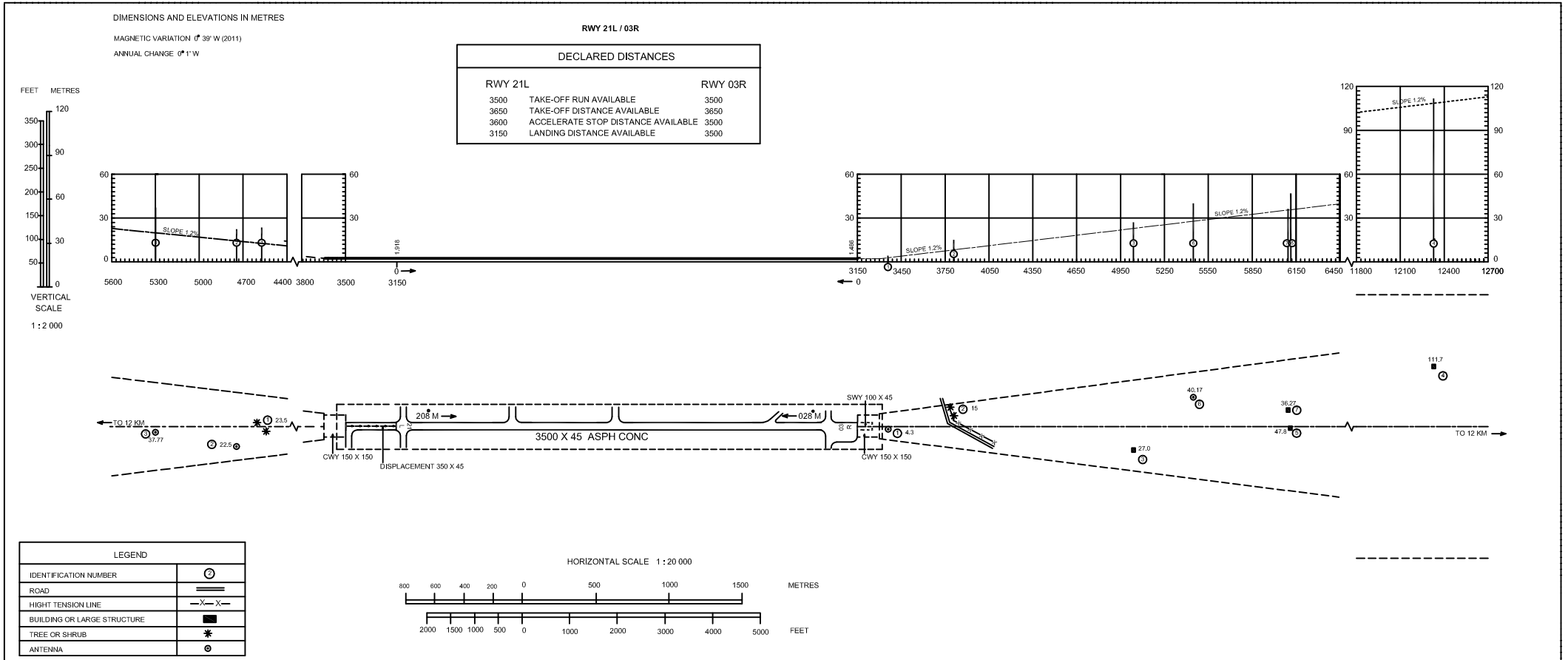
Don Mueang International Airport



**INTENTIONALLY BLANK**

AERODROME OBSTACLE CHART - ICAO  
TYPE A (OPERATING LIMITATIONS)

Don Mueang International Airport



**INTENTIONALLY BLANK**

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

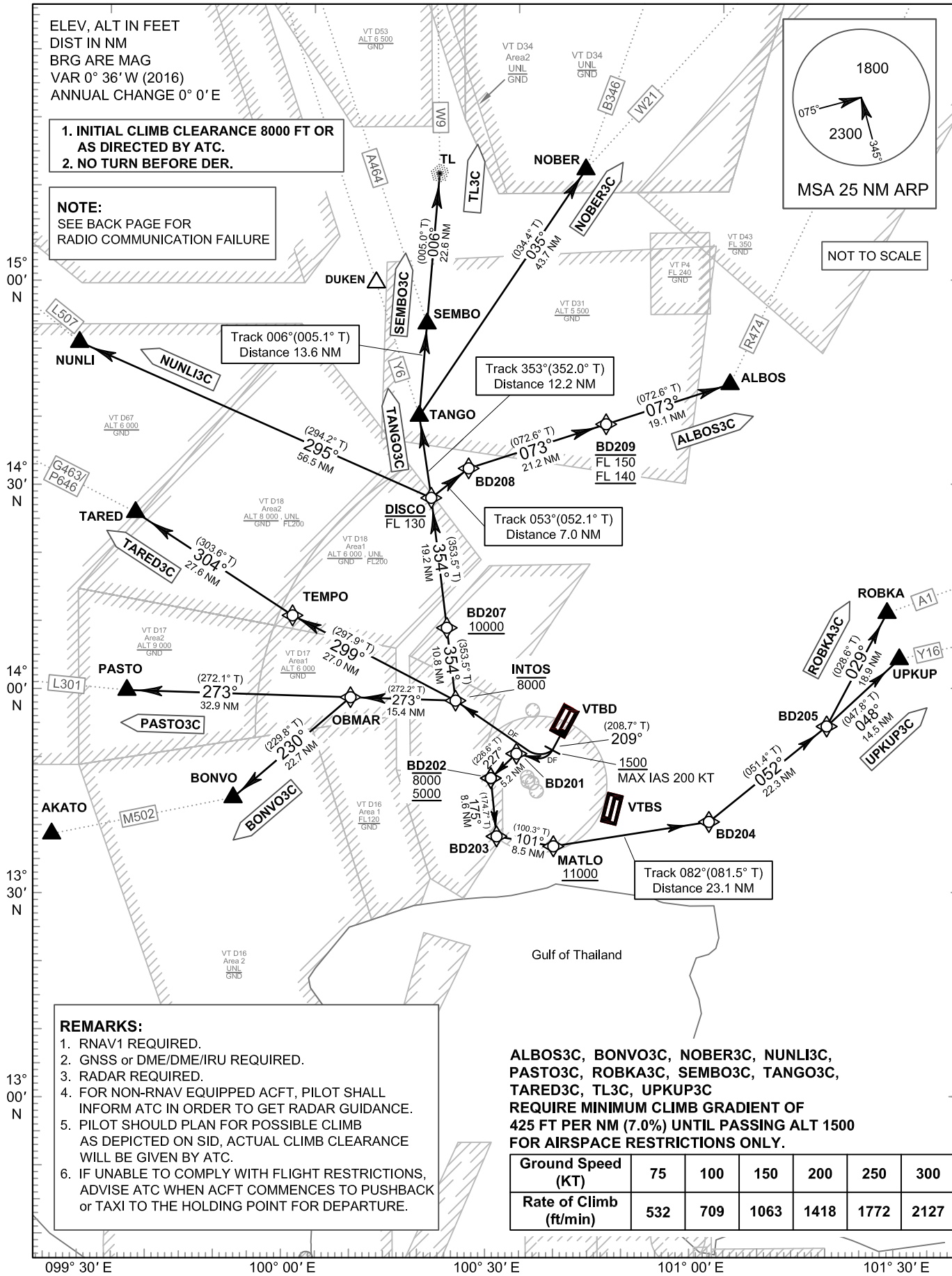
TRANSITION ALTITUDE  
11000 FT

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

APP : 119.1, 262.5  
: 119.4, 262.5  
: 120.3, 262.5  
: 121.7, 262.5  
: 122.35, 262.5  
: 124.35, 262.5  
: 125.2, 262.5  
DAR : 125.5, 262.5  
TWR : 118.1, 236.6  
ATIS : 126.4, 344.6

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L**

ALBOS3C BONVO3C  
NOBER3C NUNLI3C PASTO3C  
ROBKA3C SEMBO3C TANGO3C  
TARED3C TL3C UPKUP3C



STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L

ALBOS3C BONVO3C  
NOBER3C NUNLI3C PASTO3C  
ROBKA3C SEMBO3C TANGO3C  
TARED3C TL3C UPKUP3C

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE <b>UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL</b> 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 <b>A DEPARTING AIRCRAFT IS BEING RADAR VECTORED</b> , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF <b>TWO MINUTES</b> , 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 <b>TWO MINUTES</b> , 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY21L	-	MATLO	MAT - LOH
ALBOS	AL - BOSS	NOBER	NO - BER
BD201	-	NUNLI	NUN - LEE
BD202	-	OBMAR	OB - MAR
BD203	-	PASTO	PAS - TOW
BD204	-	ROBKA	ROB - KAH
BD205	-	SEMBO	SEM - BO
BD207	-	TANGO	TANG - GO
BD208	-	TARED	TAH - RED
BD209	-	TEMPO	TEM - POH
BONVO	BONG - VOH	TL	TA - KLEE
DISCO	DIS - KOH	UPKUP	UP - CUP
INTOS	IN - TOSS		



STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L

ALBOS3C BONVO3C  
NOBER3C NUNLI3C PASTO3C  
ROBKA3C SEMBO3C TANGO3C  
TARED3C TL3C UPKUP3C

TABULAR DESCRIPTION (1)

RNAV RWY21L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>ALBOS3C TO R474</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+0.6	19.2	R	-FL130	-	-	RNAV 1
060	TF	BD208	-	053°(052.1°)	+0.6	7.0	R	-	-	-	RNAV 1
070	TF	BD209	-	073°(072.6°)	+0.6	21.2	-	-FL150 ; +FL140	-	-	RNAV 1
080	TF	ALBOS	-	073°(072.6°)	+0.6	19.1	-	-	-	-	RNAV 1
<b>BONVO3C TO M502</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-	-	-	RNAV 1
050	TF	BONVO	-	230°(229.8°)	+0.6	22.7	-	-	-	-	RNAV 1
<b>NOBER3C TO B346, W21</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+0.6	19.2	L	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	R	-	-	-	RNAV 1
070	TF	NOBER	-	035°(034.4°)	+0.6	43.7	-	-	-	-	RNAV 1
<b>NUNLI3C TO L507</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+0.6	19.2	L	-FL130	-	-	RNAV 1
060	TF	NUNLI	-	295°(294.2°)	+0.6	56.5	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L

ALBOS3C BONVO3C  
NOBER3C NUNLI3C PASTO3C  
ROBKA3C SEMBO3C TANGO3C  
TARED3C TL3C UPKUP3C

TABULAR DESCRIPTION (2)

RNAV RWY21L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>PASTO3C TO L301</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	-	-	-	-	RNAV 1
050	TF	PASTO	-	273°(272.1°)	+0.6	32.9	-	-	-	-	RNAV 1
<b>ROBKA3C TO A1</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	L	+11000	-	-	RNAV 1
070	TF	BD204	-	082°(081.5°)	+0.6	23.1	L	-	-	-	RNAV 1
080	TF	BD205	-	052°(051.4°)	+0.6	22.3	L	-	-	-	RNAV 1
090	TF	ROBKA	-	029°(028.6°)	+0.6	18.9	-	-	-	-	RNAV 1
<b>SEMBO3C TO A464</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+0.6	19.2	L	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	R	-	-	-	RNAV 1
070	TF	SEMBO	-	006°(005.1°)	+0.6	13.6	-	-	-	-	RNAV 1
<b>TANGO3C TO Y6</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+0.6	19.2	L	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L

ALBOS3C BONVO3C  
NOBER3C NUNLI3C PASTO3C  
ROBKA3C SEMBO3C TANGO3C  
TARED3C TL3C UPKUP3C

TABULAR DESCRIPTION (3)

RNAV RWY21L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>TARED3C TO G463/P646</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	TEMPO	-	299°(297.9°)	+0.6	27.0	R	-	-	-	RNAV 1
050	TF	TARED	-	304°(303.6°)	+0.6	27.6	-	-	-	-	RNAV 1
<b>TL3C TO W9</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+0.6	19.2	L	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	R	-	-	-	RNAV 1
070	TF	SEMBO	-	006°(005.1°)	+0.6	13.6	-	-	-	-	RNAV 1
080	TF	TL	-	006°(005.0°)	+0.6	22.6	-	-	-	-	RNAV 1
<b>UPKUP3C TO Y16</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	L	+11000	-	-	RNAV 1
070	TF	BD204	-	082°(081.5°)	+0.6	23.1	L	-	-	-	RNAV 1
080	TF	BD205	-	052°(051.4°)	+0.6	22.3	L	-	-	-	RNAV 1
090	TF	UPKUP	-	048°(047.8°)	+0.6	14.5	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L

ALBOS3C BONVO3C  
NOBER3C NUNLI3C PASTO3C  
ROBKA3C SEMBO3C TANGO3C  
TARED3C TL3C UPKUP3C

WAYPOINT LIST

RNAV RWY21L	
Waypoint Identifier	Coordinates
DER RWY21L	13° 53' 58.45" N 100° 36' 05.50" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
BD201	13° 50' 25.66" N 100° 28' 55.88" E
BD202	13° 46' 50.22" N 100° 25' 03.03" E
BD203	13° 38' 14.77" N 100° 25' 51.67" E
BD204	13° 40' 09.08" N 100° 57' 55.50" E
BD205	13° 54' 05.08" N 101° 15' 49.64" E
BD207	14° 09' 04.22" N 100° 18' 31.77" E
BD208	14° 32' 34.87" N 100° 21' 58.82" E
BD209	14° 38' 57.06" N 100° 42' 51.47" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E
DISCO	14° 28' 15.59" N 100° 16' 17.24" E
INTOS	13° 58' 18.55" N 100° 19' 47.12" E
MATLO	13° 36' 43.58" N 100° 34' 25.09" 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

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L

BATOK3C GORSI3C HHN3C  
KASNI3C KIGOB3C REGOS3C  
RYN3C SABIS3C UKERA3C

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE <b>UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL</b> 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 <b>TWO MINUTES</b> , 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 <b>TWO MINUTES</b> , 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY21L	-	MATLO	MAT - LOH
BATOK	BAH - TOK	MEZZO	MES - ZOH
BAXUS	BACKS - SUS	NITRO	NAI - TRO
BD201	-	OBMAR	OB - MAR
BD202	-	POTEP	POH - TEP
BD203	-	REGOS	REE - GOSS
BD206	-	RYN	RA - YONG
GORSI	GOR - SEE	SABIS	SAH - BISS
HHN	HUA - HIN	SAMBA	SAM - BAH
INTOS	IN - TOSS	TUPKA	TUP - KAH
KASNI	KAS - NEE	UKERA	U - KEY - RAH
KIGOB	KEE - GOB		

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L

BATOK3C GORSI3C HHN3C  
KASNI3C KIGOB3C REGOS3C  
RYN3C SABIS3C UKERA3C

TABULAR DESCRIPTION (1)

RNAV RWY21L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
<b>BATOK3C TO G474</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	MEZZO	-	101°(100.3°)	+0.6	28.6	L	-	-	-	RNAV 1
080	TF	NITRO	-	065°(063.9°)	+0.6	24.8	L	-	-	-	RNAV 1
090	TF	BATOK	-	064°(063.3°)	+0.6	30.2	-	-	-	-	RNAV 1
<b>GORSI3C TO R468</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	MEZZO	-	101°(100.3°)	+0.6	28.6	L	-	-	-	RNAV 1
080	TF	GORSI	-	093°(092.1°)	+0.6	17.7	-	-	-	-	RNAV 1
<b>HHN3C TO W31</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-FL150 ; +FL130	-	-	RNAV 1
050	TF	BD206	-	216°(215.2°)	+0.6	5.2	L	-	-270	-	RNAV 1
060	TF	POTEP	-	164°(163.0°)	+0.6	13.3	-	-	-	-	RNAV 1
070	TF	TUPKA	-	164°(163.0°)	+0.6	22.4	R	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.5°)	+0.6	20.3	R	-	-	-	RNAV 1
090	TF	HHN	-	213°(212.7°)	+0.6	25.9	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L

BATOK3C GORSI3C HHN3C  
KASNI3C KIGOB3C REGOS3C  
RYN3C SABIS3C UKERA3C

TABULAR DESCRIPTION (2)

RNAV RWY21L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>KASNI3C TO M757</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	-	-	-	-	RNAV 1
060	TF	BAXUS	-	175°(174.7°)	+0.6	4.8	L	-	-	-	RNAV 1
070	TF	SAMBA	-	127°(126.1°)	+0.6	17.5	R	-FL180 ; +FL160	-	-	RNAV 1
080	TF	KASNI	-	181°(180.3°)	+0.6	18.1	-	-	-	-	RNAV 1
<b>KIGOB3C TO R201/M904/Y11</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	-	-	-	-	RNAV 1
060	TF	BAXUS	-	175°(174.7°)	+0.6	4.8	L	-	-	-	RNAV 1
070	TF	SAMBA	-	127°(126.1°)	+0.6	17.5	R	-FL180 ; +FL160	-	-	RNAV 1
080	TF	KIGOB	-	149°(148.2°)	+0.6	19.1	-	-	-	-	RNAV 1
<b>REGOS3C TO A464/W19, M751</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	-	-	-	-	RNAV 1
060	TF	BAXUS	-	175°(174.7°)	+0.6	4.8	L	-	-	-	RNAV 1
070	TF	SAMBA	-	127°(126.1°)	+0.6	17.5	R	-FL180 ; +FL160	-	-	RNAV 1
080	TF	KASNI	-	181°(180.3°)	+0.6	18.1	R	-	-	-	RNAV 1
090	TF	REGOS	-	186°(185.0°)	+0.6	64.7	-	-	-	-	RNAV 1



STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L

BATOK3C GORSI3C HHN3C  
KASNI3C KIGOB3C REGOS3C  
RYN3C SABIS3C UKERA3C

TABULAR DESCRIPTION (3)

RNAV RWY21L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>RYN3C TO N891</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	MEZZO	-	101°(100.3°)	+0.6	28.6	R	-	-	-	RNAV 1
080	TF	RYN	-	141°(140.6°)	+0.6	57.6	-	-	-	-	RNAV 1
<b>SABIS3C TO Y8</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-FL150 ; +FL130	-	-	RNAV 1
050	TF	BD206	-	216°(215.2°)	+0.6	5.2	L	-	-270	-	RNAV 1
060	TF	POTEP	-	164°(163.0°)	+0.6	13.3	-	-	-	-	RNAV 1
070	TF	TUPKA	-	164°(163.0°)	+0.6	22.4	R	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.5°)	+0.6	20.3	-	-	-	-	RNAV 1
<b>UKERA3C TO G458</b>											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-FL150 ; +FL130	-	-	RNAV 1
050	TF	BD206	-	216°(215.2°)	+0.6	5.2	L	-	-270	-	RNAV 1
060	TF	POTEP	-	164°(163.0°)	+0.6	13.3	-	-	-	-	RNAV 1
070	TF	TUPKA	-	164°(163.0°)	+0.6	22.4	R	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.5°)	+0.6	20.3	R	-	-	-	RNAV 1
090	TF	UKERA	-	190°(189.9°)	+0.6	58.5	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L

BATOK3C GORSI3C HHN3C  
KASNI3C KIGOB3C REGOS3C  
RYN3C SABIS3C UKERA3C

WAYPOINT LIST

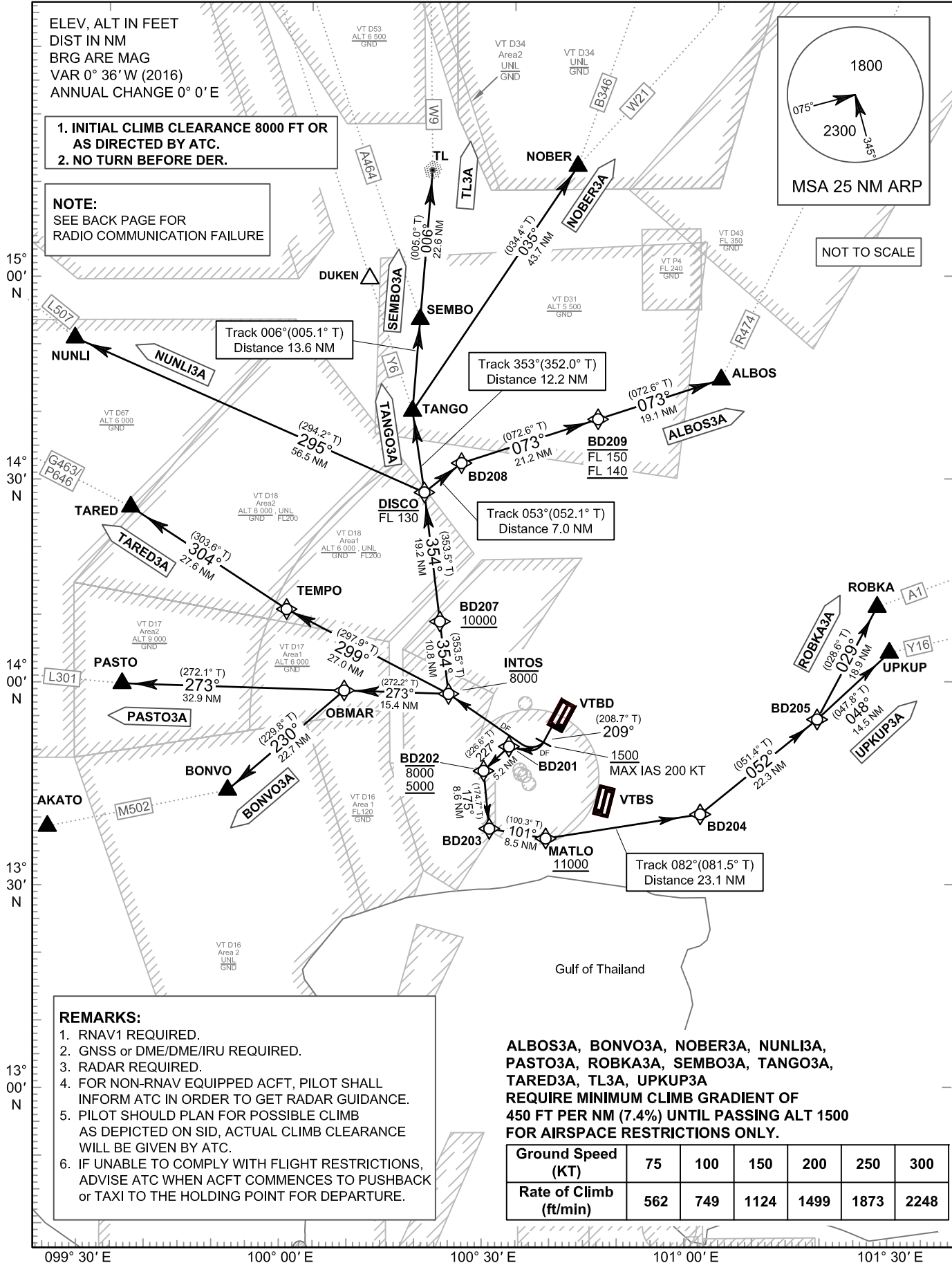
RNAV RWY21L	
Waypoint Identifier	Coordinates
DER RWY21L	13° 53' 58.45" N 100° 36' 05.50" E
BATOK	13° 56' 06.00" N 101° 53' 53.60" E
BAXUS	13° 33' 24.28" N 100° 26' 19.08" E
BD201	13° 50' 25.66" N 100° 28' 55.88" E
BD202	13° 46' 50.22" N 100° 25' 03.03" E
BD203	13° 38' 14.77" N 100° 25' 51.67" E
BD206	13° 54' 39.59" N 100° 00' 50.96" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E
INTOS	13° 58' 18.55" N 100° 19' 47.12" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
KIGOB	13° 06' 46.46" N 100° 51' 06.33" E
MATLO	13° 36' 43.58" N 100° 34' 25.09" E
MEZZO	13° 31' 33.78" N 101° 03' 16.41" E
NITRO	13° 42' 28.69" N 101° 26' 07.28" E
OBMAR	13° 58' 53.52" N 100° 03' 54.64" 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
SAMBA	13° 23' 02.66" N 100° 40' 48.12" E
TUPKA	13° 20' 22.25" N 100° 11' 34.96" 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 : 119.4, 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.	DAR : 125.5, 262.5 TWR : 118.1, 236.6 ATIS : 126.4, 344.6

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21R**

ALBOS3A BONVO3A  
NOBER3A NUNLI3A PASTO3A  
ROBKA3A SEMBO3A TANGO3A  
TARED3A TL3A UPKUP3A



STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21R

ALBOS3A BONVO3A  
NOBER3A NUNLI3A PASTO3A  
ROBKA3A SEMBO3A TANGO3A  
TARED3A TL3A UPKUP3A

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE <b>UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL</b> 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 <b>A DEPARTING AIRCRAFT IS BEING RADAR VECTORED</b> , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF <b>TWO MINUTES</b> , 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 <b>TWO MINUTES</b> , 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY21R	-	MATLO	MAT - LOH
ALBOS	AL - BOSS	NOBER	NO - BER
BD201	-	NUNLI	NUN - LEE
BD202	-	OBMAR	OB - MAR
BD203	-	PASTO	PAS - TOW
BD204	-	ROBKA	ROB - KAH
BD205	-	SEMBO	SEM - BO
BD207	-	TANGO	TANG - GO
BD208	-	TARED	TAH - RED
BD209	-	TEMPO	TEM - POH
BONVO	BONG - VOH	TL	TA - KLEE
DISCO	DIS - KOH	UPKUP	UP - CUP
INTOS	IN - TOSS		

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21R

ALBOS3A BONVO3A  
NOBER3A NUNLI3A PASTO3A  
ROBKA3A SEMBO3A TANGO3A  
TARED3A TL3A UPKUP3A

TABULAR DESCRIPTION (1)

RNAV RWY21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>ALBOS3A TO R474</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+0.6	19.2	R	-FL130	-	-	RNAV 1
060	TF	BD208	-	053°(052.1°)	+0.6	7.0	R	-	-	-	RNAV 1
070	TF	BD209	-	073°(072.6°)	+0.6	21.2	-	-FL150 ; +FL140	-	-	RNAV 1
080	TF	ALBOS	-	073°(072.6°)	+0.6	19.1	-	-	-	-	RNAV 1
<b>BONVO3A TO M502</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-	-	-	RNAV 1
050	TF	BONVO	-	230°(229.8°)	+0.6	22.7	-	-	-	-	RNAV 1
<b>NOBER3A TO B346, W21</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+0.6	19.2	L	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	R	-	-	-	RNAV 1
070	TF	NOBER	-	035°(034.4°)	+0.6	43.7	-	-	-	-	RNAV 1
<b>NUNLI3A TO L507</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+0.6	19.2	L	-FL130	-	-	RNAV 1
060	TF	NUNLI	-	295°(294.2°)	+0.6	56.5	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21R

ALBOS3A BONVO3A  
NOBER3A NUNLI3A PASTO3A  
ROBKA3A SEMBO3A TANGO3A  
TARED3A TL3A UPKUP3A

TABULAR DESCRIPTION (2)

RNAV RWY21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>PASTO3A TO L301</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	-	-	-	-	RNAV 1
050	TF	PASTO	-	273°(272.1°)	+0.6	32.9	-	-	-	-	RNAV 1
<b>ROBKA3A TO A1</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	L	+11000	-	-	RNAV 1
070	TF	BD204	-	082°(081.5°)	+0.6	23.1	L	-	-	-	RNAV 1
080	TF	BD205	-	052°(051.4°)	+0.6	22.3	L	-	-	-	RNAV 1
090	TF	ROBKA	-	029°(028.6°)	+0.6	18.9	-	-	-	-	RNAV 1
<b>SEMBO3A TO A464</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+0.6	19.2	L	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	R	-	-	-	RNAV 1
070	TF	SEMBO	-	006°(005.1°)	+0.6	13.6	-	-	-	-	RNAV 1
<b>TANGO3A TO Y6</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+0.6	19.2	L	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21R

ALBOS3A BONVO3A  
NOBER3A NUNLI3A PASTO3A  
ROBKA3A SEMBO3A TANGO3A  
TARED3A TL3A UPKUP3A

TABULAR DESCRIPTION (3)

RNAV RWY21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>TARED3A TO G463/P646</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	TEMPO	-	299°(297.9°)	+0.6	27.0	R	-	-	-	RNAV 1
050	TF	TARED	-	304°(303.6°)	+0.6	27.6	-	-	-	-	RNAV 1
<b>TL3A TO W9</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+0.6	19.2	L	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	R	-	-	-	RNAV 1
070	TF	SEMBO	-	006°(005.1°)	+0.6	13.6	-	-	-	-	RNAV 1
080	TF	TL	-	006°(005.0°)	+0.6	22.6	-	-	-	-	RNAV 1
<b>UPKUP3A TO Y16</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	L	+11000	-	-	RNAV 1
070	TF	BD204	-	082°(081.5°)	+0.6	23.1	L	-	-	-	RNAV 1
080	TF	BD205	-	052°(051.4°)	+0.6	22.3	L	-	-	-	RNAV 1
090	TF	UPKUP	-	048°(047.8°)	+0.6	14.5	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21R

ALBOS3A BONVO3A  
NOBER3A NUNLI3A PASTO3A  
ROBKA3A SEMBO3A TANGO3A  
TARED3A TL3A UPKUP3A

WAYPOINT LIST

RNAV RWY21R	
Waypoint Identifier	Coordinates
DER RWY21R	13° 53' 49.24" N 100° 35' 45.38" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
BD201	13° 50' 25.66" N 100° 28' 55.88" E
BD202	13° 46' 50.22" N 100° 25' 03.03" E
BD203	13° 38' 14.77" N 100° 25' 51.67" E
BD204	13° 40' 09.08" N 100° 57' 55.50" E
BD205	13° 54' 05.08" N 101° 15' 49.64" E
BD207	14° 09' 04.22" N 100° 18' 31.77" E
BD208	14° 32' 34.87" N 100° 21' 58.82" E
BD209	14° 38' 57.06" N 100° 42' 51.47" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E
DISCO	14° 28' 15.59" N 100° 16' 17.24" E
INTOS	13° 58' 18.55" N 100° 19' 47.12" E
MATLO	13° 36' 43.58" N 100° 34' 25.09" 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



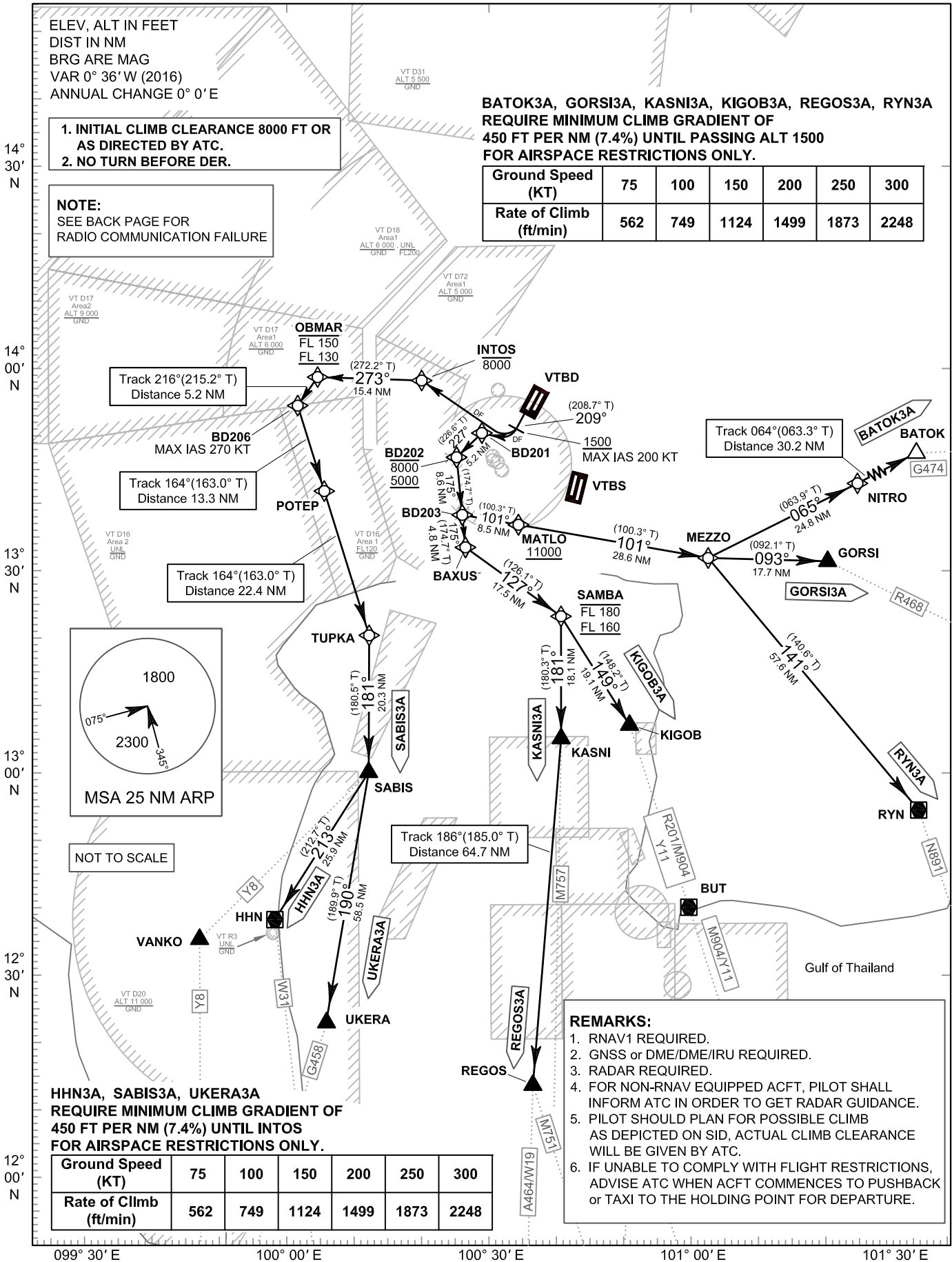
**STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE 11000 FT
<b>SPEED RESTRICTION</b> MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

APP :	119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 121.7, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR :	125.5, 262.5
TWR :	118.1, 236.6
ATIS :	126.4, 344.6

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21R**

BATOK3A GORSI3A HHN3A  
KASNI3A KIGOB3A REGOS3A  
RYN3A SABIS3A UKERA3A



STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21R

BATOK3A GORSI3A HHN3A  
KASNI3A KIGOB3A REGOS3A  
RYN3A SABIS3A UKERA3A

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE <b>UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL</b> 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 <b>DEPARTING AIRCRAFT IS BEING RADAR VECTORED</b> , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF <b>TWO MINUTES</b> , 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 <b>TWO MINUTES</b> , 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY21R	-	MATLO	MAT - LOH
BATOK	BAH - TOK	MEZZO	MES - ZOH
BAXUS	BACKS - SUS	NITRO	NAI - TRO
BD201	-	OBMAR	OB - MAR
BD202	-	POTEP	POH - TEP
BD203	-	REGOS	REE - GOSS
BD206	-	RYN	RA - YONG
GORSI	GOR - SEE	SABIS	SAH - BISS
HHN	HUA - HIN	SAMBA	SAM - BAH
INTOS	IN - TOSS	TUPKA	TUP - KAH
KASNI	KAS - NEE	UKERA	U - KEY - RAH
KIGOB	KEE - GOB		

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21R

BATOK3A GORSI3A HHN3A  
KASNI3A KIGOB3A REGOS3A  
RYN3A SABIS3A UKERA3A

TABULAR DESCRIPTION (1)

RNAV RWY21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>BATOK3A TO G474</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	MEZZO	-	101°(100.3°)	+0.6	28.6	L	-	-	-	RNAV 1
080	TF	NITRO	-	065°(063.9°)	+0.6	24.8	L	-	-	-	RNAV 1
090	TF	BATOK	-	064°(063.3°)	+0.6	30.2	-	-	-	-	RNAV 1
<b>GORSI3A TO R468</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	MEZZO	-	101°(100.3°)	+0.6	28.6	L	-	-	-	RNAV 1
080	TF	GORSI	-	093°(092.1°)	+0.6	17.7	-	-	-	-	RNAV 1
<b>HHN3A TO W31</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-FL150 ; +FL130	-	-	RNAV 1
050	TF	BD206	-	216°(215.2°)	+0.6	5.2	L	-	-270	-	RNAV 1
060	TF	POTEP	-	164°(163.0°)	+0.6	13.3	-	-	-	-	RNAV 1
070	TF	TUPKA	-	164°(163.0°)	+0.6	22.4	R	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.5°)	+0.6	20.3	R	-	-	-	RNAV 1
090	TF	HHN	-	213°(212.7°)	+0.6	25.9	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21R

BATOK3A GORSI3A HHN3A  
KASNI3A KIGOB3A REGOS3A  
RYN3A SABIS3A UKERA3A

TABULAR DESCRIPTION (2)

RNAV RWY21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>KASNI3A TO M757</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	-	-	-	-	RNAV 1
060	TF	BAXUS	-	175°(174.7°)	+0.6	4.8	L	-	-	-	RNAV 1
070	TF	SAMBA	-	127°(126.1°)	+0.6	17.5	R	-FL180 ; +FL160	-	-	RNAV 1
080	TF	KASNI	-	181°(180.3°)	+0.6	18.1	-	-	-	-	RNAV 1
<b>KIGOB3A TO R201/M904/Y11</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	-	-	-	-	RNAV 1
060	TF	BAXUS	-	175°(174.7°)	+0.6	4.8	L	-	-	-	RNAV 1
070	TF	SAMBA	-	127°(126.1°)	+0.6	17.5	R	-FL180 ; +FL160	-	-	RNAV 1
080	TF	KIGOB	-	149°(148.2°)	+0.6	19.1	-	-	-	-	RNAV 1
<b>REGOS3A TO A464/W19, M751</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	-	-	-	-	RNAV 1
060	TF	BAXUS	-	175°(174.7°)	+0.6	4.8	L	-	-	-	RNAV 1
070	TF	SAMBA	-	127°(126.1°)	+0.6	17.5	R	-FL180 ; +FL160	-	-	RNAV 1
080	TF	KASNI	-	181°(180.3°)	+0.6	18.1	R	-	-	-	RNAV 1
090	TF	REGOS	-	186°(185.0°)	+0.6	64.7	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21R

BATOK3A GORSI3A HHN3A  
KASNI3A KIGOB3A REGOS3A  
RYN3A SABIS3A UKERA3A

TABULAR DESCRIPTION (3)

RNAV RWY21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>RYN3A TO N891</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	MEZZO	-	101°(100.3°)	+0.6	28.6	R	-	-	-	RNAV 1
080	TF	RYN	-	141°(140.6°)	+0.6	57.6	-	-	-	-	RNAV 1
<b>SABIS3A TO Y8</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-FL150 ; +FL130	-	-	RNAV 1
050	TF	BD206	-	216°(215.2°)	+0.6	5.2	L	-	-270	-	RNAV 1
060	TF	POTEP	-	164°(163.0°)	+0.6	13.3	-	-	-	-	RNAV 1
070	TF	TUPKA	-	164°(163.0°)	+0.6	22.4	R	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.5°)	+0.6	20.3	-	-	-	-	RNAV 1
<b>UKERA3A TO G458</b>											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-FL150 ; +FL130	-	-	RNAV 1
050	TF	BD206	-	216°(215.2°)	+0.6	5.2	L	-	-270	-	RNAV 1
060	TF	POTEP	-	164°(163.0°)	+0.6	13.3	-	-	-	-	RNAV 1
070	TF	TUPKA	-	164°(163.0°)	+0.6	22.4	R	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.5°)	+0.6	20.3	R	-	-	-	RNAV 1
090	TF	UKERA	-	190°(189.9°)	+0.6	58.5	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21R

BATOK3A GORSI3A HHN3A  
KASNI3A KIGOB3A REGOS3A  
RYN3A SABIS3A UKERA3A

WAYPOINT LIST

RNAV RWY21R	
Waypoint Identifier	Coordinates
DER RWY21R	13° 53' 49.24" N 100° 35' 45.38" E
BATOK	13° 56' 06.00" N 101° 53' 53.60" E
BAXUS	13° 33' 24.28" N 100° 26' 19.08" E
BD201	13° 50' 25.66" N 100° 28' 55.88" E
BD202	13° 46' 50.22" N 100° 25' 03.03" E
BD203	13° 38' 14.77" N 100° 25' 51.67" E
BD206	13° 54' 39.59" N 100° 00' 50.96" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E
INTOS	13° 58' 18.55" N 100° 19' 47.12" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
KIGOB	13° 06' 46.46" N 100° 51' 06.33" E
MATLO	13° 36' 43.58" N 100° 34' 25.09" E
MEZZO	13° 31' 33.78" N 101° 03' 16.41" E
NITRO	13° 42' 28.69" N 101° 26' 07.28" E
OBMAR	13° 58' 53.52" N 100° 03' 54.64" 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
SAMBA	13° 23' 02.66" N 100° 40' 48.12" E
TUPKA	13° 20' 22.25" N 100° 11' 34.96" E
UKERA	12° 02' 07.25" N 100° 01' 09.59" E

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

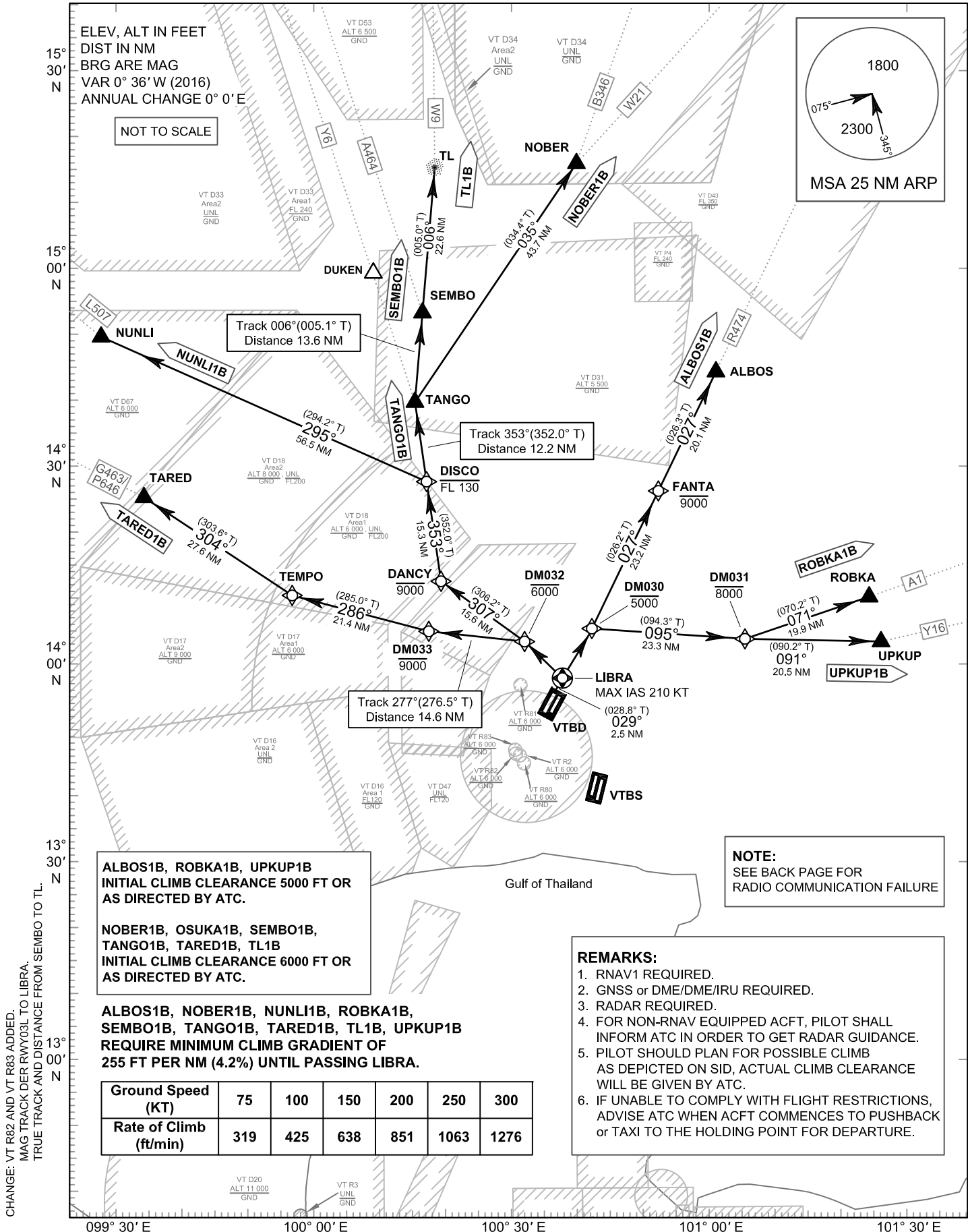
TRANSITION ALTITUDE  
11000 FT

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

APP : 119.1, 262.5  
: 119.4, 262.5  
: 120.3, 262.5  
: 121.7, 262.5  
: 122.35, 262.5  
: 124.35, 262.5  
: 125.2, 262.5  
DAR : 125.5, 262.5  
TWR : 118.1, 236.6  
ATIS : 126.4, 344.6

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L**

ALBOS1B NOBER1B NUNLI1B  
ROBKA1B SEMBO1B TANGO1B  
TARED1B TL1B UPKUP1B



CHANGE: VT R82 AND VT R83 ADDED.  
MAG TRACK DER RWY03L TO LIBRA.  
TRUE TRACK AND DISTANCE FROM SEMBO TO TL.

**ALBOS1B, ROBKA1B, UPKUP1B**  
INITIAL CLIMB CLEARANCE 5000 FT OR  
AS DIRECTED BY ATC.

**NOBER1B, OSUKA1B, SEMBO1B,  
TANGO1B, TARED1B, TL1B**  
INITIAL CLIMB CLEARANCE 6000 FT OR  
AS DIRECTED BY ATC.

**ALBOS1B, NOBER1B, NUNLI1B, ROBKA1B,  
SEMBO1B, TANGO1B, TARED1B, TL1B, UPKUP1B**  
REQUIRE MINIMUM CLIMB GRADIENT OF  
255 FT PER NM (4.2%) UNTIL PASSING LIBRA.

Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	319	425	638	851	1063	1276

**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.

**NOTE:**  
SEE BACK PAGE FOR  
RADIO COMMUNICATION FAILURE

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L

ALBOS1B NOBER1B NUNLI1B  
ROBKA1B SEMBO1B TANGO1B  
TARED1B TL1B UPKUP1B

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE <b>UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL</b> 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 <b>A DEPARTING AIRCRAFT IS BEING RADAR VECTORED</b> , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF <b>TWO MINUTES</b> , 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 <b>TWO MINUTES</b> , 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY03L	-	NOBER	NO - BER
ALBOS	AL - BOSS	NUNLI	NUN - LEE
DANCY	DAN - SEE	ROBKA	ROB - KAH
DISCO	DIS - KOH	SEMBO	SEM - BO
DM030	-	TANGO	TANG - GO
DM031	-	TARED	TAH - RED
DM032	-	TEMPO	TEM - POH
DM033	-	TL	TA - KLEE
FANTA	FAN - TAH	UPKUP	UP - CUP
LIBRA	LAI - BRAH		



STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L

ALBOS1B NOBER1B NUNLI1B  
ROBKA1B SEMBO1B TANGO1B  
TARED1B TL1B UPKUP1B

TABULAR DESCRIPTION (1)

RNAV RWY03L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>ALBOS1B TO R474</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM030	-	-	+0.6	-	-	-5000	-	-	RNAV 1
040	TF	FANTA	-	027°(026.2°)	+0.6	23.2	-	-9000	-	-	RNAV 1
050	TF	ALBOS	-	027°(026.3°)	+0.6	20.1	-	-	-	-	RNAV 1
<b>NOBER1B TO B346, W21</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+0.6	15.6	R	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	R	-	-	-	RNAV 1
070	TF	NOBER	-	035°(034.4°)	+0.6	43.7	-	-	-	-	RNAV 1
<b>NUNLI1B TO L507</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+0.6	15.6	R	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+0.6	15.3	L	-FL130	-	-	RNAV 1
060	TF	NUNLI	-	295°(294.2°)	+0.6	56.5	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L

ALBOS1B NOBER1B NUNLI1B  
ROBKA1B SEMBO1B TANGO1B  
TARED1B TL1B UPKUP1B

TABULAR DESCRIPTION (2)

RNAV RWY03L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>ROBKA1B TO A1</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM030	-	-	+0.6	-	-	-5000	-	-	RNAV 1
040	TF	DM031	-	095°(094.3°)	+0.6	23.3	L	-8000	-	-	RNAV 1
050	TF	ROBKA	-	071°(070.2°)	+0.6	19.9	-	-	-	-	RNAV 1
<b>SEMBO1B TO A464</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+0.6	15.6	R	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	R	-	-	-	RNAV 1
070	TF	SEMBO	-	006°(005.1°)	+0.6	13.6	-	-	-	-	RNAV 1
<b>TANGO1B TO Y6</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+0.6	15.6	R	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L

ALBOS1B NOBER1B NUNLI1B  
ROBKA1B SEMBO1B TANGO1B  
TARED1B TL1B UPKUP1B

TABULAR DESCRIPTION (3)

RNAV RWY03L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>TARED1B TO G463/P646</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	DM033	-	277°(276.5°)	+0.6	14.6	R	-9000	-	-	RNAV 1
050	TF	TEMPO	-	286°(285.0°)	+0.6	21.4	R	-	-	-	RNAV 1
060	TF	TARED	-	304°(303.6°)	+0.6	27.6	-	-	-	-	RNAV 1
<b>TL1B TO W9</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+0.6	15.6	R	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	R	-	-	-	RNAV 1
070	TF	SEMBO	-	006°(005.1°)	+0.6	13.6	-	-	-	-	RNAV 1
080	TF	TL	-	006°(005.0°)	+0.6	22.6	-	-	-	-	RNAV 1
<b>UPKUP1B TO Y16</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM030	-	-	+0.6	-	-	-5000	-	-	RNAV 1
040	TF	DM031	-	095°(094.3°)	+0.6	23.3	L	-8000	-	-	RNAV 1
050	TF	UPKUP	-	091°(090.2°)	+0.6	20.5	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L

ALBOS1B NOBER1B NUNLI1B  
ROBKA1B SEMBO1B TANGO1B  
TARED1B TL1B UPKUP1B

WAYPOINT LIST

RNAV RWY03L	
Waypoint Identifier	Coordinates
DER RWY03L	13° 55' 34.87" N 100° 36' 44.62" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
DANCY	14° 13' 03.50" N 100° 18' 28.40" E
DISCO	14° 28' 15.59" N 100° 16' 17.24" E
DM030	14° 05' 42.64" N 100° 41' 58.72" E
DM031	14° 03' 57.44" N 101° 05' 51.80" E
DM032	14° 03' 48.15" N 100° 31' 27.81" E
DM033	14° 05' 26.89" N 100° 16' 30.52" E
FANTA	14° 26' 35.97" N 100° 52' 31.60" E
LIBRA	13° 57' 49.35" N 100° 38' 00.38" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NUNLI	14° 51' 27.45" N 099° 23' 03.60" 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**

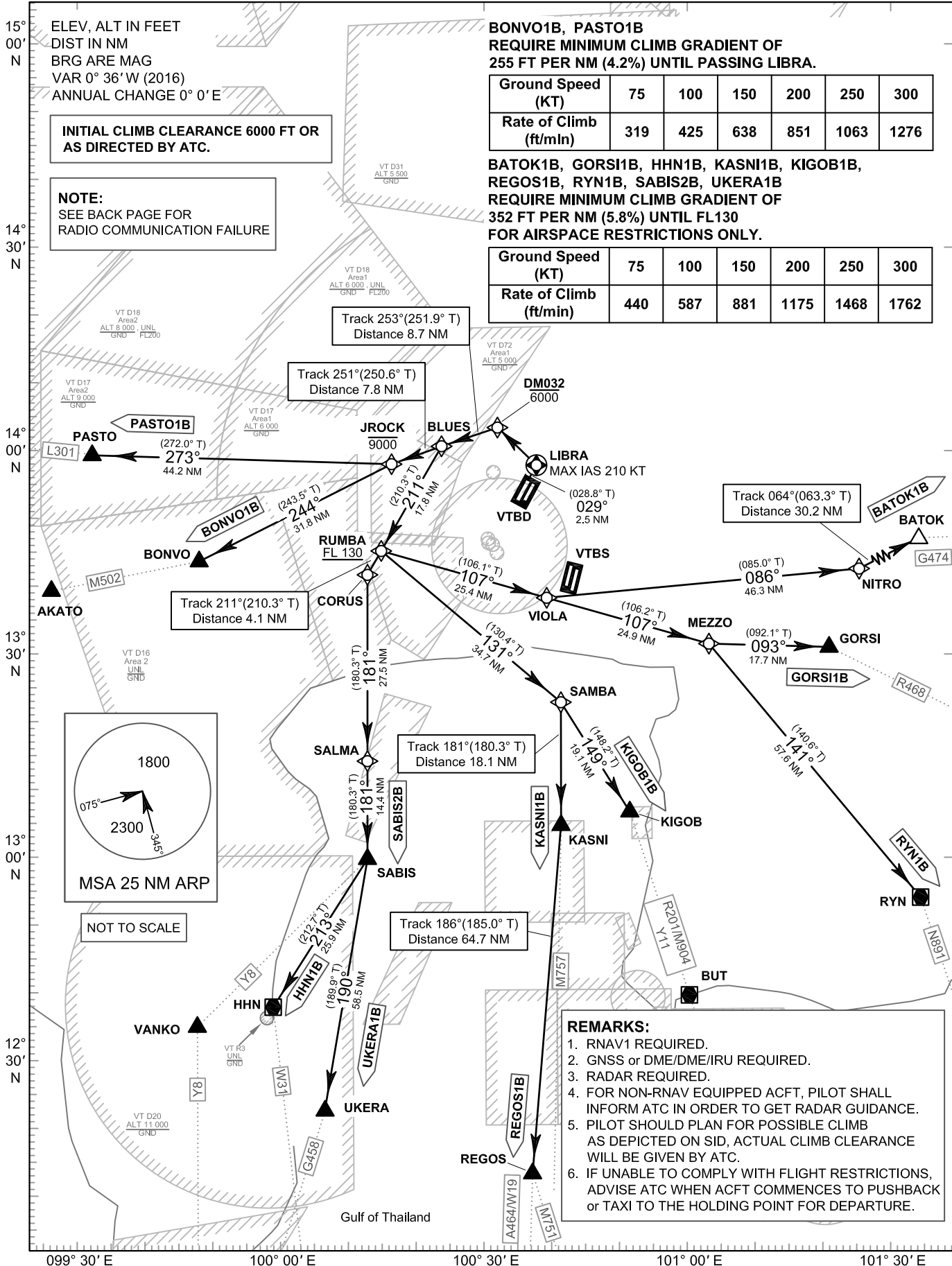
TRANSITION ALTITUDE  
11000 FT

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

APP : 119.1, 262.5  
: 119.4, 262.5  
: 120.3, 262.5  
: 121.7, 262.5  
: 122.35, 262.5  
: 124.35, 262.5  
: 125.2, 262.5  
DAR : 125.5, 262.5  
TWR : 118.1, 236.6  
ATIS : 126.4, 344.6

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L**

BATOK1B BONVO1B GORSI1B  
HHN1B KASNI1B KIGOB1B  
PASTO1B REGOS1B  
RYN1B SABIS2B UKERA1B



STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L

BATOK1B BONVO1B GORSI1B  
HHN1B KASNI1B KIGOB1B  
PASTO1B REGOS1B  
RYN1B SABIS2B UKERA1B

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE <b>UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL</b> 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 <b>A DEPARTING AIRCRAFT IS BEING RADAR VECTORED</b> , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF <b>TWO MINUTES</b> , 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 <b>TWO MINUTES</b> , 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY03L	-	MEZZO	MES - ZOH
BATOK	BAH - TOK	NITRO	NAI - TRO
BLUES	BLUES	PASTO	PAS - TOW
BONVO	BONG - VOH	REGOS	REE - GOSS
CORUS	KOR - RUSS	RUMBA	ROOM - BAH
DM032	-	RYN	RA - YONG
GORSI	GOR - SEE	SABIS	SAH - BISS
HHN	HUA - HIN	SALMA	SAL - MAH
JROCK	JAY - ROCK	SAMBA	SAM - BAH
KASNI	KAS - NEE	UKERA	U - KEY - RAH
KIGOB	KEE - GOB	VIOLA	VEE - OH - LAH
LIBRA	LAI - BRAH		

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L

BATOK1B BONVO1B GORSI1B  
HHN1B KASNI1B KIGOB1B  
PASTO1B REGOS1B  
RYN1B SABIS2B UKERA1B

TABULAR DESCRIPTION (1)

RNAV RWY03L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>BATOK1B TO G474</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	VIOLA	-	107°(106.1°)	+0.6	25.4	L	-	-	-	RNAV 1
070	TF	NITRO	-	086°(085.0°)	+0.6	46.3	L	-	-	-	RNAV 1
080	TF	BATOK	-	064°(063.3°)	+0.6	30.2	-	-	-	-	RNAV 1
<b>BONVO1B TO M502</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	JROCK	-	251°(250.6°)	+0.6	7.8	L	-9000	-	-	RNAV 1
060	TF	BONVO	-	244°(243.5°)	+0.6	31.8	-	-	-	-	RNAV 1
<b>GORSI1B TO R468</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	VIOLA	-	107°(106.1°)	+0.6	25.4	-	-	-	-	RNAV 1
070	TF	MEZZO	-	107°(106.2°)	+0.6	24.9	L	-	-	-	RNAV 1
080	TF	GORSI	-	093°(092.1°)	+0.6	17.7	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L

BATOK1B BONVO1B GORSI1B  
HHN1B KASNI1B KIGOB1B  
PASTO1B REGOS1B  
RYN1B SABIS2B UKERA1B

TABULAR DESCRIPTION (2)

RNAV RWY03L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>HHN1B TO W31</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	-	+FL130	-	-	RNAV 1
060	TF	CORUS	-	211°(210.3°)	+0.6	4.1	L	-	-	-	RNAV 1
070	TF	SALMA	-	181°(180.3°)	+0.6	27.5	-	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.3°)	+0.6	14.4	R	-	-	-	RNAV 1
090	TF	HHN	-	213°(212.7°)	+0.6	25.9	-	-	-	-	RNAV 1
<b>KASNI1B TO M757</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	SAMBA	-	131°(130.4°)	+0.6	34.7	R	-	-	-	RNAV 1
070	TF	KASNI	-	181°(180.3°)	+0.6	18.1	-	-	-	-	RNAV 1
<b>KIGOB1B TO R201/M904/Y11</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	SAMBA	-	131°(130.4°)	+0.6	34.7	R	-	-	-	RNAV 1
070	TF	KIGOB	-	149°(148.2°)	+0.6	19.1	-	-	-	-	RNAV 1



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

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L**

BATOK1B BONVO1B GORSI1B  
HHN1B KASNI1B KIGOB1B  
PASTO1B REGOS1B  
RYN1B SABIS2B UKERA1B

TABULAR DESCRIPTION (3)

<b>RNAV RWY03L</b>											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
<b>PASTO1B TO L301</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	JROCK	-	251°(250.6°)	+0.6	7.8	R	-9000	-	-	RNAV 1
060	TF	PASTO	-	273°(272.0°)	+0.6	44.2	-	-	-	-	RNAV 1
<b>REGOS1B TO A464/W19, M751</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	SAMBA	-	131°(130.4°)	+0.6	34.7	R	-	-	-	RNAV 1
070	TF	KASNI	-	181°(180.3°)	+0.6	18.1	R	-	-	-	RNAV 1
080	TF	REGOS	-	186°(185.0°)	+0.6	64.7	-	-	-	-	RNAV 1
<b>RYN1B TO N891</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	VIOLA	-	107°(106.1°)	+0.6	25.4	-	-	-	-	RNAV 1
070	TF	MEZZO	-	107°(106.2°)	+0.6	24.9	R	-	-	-	RNAV 1
080	TF	RYN	-	141°(140.6°)	+0.6	57.6	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L

BATOK1B BONVO1B GORSI1B  
HHN1B KASNI1B KIGOB1B  
PASTO1B REGOS1B  
RYN1B SABIS2B UKERA1B

TABULAR DESCRIPTION (4)

RNAV RWY03L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>SABIS2B TO Y8</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	-	+FL130	-	-	RNAV 1
060	TF	CORUS	-	211°(210.3°)	+0.6	4.1	L	-	-	-	RNAV 1
070	TF	SALMA	-	181°(180.3°)	+0.6	27.5	-	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.3°)	+0.6	14.4	-	-	-	-	RNAV 1
<b>UKERA1B TO G458</b>											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	-	+FL130	-	-	RNAV 1
060	TF	CORUS	-	211°(210.3°)	+0.6	4.1	L	-	-	-	RNAV 1
070	TF	SALMA	-	181°(180.3°)	+0.6	27.5	-	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.3°)	+0.6	14.4	R	-	-	-	RNAV 1
090	TF	UKERA	-	190°(189.9°)	+0.6	58.5	-	-	-	-	RNAV 1

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

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L**

BATOK1B BONVO1B GORSI1B  
HHN1B KASNI1B KIGOB1B  
PASTO1B REGOS1B  
RYN1B SABIS2B UKERA1B

**WAYPOINT LIST**

RNAV RWY03L	
Waypoint Identifier	Coordinates
DER RWY03L	13° 55' 34.87" N 100° 36' 44.62" E
BATOK	13° 56' 06.00" N 101° 53' 53.60" E
BLUES	14° 01' 05.07" N 100° 22' 57.50" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E
CORUS	13° 42' 05.43" N 100° 11' 36.93" E
DM032	14° 03' 48.15" N 100° 31' 27.81" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E
JROCK	13° 58' 28.40" N 100° 15' 21.61" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
KIGOB	13° 06' 46.46" N 100° 51' 06.33" E
LIBRA	13° 57' 49.35" N 100° 38' 00.38" E
MEZZO	13° 31' 33.78" N 101° 03' 16.41" E
NITRO	13° 42' 28.69" N 101° 26' 07.28" E
PASTO	14° 00' 04.50" N 099° 30' 06.94" E
REGOS	12° 00' 06.50" N 100° 34' 54.30" E
RUMBA	13° 45' 36.97" N 100° 13' 43.08" 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
VIOLA	13° 38' 32.30" N 100° 38' 45.54" E

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

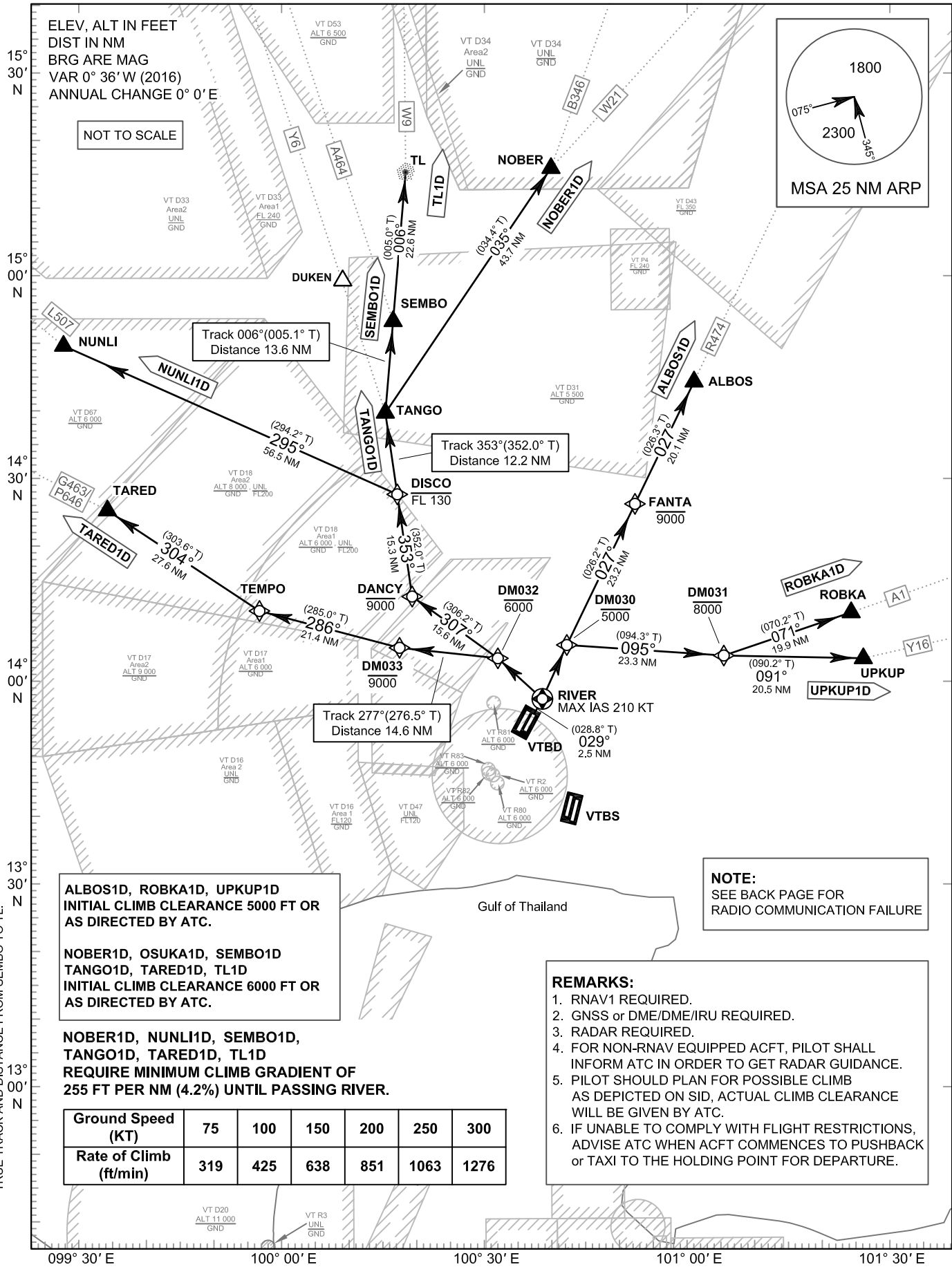
TRANSITION ALTITUDE  
11000 FT

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

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 121.7, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 125.5, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03R**

ALBOS1D NOBER1D NUNLI1D  
ROBKA1D SEMBO1D TANGO1D  
TARED1D TL1D UPKUP1D



CHANGE: VT R82 AND VT R83 ADDED.  
MAG TRACK DER RWY03R TO RIVER.  
TRUE TRACK AND DISTANCE FROM SEMBO TO TL.

**ALBOS1D, ROBKA1D, UPKUP1D**  
INITIAL CLIMB CLEARANCE 5000 FT OR  
AS DIRECTED BY ATC.

**NOBER1D, OSUKA1D, SEMBO1D**  
**TANGO1D, TARED1D, TL1D**  
INITIAL CLIMB CLEARANCE 6000 FT OR  
AS DIRECTED BY ATC.

**NOBER1D, NUNLI1D, SEMBO1D,**  
**TANGO1D, TARED1D, TL1D**  
REQUIRE MINIMUM CLIMB GRADIENT OF  
255 FT PER NM (4.2%) UNTIL PASSING RIVER.

Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	319	425	638	851	1063	1276

**NOTE:**  
SEE BACK PAGE FOR  
RADIO COMMUNICATION FAILURE

**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/Don Mueang Intl (VTBD)  
RNAV RWY03R

ALBOS1D NOBER1D NUNLI1D  
ROBKA1D SEMBO1D TANGO1D  
TARED1D TL1D UPKUP1D

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE <b>UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL</b> 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 <b>TWO MINUTES</b> , 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 <b>TWO MINUTES</b> , 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY03R	-	NUNLI	NUN - LEE
ALBOS	AL - BOSS	RIVER	REE - VER
DANCY	DAN - SEE	ROBKA	ROB - KAH
DISCO	DIS - KOH	SEMBO	SEM - BO
DM030	-	TANGO	TANG - GO
DM031	-	TARED	TAH - RED
DM032	-	TEMPO	TEM - POH
DM033	-	TL	TA - KLEE
FANTA	FAN - TAH	UPKUP	UP - CUP
NOBER	NO - BER		

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03R

ALBOS1D NOBER1D NUNLI1D  
ROBKA1D SEMBO1D TANGO1D  
TARED1D TL1D UPKUP1D

TABULAR DESCRIPTION (1)

RNAV RWY03R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>ALBOS1D TO R474</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM030	-	-	+0.6	-	-	-5000	-	-	RNAV 1
040	TF	FANTA	-	027°(026.2°)	+0.6	23.2	-	-9000	-	-	RNAV 1
050	TF	ALBOS	-	027°(026.3°)	+0.6	20.1	-	-	-	-	RNAV 1
<b>NOBER1D TO B346, W21</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+0.6	15.6	R	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	R	-	-	-	RNAV 1
070	TF	NOBER	-	035°(034.4°)	+0.6	43.7	-	-	-	-	RNAV 1
<b>NUNLI1D TO L507</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+0.6	15.6	R	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+0.6	15.3	L	-FL130	-	-	RNAV 1
060	TF	NUNLI	-	295°(294.2°)	+0.6	56.5	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03R

ALBOS1D NOBER1D NUNLI1D  
ROBKA1D SEMBO1D TANGO1D  
TARED1D TL1D UPKUP1D

TABULAR DESCRIPTION (2)

RNAV RWY03R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>ROBKA1D TO A1</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM030	-	-	+0.6	-	-	-5000	-	-	RNAV 1
040	TF	DM031	-	095°(094.3°)	+0.6	23.3	L	-8000	-	-	RNAV 1
050	TF	ROBKA	-	071°(070.2°)	+0.6	19.9	-	-	-	-	RNAV 1
<b>SEMBO1D TO A464</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+0.6	15.6	R	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	R	-	-	-	RNAV 1
070	TF	SEMBO	-	006°(005.1°)	+0.6	13.6	-	-	-	-	RNAV 1
<b>TANGO1D TO Y6</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+0.6	15.6	R	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	-	-	-	-	RNAV 1



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

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03R**

ALBOS1D NOBER1D NUNLI1D  
ROBKA1D SEMBO1D TANGO1D  
TARED1D TL1D UPKUP1D

TABULAR DESCRIPTION (3)

<b>RNAV RWY03R</b>											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>TARED1D TO G463/P646</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	DM033	-	277°(276.5°)	+0.6	14.6	R	-9000	-	-	RNAV 1
050	TF	TEMPO	-	286°(285.0°)	+0.6	21.4	R	-	-	-	RNAV 1
060	TF	TARED	-	304°(303.6°)	+0.6	27.6	-	-	-	-	RNAV 1
<b>TL1D TO W9</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+0.6	15.6	R	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	TANGO	-	353°(352.0°)	+0.6	12.2	R	-	-	-	RNAV 1
070	TF	SEMBO	-	006°(005.1°)	+0.6	13.6	-	-	-	-	RNAV 1
080	TF	TL	-	006°(005.0°)	+0.6	22.6	-	-	-	-	RNAV 1
<b>UPKUP1D TO Y16</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM030	-	-	+0.6	-	-	-5000	-	-	RNAV 1
040	TF	DM031	-	095°(094.3°)	+0.6	23.3	L	-8000	-	-	RNAV 1
050	TF	UPKUP	-	091°(090.2°)	+0.6	20.5	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03R

ALBOS1D NOBER1D NUNLI1D  
ROBKA1D SEMBO1D TANGO1D  
TARED1D TL1D UPKUP1D

WAYPOINT LIST

RNAV RWY03R	
Waypoint Identifier	Coordinates
DER RWY03R	13° 55' 28.41" N 100° 36' 55.96" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
DANCY	14° 13' 03.50" N 100° 18' 28.40" E
DISCO	14° 28' 15.59" N 100° 16' 17.24" E
DM030	14° 05' 42.64" N 100° 41' 58.72" E
DM031	14° 03' 57.44" N 101° 05' 51.80" E
DM032	14° 03' 48.15" N 100° 31' 27.81" E
DM033	14° 05' 26.89" N 100° 16' 30.52" E
FANTA	14° 26' 35.97" N 100° 52' 31.60" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
RIVER	13° 57' 43.17" N 100° 38' 11.88" 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**

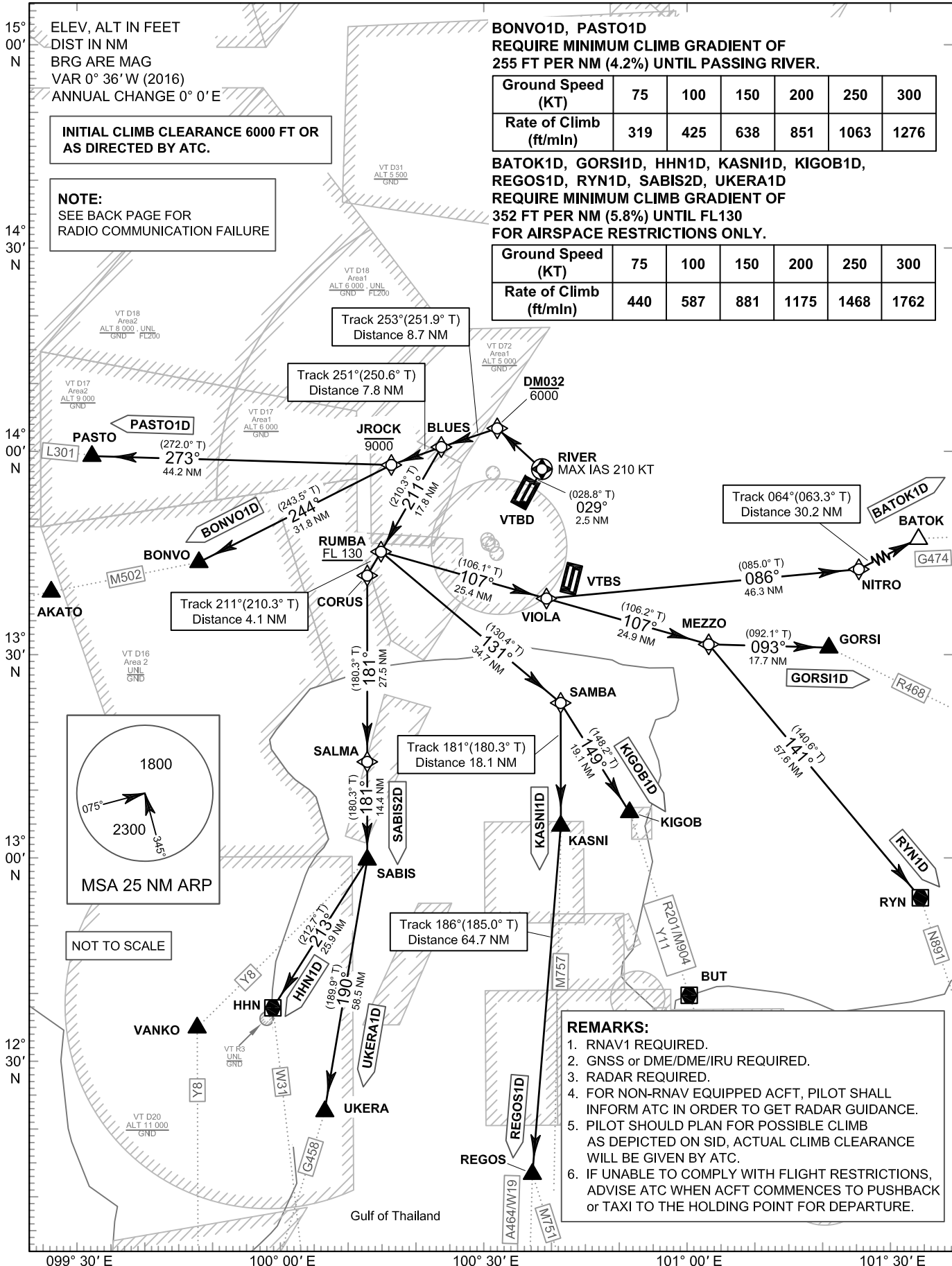
TRANSITION ALTITUDE  
11000 FT

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

APP : 119.1, 262.5  
: 119.4, 262.5  
: 120.3, 262.5  
: 121.7, 262.5  
: 122.35, 262.5  
: 124.35, 262.5  
: 125.2, 262.5  
DAR : 125.5, 262.5  
TWR : 118.1, 236.6  
ATIS : 126.4, 344.6

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03R**

BATOK1D BONVO1D GORSI1D  
HHN1D KASNI1D KIGOB1D  
PASTO1D REGOS1D  
RYN1D SABIS2D UKERA1D



CHANGE: VT R82 AND VT R83 ADDED.  
MAG TRACK DER RWY03R TO RIVER. MAG TRACK DM032 TO BLUES.

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03R

BATOK1D BONVO1D GORSI1D  
HHN1D KASNI1D KIGOB1D  
PASTO1D REGOS1D  
RYN1D SABIS2D UKERA1D

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE <b>UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL</b> 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 <b>TWO MINUTES</b> , 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 <b>TWO MINUTES</b> , 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY03R	-	NITRO	NAI - TRO
BATOK	BAH - TOK	PASTO	PAS - TOW
BLUES	BLUES	REGOS	REE - GOSS
BONVO	BONG - VOH	RIVER	REE - VER
CORUS	KOR - RUSS	RUMBA	ROOM - BAH
DM032	-	RYN	RA - YONG
GORSI	GOR - SEE	SABIS	SAH - BISS
HHN	HUA - HIN	SALMA	SAL - MAH
JROCK	JAY - ROCK	SAMBA	SAM - BAH
KASNI	KAS - NEE	UKERA	U - KEY - RAH
KIGOB	KEE - GOB	VIOLA	VEE - OH - LAH
MEZZO	MES - ZOH		

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03R

BATOK1D BONVO1D GORSI1D  
HHN1D KASNI1D KIGOB1D  
PASTO1D REGOS1D  
RYN1D SABIS2D UKERA1D

TABULAR DESCRIPTION (1)

RNAV RWY03R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>BATOK1D TO G474</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	VIOLA	-	107°(106.1°)	+0.6	25.4	L	-	-	-	RNAV 1
070	TF	NITRO	-	086°(085.0°)	+0.6	46.3	L	-	-	-	RNAV 1
080	TF	BATOK	-	064°(063.3°)	+0.6	30.2	-	-	-	-	RNAV 1
<b>BONVO1D TO M502</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	JROCK	-	251°(250.6°)	+0.6	7.8	L	-9000	-	-	RNAV 1
060	TF	BONVO	-	244°(243.5°)	+0.6	31.8	-	-	-	-	RNAV 1
<b>GORSI1D TO R468</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	VIOLA	-	107°(106.1°)	+0.6	25.4	-	-	-	-	RNAV 1
070	TF	MEZZO	-	107°(106.2°)	+0.6	24.9	L	-	-	-	RNAV 1
080	TF	GORSI	-	093°(092.1°)	+0.6	17.7	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03R

BATOK1D BONVO1D GORSI1D  
HHN1D KASNI1D KIGOB1D  
PASTO1D REGOS1D  
RYN1D SABIS2D UKERA1D

TABULAR DESCRIPTION (2)

RNAV RWY03R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>HHN1D TO W31</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	-	+FL130	-	-	RNAV 1
060	TF	CORUS	-	211°(210.3°)	+0.6	4.1	L	-	-	-	RNAV 1
070	TF	SALMA	-	181°(180.3°)	+0.6	27.5	-	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.3°)	+0.6	14.4	R	-	-	-	RNAV 1
090	TF	HHN	-	213°(212.7°)	+0.6	25.9	-	-	-	-	RNAV 1
<b>KASNI1D TO M757</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	SAMBA	-	131°(130.4°)	+0.6	34.7	R	-	-	-	RNAV 1
070	TF	KASNI	-	181°(180.3°)	+0.6	18.1	-	-	-	-	RNAV 1
<b>KIGOB1D TO R201/M904/Y11</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	SAMBA	-	131°(130.4°)	+0.6	34.7	R	-	-	-	RNAV 1
070	TF	KIGOB	-	149°(148.2°)	+0.6	19.1	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03R

BATOK1D BONVO1D GORSI1D  
HHN1D KASNI1D KIGOB1D  
PASTO1D REGOS1D  
RYN1D SABIS2D UKERA1D

TABULAR DESCRIPTION (3)

RNAV RWY03R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>PASTO1D TO L301</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	JROCK	-	251°(250.6°)	+0.6	7.8	R	-9000	-	-	RNAV 1
060	TF	PASTO	-	273°(272.0°)	+0.6	44.2	-	-	-	-	RNAV 1
<b>REGOS1D TO A464/W19, M751</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	SAMBA	-	131°(130.4°)	+0.6	34.7	R	-	-	-	RNAV 1
070	TF	KASNI	-	181°(180.3°)	+0.6	18.1	R	-	-	-	RNAV 1
080	TF	REGOS	-	186°(185.0°)	+0.6	64.7	-	-	-	-	RNAV 1
<b>RYN1D TO N891</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	VIOLA	-	107°(106.1°)	+0.6	25.4	-	-	-	-	RNAV 1
070	TF	MEZZO	-	107°(106.2°)	+0.6	24.9	R	-	-	-	RNAV 1
080	TF	RYN	-	141°(140.6°)	+0.6	57.6	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03R

BATOK1D BONVO1D GORSI1D  
HHN1D KASNI1D KIGOB1D  
PASTO1D REGOS1D  
RYN1D SABIS2D UKERA1D

TABULAR DESCRIPTION (4)

RNAV RWY03R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>SABIS2D TO Y8</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	-	+FL130	-	-	RNAV 1
060	TF	CORUS	-	211°(210.3°)	+0.6	4.1	L	-	-	-	RNAV 1
070	TF	SALMA	-	181°(180.3°)	+0.6	27.5	-	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.3°)	+0.6	14.4	-	-	-	-	RNAV 1
<b>UKERA1D TO G458</b>											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	-	+FL130	-	-	RNAV 1
060	TF	CORUS	-	211°(210.3°)	+0.6	4.1	L	-	-	-	RNAV 1
070	TF	SALMA	-	181°(180.3°)	+0.6	27.5	-	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.3°)	+0.6	14.4	R	-	-	-	RNAV 1
090	TF	UKERA	-	190°(189.9°)	+0.6	58.5	-	-	-	-	RNAV 1



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

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03R**

BATOK1D BONVO1D GORSI1D  
HHN1D KASNI1D KIGOB1D  
PASTO1D REGOS1D  
RYN1D SABIS2D UKERA1D

**WAYPOINT LIST**

<b>RNAV RWY03R</b>	
<b>Waypoint Identifier</b>	<b>Coordinates</b>
DER RWY03R	13° 55' 28.41" N 100° 36' 55.96" E
BATOK	13° 56' 06.00" N 101° 53' 53.60" E
BLUES	14° 01' 05.07" N 100° 22' 57.50" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E
CORUS	13° 42' 05.43" N 100° 11' 36.93" E
DM032	14° 03' 48.15" N 100° 31' 27.81" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E
JROCK	13° 58' 28.40" N 100° 15' 21.61" 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
PASTO	14° 00' 04.50" N 099° 30' 06.94" E
REGOS	12° 00' 06.50" N 100° 34' 54.30" E
RIVER	13° 57' 43.17" N 100° 38' 11.88" E
RUMBA	13° 45' 36.97" N 100° 13' 43.08" 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
VIOLA	13° 38' 32.30" N 100° 38' 45.54" E

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

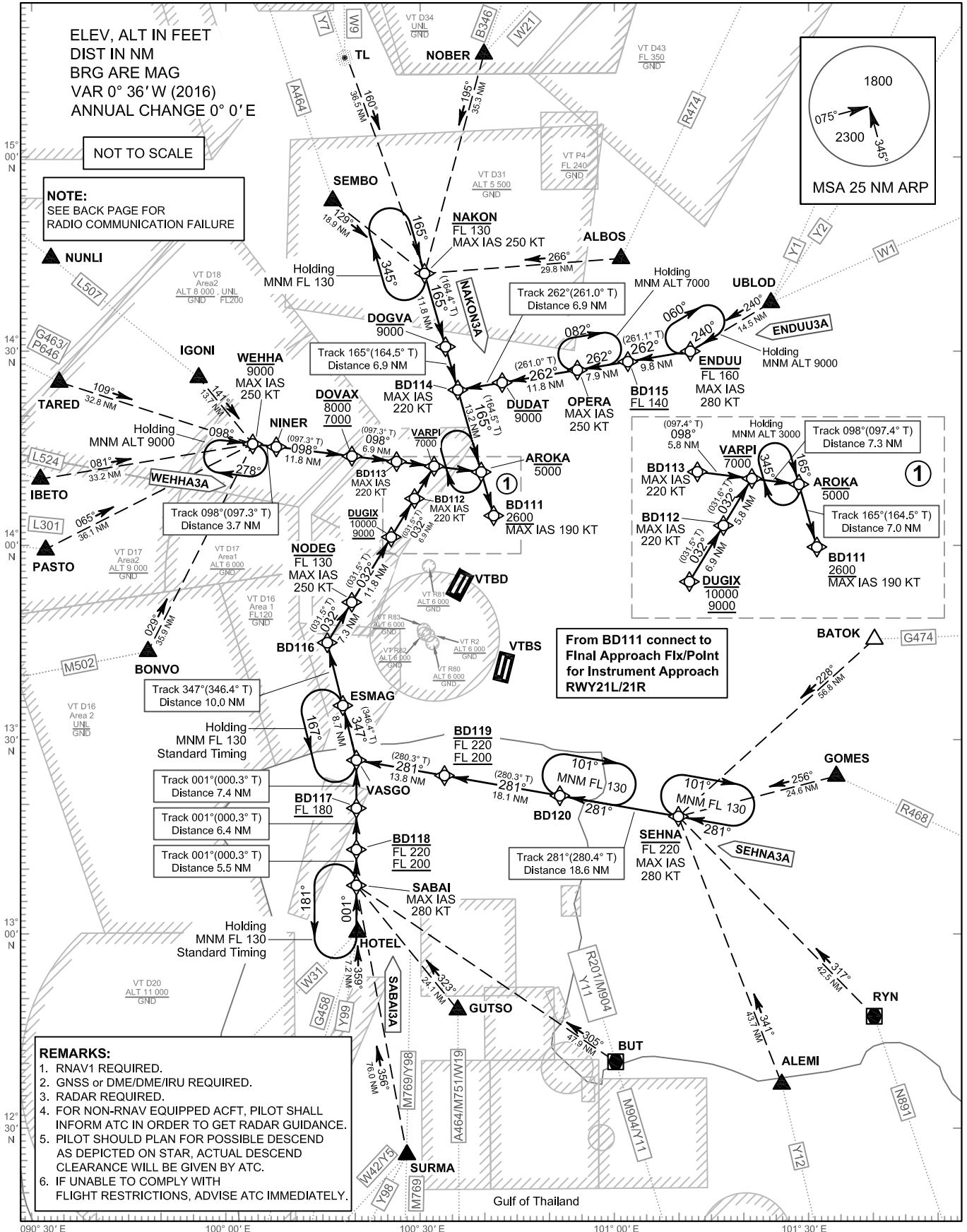
TRANSITION ALTITUDE  
11000 FT

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

APP : 119.1, 262.5  
: 119.4, 262.5  
: 120.3, 262.5  
: 121.7, 262.5  
: 122.35, 262.5  
: 124.35, 262.5  
: 125.2, 262.5  
DAR : 125.5, 262.5  
TWR : 118.1, 236.6  
ATIS : 126.4, 344.6

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L/21R**

ENDUU3A NAKON3A  
SABAI3A SEHNA3A WEHHA3A



STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L/21R

ENDUU3A NAKON3A  
SABAI3A SEHNA3A WEHHA3A

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO AROKA FOR RWY 21L/RWY 21R, DESCEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE AT AROKA MAKE A HOLD AS PUBLISHED AND MAINTAIN ALTITUDE 3000 FT, THEN CARRY OUT THE APPROPRIATE INSTRUMENT APPROACH PROCEDURE.
3	WHEN <b>AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED</b> , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF <b>TWO MINUTES</b> , 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
ALBOS	AL - BOSS	BUT	U - TAH - PAO	NODEG	NO - DEGG
ALEMI	AH - LAY - MEE	DOGVA	DOG - WAH	OPERA	OH - PE - RAH
AROKA	AH - ROW - KAH	DOVAX	DOH - VAKS	PASTO	PAS - TOW
BATOK	BAH - TOK	DUDAT	DOO - DAT	RYN	RA - YONG
BD111	-	DUGIX	DOO - GIKS	SABAI	SAH - BAI
BD112	-	ENDUU	EN - DOO	SEHNA	SAY - NAH
BD113	-	ESMAG	ESS - MAG	SEMBO	SEM - BO
BD114	-	GOMES	GO - MESS	SURMA	SUR - MAR
BD115	-	GUTSO	GUTT - SOH	TARED	TAH - RED
BD116	-	HOTEL	HO - TEL	TL	TA - KLEE
BD117	-	IBETO	YI - BAY - TOH	UBLOD	UB - LOD
BD118	-	IGONI	YI - GO - NEE	VARPI	VAH - PEE
BD119	-	NAKON	NA - KORN	VASGO	VAS - GO
BD120	-	NINER	NAI - NER	WEHHA	WEH - HAH
BONVO	BONG - VOH	NOBER	NO - BER		

STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L/21R

ENDUU3A NAKON3A  
SABAI3A SEHNA3A WEHHA3A

TABULAR DESCRIPTION (1)

RNAV RWY21L/21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ENDUU3A											
TRANSITION UBLOD FROM W1, Y1, Y2											
010	IF	UBLOD	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	ENDUU	-	240°(239.4°)	+0.6	14.5	-	-FL160	-280	-	RNAV 1
010	IF	ENDUU	-	-	+0.6	-	-	-FL160	-280	-	RNAV 1
020	TF	BD115	-	262°(261.1°)	+0.6	9.8	-	+FL140	-	-	RNAV 1
030	TF	OPERA	-	262°(261.1°)	+0.6	7.9	-	-	-250	-	RNAV 1
040	TF	DUDAT	-	262°(261.0°)	+0.6	11.8	-	-9000	-	-	RNAV 1
050	TF	BD114	-	262°(261.0°)	+0.6	6.9	L	-	-220	-	RNAV 1
060	TF	AROKA	-	165°(164.5°)	+0.6	13.2	-	-5000	-	-	RNAV 1
070	TF	BD111	-	165°(164.5°)	+0.6	7.0	-	+2600	-190	-	RNAV 1

STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L/21R

ENDUU3A NAKON3A  
SABAI3A SEHNA3A WEHHA3A

TABULAR DESCRIPTION (2)

RNAV RWY21L/21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>NAKON3A</b>											
TRANSITION SEMBO FROM A464											
010	IF	SEMBO	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	NAKON	-	129°(128.3°)	+0.6	18.9	-	-FL130	-250	-	RNAV 1
TRANSITION TL FROM W9, Y7											
010	IF	TL	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	NAKON	-	160°(159.5°)	+0.6	36.5	-	-FL130	-250	-	RNAV 1
TRANSITION NOBER FROM B346, W21											
010	IF	NOBER	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	NAKON	-	195°(194.4°)	+0.6	35.3	-	-FL130	-250	-	RNAV 1
TRANSITION ALBOS FROM R474											
010	IF	ALBOS	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	NAKON	-	266°(265.3°)	+0.6	29.8	-	-FL130	-250	-	RNAV 1
010	IF	NAKON	-	-	+0.6	-	-	-FL130	-250	-	RNAV 1
020	TF	DOGVA	-	165°(164.4°)	+0.6	11.8	-	-9000	-	-	RNAV 1
030	TF	BD114	-	165°(164.5°)	+0.6	6.9	-	-	-220	-	RNAV 1
040	TF	AROKA	-	165°(164.5°)	+0.6	13.2	-	-5000	-	-	RNAV 1
050	TF	BD111	-	165°(164.5°)	+0.6	7.0	-	+2600	-190	-	RNAV 1

STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L/21R

ENDUU3A NAKON3A  
SABAI3A SEHNA3A WEHHA3A

TABULAR DESCRIPTION (3)

RNAV RWY21L/21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
<b>SABAI3A</b>											
TRANSITION BUT FROM M904/Y11											
010	IF	BUT	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SABAI	-	305°(304.7°)	+0.6	47.9	-	-	-280	-	RNAV 1
TRANSITION GUTSO FROM A464/M751/W19											
010	IF	GUTSO	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SABAI	-	323°(321.9°)	+0.6	24.1	-	-	-280	-	RNAV 1
TRANSITION SURMA FROM M769/Y98											
010	IF	SURMA	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SABAI	-	356°(354.9°)	+0.6	76.0	-	-	-280	-	RNAV 1
TRANSITION HOTEL FROM G458 ,W31, Y99											
010	IF	HOTEL	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SABAI	-	359°(358.8°)	+0.6	7.2	-	-	-280	-	RNAV 1
010	IF	SABAI	-	-	+0.6	-	-	-	-280	-	RNAV 1
020	TF	BD118	-	001°(000.3°)	+0.6	5.5	-	-FL220 ; +FL200	-	-	RNAV 1
030	TF	BD117	-	001°(000.3°)	+0.6	6.4	-	+FL180	-	-	RNAV 1
040	TF	VASGO	-	001°(000.3°)	+0.6	7.4	L	-	-	-	RNAV 1
050	TF	ESMAG	-	347°(346.4°)	+0.6	8.7	-	-	-	-	RNAV 1
060	TF	BD116	-	347°(346.4°)	+0.6	10.0	R	-	-	-	RNAV 1
070	TF	NODEG	-	032°(031.5°)	+0.6	7.3	-	-FL130	-250	-	RNAV 1
080	TF	DUGIX	-	032°(031.5°)	+0.6	11.8	-	-10000 ; +9000	-	-	RNAV 1
090	TF	BD112	-	032°(031.5°)	+0.6	6.9	-	-	-220	-	RNAV 1
100	TF	VARPI	-	032°(031.6°)	+0.6	5.8	R	-7000	-	-	RNAV 1
110	TF	AROKA	-	098°(097.4°)	+0.6	7.3	R	-5000	-	-	RNAV 1
120	TF	BD111	-	165°(164.5°)	+0.6	7.0	-	+2600	-190	-	RNAV 1

STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L/21R

ENDUU3A NAKON3A  
SABAI3A SEHNA3A WEHHA3A

TABULAR DESCRIPTION (4)

RNAV RWY21L/21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
SEHNA3A											
TRANSITION BATOK FROM G474											
010	IF	BATOK	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	228°(227.8°)	+0.6	56.8	-	-FL220	-280	-	RNAV 1
TRANSITION GOMES FROM R468											
010	IF	GOMES	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	256°(255.0°)	+0.6	24.6	-	-FL220	-280	-	RNAV 1
TRANSITION RYN FROM N891											
010	IF	RYN	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	317°(316.5°)	+0.6	42.5	-	-FL220	-280	-	RNAV 1
TRANSITION ALEMI FROM Y12											
010	IF	ALEMI	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	341°(340.1°)	+0.6	43.7	-	-FL220	-280	-	RNAV 1
010	IF	SEHNA	-	-	+0.6	-	-	-FL220	-280	-	RNAV 1
020	TF	BD120	-	281°(280.4°)	+0.6	18.6	-	-	-	-	RNAV 1
030	TF	BD119	-	281°(280.3°)	+0.6	18.1	-	-FL220 ; +FL200	-	-	RNAV 1
040	TF	VASGO	-	281°(280.3°)	+0.6	13.8	R	-	-	-	RNAV 1
050	TF	ESMAG	-	347°(346.4°)	+0.6	8.7	-	-	-	-	RNAV 1
060	TF	BD116	-	347°(346.4°)	+0.6	10.0	R	-	-	-	RNAV 1
070	TF	NODEG	-	032°(031.5°)	+0.6	7.3	-	-FL130	-250	-	RNAV 1
080	TF	DUGX	-	032°(031.5°)	+0.6	11.8	-	-10000 ; +9000	-	-	RNAV 1
090	TF	BD112	-	032°(031.5°)	+0.6	6.9	-	-	-220	-	RNAV 1
100	TF	VARPI	-	032°(031.6°)	+0.6	5.8	R	-7000	-	-	RNAV 1
110	TF	AROKA	-	098°(097.4°)	+0.6	7.3	R	-5000	-	-	RNAV 1
120	TF	BD111	-	165°(164.5°)	+0.6	7.0	-	+2600	-190	-	RNAV 1



STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L/21R

ENDUU3A NAKON3A  
SABAI3A SEHNA3A WEHHA3A

TABULAR DESCRIPTION (5)

RNAV RWY21L/21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
<b>WEHHA3A</b>											
TRANSITION IGONI FROM L507											
010	IF	IGONI	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	WEHHA	-	141°(140.3°)	+0.6	13.7	-	-9000	-250	-	RNAV 1
TRANSITION TARED FROM G463/P646											
010	IF	TARED	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	WEHHA	-	109°(108.3°)	+0.6	32.8	-	-9000	-250	-	RNAV 1
TRANSITION IBETO FROM L524											
010	IF	IBETO	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	WEHHA	-	081°(080.8°)	+0.6	33.2	-	-9000	-250	-	RNAV 1
TRANSITION PASTO FROM L301											
010	IF	PASTO	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	WEHHA	-	065°(064.0°)	+0.6	36.1	-	-9000	-250	-	RNAV 1
TRANSITION BONVO FROM M502											
010	IF	BONVO	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	WEHHA	-	029°(028.2°)	+0.6	35.9	-	-9000	-250	-	RNAV 1
010	IF	WEHHA	-	-	+0.6	-	-	-9000	-250	-	RNAV 1
020	TF	NINER	-	098°(097.3°)	+0.6	3.7	-	-	-	-	RNAV 1
030	TF	DOVAX	-	098°(097.3°)	+0.6	11.8	-	-8000 ; +7000	-	-	RNAV 1
040	TF	BD113	-	098°(097.3°)	+0.6	6.9	-	-	-220	-	RNAV 1
050	TF	VARPI	-	098°(097.4°)	+0.6	5.8	-	-7000	-	-	RNAV 1
060	TF	AROKA	-	098°(097.4°)	+0.6	7.3	R	-5000	-	-	RNAV 1
070	TF	BD111	-	165°(164.5°)	+0.6	7.0	-	+2600	-190	-	RNAV 1

STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY21L/21R

ENDUU3A NAKON3A  
SABAI3A SEHNA3A WEHHA3A

WAYPOINT LIST

RNAV RWY21L/21R	
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
AROKA	14° 11' 22.16" N 100° 39' 51.89" E
BATOK	13° 56' 06.00" N 101° 53' 53.60" E
BD111	14° 04' 35.38" N 100° 41' 47.72" E
BD112	14° 07' 18.70" N 100° 29' 13.67" E
BD113	14° 13' 04.18" N 100° 26' 24.43" E
BD114	14° 24' 07.42" N 100° 36' 13.73" E
BD115	14° 28' 18.12" N 101° 03' 19.47" E
BD116	13° 45' 02.47" N 100° 15' 14.67" E
BD117	13° 19' 19.83" N 100° 19' 43.11" E
BD118	13° 12' 54.90" N 100° 19' 41.02" E
BD119	13° 24' 19.02" N 100° 33' 42.08" E
BD120	13° 21' 03.97" N 100° 51' 57.43" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E
DOGVA	14° 30' 50.27" N 100° 34' 18.74" E
DOVAX	14° 13' 57.59" N 100° 19' 19.23" E
DUDAT	14° 25' 13.08" N 100° 43' 17.41" E
DUGIX	14° 01' 22.31" N 100° 25' 29.56" E
ENDUU	14° 29' 49.38" N 101° 13' 16.75" E
ESMAG	13° 35' 16.64" N 100° 17' 39.62" E

RNAV RWY21L/21R	
Waypoint Identifier	Coordinates
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
IBETO	14° 10' 36.14" N 099° 29' 45.68" E
IGONI	14° 26' 32.73" N 099° 54' 30.29" E
NAKON	14° 42' 13.90" N 100° 31' 03.39" E
NINER	14° 15' 27.72" N 100° 07' 17.77" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NODEG	13° 51' 17.55" N 100° 19' 09.83" E
OPERA	14° 27' 03.99" N 100° 55' 16.50" E
PASTO	14° 00' 04.50" N 099° 30' 06.94" E
RYN	12° 46' 48.30" N 101° 40' 41.70" E
SABAI	13° 07' 22.13" N 100° 19' 39.23" E
SEHNA	13° 17' 42.18" N 101° 10' 42.55" E
SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
SURMA	11° 51' 22.45" N 100° 26' 32.65" E
TARED	14° 26' 19.52" N 099° 31' 28.87" E
TL	15° 16' 33.45" N 100° 17' 51.11" E
UBL0D	14° 37' 15.43" N 101° 26' 11.66" E
VARPI	14° 12' 19.01" N 100° 32' 22.71" E
VASGO	13° 26' 47.06" N 100° 19' 45.57" E
WEHHA	14° 15' 55.67" N 100° 03' 33.01" E

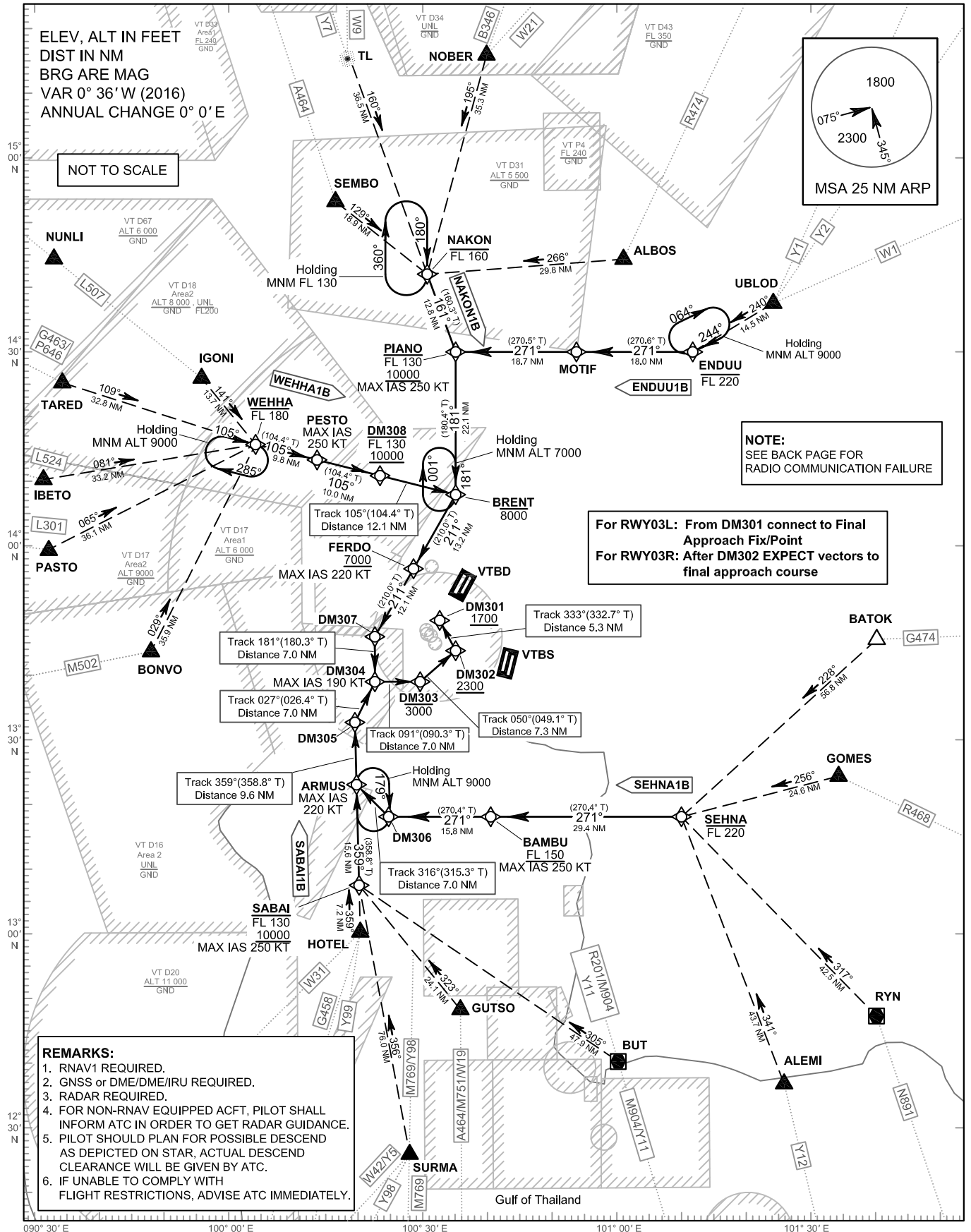
**STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE 11000 FT
<b>SPEED RESTRICTION</b> MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

APP :	119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 121.7, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR :	125.5, 262.5
TWR :	118.1, 236.6
ATIS :	126.4, 344.6

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L/03R**

ENDUU1B NAKON1B  
SABAI1B SEHNA1B WEHHA1B



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

**BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L/03R**

ENDUU1B NAKON1B  
SABAI1B SEHNA1B WEHHA1B

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO DM303 FOR RWY 03L/RWY 03R, DESCEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE: PROCEED TO DM303 AND MAINTAIN ALTITUDE 3000 FT AND MAKE A HOLD RIGHT HAND PATTERN, INBOUND COURSE 090 AND 1 MINUTE LEG, THEN DESCEND TO 2300 FT AND CARRY OUT THE APPROPRIATE APPROACH PROCEDURE.
3	WHEN <b>AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED</b> , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF <b>TWO MINUTES</b> , 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 VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
ALBOS	AL - BOSS	DM306	-	PASTO	PAS - TOW
ALEMI	AH - LAY - MEE	DM307	-	PESTO	PES - TOW
ARMUS	AR - MOOS	DM308	-	PIANO	PEE - AH - NO
BAMBU	BAM - BOO	ENDUU	EN - DOO	RYN	RA - YONG
BATOK	BAH - TOK	FERDO	FER - DOH	SABAI	SAH - BAI
BONVO	BONG - VOH	GOMES	GO - MESS	SEHNA	SAY - NAH
BRENT	BRENT	GUTSO	GUTT - SOH	SEMBO	SEM - BO
BUT	U - TAH - PAO	HOTEL	HO - TEL	SURMA	SUR - MAR
DM301	-	IBETO	YI - BAY - TOH	TARED	TAH - RED
DM302	-	IGONI	YI - GO - NEE	TL	TA - KLEE
DM303	-	MOTIF	MOH - TEEF	UBLDOD	UB - LOD
DM304	-	NAKON	NA - KORN	WEHHA	WEH - HAH
DM305	-	NOBER	NO - BER		

STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L/03R

ENDUU1B NAKON1B  
SABAI1B SEHNA1B WEHHA1B

TABULAR DESCRIPTION (1)

RNAV RWY03L/03R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
ENDUU1B											
TRANSITION UBLOD FROM W1, Y1, Y2											
010	IF	UBLOD	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	ENDUU	-	240°(239.4°)	+0.6	14.5	-	-FL220	-	-	RNAV 1
010	IF	ENDUU	-	-	+0.6	-	-	-FL220	-	-	RNAV 1
020	TF	MOTIF	-	271°(270.6°)	+0.6	18.0	-	-	-	-	RNAV 1
030	TF	PIANO	-	271°(270.5°)	+0.6	18.7	L	-FL130 ; +10000	-250	-	RNAV 1
040	TF	BRENT	-	181°(180.4°)	+0.6	22.1	R	-8000	-	-	RNAV 1
050	TF	FERDO	-	211°(210.0°)	+0.6	13.2	-	+7000	-220	-	RNAV 1
060	TF	DM307	-	211°(210.0°)	+0.6	12.1	L	-	-	-	RNAV 1
070	TF	DM304	-	181°(180.3°)	+0.6	7.0	L	-	-190	-	RNAV 1
080	TF	DM303	-	091°(090.3°)	+0.6	7.0	L	-3000	-	-	RNAV 1
090	TF	DM302	-	050°(049.1°)	+0.6	7.3	L	+2300	-	-	RNAV 1
100	TF	DM301	-	333°(332.7°)	+0.6	5.3	-	+1700	-	-	RNAV 1

STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L/03R

ENDUU1B NAKON1B  
SABAI1B SEHNA1B WEHHA1B

TABULAR DESCRIPTION (2)

RNAV RWY03L/03R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
NAKON1B											
TRANSITION SEMBO FROM A464											
010	IF	SEMBO	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	NAKON	-	129°(128.3°)	+0.6	18.9	-	-FL160	-	-	RNAV 1
TRANSITION TL FROM W9, Y7											
010	IF	TL	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	NAKON	-	160°(159.5°)	+0.6	36.5	-	-FL160	-	-	RNAV 1
TRANSITION NOBER FROM B346, W21											
010	IF	NOBER	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	NAKON	-	195°(194.4°)	+0.6	35.3	-	-FL160	-	-	RNAV 1
TRANSITION ALBOS FROM R474											
010	IF	ALBOS	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	NAKON	-	266°(265.3°)	+0.6	29.8	-	-FL160	-	-	RNAV 1
010	IF	NAKON	-	-	+0.6	-	-	-FL160	-	-	RNAV 1
020	TF	PIANO	-	161°(160.3°)	+0.6	12.8	R	-FL130 ; +10000	-250	-	RNAV 1
030	TF	BRENT	-	181°(180.4°)	+0.6	22.1	R	-8000	-	-	RNAV 1
040	TF	FERDO	-	211°(210.0°)	+0.6	13.2	-	+7000	-220	-	RNAV 1
050	TF	DM307	-	211°(210.0°)	+0.6	12.1	L	-	-	-	RNAV 1
060	TF	DM304	-	181°(180.3°)	+0.6	7.0	L	-	-190	-	RNAV 1
070	TF	DM303	-	091°(090.3°)	+0.6	7.0	L	-3000	-	-	RNAV 1
080	TF	DM302	-	050°(049.1°)	+0.6	7.3	L	+2300	-	-	RNAV 1
090	TF	DM301	-	333°(332.7°)	+0.6	5.3	-	+1700	-	-	RNAV 1

STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L/03R

ENDUU1B NAKON1B  
SABAI1B SEHNA1B WEHHA1B

TABULAR DESCRIPTION (3)

RNAV RWY03L/03R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
<b>SABAI1B</b>											
TRANSITION BUT FROM M904/Y11											
010	IF	BUT	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SABAI	-	305°(304.7°)	+0.6	47.9	-	-FL130 ; +10000	-250	-	RNAV 1
TRANSITION GUTSO FROM A464/M751/W19											
010	IF	GUTSO	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SABAI	-	323°(321.9°)	+0.6	24.1	-	-FL130 ; +10000	-250	-	RNAV 1
TRANSITION SURMA FROM M769/Y98											
010	IF	SURMA	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SABAI	-	356°(354.9°)	+0.6	76.0	-	-FL130 ; +10000	-250	-	RNAV 1
TRANSITION HOTEL FROM G458 ,W31, Y99											
010	IF	HOTEL	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SABAI	-	359°(358.8°)	+0.6	7.2	-	-FL130 ; +10000	-250	-	RNAV 1
010	IF	SABAI	-	-	+0.6	-	-	-FL130 ; +10000	-250	-	RNAV 1
020	TF	ARMUS	-	359°(358.8°)	+0.6	15.6	-	-	-220	-	RNAV 1
030	TF	DM305	-	359°(358.8°)	+0.6	9.6	R	-	-	-	RNAV 1
040	TF	DM304	-	027°(026.4°)	+0.6	7.0	R	-	-190	-	RNAV 1
050	TF	DM303	-	091°(090.3°)	+0.6	7.0	L	-3000	-	-	RNAV 1
060	TF	DM302	-	050°(049.1°)	+0.6	7.3	L	+2300	-	-	RNAV 1
070	TF	DM301	-	333°(332.7°)	+0.6	5.3	-	+1700	-	-	RNAV 1

STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L/03R

ENDUU1B NAKON1B  
SABAI1B SEHNA1B WEHHA1B

TABULAR DESCRIPTION (4)

RNAV RWY03L/03R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
<b>SEHNA1B</b>											
TRANSITION BATOK FROM G474											
010	IF	BATOK	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	228°(227.8°)	+0.6	56.8	-	-FL220	-	-	RNAV 1
TRANSITION GOMES FROM R468											
010	IF	GOMES	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	256°(255.0°)	+0.6	24.6	-	-FL220	-	-	RNAV 1
TRANSITION RYN FROM N891											
010	IF	RYN	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	317°(316.5°)	+0.6	42.5	-	-FL220	-	-	RNAV 1
TRANSITION ALEMI FROM Y12											
010	IF	ALEMI	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	341°(340.1°)	+0.6	43.7	-	-FL220	-	-	RNAV 1
010	IF	SEHNA	-	-	+0.6	-	-	-FL220	-	-	RNAV 1
020	TF	BAMBU	-	271°(270.4°)	+0.6	29.4	-	+FL150	-250	-	RNAV 1
030	TF	DM306	-	271°(270.4°)	+0.6	15.8	R	-	-	-	RNAV 1
040	TF	ARMUS	-	316°(315.3°)	+0.6	7.0	R	-	-220	-	RNAV 1
050	TF	DM305	-	359°(358.8°)	+0.6	9.6	R	-	-	-	RNAV 1
060	TF	DM304	-	027°(026.4°)	+0.6	7.0	R	-	-190	-	RNAV 1
070	TF	DM303	-	091°(090.3°)	+0.6	7.0	L	-3000	-	-	RNAV 1
080	TF	DM302	-	050°(049.1°)	+0.6	7.3	L	+2300	-	-	RNAV 1
090	TF	DM301	-	333°(332.7°)	+0.6	5.3	-	+1700	-	-	RNAV 1



STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L/03R

ENDUU1B NAKON1B  
SABAI1B SEHNA1B WEHHA1B

TABULAR DESCRIPTION (5)

RNAV RWY03L/03R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
WEHHA1B											
TRANSITION IGONI FROM L507											
010	IF	IGONI	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	WEHHA	-	141°(140.3°)	+0.6	13.7	-	-FL180	-	-	RNAV 1
TRANSITION TARED FROM G463/P646											
010	IF	TARED	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	WEHHA	-	109°(108.3°)	+0.6	32.8	-	-FL180	-	-	RNAV 1
TRANSITION IBETO FROM L524											
010	IF	IBETO	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	WEHHA	-	081°(080.8°)	+0.6	33.2	-	-FL180	-	-	RNAV 1
TRANSITION PASTO FROM L301											
010	IF	PASTO	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	WEHHA	-	065°(064.0°)	+0.6	36.1	-	-FL180	-	-	RNAV 1
TRANSITION BONVO FROM M502											
010	IF	BONVO	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	WEHHA	-	029°(028.2°)	+0.6	35.9	-	-FL180	-	-	RNAV 1
010	IF	WEHHA	-	-	+0.6	-	-	-FL180	-	-	RNAV 1
020	TF	PESTO	-	105°(104.4°)	+0.6	9.8	-	-	-250	-	RNAV 1
030	TF	DM308	-	105°(104.4°)	+0.6	10.0	-	-FL130 ; +10000	-	-	RNAV 1
040	TF	BRENT	-	105°(104.4°)	+0.6	12.1	R	-8000	-	-	RNAV 1
050	TF	FERDO	-	211°(210.0°)	+0.6	13.2	-	+7000	-220	-	RNAV 1
060	TF	DM307	-	211°(210.0°)	+0.6	12.1	L	-	-	-	RNAV 1
070	TF	DM304	-	181°(180.3°)	+0.6	7.0	L	-	-190	-	RNAV 1
080	TF	DM303	-	091°(090.3°)	+0.6	7.0	L	-3000	-	-	RNAV 1
090	TF	DM302	-	050°(049.1°)	+0.6	7.3	L	+2300	-	-	RNAV 1
100	TF	DM301	-	333°(332.7°)	+0.6	5.3	-	+1700	-	-	RNAV 1

STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO

BANGKOK/Don Mueang Intl (VTBD)  
RNAV RWY03L/03R

ENDUU1B NAKON1B  
SABAI1B SEHNA1B WEHHA1B

WAYPOINT LIST

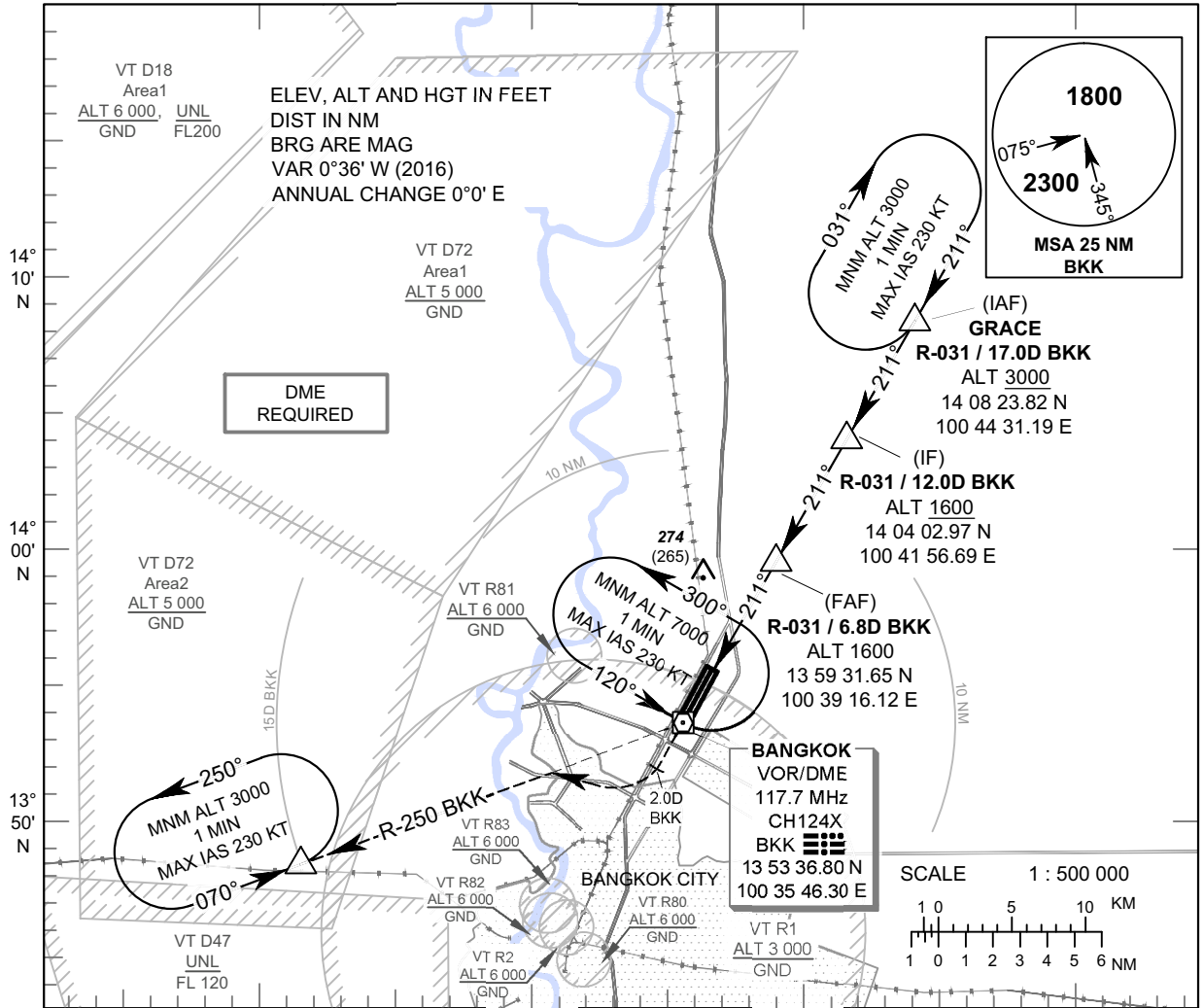
RNAV RWY03L/03R	
Waypoint Identifier	Coordinates
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
ALEMI	12° 36' 25.55" N 101° 25' 59.92" E
ARMUS	13° 22' 59.79" N 100° 19' 19.76" E
BAMBU	13° 17' 53.37" N 100° 40' 34.38" E
BATOK	13° 56' 06.00" N 101° 53' 53.60" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E
BRENT	14° 07' 57.26" N 100° 35' 21.11" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E
DM301	13° 48' 26.22" N 100° 32' 41.45" E
DM302	13° 43' 43.15" N 100° 35' 10.82" E
DM303	13° 38' 55.60" N 100° 29' 31.05" E
DM304	13° 38' 58.09" N 100° 22' 19.70" E
DM305	13° 32' 40.32" N 100° 19' 07.74" E
DM306	13° 17' 59.26" N 100° 24' 23.32" E
DM307	13° 45' 58.12" N 100° 22' 22.14" E
DM308	14° 10' 58.58" N 100° 23' 20.12" E
ENDUU	14° 29' 49.38" N 101° 13' 16.75" E
FERDO	13° 56' 29.13" N 100° 28' 34.36" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E

RNAV RWY03L/03R	
Waypoint Identifier	Coordinates
GUTSO	12° 48' 19.94" N 100° 34' 54.30" E
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
MOTIF	14° 29' 59.17" N 100° 54' 44.81" E
NAKON	14° 42' 13.90" N 100° 31' 03.39" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
PASTO	14° 00' 04.50" N 099° 30' 06.94" E
PESTO	14° 13' 28.92" N 100° 13' 20.31" E
PIANO	14° 30' 07.78" N 100° 35' 30.48" E
RYN	12° 46' 48.30" N 101° 40' 41.70" E
SABAI	13° 07' 22.13" N 100° 19' 39.23" E
SEHNA	13° 17' 42.18" N 101° 10' 42.55" E
SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
SURMA	11° 51' 22.45" N 100° 26' 32.65" 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
WEHHA	14° 15' 55.67" N 100° 03' 33.01" E

**INSTRUMENT APPROACH CHART - ICAO**  
**AERODROME ELEV 9 FT**  
**HEIGHTS RELATED TO AERODROME ELEV**

APP : 119.1, 262.5  
: 119.4, 262.5  
: 120.3, 262.5  
: 121.7, 262.5  
: 122.35, 262.5  
: 124.35, 262.5  
: 125.2, 262.5  
DAR : 125.5, 262.5  
TWR : 118.1, 236.6  
ATIS : 126.4, 344.6

**BANGKOK / Don Mueang Intl (VTBD)**  
**VOR RWY21L**



CHANGE: REALIGNMENT, FREQUENCIES, MAG VAR, ANNUAL CHANGE ADDED.  
VT R82 AND VT R83 ADDED, PROFILE VIEW, CIRCLING CAT D.  
MORSE CODE OF RADIO NAVIGATION AIDS ADDED, MAG TRACKS.  
LANDING MINIMA TABLE.

Descent gradient not coincident with PAPI		VOR/DME BKK		(MAPt)	(FAF)	(IF)	(IAF)	GRACE				
<b>MISSED APPROACH :</b>												
<b>No turn before MAPt.</b>												
Climb straight ahead to VOR/DME BKK until 2 DME BKK outbound then turn right continue climb on R-250 BKK VOR to 3000 FT and hold at 15 DME BKK VOR or as directed by ATC.												
ELEV 7 FT												
(THR RWY21L)												
TA 11000		NM FM THR 21L		0	1.5	4.7	9.9	14.9				
		DME FM VOR/DME		0	3.6	6.8	12.0	17.0				
OCA/H	A	B	C	D	Distance (BKK)		3.6 DME	4 DME	5 DME	6 DME		
	520 (511)				Altitude (Height)		520 (511)	700 (691)	1040 (1031)	1370 (1361)		
Straight - in Approach	520 (511)				Ground speed	knot	100	120	140	160	180	200
					FAF-MAPt 3.2 NM	(min:s)	1:55	1:36	1:22	1:12	1:04	0:58
Circling (OCH AAL)	700 (691)	800 (791)	1100 (1091)	Rate of descent		(ft/min)	557	668	780	891	1003	1114

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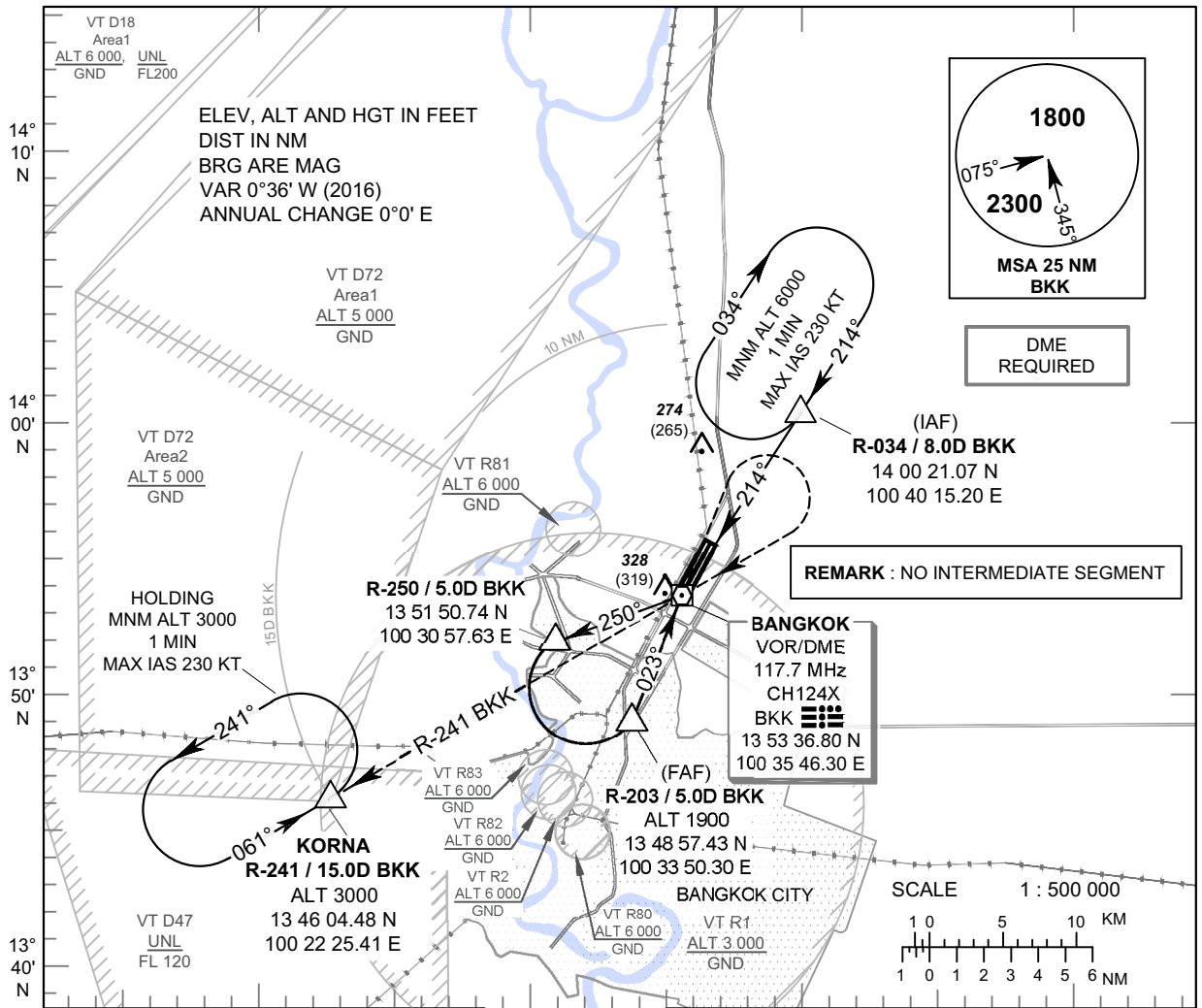


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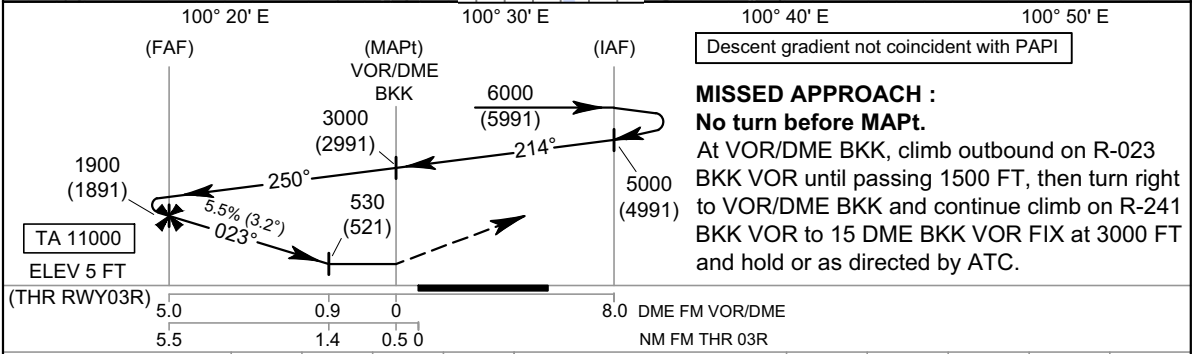
**INSTRUMENT APPROACH CHART - ICAO**  
**AERODROME ELEV 9 FT**  
**HEIGHTS RELATED TO AERODROME ELEV**

APP : 119.1, 262.5  
: 119.4, 262.5  
: 120.3, 262.5  
: 121.7, 262.5  
: 122.35, 262.5  
: 124.35, 262.5  
: 125.2, 262.5  
DAR : 125.5, 262.5  
TWR : 118.1, 236.6  
ATIS : 126.4, 344.6

**BANGKOK / Don Mueang Intl (VTBD)**  
**VOR RWY03R**



CHANGE: REALIGNMENT, FREQUENCIES, MAG VAR, ANNUAL CHANGE ADDED.  
VT R82 AND VT R83 ADDED. CIRCILING, MAG TRACKS, OCA/H,  
MORSE CODE OF RADIO NAVIGATION AIDS ADDED, PROFILE VIEW,  
LANDING MINIMA TABLE.



**MISSED APPROACH :**  
**No turn before MAPt.**  
At VOR/DME BKK, climb outbound on R-023 BKK VOR until passing 1500 FT, then turn right to VOR/DME BKK and continue climb on R-241 BKK VOR to 15 DME BKK VOR FIX at 3000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	Distance (BKK)					
					5 DME	4 DME	3 DME	2 DME	0.9 DME	
Straight - in Approach	530 (521)				Altitude (Height)					
					1900 (1891)	1560 (1551)	1230 (1221)	895 (886)	530 (521)	
Circling (OCH AAL)	700 (691)	800 (791)	1100 (1091)	Ground speed		Rate of descent				
				knot	(min:s)	(ft/min)				

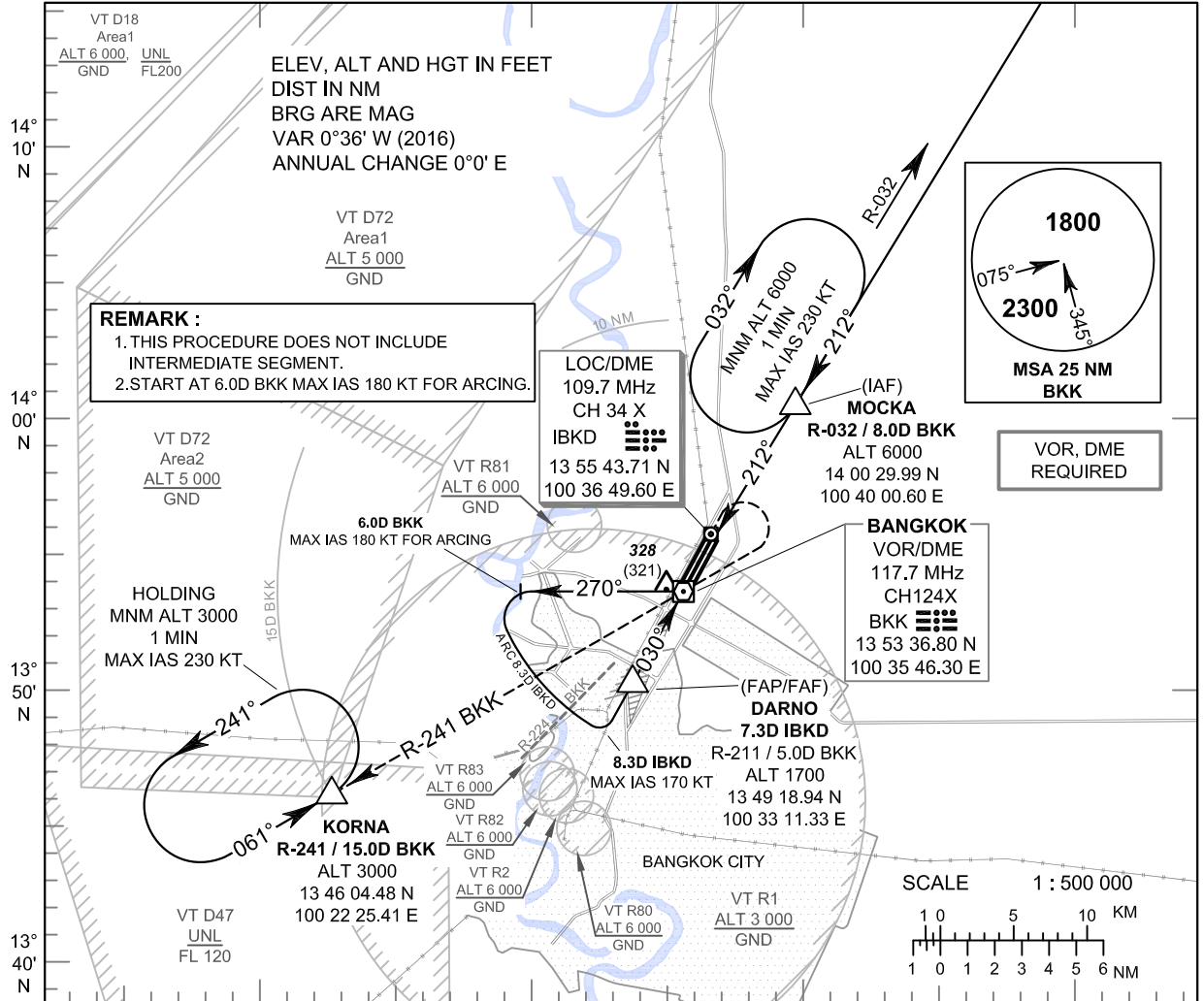
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**INSTRUMENT APPROACH CHART - ICAO** **AERODROME ELEV 9 FT**  
**HEIGHTS RELATED TO THR RWY03L - ELEV 7 FT**

**BANGKOK / Don Mueang Intl (VTBD)**  
**ILS or LOC RWY03L**

APP : 119.1, 262.5  
: 119.4, 262.5  
: 120.3, 262.5  
: 121.7, 262.5  
: 122.35, 262.5  
: 124.35, 262.5  
: 125.2, 262.5  
DAR : 125.5, 262.5  
TWR : 118.1, 236.6  
ATIS : 126.4, 344.6



**MISSED APPROACH :**  
**No turn before MAPt (for LOC only).**

Climb on track 030° direct to the LOC/DME then climb outbound on R-030 BKK VOR to 1500 FT then turn right to VOR/DME BKK and continue climb on R-241 BKK VOR to 15 DME BKK VOR FIX at 3000 FT and hold or as directed by ATC.

**ELEV 7 FT**  
**(THR RWY03L)**

DME FM VOR/DME	6.0	5.0	1.1	0	8.0
DME FM LOC/DME	7.3	3.4	2.1	0	
NM FM THR 03L	5.2	1.3	0		

OCA/H	A	B	C	D	Distance (IBKD)	7 DME	6 DME	5 DME	4 DME	3.4 DME		
Straight - in Approach	CAT I	220 (213)			Altitude (Height)							
								1605 (1598)	1290 (1283)	975 (968)	660 (653)	470 (463)
LOC only		470 (463)			Ground speed	knot	100	120	140	160	180	200
Circling (OCH AAL)		700 (691)	800 (791)	1100 (1091)	FAF-MAPt 3.9 NM	(min:s)	2:20	1:57	1:40	1:28	1:18	1:10
					Rate of descent	(ft/min)	530	637	743	849	955	1061

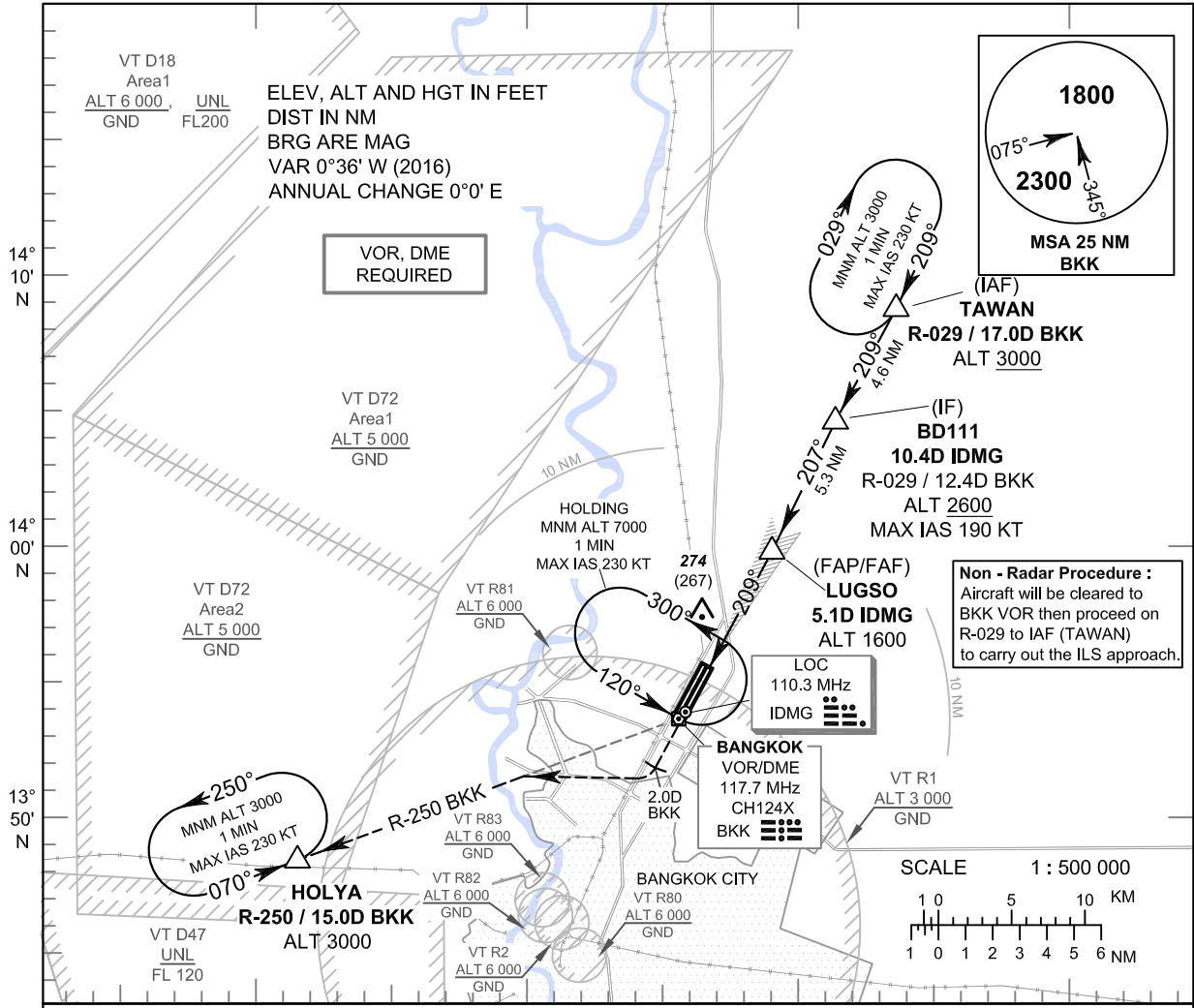
CHANGE: REVISED CHART. FREQUENCIES, MAG VAR., LANDING MINIMA TABLE, ANNUAL CHANGE ADDED, VT R82 AND VT R83 ADDED, CIRCULING, MORSE CODE OF RADIO NAVIGATION AIDS ADDED, PROFILE VIEW, REFERENCE VERTICAL DATUM, OCA/H, MAG TRACKS.

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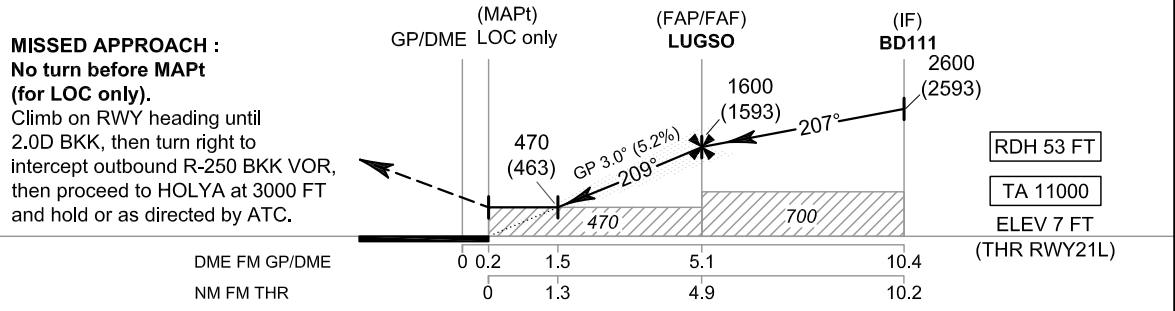
**INSTRUMENT APPROACH CHART - ICAO** **AERODROME ELEV 9 FT**  
**HEIGHTS RELATED TO THR RWY21L - ELEV 7 FT**

APP :	119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 121.7, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR :	125.5, 262.5
TWR :	118.1, 236.6
ATIS :	126.4, 344.6

**BANGKOK / Don Mueang Intl (VTBD)**  
**ILS or LOC y RWY21L**



CHANGE: NEW PROCEDURE, REVISED CHART, VT R82 AND VT R83 ADDED.



		(MAPt) GP/DME LOC only				(FAP/FAF) LUGSO	(IF) BD111						
		0 0.2 1.5 5.1 10.4				1600 (1593)	2600 (2593)						
		DME FM GP/DME				470 (463)							
		NM FM THR				470							
		0 1.3 4.9 10.2											
						RDH 53 FT							
						TA 11000							
						ELEV 7 FT (THR RWY21L)							
OCA/H		A	B	C	D	GS OUT	Distance (IDMG)	1.5 D	2 D	3 D	4 D	5 D	FAF
Straight - in Approach		220 (213)				GS OUT	Altitude (Height)	470 (463)	625 (618)	940 (933)	1260 (1253)	1575 (1568)	1600 (1593)
LOC only		470 (463)					Ground speed	knot	70	90	100	120	140
Circling (OCH AAL)		700 (691)	800 (791)	1100 (1091)		Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

**INSTRUMENT** AERODROME ELEV 9 FT  
**APPROACH** HEIGHTS RELATED TO  
**CHART - ICAO** THR RWY21L - ELEV 7 FT

**BANGKOK / Don Mueang Intl (VTBD)**

**ILS or LOC y RWY21L**

FIX/POINT		COORDINATES	
(IAF) TAWAN	R-029 / 17.0D BKK	14° 08' 38.35" N	100° 44' 04.62" E
(IF) BD111	10.4D IDMG	14° 04' 35.38" N	100° 41' 47.72" E
(FAP/FAF) LUGSO	5.1D IDMG	13° 59' 47.35" N	100° 39' 21.27" E
MAPt (LOC only) @ RW21L	0.2D IDMG	13° 55' 28.41" N	100° 36' 55.96" E
LOC	IDMG	13° 53' 51.83" N	100° 36' 01.85" E
GP/DME	IDMG	13° 55' 21.25" N	100° 36' 47.45" E
HOLYA	R-250 / 15.0D BKK	13° 48' 16.86" N	100° 21' 21.08" E
VOR	BKK	13° 53' 36.80" N	100° 35' 46.30" E

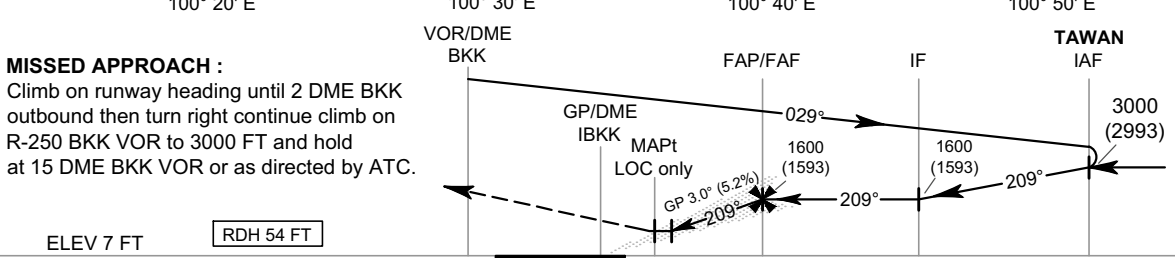
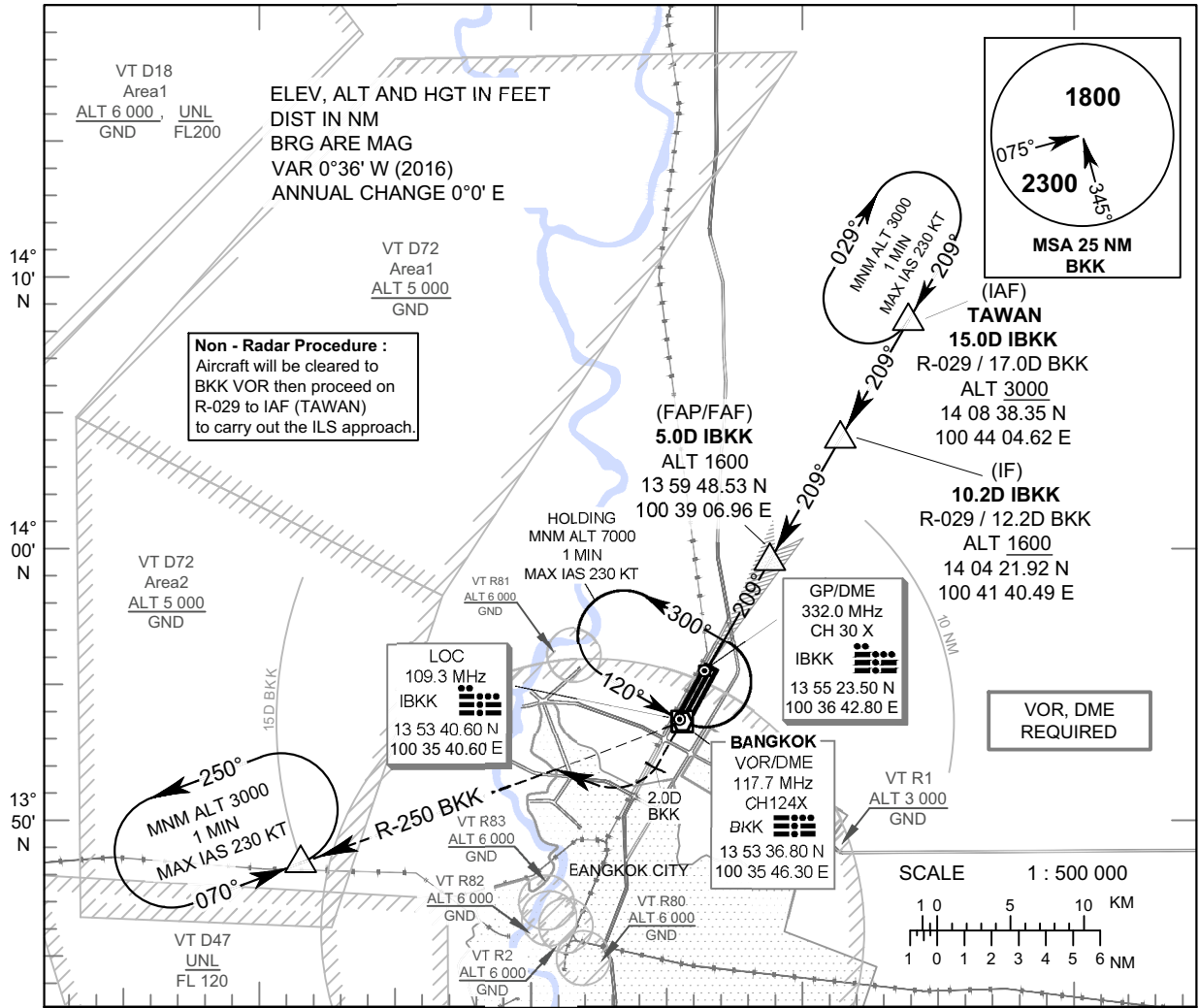
**INSTRUMENT APPROACH CHART - ICAO**  
**AERODROME ELEV 9 FT**  
**HEIGHTS RELATED TO THR RWY21R - ELEV 7 FT**

APP :	119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 121.7, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR :	125.5, 262.5
TWR :	118.1, 236.6
ATIS :	126.4, 344.6

**BANGKOK / Don Mueang Intl (VTBD)**

**ILS or LOC y RWY21R**

**CAT II**



ELEV 7 FT (THR RWY21R)	RDH 54 FT	TA 11000
NM FM THR 21R	0 1.0 1.3 4.8	10.0 14.8
DME FM GP/DME	0 1.2 1.5 5.0	10.2 15.0

OCA/H	A	B	C	D	Distance (IBKK)						
					1.5 DME	2 DME	3 DME	4 DME			
Straight-in Approach	CAT I	220 (213)				470 (463)	630 (623)	950 (943)	1265 (1258)		
	CAT II	120 (113)	150 (143)			100	120	140	160	180	200
LOC only	470 (463)				FAF-MAPt 3.8 NM (min:s)	2:17	1:54	1:38	1:26	1:16	1:08
Circling (OCH AAL)	700 (691)	800 (791)	1100 (1091)		Rate of descent (ft/min)	530	637	743	849	955	1061

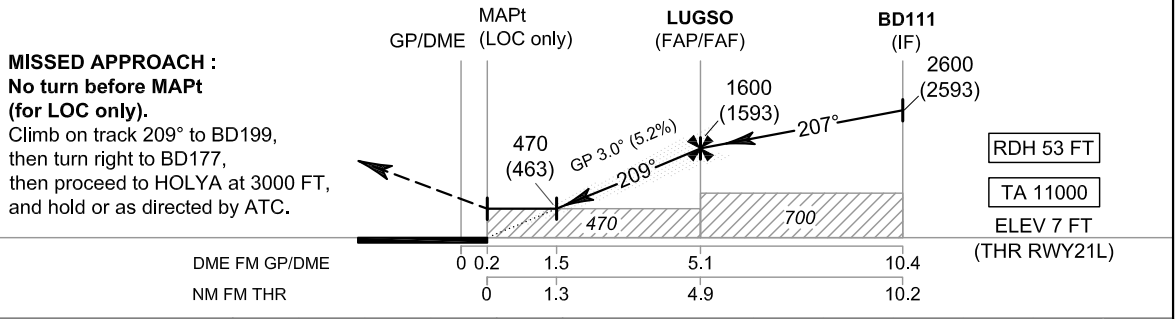
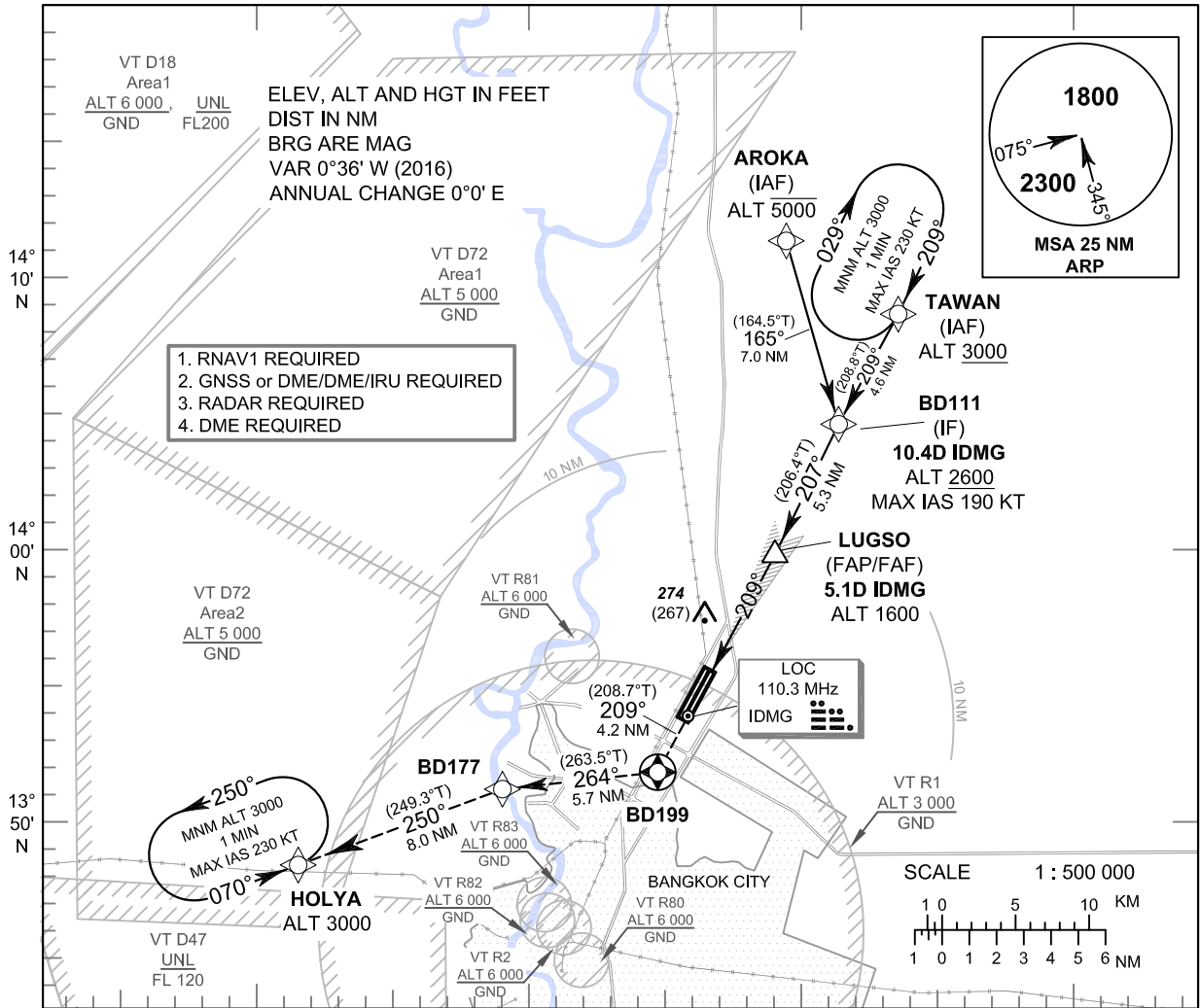
CHANGE: REALIGNMENT - LANDING MINIMA TABLE.

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**INSTRUMENT APPROACH CHART - ICAO** **AERODROME ELEV 9 FT**  
HEIGHTS RELATED TO  
THR RWY21L - ELEV 7 FT

APP :	119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 121.7, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR :	125.5, 262.5
TWR :	118.1, 236.6
ATIS :	126.4, 344.6

**BANGKOK / Don Mueang Intl (VTBD)**  
ILS or LOC z RWY21L



OCA/H		A	B	C	D	GS OUT	Distance (IDMG)	1.5 D	2 D	3 D	4 D	5 D	FAF
Straight - in Approach	CAT I	220 (213)					Altitude (Height)	470 (463)	625 (618)	940 (933)	1260 (1253)	1575 (1568)	1600 (1593)
	LOC only	470 (463)				Ground speed		knot	70	90	100	120	140
Circling (OCH AAL)		700 (691)	800 (791)	1100 (1091)	Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843	

**INSTRUMENT** AERODROME ELEV 9 FT  
**APPROACH** HEIGHTS RELATED TO  
**CHART - ICAO** THR RWY21L - ELEV 7 FT

**BANGKOK / Don Mueang Intl (VTBD)**

**ILS or LOC z RWY21L**

**TABULAR DESCRIPTION**

ILS or LOC z RWY21L											
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	AROKA (IAF)	-	-	+ 0.6	-	-	- 5000	-	-	RNAV 1
020	TF	BD111 (IF)	-	165°(164.5°)	+ 0.6	7.0	-	+ 2600	-190	-	RNAV 1
010	IF	TAWAN (IAF)	-	-	+ 0.6	-	-	+ 3000	-	-	RNAV 1
020	TF	BD111 (IF)	-	209°(208.8°)	+ 0.6	4.6	-	+ 2600	-190	-	RNAV 1
010	IF	BD111 (IF)	-	-	+ 0.6	-	-	+ 2600	-190	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	LUGSO (FAF)	-	207°(206.4°)	+ 0.6	5.3	R	@ 1600	-	-	ILS
030	TF	MAPt (LOC only) @ RWY21L	Y	209°(208.7°)	+ 0.6	4.9	-	@ 60	-	-3.0/53	ILS
040	TF	BD199	Y	209°(208.7°)	+ 0.6	4.2	R	-	-	-	RNAV 1
050	TF	BD177	-	264°(263.5°)	+ 0.6	5.7	L	-	-	-	RNAV 1
060	TF	HOLYA	-	250°(249.3°)	+ 0.6	8.0	-	+ 3000	-	-	RNAV 1
070	HM	HOLYA	Y	070°(069.3°)	+ 0.6	1 minute	L	+ 3000	-230	-	RNAV 1

**WAYPOINT LIST**

ILS or LOC z RWY21L			
Waypoint Identifier	Coordinates		Pronunciation
AROKA	14° 11' 22.16" N	100° 39' 51.89" E	AH - ROW - KAH
TAWAN	14° 08' 38.35" N	100° 44' 04.62" E	TAH - WAN
BD111	14° 04' 35.38" N	100° 41' 47.72" E	-
LUGSO	13° 59' 47.35" N	100° 39' 21.27" E	LUG - SOH
RWY21L	13° 55' 28.41" N	100° 36' 55.96" E	-
BD199	13° 51' 46.32" N	100° 34' 51.41" E	-
BD177	13° 51' 07.60" N	100° 29' 02.45" E	-
HOLYA	13° 48' 16.86" N	100° 21' 21.08" E	HOL - YAH



**INSTRUMENT** AERODROME ELEV 9 FT  
**APPROACH** HEIGHTS RELATED TO  
**CHART - ICAO** THR RWY21L - ELEV 7 FT

**BANGKOK / Don Mueang Intl (VTBD)**

**ILS or LOC z RWY21L**

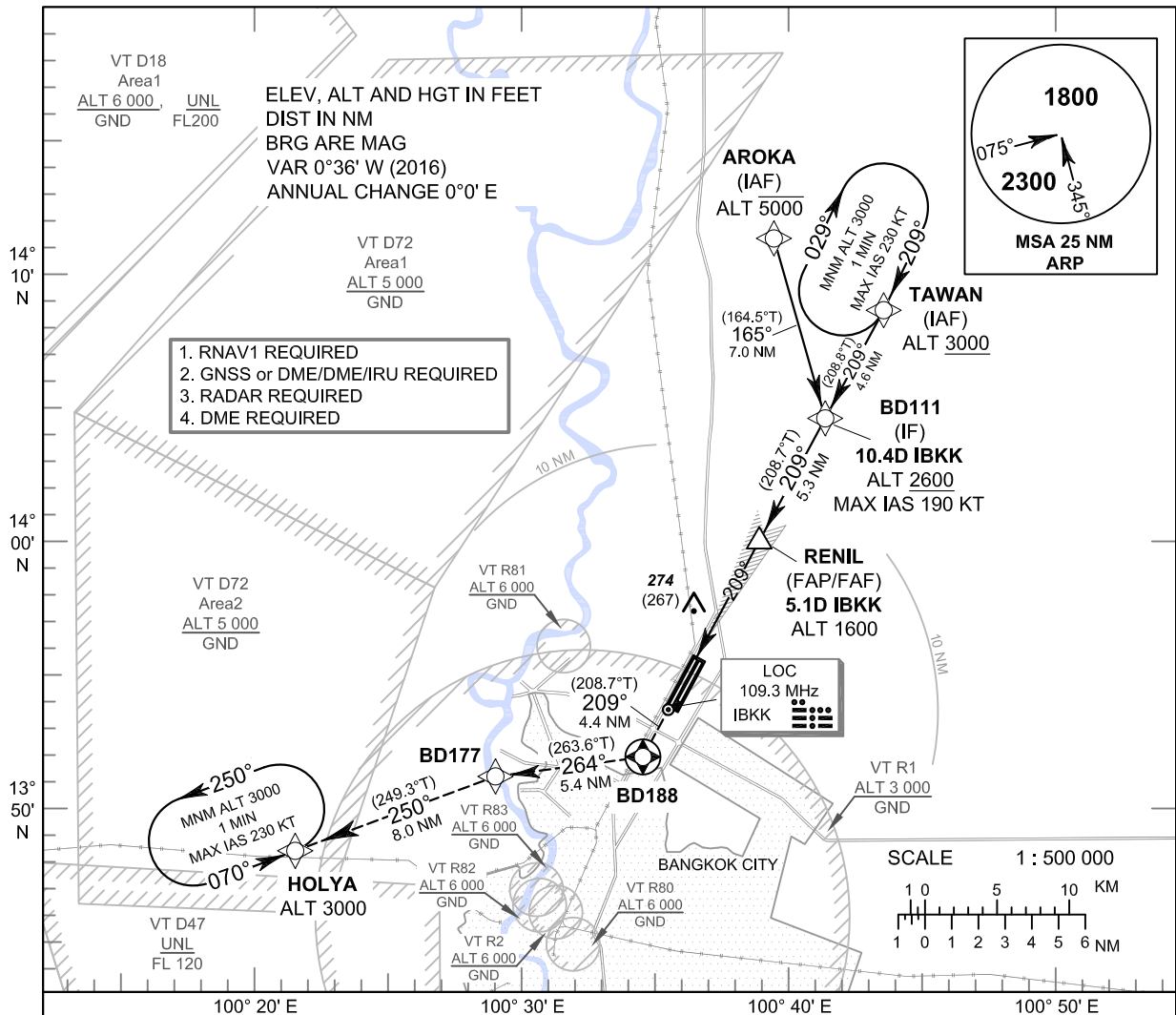
FIX/POINT		COORDINATES	
(IF) BD111	10.4D IDMG	14° 04' 35.38" N	100° 41' 47.72" E
(FAP/FAF) LUGSO	5.1D IDMG	13° 59' 47.35" N	100° 39' 21.27" E
MAPt (LOC only) @ RW21L	0.2D IDMG	13° 55' 28.41" N	100° 36' 55.96" E
LOC	IDMG	13° 53' 51.83" N	100° 36' 01.85" E
GP/DME	IDMG	13° 55' 21.25" N	100° 36' 47.45" E

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**INSTRUMENT APPROACH CHART - ICAO**     **AERODROME ELEV 9 FT**  
 HEIGHTS RELATED TO  
 THR RWY21R - ELEV 7 FT

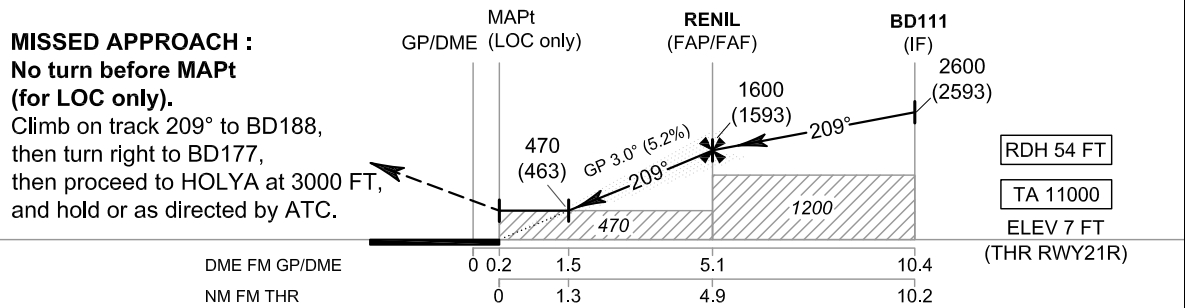
APP : 119.1, 262.5  
 : 119.4, 262.5  
 : 120.3, 262.5  
 : 121.7, 262.5  
 : 122.35, 262.5  
 : 124.35, 262.5  
 : 125.2, 262.5  
 DAR : 125.5, 262.5  
 TWR : 118.1, 236.6  
 ATIS : 126.4, 344.6

**BANGKOK / Don Mueang Intl (VTBD)**  
**ILS or LOC z RWY21R**  
**CAT II**



**MISSED APPROACH :**  
**No turn before MAPt**  
**(for LOC only).**

Climb on track 209° to BD188,  
 then turn right to BD177,  
 then proceed to HOLYA at 3000 FT,  
 and hold or as directed by ATC.



OCA/H		A	B	C	D	GS OUT	Distance (IBKK)	1.5 D	2 D	3 D	4 D	5 D	FAF	
Straight - in Approach	CAT I	220 (213)					Ground speed	470	knot	70	90	100	120	140
	CAT II	120 (113)	150 (143)		Altitude (Height)	(463)		(618)	(933)	(1253)	(1568)	(1593)		
LOC only		470 (463)				Rate of descent (5.2%)			369	474	527	632	737	843
Circling (OCH AAL)		700 (691)	800 (791)	1100 (1091)										

CHANGE: NEW CHART.

**INSTRUMENT APPROACH CHART - ICAO** AERODROME ELEV 9 FT  
HEIGHTS RELATED TO  
THR RWY21R - ELEV 7 FT

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21R

CAT II

**TABULAR DESCRIPTION**

ILS or LOC z RWY21R											
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	AROKA (IAF)	-	-	+0.6	-	-	-5000	-	-	RNAV 1
020	TF	BD111 (IF)	-	165°(164.5°)	+0.6	7.0	-	+2600	-190	-	RNAV 1
010	IF	TAWAN (IAF)	-	-	+0.6	-	-	+3000	-	-	RNAV 1
020	TF	BD111 (IF)	-	209°(208.8°)	+0.6	4.6	-	+2600	-190	-	RNAV 1
010	IF	BD111 (IF)	-	-	+0.6	-	-	+2600	-190	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	RENIL (FAF)	-	209°(208.7°)	+0.6	5.3	-	@ 1600	-	-	ILS
030	TF	MAPt (LOC only) @ RW21R	Y	209°(208.7°)	+0.6	4.9	-	@ 61	-	-3.0/54	ILS
040	TF	BD188	Y	209°(208.7°)	+0.6	4.4	R	-	-	-	RNAV 1
050	TF	BD177	-	264°(263.6°)	+0.6	5.4	L	-	-	-	RNAV 1
060	TF	HOLYA	-	250°(249.3°)	+0.6	8.0	-	+3000	-	-	RNAV 1
070	HM	HOLYA	Y	070°(069.3°)	+0.6	1 minute	L	+3000	-230	-	RNAV 1

**WAYPOINT LIST**

ILS or LOC z RWY21R			
Waypoint Identifier	Coordinates		Pronunciation
AROKA	14° 11' 22.16" N	100° 39' 51.89" E	AH - ROW - KAH
TAWAN	14° 08' 38.35" N	100° 44' 04.62" E	TAH - WAN
BD111	14° 04' 35.38" N	100° 41' 47.72" E	-
RENIL	13° 59' 53.84" N	100° 39' 09.93" E	RE - NILL
RW21R	13° 55' 34.87" N	100° 36' 44.62" E	-
BD188	13° 51' 43.93" N	100° 34' 35.12" E	-
BD177	13° 51' 07.60" N	100° 29' 02.45" E	-
HOLYA	13° 48' 16.86" N	100° 21' 21.08" E	HOL - YAH

**INSTRUMENT** AERODROME ELEV 9 FT  
**APPROACH** HEIGHTS RELATED TO  
**CHART - ICAO** THR RWY21R - ELEV 7 FT

**BANGKOK / Don Mueang Intl (VTBD)**

**ILS or LOC z RWY21R**

**CAT II**

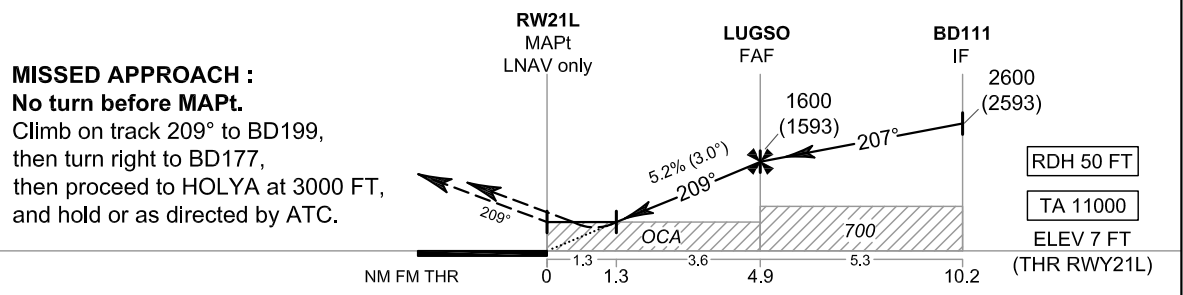
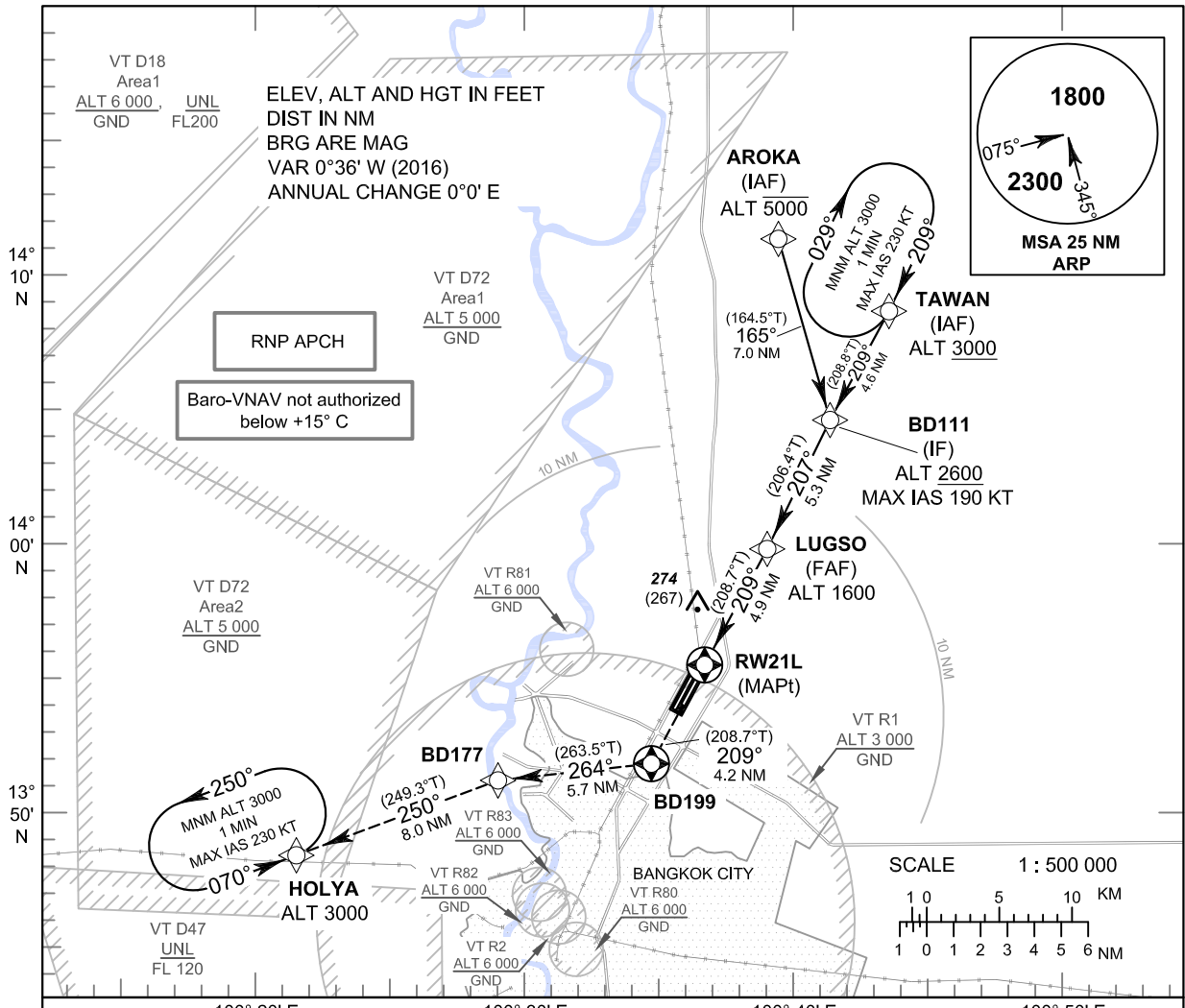
FIX/POINT		COORDINATES	
(IF) BD111	10.4D IBKK	14° 04' 35.38" N	100° 41' 47.72" E
(FAP/FAF) RENIL	5.1D IBKK	13° 59' 53.84" N	100° 39' 09.93" E
MAPt (LOC only) @ RW21R	0.2D IBKK	13° 55' 34.87" N	100° 36' 44.62" E
LOC	IBKK	13° 53' 40.60" N	100° 35' 40.60" E
GP/DME	IBKK	13° 55' 23.50" N	100° 36' 42.80" E

**INTENTIONALLY BLANK**

**INSTRUMENT APPROACH CHART - ICAO** **AERODROME ELEV 9 FT**  
**HEIGHTS RELATED TO THR RWY21L - ELEV 7 FT**

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 121.7, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 125.5, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

**BANGKOK / Don Mueang Intl (VTBD)**  
**RNAV (GNSS) RWY21L**



OCA/H	A	B	C	D	NM to NEXT WPT	1.3 NM	2 NM	3 NM	4 NM	FAF		
LNAV/VNAV	350 (343)				Altitude (Height)	470 (463)	690 (683)	1005 (998)	1320 (1313)	1600 (1593)		
LNAV	470 (463)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	700 (691)	800 (791)	1100 (1091)		Rate of descent FAF-MAPt (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: WPT NAME, MAG TRACKS, DIST, CIRCLING CAT D, INITIAL SEGMENT, INTERMEDIATE SEGMENT, REFERENCE VERTICAL DATUM, OCH, VT R82 AND VT R83 ADDED.

**INSTRUMENT** AERODROME ELEV 9 FT  
**APPROACH** HEIGHTS RELATED TO  
**CHART - ICAO** THR RWY21L - ELEV 7 FT

**BANGKOK / Don Mueang Intl (VTBD)**

**RNAV (GNSS) RWY21L**

**TABULAR DESCRIPTION**

RNAV (GNSS) RWY21L											
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	AROKA (IAF)	-	-	+ 0.6	-	-	- 5000	-	-	RNP APCH
020	TF	BD111 (IF)	-	165°(164.5°)	+ 0.6	7.0	-	+ 2600	-190	-	RNP APCH
010	IF	TAWAN (IAF)	-	-	+ 0.6	-	-	+ 3000	-	-	RNP APCH
020	TF	BD111 (IF)	-	209°(208.8°)	+ 0.6	4.6	-	+ 2600	-190	-	RNP APCH
010	IF	BD111 (IF)	-	-	+ 0.6	-	-	+ 2600	-190	-	RNP APCH
020	TF	LUGSO (FAF)	-	207°(206.4°)	+ 0.6	5.3	R	@ 1600	-	-	RNP APCH
030	TF	RW21L (MAPt)	Y	209°(208.7°)	+ 0.6	4.9	-	@ 57	-	-3.0/50	RNP APCH
040	TF	BD199	Y	209°(208.7°)	+ 0.6	4.2	R	-	-	-	RNP APCH
050	TF	BD177	-	264°(263.5°)	+ 0.6	5.7	L	-	-	-	RNP APCH
060	TF	HOLYA	-	250°(249.3°)	+ 0.6	8.0	-	+ 3000	-	-	RNP APCH
070	HM	HOLYA	Y	070°(069.3°)	+ 0.6	1 minute	L	+ 3000	- 230	-	RNP APCH

**WAYPOINT LIST**

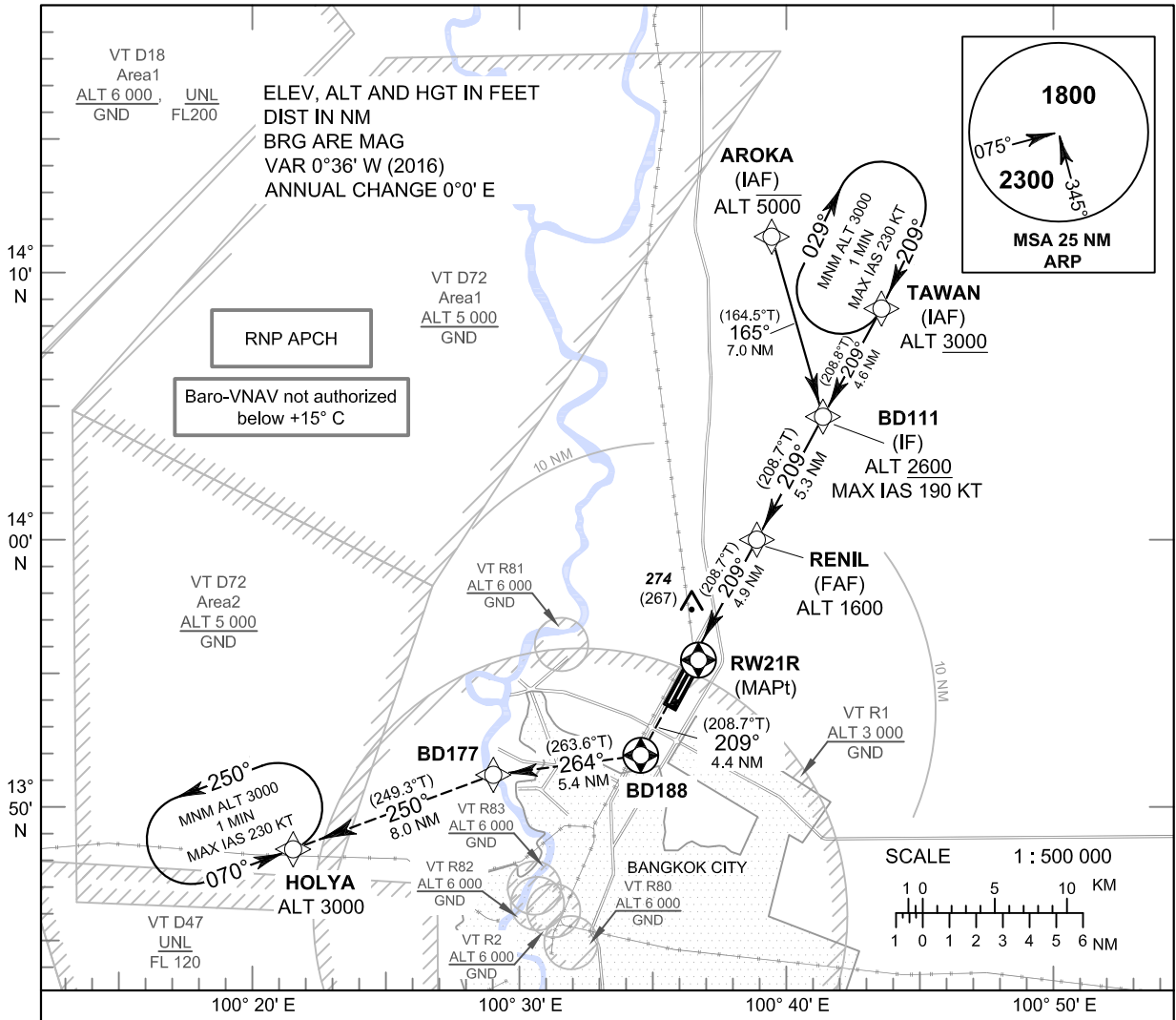
RNAV (GNSS) RWY21L			
Waypoint Identifier	Coordinates		Pronunciation
AROKA	14° 11' 22.16" N	100° 39' 51.89" E	AH - ROW - KAH
TAWAN	14° 08' 38.35" N	100° 44' 04.62" E	TAH - WAN
BD111	14° 04' 35.38" N	100° 41' 47.72" E	-
LUGSO	13° 59' 47.35" N	100° 39' 21.27" E	LUG - SOH
RW21L	13° 55' 28.41" N	100° 36' 55.96" E	-
BD199	13° 51' 46.32" N	100° 34' 51.41" E	-
BD177	13° 51' 07.60" N	100° 29' 02.45" E	-
HOLYA	13° 48' 16.86" N	100° 21' 21.08" E	HOL - YAH



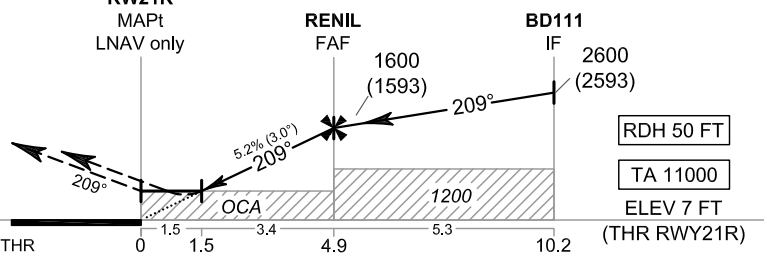
**INSTRUMENT APPROACH CHART - ICAO** **AERODROME ELEV 9 FT**  
HEIGHTS RELATED TO  
THR RWY21R - ELEV 7 FT

APP : 119.1, 262.5  
: 119.4, 262.5  
: 120.3, 262.5  
: 121.7, 262.5  
: 122.35, 262.5  
: 124.35, 262.5  
: 125.2, 262.5  
DAR : 125.5, 262.5  
TWR : 118.1, 236.6  
ATIS : 126.4, 344.6

**BANGKOK / Don Mueang Intl (VTBD)**  
**RNAV (GNSS) RWY21R**



**MISSED APPROACH :**  
**No turn before MAPt.**  
Climb on track 209° to BD188,  
then turn right to BD177,  
then proceed to HOLYA at 3000 FT,  
and hold or as directed by ATC.



OCA/H	A	B	C	D	NM to NEXT WPT	1.5 NM	2 NM	3 NM	4 NM	FAF		
LNAV/VNAV	370 (363)				Altitude (Height)	530 (523)	690 (683)	1005 (998)	1320 (1313)	1600 (1593)		
LNAV	530 (523)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	700 (691)	800 (791)	1100 (1091)		Rate of descent FAF-MAPt (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: WPT NAME, MAG TRACKS, DIST, CIRCLING, CAT D, INITIAL SEGMENT, INTERMEDIATE SEGMENT, REFERENCE VERTICAL DATUM, OCA/H, FINAL APPROACH ALTITUDE (HEIGHT) AND DISTANCE TABLE, VT R82 AND VT R83 ADDED.

INSTRUMENT AERODROME ELEV 9 FT  
APPROACH HEIGHTS RELATED TO  
CHART - ICAO THR RWY21R - ELEV 7 FT

BANGKOK / Don Mueang Intl (VTBD)

RNAV (GNSS) RWY21R

**TABULAR DESCRIPTION**

RNAV (GNSS) RWY21R											
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	AROKA (IAF)	-	-	+0.6	-	-	-5000	-	-	RNP APCH
020	TF	BD111 (IF)	-	165°(164.5°)	+0.6	7.0	-	+2600	-190	-	RNP APCH
010	IF	TAWAN (IAF)	-	-	+0.6	-	-	+3000	-	-	RNP APCH
020	TF	BD111 (IF)	-	209°(208.8°)	+0.6	4.6	-	+2600	-190	-	RNP APCH
010	IF	BD111 (IF)	-	-	+0.6	-	-	+2600	-190	-	RNP APCH
020	TF	RENIL (FAF)	-	209°(208.7°)	+0.6	5.3	-	@ 1600	-	-	RNP APCH
030	TF	RW21R (MAPt)	Y	209°(208.7°)	+0.6	4.9	-	@ 57	-	-3.0/50	RNP APCH
040	TF	BD188	Y	209°(208.7°)	+0.6	4.4	R	-	-	-	RNP APCH
050	TF	BD177	-	264°(263.6°)	+0.6	5.4	L	-	-	-	RNP APCH
060	TF	HOLYA	-	250°(249.3°)	+0.6	8.0	-	+3000	-	-	RNP APCH
070	HM	HOLYA	Y	070°(069.3°)	+0.6	1 minute	L	+3000	-230	-	RNP APCH

**WAYPOINT LIST**

RNAV (GNSS) RWY21R			
Waypoint Identifier	Coordinates		Pronunciation
AROKA	14° 11' 22.16" N	100° 39' 51.89" E	AH - ROW - KAH
TAWAN	14° 08' 38.35" N	100° 44' 04.62" E	TAH - WAN
BD111	14° 04' 35.38" N	100° 41' 47.72" E	-
RENIL	13° 59' 53.84" N	100° 39' 09.93" E	RE - NILL
RW21R	13° 55' 34.87" N	100° 36' 44.62" E	-
BD188	13° 51' 43.93" N	100° 34' 35.12" E	-
BD177	13° 51' 07.60" N	100° 29' 02.45" E	-
HOLYA	13° 48' 16.86" N	100° 21' 21.08" E	HOL - YAH