

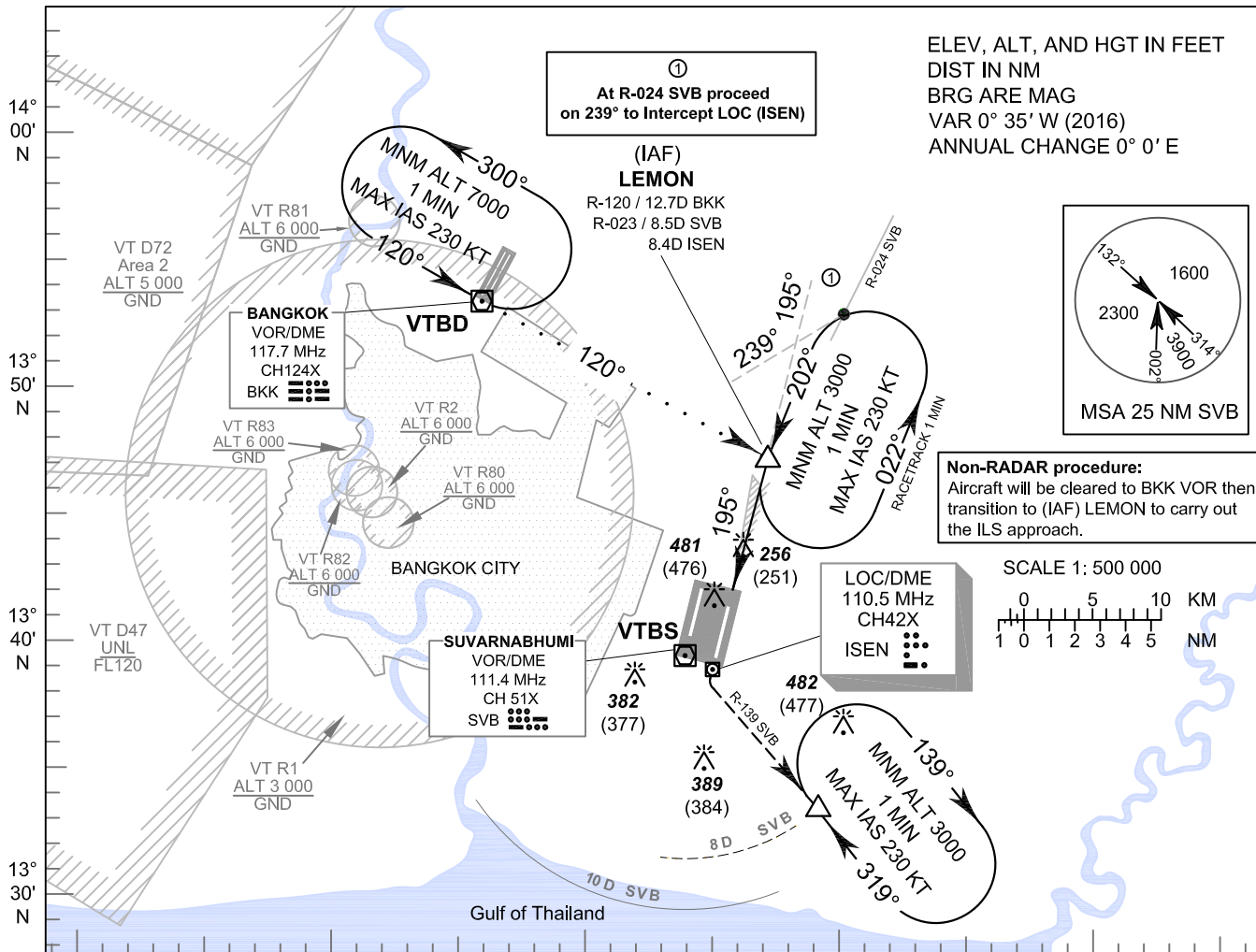
**INSTRUMENT APPROACH CHART - ICAO**

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

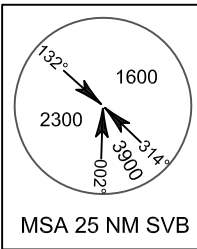
APP	: 119.1, 262.5
	: 120.3, 262.5
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1
	: 126.3
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

**BANGKOK / Suvarnabhumi Intl (VTBS)**

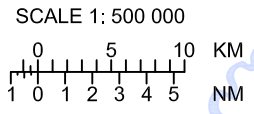
**ILS or LOC y RWY19L CAT II**



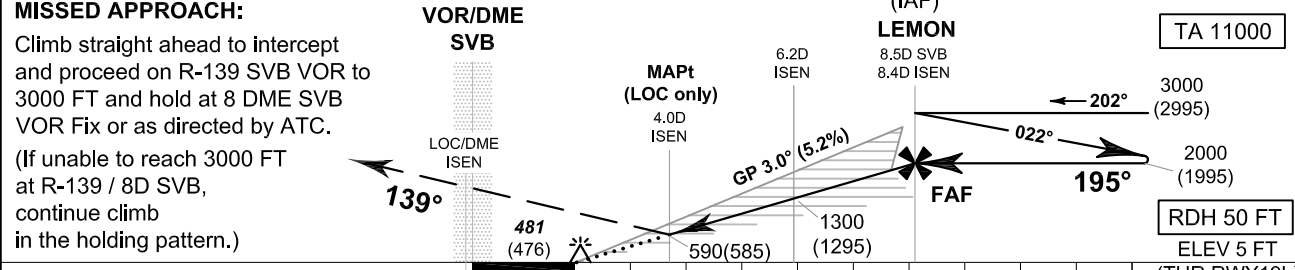
ELEV, ALT, AND HGT IN FEET  
DIST IN NM  
BRG ARE MAG  
VAR 0° 35' W (2016)  
ANNUAL CHANGE 0° 0' E



**Non-RADAR procedure:**  
Aircraft will be cleared to BKK VOR then transition to (IAF) LEMON to carry out the ILS approach.



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



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

NM FM THR RWY19L DME FM ISEN D0.0 0 NM D2.3 5 NM 10 NM

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

CHANGE: APP FREQ. ARR ATIS ADDED.