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	135451.74N 1003620.49E 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 T 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	The airport has provided ground handling agents as following number: a) AGS CARGO DMK E-mail: dmkfa@asiagroundservice.com Tel: +662 504 3821-3 +669 5208 4161-2 Fax: +662 504 3825 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 & Operation Department E-mail: dmkroc@aotga.com, dmkopsocc@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 c) BANGKOK AIR CATERING DON MUEANG CO., LTD E-mail: dmkhhpg@bangkokaircatering.com Mob: +666 4209 3694 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 e) TAP CARGO DMK E-mail: dmk@tapaircargo.com Tel: +662 157 3539 Fax: +662 157 3540 SITA: DMKTPXH, DMKTAXH f) THAI AIRWAYS INTERNATIONAL PUBLIC CO.,LTD. (TG) E-mail: tg.charter@thaiairways.com Tel: +662 563 8107 Fax: +662 563 8106 SITA: DMKZMTG AFS: VTBDTHAK

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, Limousine service, 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	Category 9
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	Available up to B747
4	Remarks	For removal of disabled aircraft by contracted external resource please contact aerodrome coordinator: Airport Operations Department - Airside Services Division Tel: +662 535 1283 +662 535 1288 Rescue and Fire Fighting Department - Aircraft Fire Fighting Division Tel: +662 535 1118

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	North Apron Surface: Concrete Strength: PCN 85/R/B/W/T Pier 2-3 Surface: Concrete Strength: PCN 69/R/B/W/T Pier 3-4 Surface: Concrete Strength: PCN 60/R/B/W/T Pier 4-5 Surface: Concrete Strength: PCN 48/R/B/W/T Pier 5-6 Surface: Concrete Strength: PCN 69/R/B/W/T Pier 6 Surface: Concrete Strength: PCN 68/R/B/W/T South Apron Surface: Concrete Strength: PCN 74/R/B/W/T
2	Taxiway width, surface and strength	Width: 23 M - 50 M Surface: Concrete Strength: See Aerodrome Ground Movement Chart - ICAO for taxiway strength, surface and width.
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, RWY Edge, RWY End, SWY 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: – At holding position RWY 21R on TWY B north, distance 130 M from RCL – At holding position RWY 21R on TWY D, distance 130 M right side of RCL – At holding position RWY 21R on TWY D, distance 210 M left side of RCL – At holding position RWY 21R on TWY S, distance 130 M right side of RCL – At holding position RWY 21R on TWY S, distance 130 M left side of RCL – At holding position RWY 21R on TWY C south, distance 90 M from RCL
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°	3700x60	PCN 115/F/B/W/T Asphalt	135349.24N 1003545.38E	THR 2 M/7 FT
21R	209°	3700x60	PCN 115/F/B/W/T Asphalt	135534.87N 1003644.62E	THR 2 M/7 FT
03R	028°	3500x45	PCN 126/F/D/W/T Asphalt	135358.45N 1003605.50E	THR 1.49 M/5 FT
21L	208°	3500x45	PCN 126/F/D/W/T Asphalt	135528.33N 1003655.97E	THR 1.92 M/6.4 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
-0.05% 0% -0.05% (350M 2 850M 500M)	150x60	150x150	4120x260	120x90	NIL	NIL	NIL
+0.056% 0% -0.05% (500M 2 850M 350M)	150x60	150x150	4120x260	120x90	NIL	NIL	NIL
+0.03% -0.036% (2 000M 1 500M)	NIL	150x150	3720x160	90x90	NIL	NIL	NIL
+0.036% -0.03% (1 500M 2 000M)	100x45	150x150	3720x160	90x90	NIL	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, FM 3100 M-3700 M Yellow; 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, FM 3100 M-3700 M Yellow; 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	100 M Red	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 3 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	$\frac{\text{2000FT}}{\text{AGL}}$
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 128.95 MHZ / 262.5 MHZ 125.2 MHZ / 262.5 MHZ 124.35 MHZ / 262.5 MHZ 122.35 MHZ / 262.5 MHZ 119.1 MHZ / 262.5 MHZ 120.3 MHZ / 262.5 MHZ 125.8 MHZ [2] 121.5 MHZ [1] / 243.0MHZ [1]	H24	[1] Emergency frequency [2] Clearance delivery for aircraft departing to adjacent aerodromes and helicopters operating within BKK CTR [3] Arrival ATIS [4] Departure ATIS
CDC	Don Mueang Delivery	127.7 MHZ	H24	
DAR	Don Mueang Arrival	133.0 MHZ / 262.5 MHZ 121.5 MHZ [1] / 243.0MHZ [1]	H24	
TWR	Don Mueang Tower	118.1 MHZ / 236.6 MHZ	H24	
SMC	Don Mueang Ground	121.9 MHZ / 257.8 MHZ 122.5 MHZ / 257.8 MHZ	H24	
ATIS	Don Mueang Intl Airport	126.4 MHZ [3] / 344.6 MHZ [3] / 118.55 MHZ [4]	H24	D-ATIS synthesized voice broadcast

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
DVOR/DME	BKK	117.7 MHZ CH 124X	H24	135336.8N 1003546.3E	16.58 M	DVOR/DME restriction due to obstacles surround DVOR/DME station, coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: – Radial 321°-030° altitude should not below 2 500 FT – Radial 031°-060° altitude should not below 4 000 FT – Radial 061°-120° altitude should not below 3 000 FT – Radial 121°-320° altitude should not below 4 000 FT
ILS CAT II LOC-21R	IBKK	109.3 MHZ	H24	135340.6N 1003540.6E		Instrument Landing System - Reference Datum Height (RDH) is 16.46 M (54 FT). A. Localizer - LOC 300 M (984 FT) from THR RWY 03L, along RWY centre line. Course width 3° B. Glide Path 3° - GP 333 M (1,093 FT) from THR RWY 21R, 120 M (394 FT) from RWY centre line. C.DME - Co-located with GP.
GP/DME		332.0 MHZ CH 30X	H24	135523.5N 1003642.8E		
ILS CAT I LOC RWY21L	IDMG	110.3 MHZ	H24	135351.83N 1003601.85E		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
GP/DME		335.0 MHZ CH40X	H24	135521.25N 1003647.45E		
ILS CAT I LOC RWY03L	IBKD	109.7MHZ CH34X	H24	135543.71N 1003649.60E		Instrument Landing System – Designated operation coverage 9 DME (IBKD), ALT 6000 FT/AMSL – Reference Datum Height (RDH) is 55 FT A. Localizer – Course width 3.0° B. Glide Path 3° – GP unusable beyond 6° right side of localizer course C. DME – Co-located with LOC
DME			H24	135544.88N 1003647.53E	3FT	
GP		333.2MHZ	H24	135356.48N 1003554.02E		

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

3.1 When the aircraft is involved in an accident at Don Mueang 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 General Manager of Don Mueang International Airport 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 General Manager of Don Mueang International Airport 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 General Manager of Don Mueang International Airport 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 º to the cross-wind leg.

4.2.2 Inbound - join circuit pattern at 45 º 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 Runway

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 Runway 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.

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

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-manoeuvring 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
North Remote Apron 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	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. Remarks Stand 100B and stand 100C in case of push-back facing north, the aircraft shall then be towed forward until behind stand 100B.
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. Alternative 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. Alternative 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.

Aircraft Stands	Aircraft Manoeuvring Procedures
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. Alternative 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. Alternative 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.
Stand 123 125 127 129	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. Alternative 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.
Stands 124 126 128 130	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. Alternative 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.
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	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.
Stands 89 90 108	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.

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.

16. HOT SPOT (HS) AREAS

16.1 HS1 - Aircraft taxiing to runway 21R on taxilane B or taxiway C which are instructed to turn right onto taxiway D and to hold short of runway 21R. Use caution when making the right turn onto taxiway D and watch for the holding line surface painted and hold short of runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization (including taxiway B north).

16.2 HS2 - Aircraft taxiing to runway 21R on taxiway C which are instructed to turn right onto taxiway E and to hold short of runway 21R. Use caution when making the right turn onto taxiway E and watch for the holding line surface painted and hold short of runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization.

16.3 HS3 - Due to several intersections around this area which connect to rapid exit taxiways, aircraft taxiing from taxilane B and taxiway O to join taxiway C can do mistake enter runway 21R-03L while on taxiway O. Use caution when taxiing on taxiway O and approaching the

intersection of taxiway C and do not cross the hold marking for runway 21R-03L without ATC authorization.

16.4 HS4 - Due to several intersections around this area which connect to rapid exit taxiways, aircraft taxiing from taxilane B and taxiway R to join taxiway C can do mistake enter runway 21R-03L while on taxiway R. Use caution when taxiing on taxiway R and approaching the intersection of taxiway C and do not cross the hold marking for runway 21R-03L without ATC authorization.

16.5 HS5 - After vacated runway 21L by right join taxiway S. Use caution when taxiing on taxiway S and watch for the holding line surface painted and hold short of runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization.

16.6 HS6 - Aircraft taxiing to runway 03R on taxilane T which are instructed to turn right onto taxiway S and to hold short of runway 03R. Use caution when making the right turn onto taxiway S and watch for the holding line surface painted and hold short of runway 03R. Do not cross the holding line surface painted for runway 03R without ATC authorization.

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. Provision of Radar Services

1.1 Bangkok Approach is responsible for providing radar service to aircraft operating within Bangkok Terminal Control Area and Bangkok Control Zone (see ENR 2.1-6, ENR 2.1-7).

1.2 Arriving aircraft intending to land at Don Mueang International Airport will be transferred to Don Mueang Arrival on frequency 133.0 MHZ.

2. Approach Procedures with Radar Control

2.1 All procedures are designed to maximize departure and arrival capacity in Bangkok Terminal Control Area and minimize noise disturbance in areas overflown.

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

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

2.4 The horizontal radar separation minimum shall be 5 NM except within Bangkok TMA, Bangkok CTR and Don Mueang ATZ, a reduced

separation of 3 NM may be applied.

2.5 Missed approach procedures

2.5.1 As directed by ATC.

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

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

Aircraft departing from or arriving at Don Mueang International Airport will normally be assigned the RNAV SIDs/STARs detailed in VTBD AD 2.24.

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

4. Speed Control and Altitude Restrictions Promulgation in Bangkok TMA

In order to facilitate the air traffic flow procedure of departing and arriving aircraft within Bangkok TMA, speed control procedures and altitude restricted must be applied to optimize the spacing between aircraft and reduce the overall delay of traffic.

4.1 Speed control

4.1.1 Speed control shall be in force at all times unless otherwise instructed. Pilots will be individually advised by ATC when speed control is cancelled.

4.1.2 All departing and arriving aircraft are to apply speed of not more than IAS 250 KT when flying at or below altitude of 10 000 FT.

4.1.3 Departing aircraft shall comply with speed control restrictions as published in the RNAV SIDs Procedures unless otherwise advised by ATC.

4.1.4 Arriving aircraft shall comply with speed control restrictions as published on the RNAV STARs Charts and Instrument Approach Procedures unless otherwise advised by ATC.

4.1.5 En route and terminal holding speed shall be in accordance with ICAO standard holding speeds requirement. Pilots shall resume speed control procedures when leaving the holding fix.

4.1.6 ATC may issue further speed adjustment instructions during various flight phases or/and when required by traffic situation.

4.1.7 All speed restrictions are to be flown as accurately as possible. If unable to conform to these procedures, pilots should immediately inform ATC and state the speed to be used so that an alternative action can be taken.

4.2 Altitude restrictions

When a departing aircraft on a SID is cleared to climb to a level higher than the initially cleared level or the level(s) specified in the SID, the aircraft shall nevertheless follow the published vertical profile, unless such restrictions are explicitly cancelled by ATC.

4.2.1 Departing aircraft intending to cruise below the transition level shall follow an appropriate SID track and comply with individual ATC climb instructions.

4.2.2 When an arriving aircraft on a STAR is cleared to descend to a level lower than the level or the level(s) specified in the STAR, the aircraft shall nevertheless follow the published vertical, unless such restrictions are explicitly cancelled by ATC. Published minimum levels based on terrain clearance shall always be strictly applied.

4.2.3 To facilitate safe traffic integration and provide vertical separation between converging traffic in Bangkok TMA, pilots shall plan their descent profile in accordance with the published STAR procedures or their descent profile against distance to touchdown.

4.2.4 All altitude restrictions are to be flown as accurately as possible. If unable to conform to these restrictions, pilots should immediately inform ATC so that an alternative action can be taken.

5. TCAS RA Warning

Avoidance of unnecessary TCAS RA warning, aircraft shall strictly use rate of climb or rate of descent at 1 500 FPM or less within 2 000FT to the assigned altitude or flight level, then use rate of climb or rate of descend at 1 000 FPM or less within 1 000 FT to the assigned altitude or flight level when flight crew is made aware of another aircraft at or approaching an adjacent altitude or flight level, unless otherwise instructed by ATC.

6. Operational for Safety and More Effective Air Traffic Management in Bangkok TMA

6.1 If practicable, aircraft operating within Bangkok TMA should operate SSR Mode S transponders. The data entered in the Mode S Aircraft Identification must match the three letter ICAO designator for the aircraft operating agency and the flight number to ensure the

correlated flight identity.

6.2 All departing aircraft are strictly required to contact Don Mueang Approach after airborne unless otherwise instructed by ATC.

7. Delay during Severe Weather

7.1 All aircraft may be delayed. Departure/arrival interval will be applied as follows:

a) 4 minutes or more between successive departures on the same SID or between aircraft intending to fly in the direction where severe weather is reported.
b) 4 minutes or more between successive arrivals on the same STAR/at the same IAWP or between aircraft intending to fly in the direction where severe weather is reported.

7.2 When severe weather has an effect on landing/ take-off, domestic flights intending to land at Don Mueang International Airport may be requested to delay at airport of departure.

8. VFR Flight in Bangkok Control Zone

8.1 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 8.4) to land / take-off at Don Mueang International Airport under conditions LESS than (8.1) above but NOT LESS than

Ground Visibility	1500 M

8.2 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 (8.1) above; such flight will be treated as special VFR flight (see 8.4) for ATC purposes.

8.3 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

8.4 Special VFR Flight

8.4.1 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.

8.4.2 A pilot wishing to conduct special VFR flight is to call Don Mueang Delivery on frequency 127.7 MHZ for special VFR clearance.

8.5 VFR Entry and Exit Procedures in Bangkok Control Zone

The details of VFR entry and exit procedures are given in ENR 2.2, Item 1. VFR ENTRY AND EXIT PROCEDURES IN BANGKOK CONTROL ZONE.

8.6 Radio Communication Failure for VFR flights

8.6.1 Departing aircraft

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

8.6.2 Arriving aircraft

a) Report position, distance, heading and altitude as well as departure point when approaching 50 NM from BKK VOR by blind transmission.
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 below.
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.

8.6.3 Alternative methods for communicating with ATC

Pilots may endeavour to communicate with ATC by telephone network. The telephone numbers are as follows:

a) Don Mueang Tower

Tel: +662 515 3282, +662 515 3288, +668 1710 7449

b) Suvarnabhumi Tower

Tel: +662 131 3610-3, +668 6399 9030

c) Bangkok Approach

Tel: +662 131 3621, +662 131 3622, +668 5150 2288, +668 5150 3300

Note: *Traffic Patterns and Altitude:*
a) Jet Aircraft 1500 FT
b) Conventional Aircraft 1000 FT
c) Light Aircraft 800 FT
d) Helicopter 500 FT

Traffic Pattern, Bangkok control zone and Don Mueang aerodrome traffic zone are shown below:

Illustration of Traffic Pattern

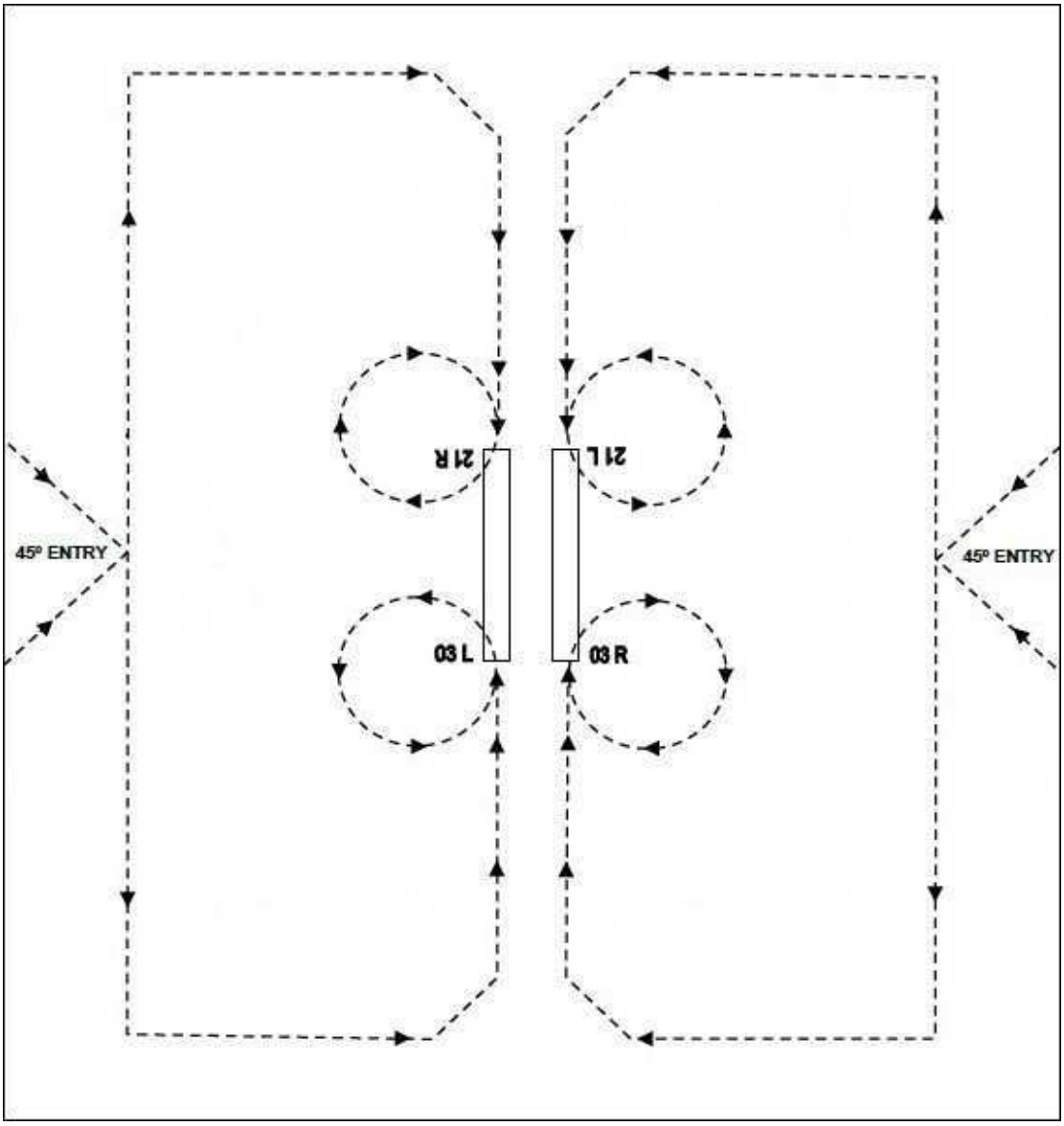
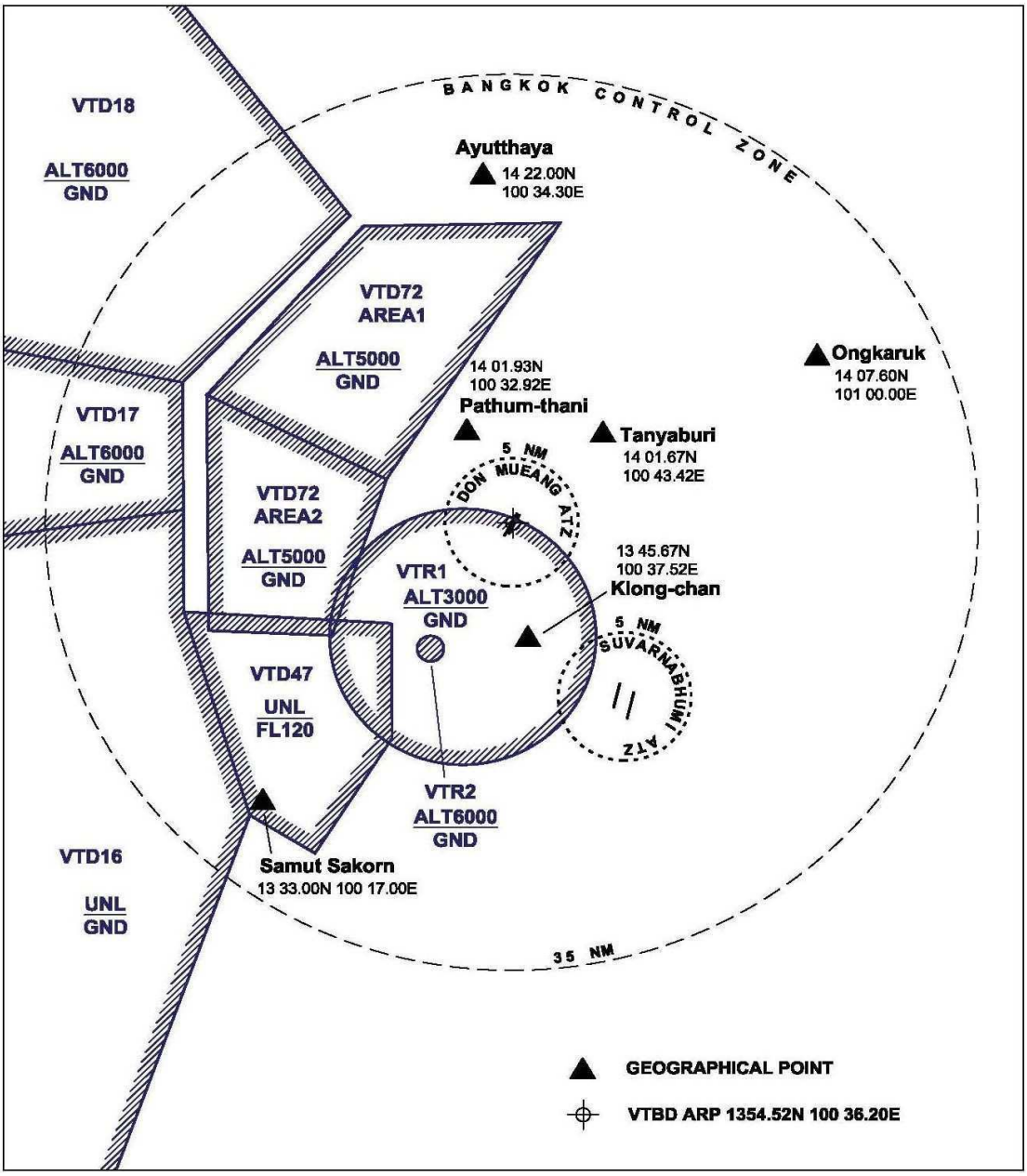


Illustration of Bangkok control zone and Don Mueang aerodrome traffic zone

BANGKOK CONTROL ZONE AND DON MUEANG AERODROME TRAFFIC ZONE



9. TRAINING IN DANGER AREA

9.1 D47

a) Jet / Conventional Aircraft departing from Don Mueang International Airport must contact Don Mueang Approach on frequency 119.4 MHZ
b) 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.

9.2 D72

a) Light Aircraft departing form 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 Patum-thani, 5 NM West and then report entering downwind for landing RWY 21L/R or RWY 03R/L.

10. Fuel Dumping Procedure and In-flight Fuel Management Procedures

10.1 Introduction

An aircraft in emergency or other urgent situations may need to dump fuel so as to reduce to maximum landing mass in order to affect a safe landing.

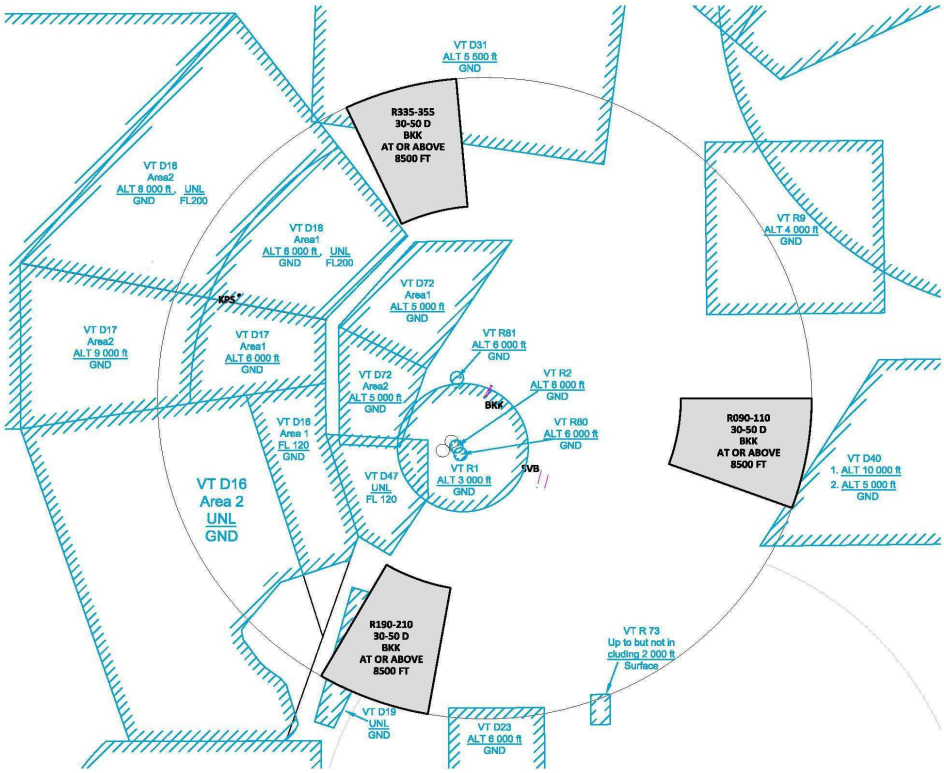
10.2 Fuel Dumping Areas

10.2.1 North fuel dumping area: between R-335 and R-355, distance of 30 to 50 NM from BKK VOR, altitude at or above 8500 FT.

10.2.2 East fuel dumping area: between R-090 and R-110, distance of 30 to 50 NM from BKK VOR, altitude at or above 8500 FT.

10.2.3 South fuel dumping area: between R-190 and R-210, distance of 30 to 50 NM from BKK VOR, altitude at or above 8500 FT.

Illustration of Fuel dumping areas



10.3 In-flight Fuel Management Procedures

10.3.1 Definition

Minimum fuel: The term used to describe a situation in which an aircraft's fuel supply has reached a state where the flight is committed to land at a specific aerodrome and no additional delay can be accepted.

Mayday fuel: Describes the nature of the distress conditions when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.

10.3.2 Actions taken by pilot

10.3.2.1 The pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.

10.3.2.2 The pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus the fuel required either to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.

10.3.2.3 The pilot-in-command shall advise ATC of a minimum fuel state by declaring "MINIMUM FUEL" when, having committed to land at a specific aerodrome, the pilot calculates that any changes to the existing clearance to that aerodrome may result in landing with less than planned final reserve fuel.

Note 1: *The declaration of "MINIMUM FUEL" informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any changes to the existing clearance may result in landing with less than planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delays occur.*

Note 2: *It should be noted that Pilots should not expect any form of priority handling as a result of a "MINIMUM FUEL" declaration. ATC will, however, advise the flight crew of any additional expected delays as well as coordinate when transferring control of the aircraft to ensure that other ATC units are aware of the flight's fuel state.*

10.3.2.4 The pilot-in-command shall declare a situation of distress related to the amount of fuel available on board the aircraft by broadcasting "MAYDAY, MAYDAY, MAYDAY, FUEL" when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.

Note 1: *The planned final reserve fuel refers to the value calculated in Annex 6 - Operation of Aircraft, Chapter4, item 4.3.6.3 e) 1) or 2) and is the minimum amount of fuel required upon landing at any aerodrome.*

Note 2: *The words "MAYDAY FUEL" describe the nature of the distress conditions as required in Annex 10, Volume II, Chapter 5.3.2.1, b) 3).*

Note 3: *Guidance on procedures for in-flight fuel management is contained in the Fuel Planning Manual (Doc 9976).*

10.3.3 Actions taken by ATC

10.3.3.1 When a pilot reports a state of "MINIMUM FUEL", ATC shall respond to the pilot who indicates or suggests that he is becoming short of fuel or who has declared "MINIMIM FUEL" as follows:

10.3.3.1.1 Inform the pilot of either:

a) The estimated delay, if pilots are en-route to, joining or are established in holding point such as IAWPs; or
b) The estimated track mileage, if pilots are being vectored to an instrument approach; or

10.3.3.1.2 Coordinate when transferring control of the aircraft to ensure other ATC units to be aware of the flight's fuel state.

10.3.3.1.3 Standard phraseology

Pilot transmission: (C/S), MINIMUM FUEL
Controller transmission: (C/S), ROGER [NO DELAY EXPECTED or EXPECT (delay information)]

10.3.3.2 When a pilot reports a state of "MAYDAY, MAYDAY, MAYDAY FUEL". This is an emergency and the aircraft shall be given priority over other traffic in the landing sequence. The aircraft will be committed to a landing, as in the event of any delay or a go-around, there may be insufficient fuel remaining for a safe landing.

10.3.3.2.1 Standard phraseology

Pilot transmission: (C/S) MAYDAY, MAYDAY, MAYDAY FUEL
Controller transmission: (C/S) ROGER MAYDAY

11. Aircraft Transponder Failure Procedures

11.1 Control of aircraft experiencing transponder failure procedure.

11.1.1 When a transponder failure is detected to be unserviceable prior to departure, ATC shall confirm with the pilot of his transponder operations using the following phraseologies.

Phraseologies

"C/S, CONFIRM TRANSPONDER ON", or
"C/S, CHECK YOUR TRANSPONDER OPERATED NORMALLY", or
"C/S, TRANSPONDER NOT RECEIVED, CHECK FUNCTIONALITY"

When it has been confirmed that aircraft transponder fails, ATC shall advice the pilot to repair it before departure. However, the surface radar blind spot, where the transponder might not be easily detected, should be taken into consideration.

Phraseologies

"C/S, ADVISE TRANSPONDER REPAIRED BEFORE DEPARTURE", or
"C/S, ADVISE RETURN TO BAY FOR TRANSPONDER REPAIRING"

11.1.2 When transponder appears to be unserviceable after the aircraft is airborne, ATC must inform the pilot of his transponder failure using the following phraseologies.

Phraseologies

"C/S, CONFIRM TRANSPONDER ON", or
"C/S, CHECK YOUR TRANSPONDER OPERATED NORMALLY", or
"C/S, TRANSPONDER NOT RECEIVED, CHECK FUNCTIONALITY"

When it has been confirmed that the aircraft transponder fails, ATC shall advice the pilot to return to his departure airport as well as relay all necessary information to Aerodrome Control Tower and all concerned units.

Phraseologies

"C/S, ADVISE RETURN TO LAND AT (DEPARTURE AERODROME) FOR TRANSPONDER REPAIRING, REQUEST YOUR INTENTION",
"C/S, ADVISE RETURN TO BAY FOR TRANSPONDER REPAIRING"

In case pilot decide to proceed to first intended landing or nearest suitable aerodrome, primary radar separation shall be provided. However, the pilot shall be reminded that delays can be expected and some requests might not be granted e.g. route to be flown, cruising altitude/level.

11.2 Control of aircraft overflying Bangkok FIR or aircraft intending to land at Don Mueang International Airport with its failed transponder procedure

11.2.1 ATC must immediately inform the pilot of his transponder failure so that he could check its operations and repair it.

11.2.2 ATC shall control, according to the filed flight plan, the aircraft experiencing transponder failure to land safely at Don Mueang International Airport.

11.2.3 ATC shall control, according to the filed flight plan, the over-fly aircraft experiencing transponder failure to land safely at the destination aerodrome.

11.2.4 Approach Control shall coordinate closely with Don Mueang Tower and/or other concerned units regarding the problem.

11.3 The above procedures shall be applied to all aircraft except state aircraft and military aircraft.

11.4 Aircraft intending to land at Don Mueang International Airport with its failed transponder might be assigned to fly along an RNAV STAR and controlled solely by Suvarnabhumi PSR which normally covers up to 80 NM.

12. Radio Communication Failure Procedure

12.1 General

12.1.1 Radio communication is considered to be failed, if during two minutes that the pilot or the ATC unit doesn't answer the repeated calls through all available communication channels.

12.1.2 The transponder is set to be Mode A/C code 7600 as soon as the pilot has detected communication failure.

12.1.3 The pilot shall use all available facilities to re-establish communication with ATC unit directly or by means of the other aircraft. If necessary, the emergency frequency 121.5 MHZ may be used.

12.1.4 In any case of radio communication failure, the pilot shall continue listening on the appropriate radio frequency and transmitting the position reports, actions and flight conditions. The pilot shall comply with one of the following procedures.

12.2 Total radio communication failure for arriving aircraft

12.2.1 If in VMC, continue to fly in VMC and land at the nearest suitable aerodrome.

12.2.2 If in IMC or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 12.2.1 above, the pilot shall:

12.2.2.1 If a specific STAR procedure has been designated and acknowledged prior to the occurrence of radio communication failure, comply with the radio communication failure procedures.

Proceed according to the STAR route to the termination point AROKA for RWY 21L/21R or DOTLI for RWY 03L/03R and descend in accordance with the published all speed and altitude restrictions of the relevant STAR procedure, thence:

a) For RWY 21L/21R: at AROKA and maintain altitude 3000 FT. The pilot shall make a right holding pattern as published and carry out the appropriate approach procedure.
b) For RWY 03L/03R: At DOTLI, carry out the appropriate approach procedure.

12.2.2.2 If no specific STAR procedure has been designated or acknowledged prior to the occurrence of radio communication failure, endeavor to ascertain the landing direction from any available means in para 12.5 below. The pilot then should proceed in accordance with the STAR procedure appropriate to its ATS route and landing direction and comply with the radio communication failure procedures.

12.2.3 When an arriving aircraft is being radar vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. Pilot should proceed in the most direct manner possible to rejoin the STAR procedure appropriate to its ATS route and landing direction.

12.2.4 Pilots should ensure that they remain at or above the minimum sector altitude. If the aircraft is below the minimum sector altitude, pilots shall immediately climb to the minimum sector altitude.

12.3 Total radio communication failure for missed approach aircraft

12.3.1 The pilot shall set the aircraft transponder to Mode A/C code 7600 and fly to or proceed direct to (in case of radar vector) the

appropriate missed approach holding point at 3 000 FT (For RWY 21L/RWY 21R) or 4 000 FT (For RWY 03L/RWY 03R) and hold.

12.3.2 The pilot then shall climb and maintain 4 000 FT (For RWY21L/RWY 21R) or 5 000 FT (For RWY 03L/RWY 03R) in the holding pattern and complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with para 12.5 below, thence

a) For RWY 21L/21R: maintain altitude 4 000 FT and proceed direct to BKK VOR then transition to IAF and carry out an appropriate approach procedure.
b) For RWY 03L/03R: maintain altitude 5 000 FT and proceed direct to DOTLI, carry out the appropriate approach procedure. Except ILS or LOC y RWY03L and VOR RWY03R: maintain altitude 5 000 FT and proceed direct to BKK VOR then transition to IAF and carry out an appropriate approach procedure.

12.4 Partial radio communication failure for arriving aircraft

12.4.1 Aircraft unable to receive: pilots shall adopt the total radio communication failure procedures specified in para 12.2 above.

12.4.2 Aircraft able to receive: following verification that aircraft is able to receive ground transmissions by squawk ident, ATC will continue to issue and repeat instructions and/or clearance to the pilot.

12.5 Identification of runway in use

12.5.1 A pilot endeavours to obtain information on the landing runway from the following sources: ATIS, D-ATIS, ACARS, satellite phone, etc. If unable, the pilot should rely on the best available information such as aerodrome weather forecasts, meteorological reports or any other relevant information obtained prior to the communication failure and should decide on the most appropriate landing direction.

12.5.2 To assist the pilot in ascertaining the landing direction, the ILS and approach lighting for the runway in use will be switched on. If the approach lights for the runway-in-use are sighted but the ILS signal is not received, the pilot shall assume that the ILS is inoperative and shall proceed to land on the runway on which the approach lights have been sighted.

12.6 Total radio communication failure for departing aircraft

12.6.1 The pilot shall set the aircraft transponder to Mode A/C code 7600 and comply with the last acknowledged clearance up to the next reporting point on the SID, then climb to the planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter, the pilot shall comply with the flight planned routing.

12.6.2 Whenever a pilot experiences total radio communication failure immediately after departure and it is deemed unsafe for the flight to continue to its destination, the pilot shall adhere to the procedures below:

12.6.2.1 The pilot shall set the aircraft transponder to Mode A/C code 7600.

12.6.2.2 The pilot shall comply with the last assigned altitude in accordance with the published all speed and altitude restrictions of the relevant SID procedure.

12.6.2.3 The pilot shall climb/descend to maintain 8 500 FT for 2 minutes then proceed direct to BKK VOR and hold. If fuel dumping is necessarily required before making an approach to land, after maintaining altitude at 8 500 FT for 2 minutes, the pilot shall proceed to the nearest suitable fuel dumping area and start dumping fuel. When it is completed, the pilot must fly direct to BKK VOR and hold.

12.6.2.4 The pilot is required to make a left holding pattern over BKK VOR with inbound course 120 and one-minute-leg to complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with para 12.5 above.

12.7 Partial radio communication failure for departing aircraft

12.7.1 Aircraft unable to receive: pilots shall adopt the total radio failure procedures specified in para 12.6.2 above.

12.7.2 Aircraft able to receive: following verification that aircraft is able to receive ground transmissions by squawk ident, ATC will continue to issue and repeat instructions and/or clearances to the pilot.

12.8 Aircraft overflying Bangkok TMA

12.8.1 The pilot shall set the aircraft transponder to Mode A/C code 7600.

12.8.2 If in VMC, the pilot shall continue to fly in VMC and land at the nearest suitable aerodrome.

12.8.3 If in IMC, or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 12.8.2 above, the pilot shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of ten minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan.

12.9 Departing or overflying aircraft under radar control

12.9.1 The pilot shall set the aircraft transponder to Mode A/C code 7600.

12.9.2 The pilot shall maintain the last assigned heading, speed and level, or minimum flight altitude if higher, for a period of two minutes following:

12.9.2.1 The time the last assigned level or minimum flight altitude is reached; or

12.9.2.2 The time the transponder is set to 7600; or

12.9.2.3 The aircraft's failure to report its position over a compulsory reporting point. Whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan.

12.9.3 After a period of two minutes, the pilot shall proceed in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight planned route no later than the next significant point, taking into consideration to the applicable minimum flight altitude.

12.10 Alternative methods for communicating with ATC

Pilots may endeavour to communicate with ATC by telephone network.

The telephone numbers are as follows:

– Don Mueang Tower	Tel: +662 515 3282, +662 515 3288, +6681 710 7449
– Suvarnabhumi Tower	Tel: +662 131 3610-3, +6686 399 9030
– Bangkok Approach	Tel: +662 131 3621, +662131 2622, +6685 150 2288 and +6685 150 3300

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 taxilane B (to face either north or south) and tow forward till the aircraft is on taxiway S.
- Turn left to taxiway C and taxing 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 taxilane B (to face south only) and tow the aircraft on to taxilane 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, taxing 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

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AERODROME CHART - ICAO

13 54 52 N
100 36 20 E

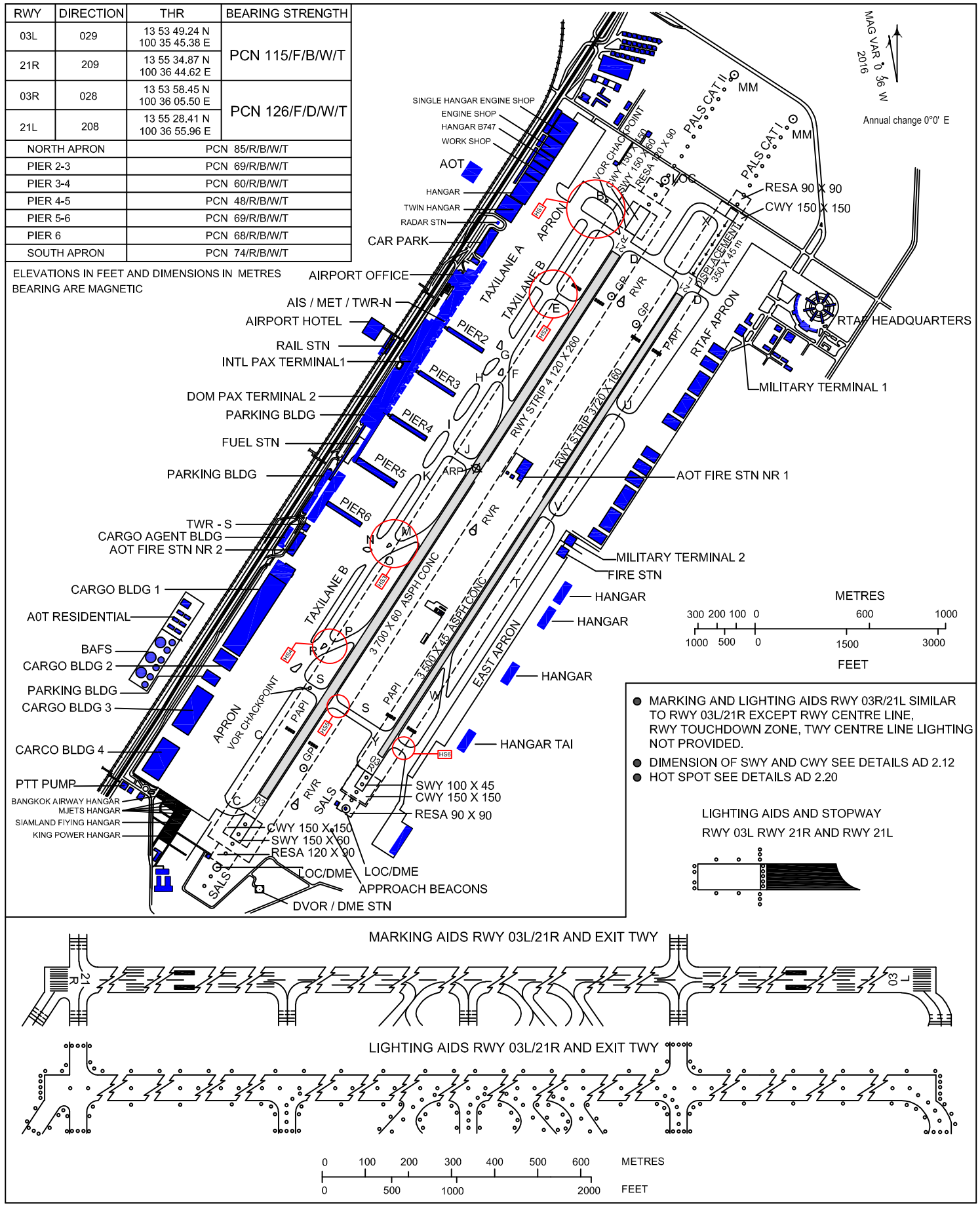
ELEV 9 FT

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 115/F/B/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	
NORTH APRON		PCN 85/R/B/W/T	
PIER 2-3		PCN 69/R/B/W/T	
PIER 3-4		PCN 60/R/B/W/T	
PIER 4-5		PCN 48/R/B/W/T	
PIER 5-6		PCN 69/R/B/W/T	
PIER 6		PCN 68/R/B/W/T	
SOUTH APRON		PCN 74/R/B/W/T	

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
- HOT SPOT SEE DETAILS AD 2.20

LIGHTING AIDS AND STOPWAY
RWY 03L RWY 21R AND RWY 21L

MARKING AIDS RWY 03L/21R AND EXIT TWY

LIGHTING AIDS RWY 03L/21R AND EXIT TWY

CHANGE: HOT SPOT ADDED. RWY 03L PCN. RWY21R PCN. APRON PCN. PIER PCN ADDED.

INTENTIONALLY BLANK

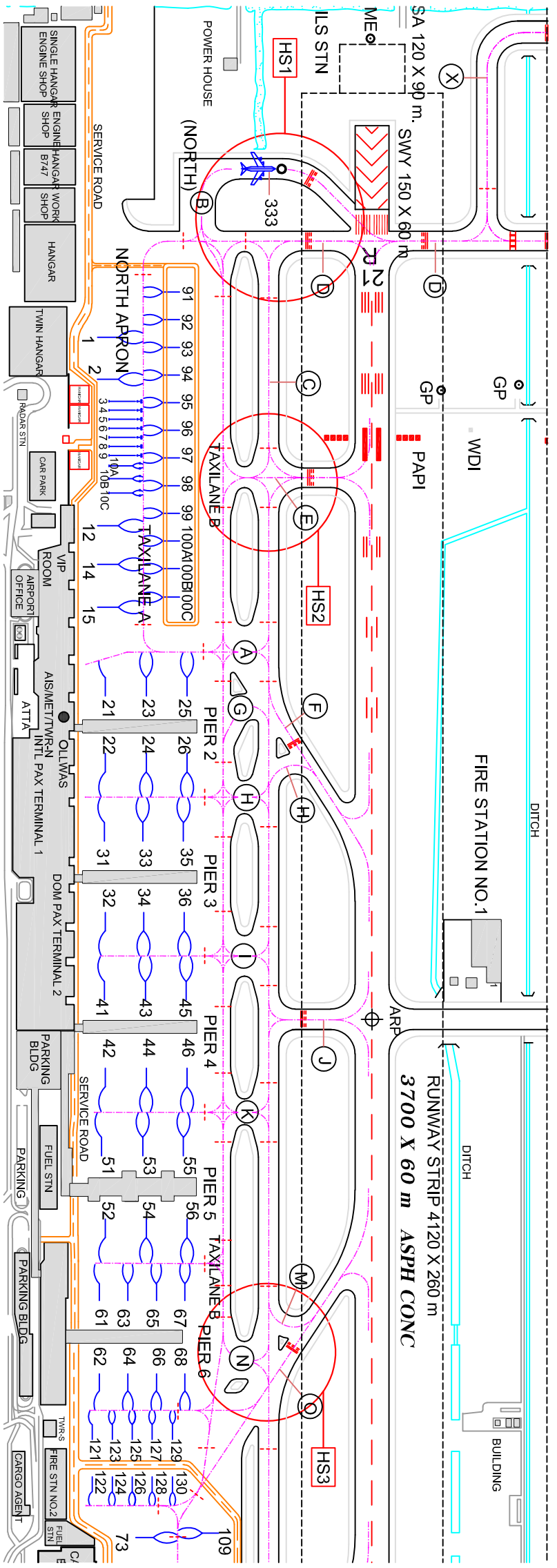
AIRCRAFT PARKING DOCKING CHART - ICAO

APRON ELEV 10 FT

TWR	118.1
GND	121.9

BANGKOK / Don Mueang Intl

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



NOT TO SCALE

CHANGE: LEGEND. HOT SPOT.

LEGEND	
• AIRCRAFT STAND	56
• INTERMEDIATE HOLDING POSITION	---
REMARKS	
• HOT SPOT SEE DETAILS AD 2.20	
• INS COORDINATES FOR AIRCRAFT STAND SEE VERSO PAGE	
• ARP 13 54 52 N 100 36 20 E	

AIRCRAFT PARKING/ DOCKING CHART - ICAO

BANGKOK/Don Mueang Intl

INS COORDINATES AND ACCOMMODATION FOR AIRCRAFT STAND

LOCATION	STAND NR	COORDINATES		ACFT UP TO
NORTH APRON	1	13 55 36.05N	100 36 25.74E	E (B744)
	2	13 55 34.00N	100 36 24.59E	E (B744)
	3	13 55 32.15N	100 36 24.73E	CODE A
	4	13 55 31.64N	100 36 24.45E	CODE A
	5	13 55 31.12N	100 36 24.16E	CODE A
	6	13 55 30.61N	100 36 23.87E	CODE A
	7	13 55 30.10N	100 36 23.58E	CODE A
	8	13 55 29.58N	100 36 23.29E	CODE A
	9	13 55 29.07N	100 36 23.00E	CODE A
	10A	13 55 28.44N	100 36 22.65E	CODE B
	10B	13 55 27.66N	100 36 22.21E	CODE B
	10C	13 55 26.89N	100 36 21.78E	CODE B
	91	13 55 35.74N	100 36 33.31E	D (B762)
	92	13 55 34.16N	100 36 32.42E	D (B762)
	93	13 55 32.58N	100 36 31.54E	D (B762)
	94	13 55 30.99N	100 36 30.65E	D (B762)
	95	13 55 29.41N	100 36 29.76E	D (B762)
	96	13 55 27.82N	100 36 28.87E	D (B762)
	97	13 55 26.33N	100 36 27.93E	CODE C
	98	13 55 24.83N	100 36 27.09E	CODE C
	99	13 55 23.33N	100 36 26.25E	CODE C
	100A	13 55 21.83N	100 36 25.41E	CODE C
	100B	13 55 20.33N	100 36 24.57E	CODE C
	100C	13 55 18.84N	100 36 23.73E	CODE C
NORTH CORRIDOR	12	13 55 25.84N	100 36 19.81E	E (B744)
	14	13 55 23.78N	100 36 18.65E	E (B744)
	15	13 55 21.72N	100 36 17.49E	E (B744)
PIER 2	21	13 55 16.18N	100 36 15.70E	E (B772)
	22	13 55 14.11N	100 36 14.53E	E (B744)
	23	13 55 15.02N	100 36 17.81E	E (B772)
	24	13 55 12.96N	100 36 16.66E	E (B744)
	25	13 55 13.86N	100 36 19.91E	E (B772)
	26	13 55 11.82N	100 36 18.78E	E (B744)
PIER 3	31	13 55 08.19N	100 36 11.22E	E (B772)
	32	13 55 06.09N	100 36 10.03E	E (B744)
	33	13 55 07.06N	100 36 13.34E	E (B772)
	34	13 55 04.95N	100 36 12.16E	E (B744)
	35	13 55 05.92N	100 36 15.46E	E (B772)
	36	13 55 03.81N	100 36 14.28E	E (B744)
PIER 4	41	13 55 00.17N	100 36 06.80E	E (B772)
	42	13 54 58.15N	100 36 05.54E	E (B744)
	43	13 54 59.04N	100 36 08.92E	E (B772)
	44	13 54 57.01N	100 36 07.67E	E (B744)
	45	13 54 57.89N	100 36 11.02E	E (B772)
	46	13 54 55.88N	100 36 09.78E	E (B744)
PIER 5	51	13 54 51.67N	100 36 02.03E	E (B744)
	52	13 54 50.17N	100 36 01.19E	E (B744)
	53	13 54 50.53N	100 36 04.14E	E (B744)
	54	13 54 49.03N	100 36 03.30E	E (B744)
	55	13 54 49.44N	100 36 06.28E	E (B744)
	56	13 54 47.87N	100 36 05.40E	E (B744)
PIER 6	61	13 54 44.04N	100 35 57.18E	C (B739)
	62	13 54 41.88N	100 35 55.74E	C (B739)
	63	13 54 43.22N	100 35 58.71E	C (B739)
	64	13 54 41.05N	100 35 57.28E	C (B739)
	65	13 54 42.40N	100 36 00.25E	C (B739)
	66	13 54 40.23N	100 35 58.81E	C (B734)
	67	13 54 42.04N	100 36 01.74E	C (B734)
	68	13 54 39.39N	100 36 00.37E	E (B744)
SOUTH APRON	73	13 54 31.67N	100 35 51.77E	E (B744)
	74	13 54 29.61N	100 35 50.61E	E (B744)
	75	13 54 27.54N	100 35 49.45E	E (B744)
	76	13 54 25.47N	100 35 48.29E	E (B744)
	77	13 54 23.40N	100 35 47.13E	E (B744)
	78	13 54 21.33N	100 35 45.97E	E (B744)
	79	13 54 19.26N	100 35 44.81E	E (B744)
	80	13 54 17.19N	100 35 43.64E	E (B744)
	81	13 54 14.68N	100 35 42.23E	E (B744)
	82	13 54 12.62N	100 35 41.08E	E (B744)
	83	13 54 10.54N	100 35 39.92E	E (B744)
	84	13 54 08.47N	100 35 38.76E	E (B744)
	85	13 54 06.40N	100 35 37.60E	E (B744)
	86	13 54 04.33N	100 35 36.44E	E (B744)
	87	13 54 02.26N	100 35 35.28E	E (B744)
	88	13 54 00.20N	100 35 34.12E	E (B744)
	89	13 53 58.12N	100 35 32.96E	E (B744)
	90	13 53 56.05N	100 35 31.79E	E (B744)
	101	13 54 11.26N	100 35 48.83E	E (B744)
	102	13 54 08.97N	100 35 47.50E	E (B744)
	103	13 54 06.66N	100 35 46.20E	E (B744)
	104	13 54 04.34N	100 35 44.90E	E (B744)
	105	13 54 02.03N	100 35 43.61E	E (B744)
	106	13 53 59.72N	100 35 42.31E	E (B744)
	107	13 53 57.29N	100 35 41.22E	E (B744)
	108	13 53 55.07N	100 35 39.76E	E (B744)
	109	13 54 28.72N	100 35 58.44E	E (B772)
	110	13 54 26.77N	100 35 57.34E	E (B772)
	112	13 54 24.61N	100 35 56.13E	E (B772)
	113	13 54 22.47N	100 35 54.93E	E (B772)
	114	13 54 20.45N	100 35 53.80E	E (B772)
	115	13 54 18.41N	100 35 52.65E	D (B767)
SOUTH APRON	121	13 54 37.04N	100 35 52.59E	C (B734)
	122	13 54 36.26N	100 35 52.15E	C (B734)
	123	13 54 36.47N	100 35 53.66E	C (B734)
	124	13 54 35.69N	100 35 53.22E	C (B734)
	125	13 54 35.90N	100 35 54.73E	C (B734)
	126	13 54 35.12N	100 35 54.29E	C (B734)
	127	13 54 35.40N	100 35 55.83E	C (B734)
	128	13 54 34.62N	100 35 55.39E	C (B734)
	129	13 54 34.83N	100 35 56.90E	C (B734)
	130	13 54 33.98N	100 35 56.42E	C (B734)

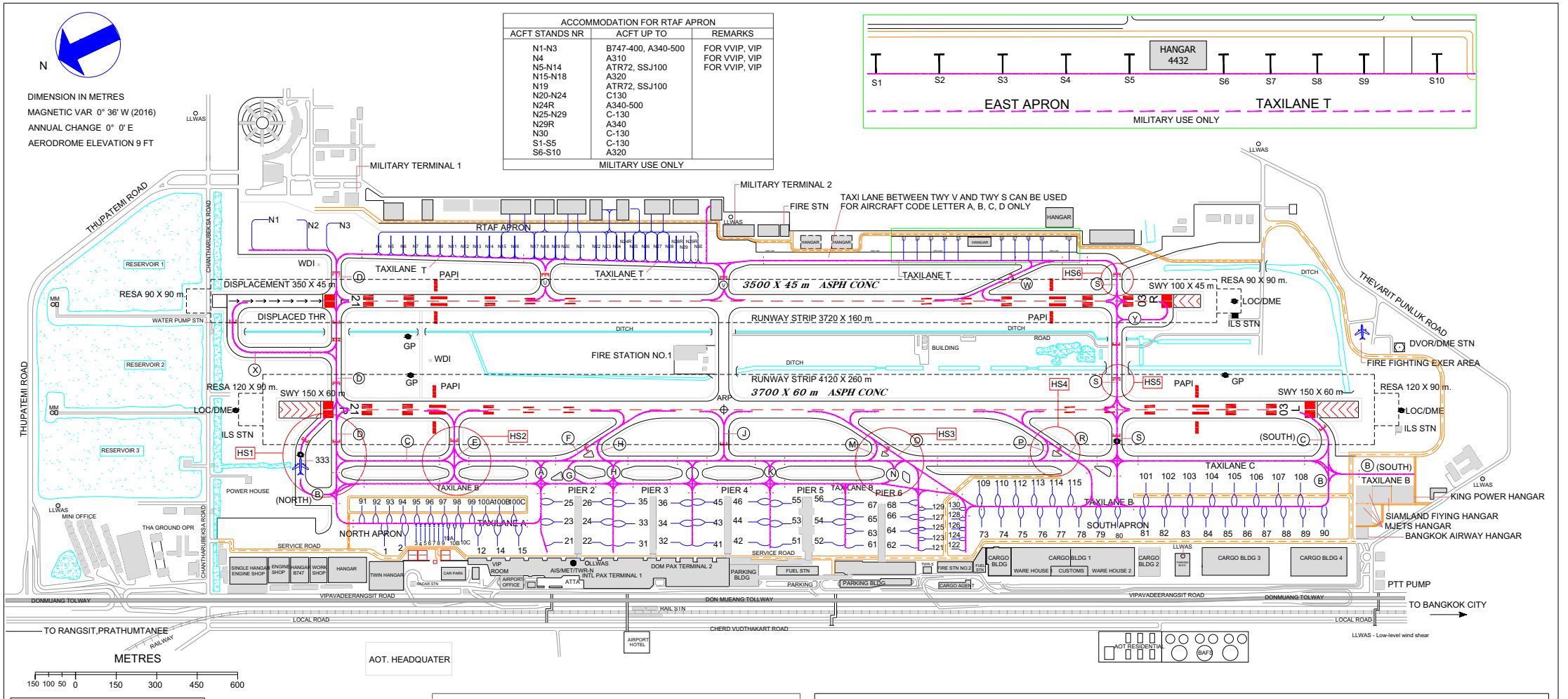
CHANGE: . TEMPLATE. COORDINATES STAND NR 101, 107, 108 AND 121

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 10 FT

TWR 118.1
GND 121.9

BANGKOK / Don Mueang Intl



LEGEND
AERODROME REFERENCE POINT (13 54 52 N 100 36 20 E)
BUILDING OR LARGE STRUCTURE
TAXI ROUTES
AIRCRAFT STAND AND IDENTIFICATION 25
RUNWAY-HOLDING POSITION
ILS CAT II HOLDING POSITION
INTERMEDIATE HOLDING POSITION
TAXIWAY IDENTIFICATION
SWAMP, DITCH OR CHANNCEL
VOR CHECK POINT
HOT SPOT

REMARKS

* TWY B NORTH WIDTH 23 m.
* TWY C SOUTH WIDTH 23 m.
* TAXI LANE B EXTENSION FM TAXILANE A TO TWY D WIDTH 23 m. PCN 84/R/D/W/U-CONC
* AIRCRAFT STAND NR 333 FOR ISOLATED PARKING
* ALL AIRCRAFT STAND IS NOSE-IN PARKING
* TWY J FOR AIRCRAFT UP TO B737
* TWY D FM RWY21L TO RTAF APRON WIDTH 23 m.
* TAXI LANE T BETWEEN TWY V AND TWY W CAN BE USED FOR AIRCRAFT C0DE LETTER A, B, C, D ONLY

CHANGE : HOT SPOT ADDED TWY PCN AND SFC.

TAXIWAYS : STRENGTH ,SURFACE AND WIDTH

ID	PCN-SFC	WIDTH (m.)	ID	PCN-SFC	WIDTH (m.)
A	71/R/B/W/T-CONC	TAXILANE	N	91/R/B/W/T-CONC	32
B	64/R/B/W/T-CONC	TAXILANE	O	85R/B/W/T-CONC	30
C	86R/B/W/T-CONC	28	P	80R/B/W/T-CONC	30
D	107/R/B/W/T-CONC	30	R	82/R/B/W/T-CONC	30
E	83/R/B/W/T-CONC	25	S	93/R/B/W/T-CONC	23
F	87/R/B/W/T-CONC	30	T	78/R/D/W/U-CONC	TAXILANE
G	85/R/B/W/T-CONC	32	U	78/R/D/W/U-CONC	23
H	69/R/B/W/T-CONC	40	V	78/R/D/W/U-CONC	23
I	73/R/B/W/T-CONC	50	W	78/R/D/W/U-CONC	36
J	102/R/B/W/T-CONC	25	X	78/R/D/W/U-CONC	30
K	98/R/B/W/T-CONC	50	Y	86/F/D/W/U-CONC	30
M	87/R/B/W/T-CONC	30			

HOT SPOTS

HS1	Aircraft taxiing to runway 21R on Taxilane B or Taxiway C which are instructed to turn right onto Taxiway D and to hold short of runway 21R. Use caution when making the right turn onto Taxiway D and watch for the holding line surface painted and hold short of runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization (including taxiway B North).	HS4	Due to several intersections around this area which connect to rapid exit taxiways, aircraft taxiing from Taxilane B and Taxiway R to join Taxiway C can do mistake enter runway 21R-03L while on Taxiway R. Use caution when taxiing on Taxiway R and approaching the intersection of Taxiway C and do not cross the hold marking for runway 21R-03L without ATC authorization.
HS2	Aircraft taxiing to runway 21R on Taxiway C which are instructed to turn right onto Taxiway E and to hold short of runway 21R. Use caution when making the right turn onto Taxiway E and watch for the holding line surface painted and hold short of runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization.	HS5	After vacated runway 21L by right turn join Taxiway S. Use caution when taxiing on Taxiway S and watch for the holding line surface painted and hold short of Runway 21R. Do not cross the holding line surface painted for runway 21R without ATC authorization.
HS3	Due to several intersections around this area which connect to rapid exit taxiways, aircraft taxiing from Taxilane B and Taxiway O to join Taxiway can do mistake enter runway 21R-03L while on Taxiway O. Use caution when taxiing on Taxiway O and approaching the intersection of Taxiway C and do not cross the hold marking for runway 21R-03L without ATC authorization.	HS6	Aircraft taxiing to runway 03R on Taxilane T which are instructed to turn right onto Taxiway S and to hold short of runway 03R. Use caution when making the right turn onto Taxiway S and watch for the holding line surface painted and hold short of runway 03R. Do not cross the holding line surface painted for runway 03R without ATC authorization.

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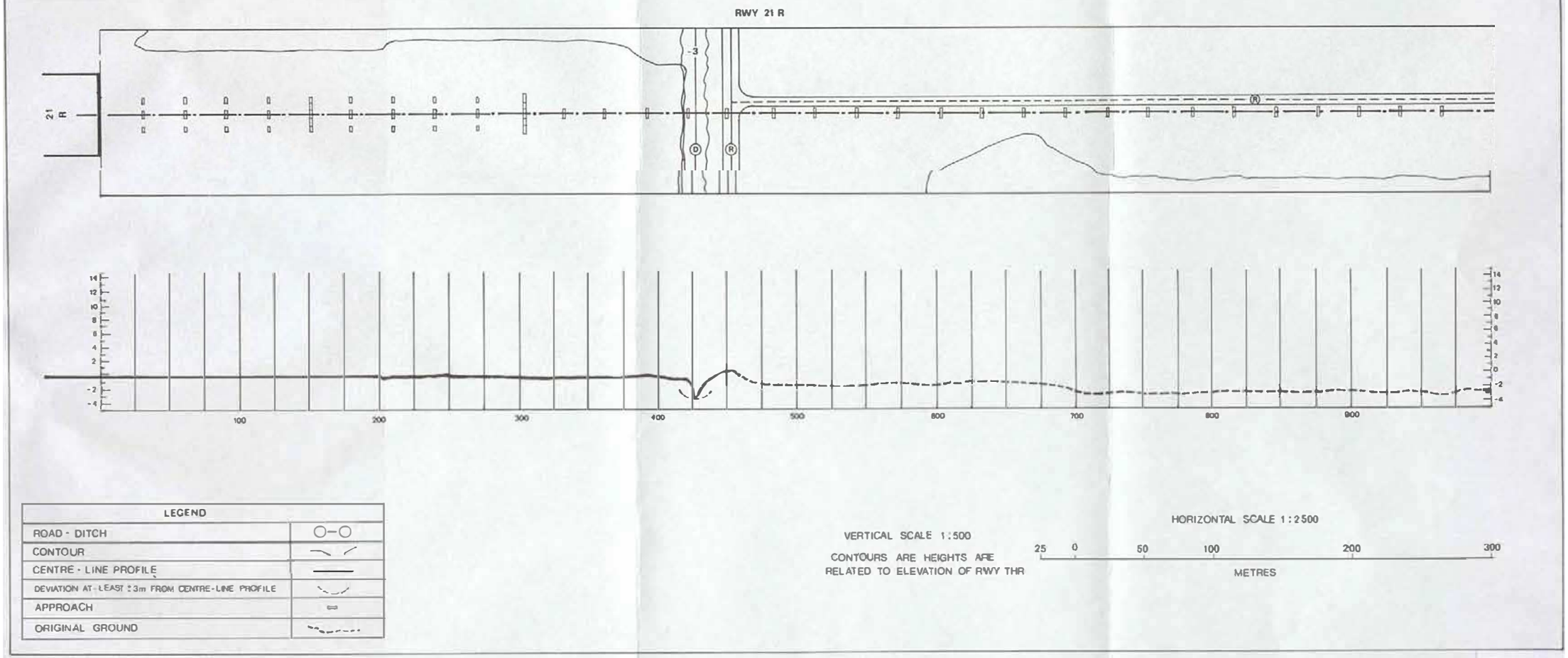
BANGKOK INTL
RWY 21 R

PRECISION APPROACH TERRAIN CHART - ICAO

DIMENSIONS AND HEIGHTS IN METRES



LEGEND	
ROAD - DITCH	
CONTOUR	
CENTRE - LINE PROFILE	
DEVIATION AT LEAST ±3m FROM CENTRE-LINE PROFILE	
APPROACH	
ORIGINAL GROUND	

VERTICAL SCALE 1:500

CONTOURS ARE HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

HORIZONTAL SCALE 1:2500

25 0 50 100 200 300

METRES

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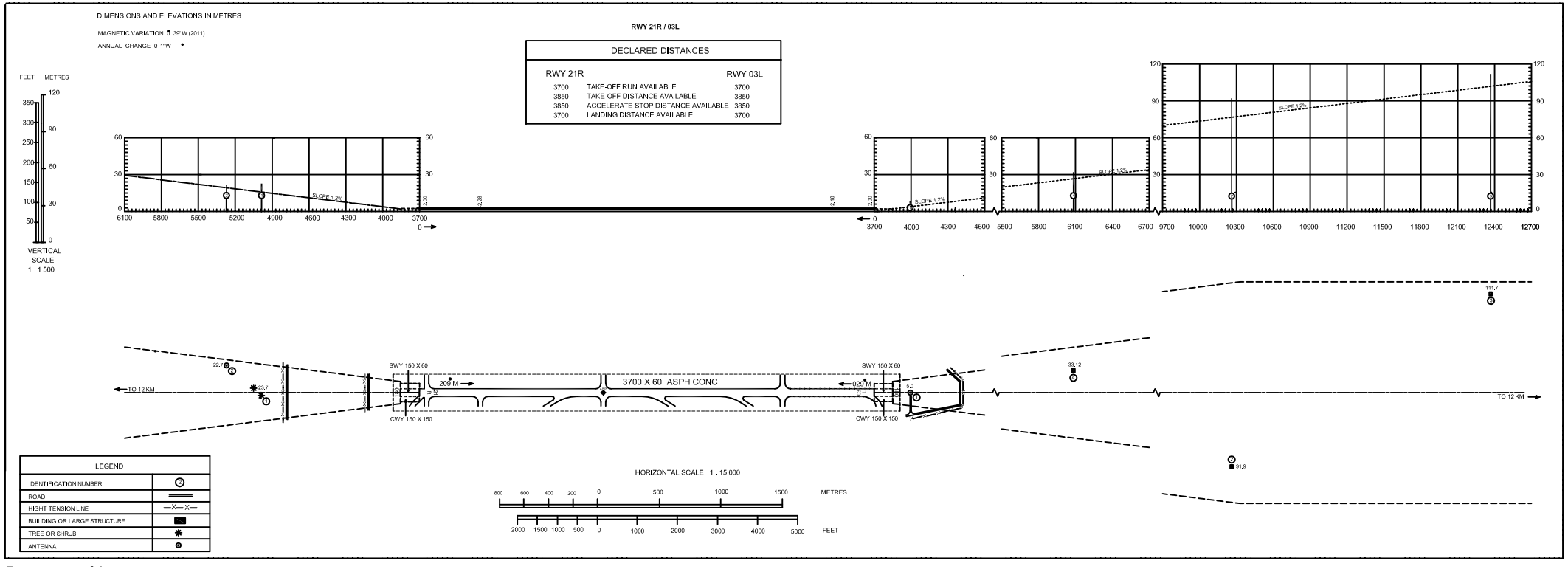
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

Don Mueang International Airport



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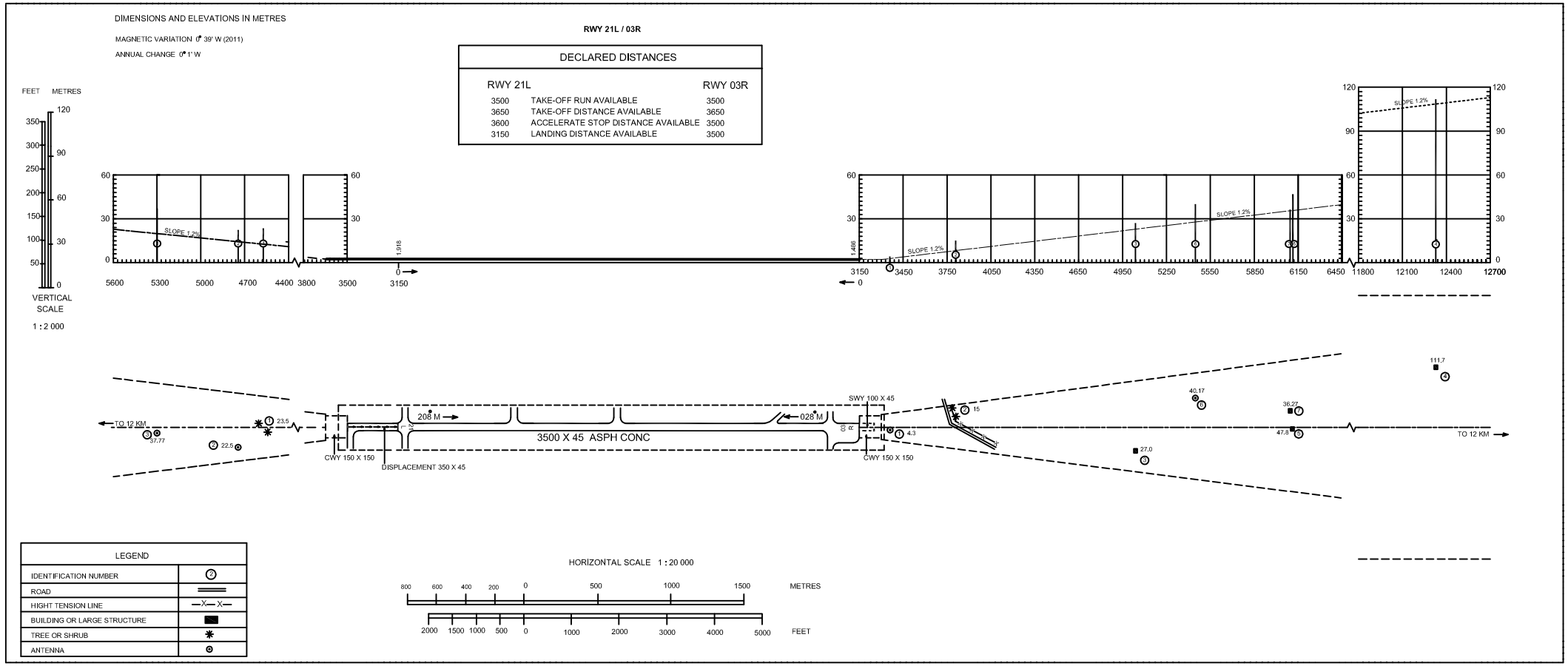
AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

Don Mueang International Airport



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STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

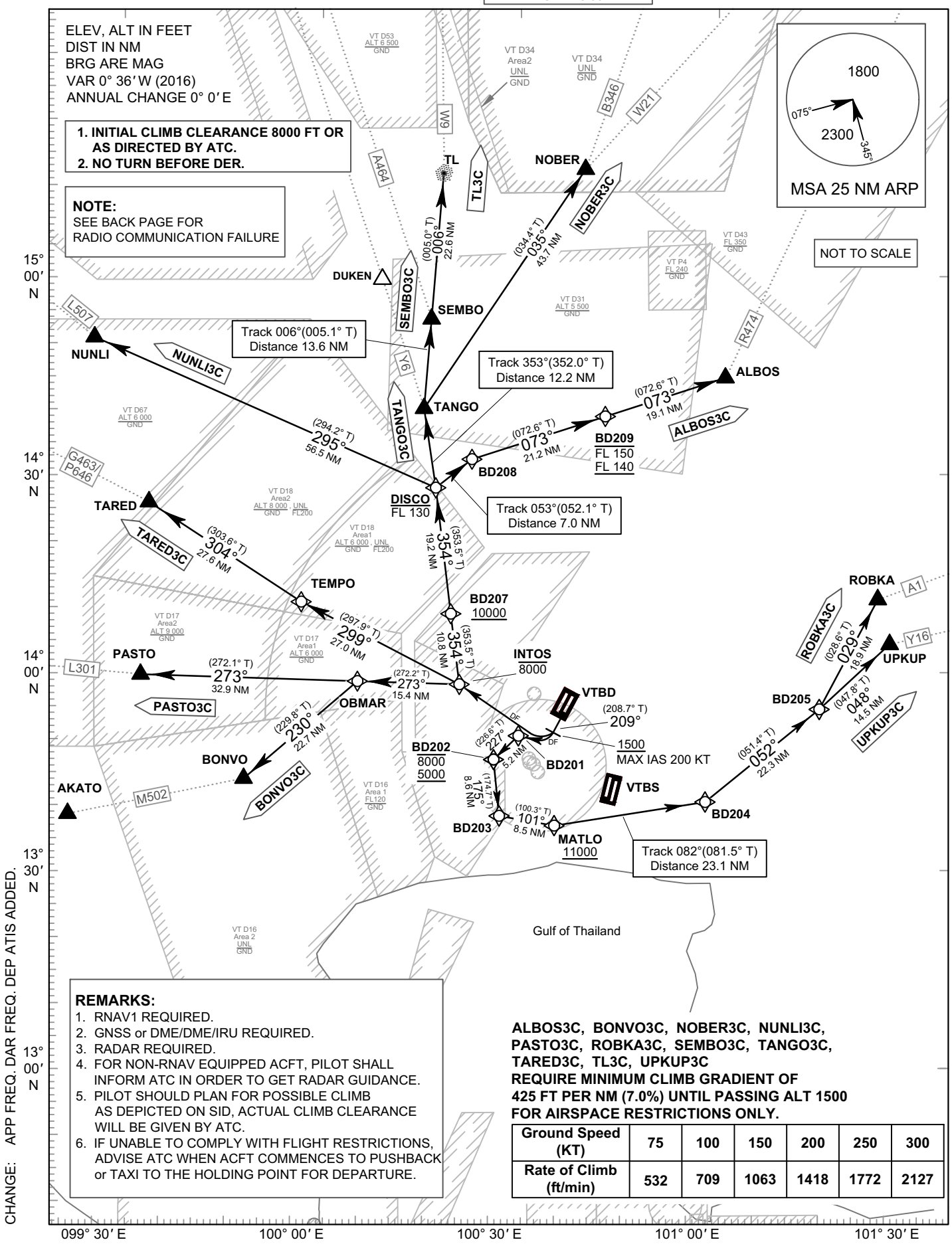
TRANSITION ALTITUDE
11000 FT

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
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L

ALBOS3C BONVO3C
NOBER3C NUNLI3C PASTO3C
ROBKA3C SEMBO3C TANGO3C
TARED3C TL3C UPKUP3C



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.

ALBOS3C, BONVO3C, NOBER3C, NUNLI3C, PASTO3C, ROBKA3C, SEMBO3C, TANGO3C, TARED3C, TL3C, UPKUP3C REQUIRE MINIMUM CLIMB GRADIENT OF 425 FT PER NM (7.0%) UNTIL PASSING ALT 1500 FOR AIRSPACE RESTRICTIONS ONLY.

Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	532	709	1063	1418	1772	2127

**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 ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
3	WHEN **A DEPARTING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF ***TWO MINUTES***, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF ***TWO MINUTES***, THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP 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
ALBOS3C TO R474											
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
BONVO3C TO M502											
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
NOBER3C TO B346, W21											
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
NUNLI3C TO L507											
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
PASTO3C TO L301											
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
ROBKA3C TO A1											
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
SEMBO3C TO A464											
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
TANGO3C TO Y6											
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
TARED3C TO G463/P646											
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
TL3C TO W9											
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
UPKUP3C TO Y16											
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

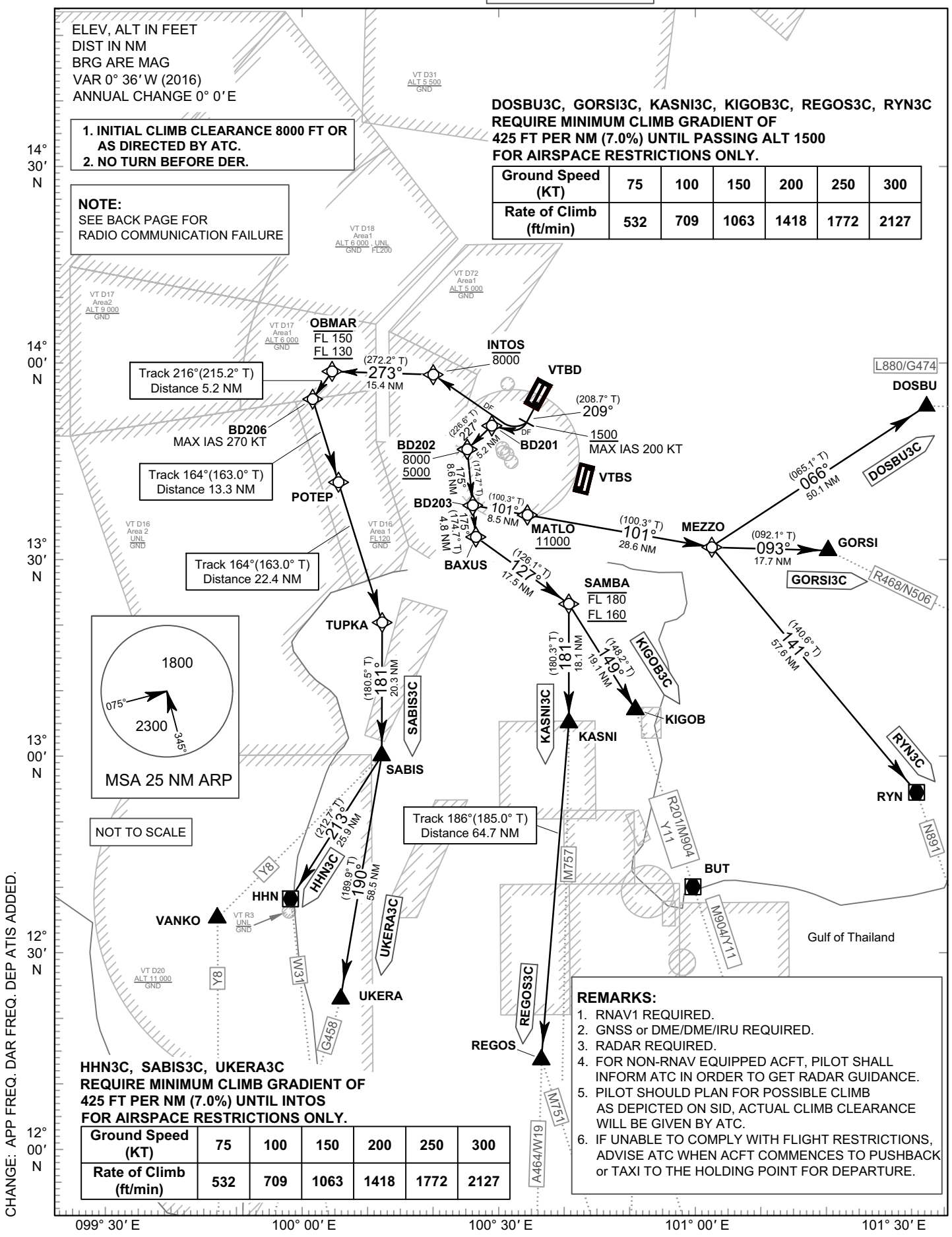
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

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
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L

DOSBU3C GORSI3C HHN3C
KASNI3C KIGOB3C REGOS3C
RYN3C SABIS3C UKERA3C



STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L

DOSBU3C 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 ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
3	WHEN **A DEPARTING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF ***TWO MINUTES***, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF ***TWO MINUTES***, THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY21L	-	KIGOB	KEE - GOB
BAXUS	BACKS - SUS	MATLO	MAT - LOH
BD201	-	MEZZO	MES - SOH
BD202	-	OBMAR	OB - MAR
BD203	-	POTEP	POH - TEP
BD206	-	REGOS	REE - GOSS
DOSBU	DOS - BU	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

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L

DOSBU3C 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**
DOSBU3C TO L880/G474											
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	DOSBU	-	066°(065.1°)	+0.6	50.1	-	-	-	-	RNAV 1
GORSI3C TO R468/N506											
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
HHN3C TO W31											
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

DOSBU3C 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
KASNI3C TO M757											
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
KIGOB3C TO R201/M904/Y11											
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
REGOS3C TO A464/W19, M751											
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**

DOSBU3C 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
RYN3C TO N891											
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
SABIS3C TO Y8											
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
UKERA3C TO G458											
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**

DOSBU3C 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
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
DOSBU	13° 52' 40.26" N 101° 50' 01.98" 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
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

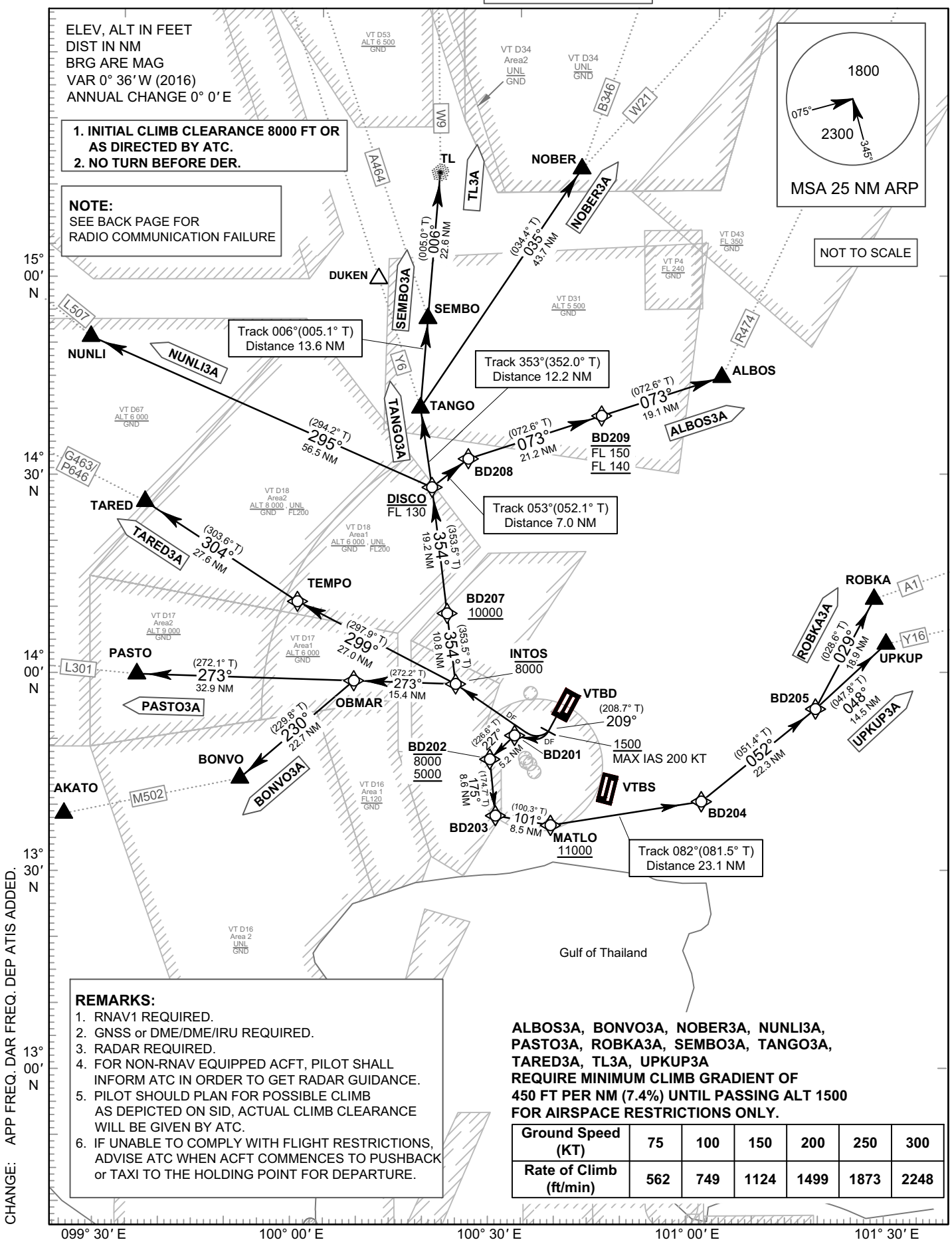
TRANSITION ALTITUDE
11000 FT

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
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21R

ALBOS3A BONVO3A
NOBER3A NUNLI3A PASTO3A
ROBKA3A SEMBO3A TANGO3A
TARED3A TL3A UPKUP3A



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.

ALBOS3A, BONVO3A, NOBER3A, NUNLI3A, PASTO3A, ROBKA3A, SEMBO3A, TANGO3A, TARED3A, TL3A, UPKUP3A REQUIRE MINIMUM CLIMB GRADIENT OF 450 FT PER NM (7.4%) UNTIL PASSING ALT 1500 FOR AIRSPACE RESTRICTIONS ONLY.

Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	562	749	1124	1499	1873	2248

**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 ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
3	WHEN **A DEPARTING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF ***TWO MINUTES***, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF ***TWO MINUTES***, THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP 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
ALBOS3A TO R474											
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
BONVO3A TO M502											
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
NOBER3A TO B346, W21											
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
NUNLI3A TO L507											
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
PASTO3A TO L301											
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
ROBKA3A TO A1											
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
SEMBO3A TO A464											
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
TANGO3A TO Y6											
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
TARED3A TO G463/P646											
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
TL3A TO W9											
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
UPKUP3A TO Y16											
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

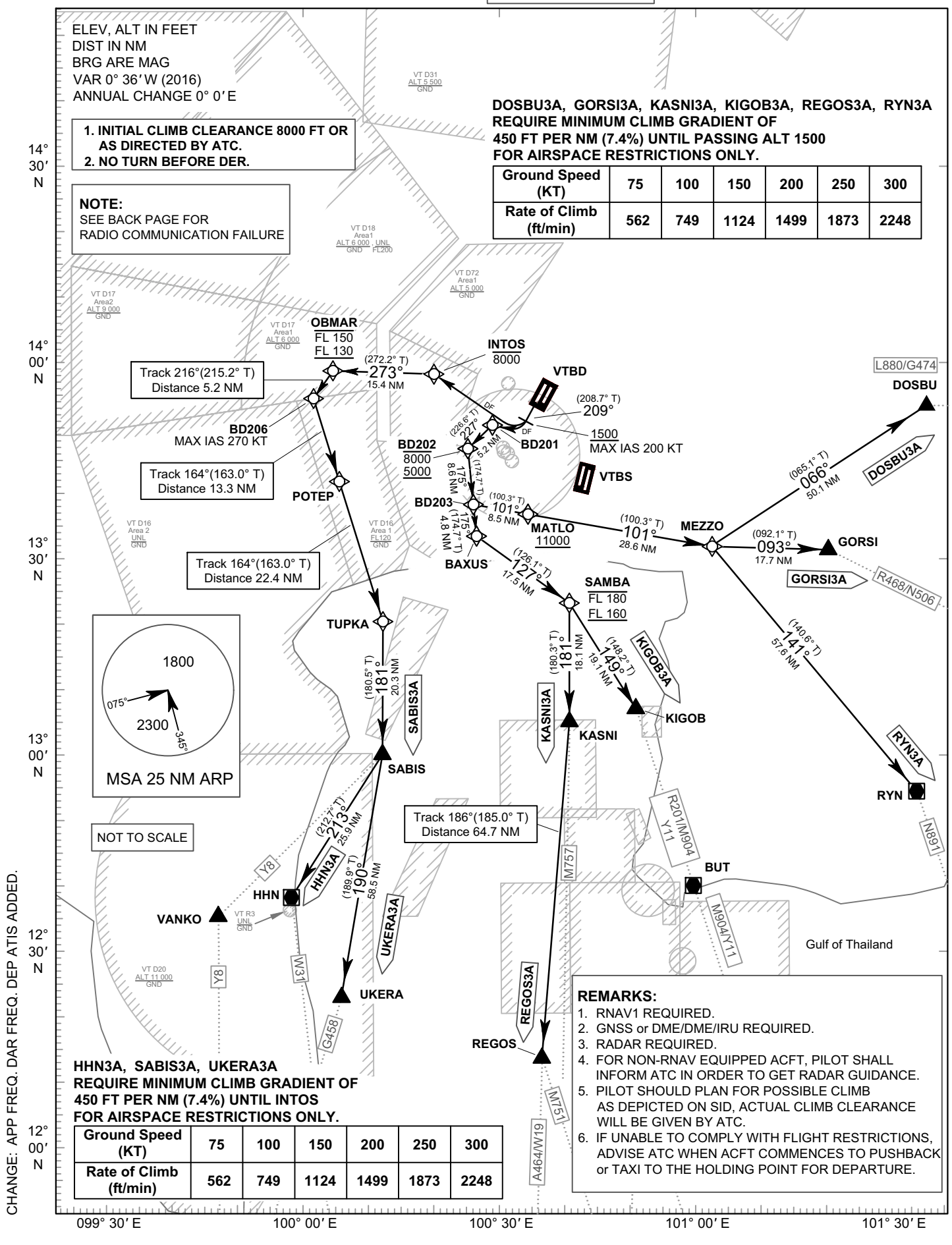
TRANSITION ALTITUDE
11000 FT

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
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21R

DOSBU3A GORSI3A HHN3A
KASNI3A KIGOB3A REGOS3A
RYN3A SABIS3A UKERA3A



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

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

DOSBU3A 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 ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
3	WHEN **A DEPARTING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF ***TWO MINUTES***, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF ***TWO MINUTES***, THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY21R	-	KIGOB	KEE - GOB
BAXUS	BACKS - SUS	MATLO	MAT - LOH
BD201	-	MEZZO	MES - SOH
BD202	-	OBMAR	OB - MAR
BD203	-	POTEP	POH - TEP
BD206	-	REGOS	REE - GOSS
DOSBU	DOS - BU	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

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

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

DOSBU3A 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**
DOSBU3A TO L880/G474											
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	DOSBU	-	066°(065.1°)	+0.6	50.1	-	-	-	-	RNAV 1
GORSI3A TO R468/N506											
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
HHN3A TO W31											
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 RWY21R**

DOSBU3A 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
KASNI3A TO M757											
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
KIGOB3A TO R201/M904/Y11											
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
REGOS3A TO A464/W19, M751											
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**

DOSBU3A 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
RYN3A TO N891											
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
SABIS3A TO Y8											
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
UKERA3A TO G458											
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**

DOSBU3A 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
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
DOSBU	13° 52' 40.26" N 101° 50' 01.98" 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
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

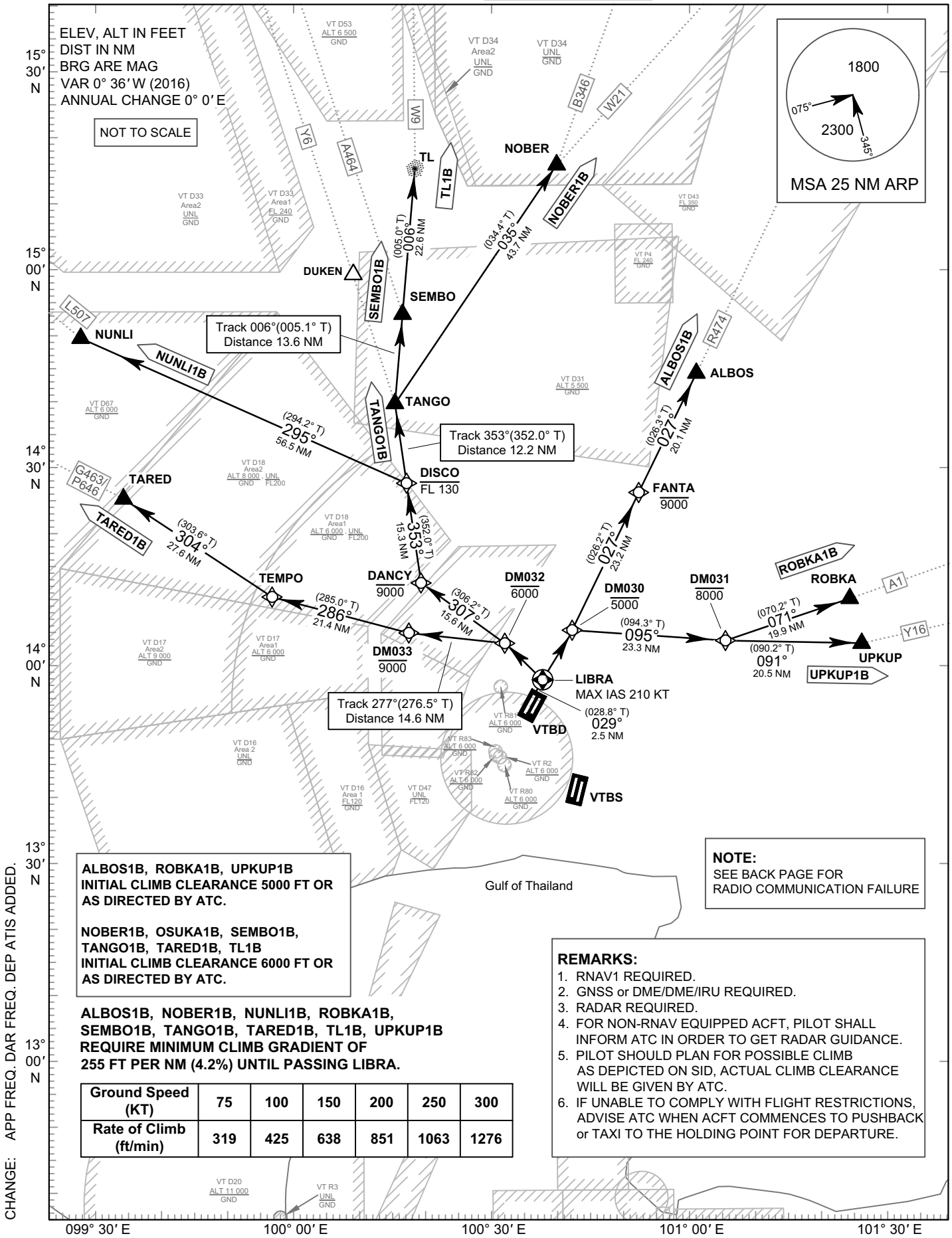
TRANSITION ALTITUDE
11000 FT

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
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD) RNAV RWY03L

ALBOS1B NOBER1B NUNLI1B
ROBKA1B SEMBO1B TANGO1B
TARED1B TL1B UPKUP1B



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.

NOTE:
SEE BACK PAGE FOR RADIO COMMUNICATION FAILURE

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.

**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 ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
3	WHEN **A DEPARTING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF ***TWO MINUTES***, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF ***TWO MINUTES***, THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP 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
ALBOS1B TO R474											
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
NOBER1B TO B346, W21											
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
NUNLI1B TO L507											
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
ROBKA1B TO A1											
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
SEMBO1B TO A464											
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
TANGO1B TO Y6											
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**
TARED1B TO G463/P646											
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
TL1B TO W9											
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
UPKUP1B TO Y16											
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

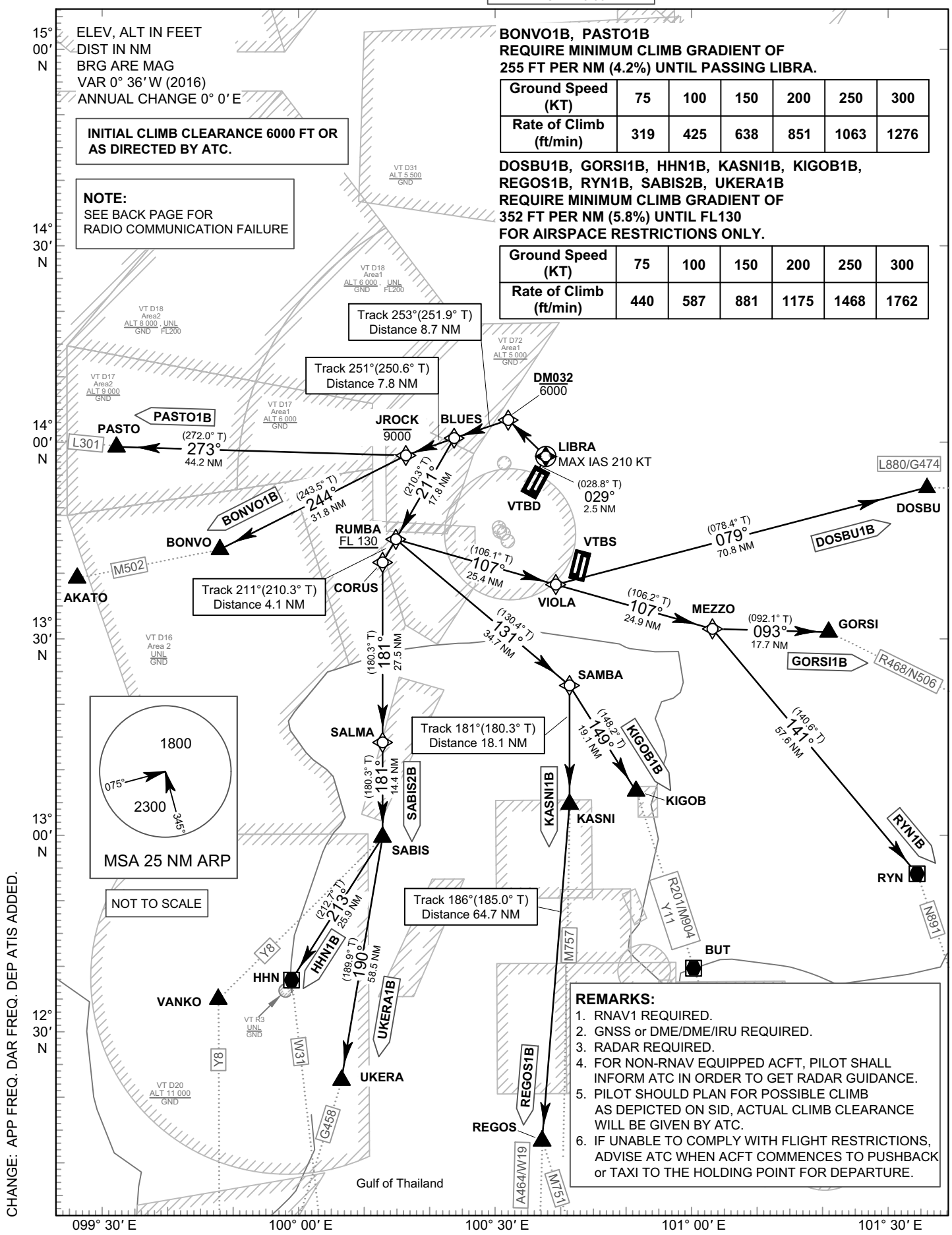
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

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
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD) RNAV RWY03L

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B



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

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

BONVO1B DOSBU1B 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 ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
3	WHEN **A DEPARTING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF ***TWO MINUTES***, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF ***TWO MINUTES***, THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY03L	-	LIBRA	LAI - BRAH
BLUES	BLUES	MEZZO	MES - SOH
BONVO	BONG - VOH	PASTO	PAS - TOW
CORUS	KOR - RUSS	REGOS	REE - GOSS
DM032	-	RUMBA	ROOM - BAH
DOSBU	DOS - BU	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

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

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

BONVO1B DOSBU1B 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**
BONVO1B TO M502											
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
DOSBU1B TO L880/G474											
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	DOSBU	-	079°(078.4°)	+0.6	70.8	-	-	-	-	RNAV 1
GORSI1B TO R468/N506											
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**

BONVO1B DOSBU1B 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
HHN1B TO W31											
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
KASNI1B TO M757											
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
KIGOB1B TO R201/M904/Y11											
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**

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B

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
PASTO1B TO L301											
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
REGOS1B TO A464/W19, M751											
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
RYN1B TO N891											
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**

BONVO1B DOSBU1B 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
SABIS2B TO Y8											
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
UKERA1B TO G458											
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**

BONVO1B DOSBU1B 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
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
DOSBU	13° 52' 40.26" N 101° 50' 01.98" 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
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

INTENTIONALLY BLANK

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

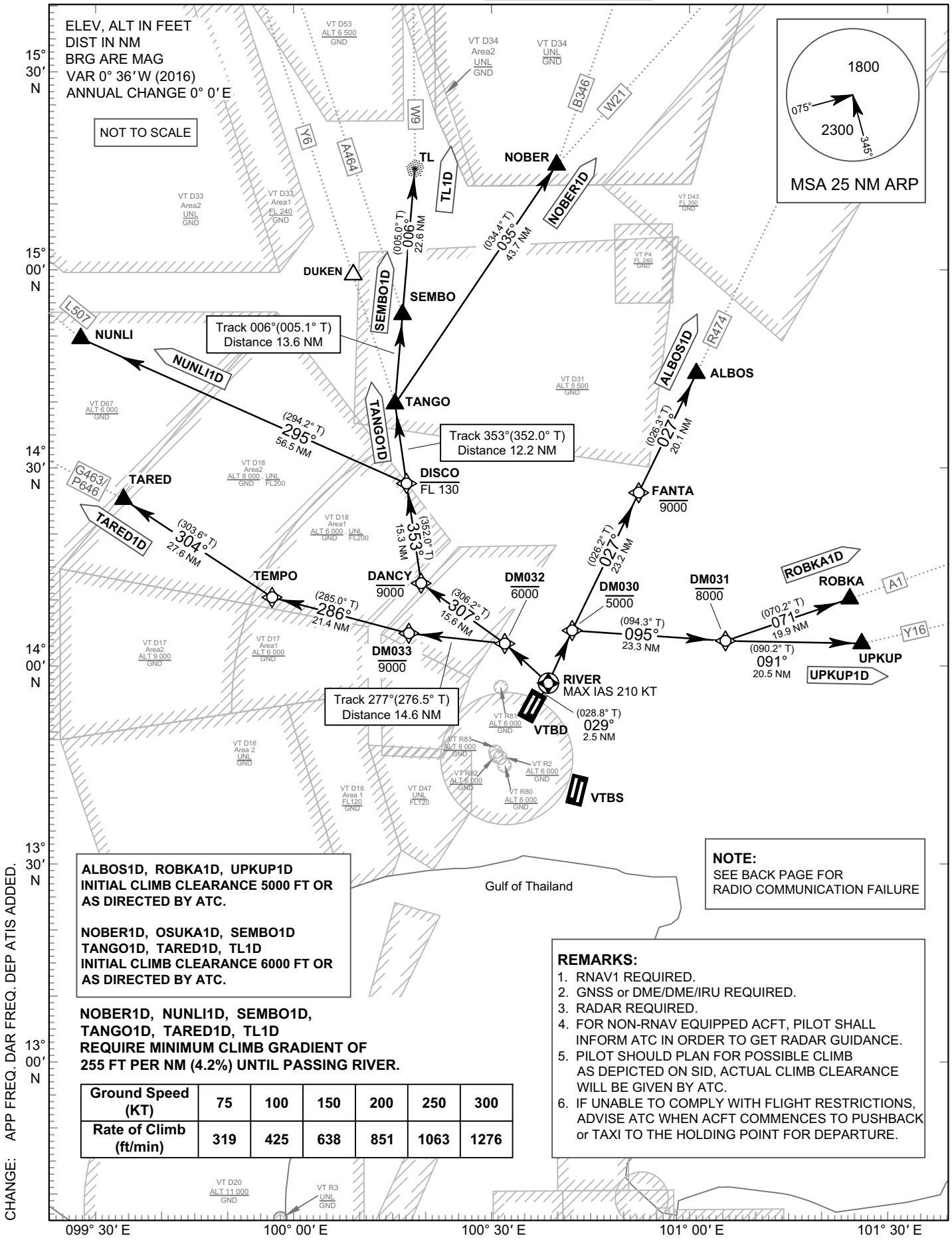
TRANSITION ALTITUDE
11000 FT

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
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD) RNAV RWY03R

ALBOS1D NOBER1D NUNLI1D
ROBKA1D SEMBO1D TANGO1D
TARED1D TL1D UPKUP1D



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 ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
3	WHEN **A DEPARTING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF ***TWO MINUTES***, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF ***TWO MINUTES***, THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP 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
ALBOS1D TO R474											
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
NOBER1D TO B346, W21											
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
NUNLI1D TO L507											
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
ROBKA1D TO A1											
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
SEMBO1D TO A464											
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
TANGO1D TO Y6											
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)

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
TARED1D TO G463/P646											
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
TL1D TO W9											
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
UPKUP1D TO Y16											
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

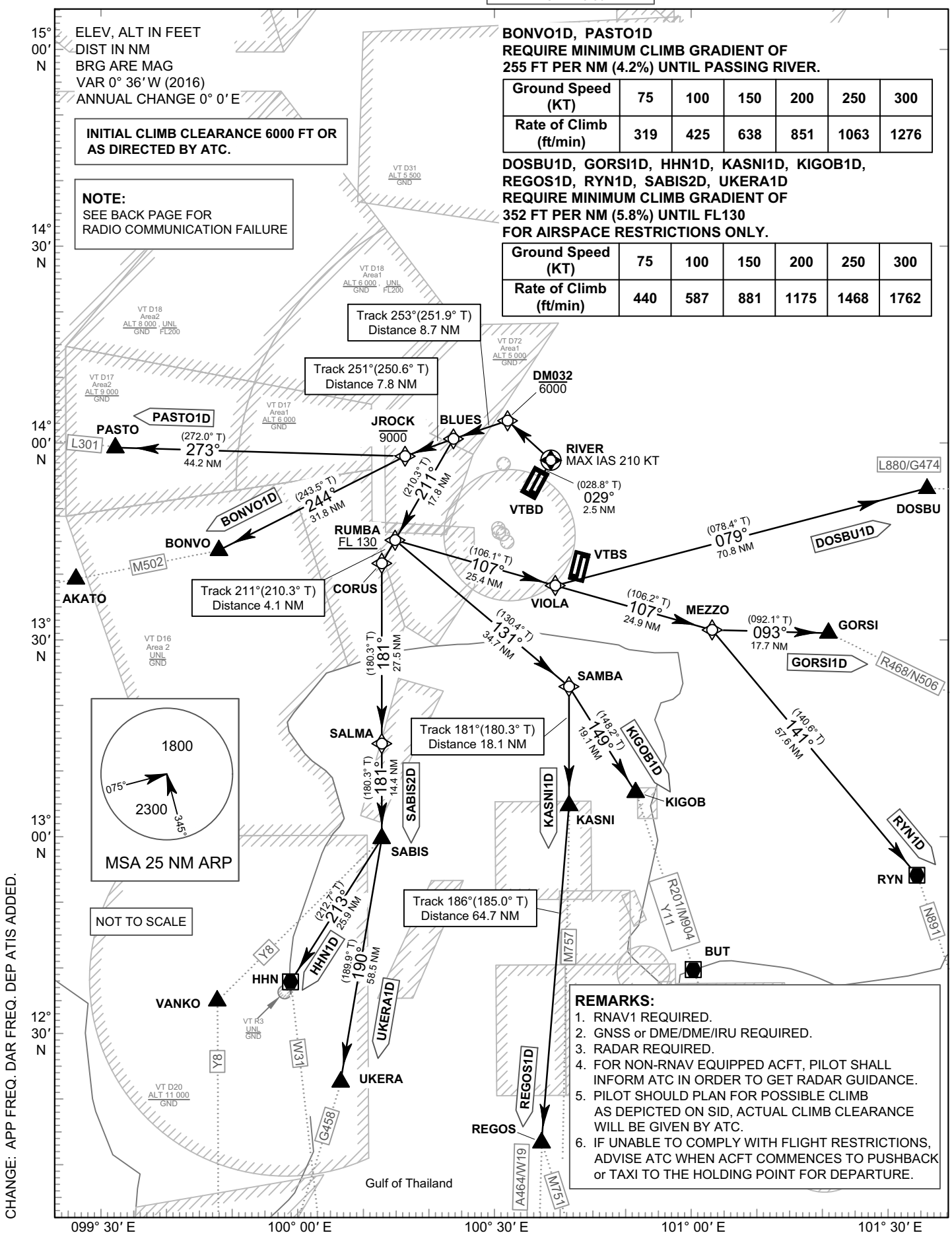
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

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
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD) RNAV RWY03R

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D



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

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

BONVO1D DOSBU1D 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 ***UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL*** IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
3	WHEN **A DEPARTING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF ***TWO MINUTES***, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF ***TWO MINUTES***, THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY03R	-	MEZZO	MES - SOH
BLUES	BLUES	PASTO	PAS - TOW
BONVO	BONG - VOH	REGOS	REE - GOSS
CORUS	KOR - RUSS	RIVER	REE - VER
DM032	-	RUMBA	ROOM - BAH
DOSBU	DOS - BU	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

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03R

BONVO1D DOSBU1D 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**
BONVO1B TO M502											
010	-	DER RWY03L	-	-	+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
DOSBU1B TO L880/G474											
010	-	DER RWY03L	-	-	+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	DOSBU	-	079°(078.4°)	+0.6	70.8	-	-	-	-	RNAV 1
GORSI1B TO R468/N506											
010	-	DER RWY03L	-	-	+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**

BONVO1D DOSBU1D 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
HHN1D	TO W31										
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
KASNI1D	TO M757										
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
KIGOB1D	TO R201/M904/Y11										
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**

BONVO1D DOSBU1D 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
PASTO1D TO L301											
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
REGOS1D TO A464/W19, M751											
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
RYN1D TO N891											
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**

BONVO1D DOSBU1D 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
SABIS2D TO Y8											
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
UKERA1D TO G458											
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**

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D

WAYPOINT LIST

RNAV RWY03R	
Waypoint Identifier	**Coordinates**
DER RWY03R	13° 55' 28.41" N 100° 36' 55.96" 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
DOSBU	13° 52' 40.26" N 101° 50' 01.98" 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
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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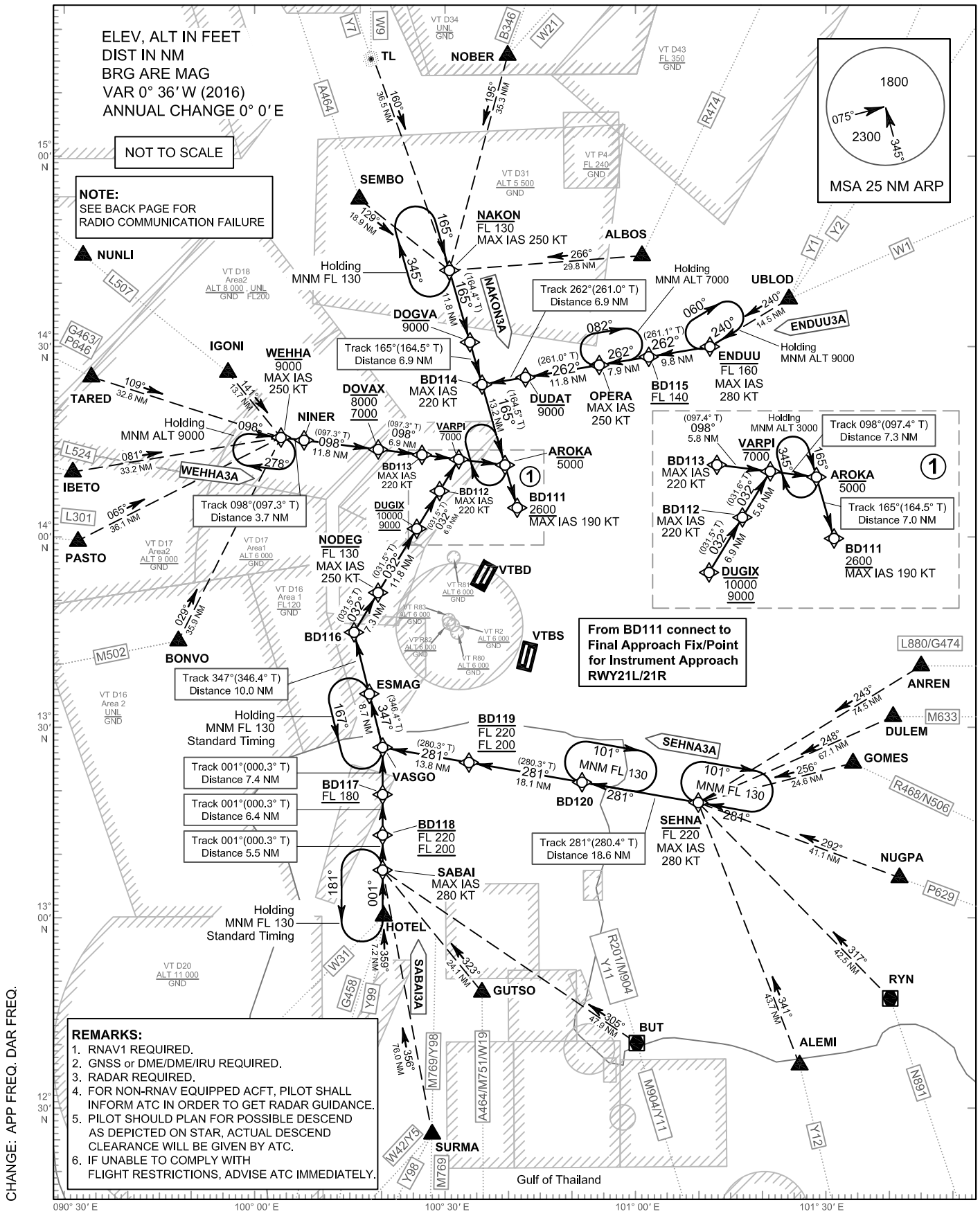
STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

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
	:	128.95, 262.5
	:	122.35, 262.5
	:	124.35, 262.5
	:	125.2, 262.5
DAR	:	133.0, 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 **AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF ***TWO MINUTES***, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE.
4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

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

**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
NAKON3A											
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
SABAI3A											
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 ANREN FROM L880/G474											
010	IF	ANREN	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	243°(242.7°)	+0.6	74.5	-	-FL220	-280	-	RNAV 1
TRANSITION DULEM FROM M633											
010	IF	DULEM	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	248°(246.9°)	+0.6	67.1	-	-FL220	-280	-	RNAV 1
TRANSITION NUGPA FROM P629											
010	IF	NUGPA	-	-	+0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	292°(291.1°)	+0.6	41.1	-	-FL220	-280	-	RNAV 1
TRANSITION GOMES FROM R468/N506											
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	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 (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
WEHHA3A											
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
ANREN	13° 52' 12.48" N 102° 18' 37.95" E
AROKA	14° 11' 22.16" N 100° 39' 51.89" 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
DULEM	13° 44' 15.58" N 102° 13' 59.75" 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
NUGPA	13° 02' 54.16" N 101° 49' 59.29" 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
UBLOD	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

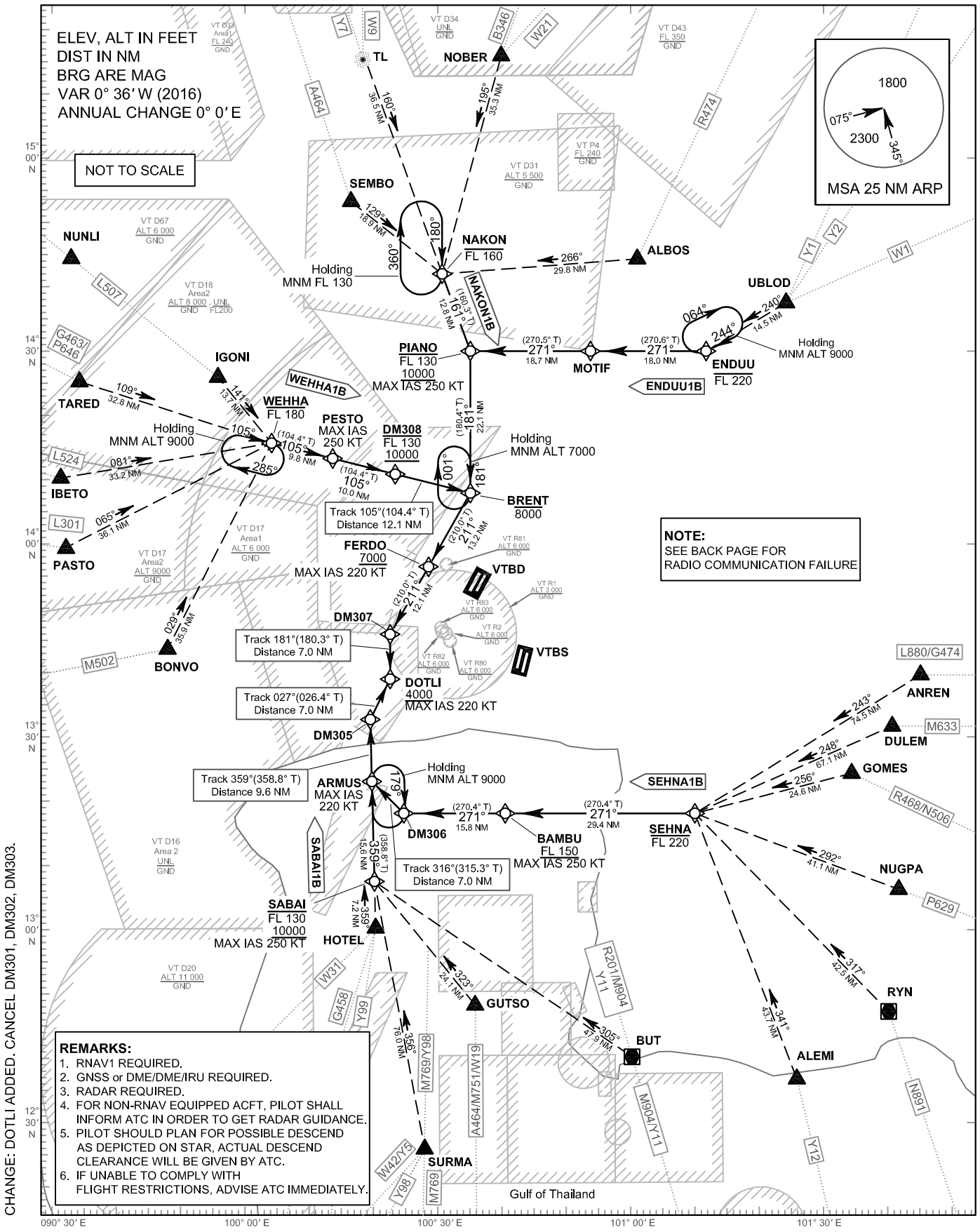
STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT
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
	:	128.95, 262.5
	:	122.35, 262.5
	:	124.35, 262.5
	:	125.2, 262.5
DAR	:	133.0, 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 DOTLI FOR RWY 03L/RWY 03R, DESCEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE AT DOTLI CARRY OUT THE APPROPRIATE INSTRUMENT APPROACH PROCEDURE.
3	WHEN **AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED**, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF **TWO MINUTES**, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE.
4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

WAYPOINT PRONUNCIATION

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

CHANGE: DOTLI ADDED. CANCEL DM301, DM302, DM303. COM FAILURE INSTRUCTION.

**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	Y	271°(270.6°)	+ 0.6	18.7	L	-FL130; +10000	-250	-	RNAV 1
040	TF	BRENT	Y	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	DOTLI	-	181°(180.3°)	+ 0.6	7.0	-	+4000	-220	-	RNAV 1

CHANGE: DOTLI ADDED. CANCEL DM301, DM302, DM303.

**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 NOBER		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	DOTLI	-	181°(180.3°)	+ 0.6	7.0	-	+4000	-220	-	RNAV 1

CHANGE: DOTLI ADDED. CANCEL DM301, DM302, DM303.

**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
SABAI1B											
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 W42/Y5/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	DOTLI	-	027°(026.4°)	+ 0.6	7.0	-	+4000	-220	-	RNAV 1

CHANGE: DOTLI ADDED. CANCEL DM301, DM302, DM303.

**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
SEHNA1B											
TRANSITION ANREN		FROM L880/G474									
010	IF	ANREN	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	243°(242.7°)	+ 0.6	74.5	-	-FL220	-	-	RNAV 1
TRANSITION DULEM		FROM M633									
010	IF	DULEM	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	248°(246.9°)	+ 0.6	67.1	-	-FL220	-	-	RNAV 1
TRANSITION NUGPA		FROM P629									
010	IF	NUGPA	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	SEHNA	-	292°(291.1°)	+ 0.6	41.1	-	-FL220	-	-	RNAV 1
TRANSITION GOMES		FROM R468/N506									
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	DOTLI	-	027°(026.4°)	+ 0.6	7.0	-	+4000	-220	-	RNAV 1

CHANGE: DOTLI ADDED. CANCEL DM301, DM302, DM303.

**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	DOTLI	-	181°(180.3°)	+ 0.6	7.0	-	+4000	-220	-	RNAV 1

CHANGE: DOTLI ADDED. CANCEL DM301, DM302, DM303.

**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
ANREN	13° 52' 12.48" N 102° 18' 37.95" E
ARMUS	13° 22' 59.79" N 100° 19' 19.76" E
BAMBU	13° 17' 53.37" N 100° 40' 34.38" 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
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
DOTLI	13° 38' 58.09" N 100° 22' 19.70" E
DULEM	13° 44' 15.58" N 102° 13' 59.75" 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
GUTSO	12° 48' 19.94" N 100° 34' 54.30" E
HOTEL	13° 00' 06.20" N 100° 19' 48.30" E

RNAV RWY03L/03R	
Waypoint Identifier	**Coordinates**
IBETO	14° 10' 36.14" N 099° 29' 45.68" E
IGONI	14° 26' 32.73" N 099° 54' 30.29" E
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
NUGPA	13° 02' 54.16" N 101° 49' 59.29" 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

CHANGE: DOTLI ADDED. CANCEL DM301, DM302, DM303.

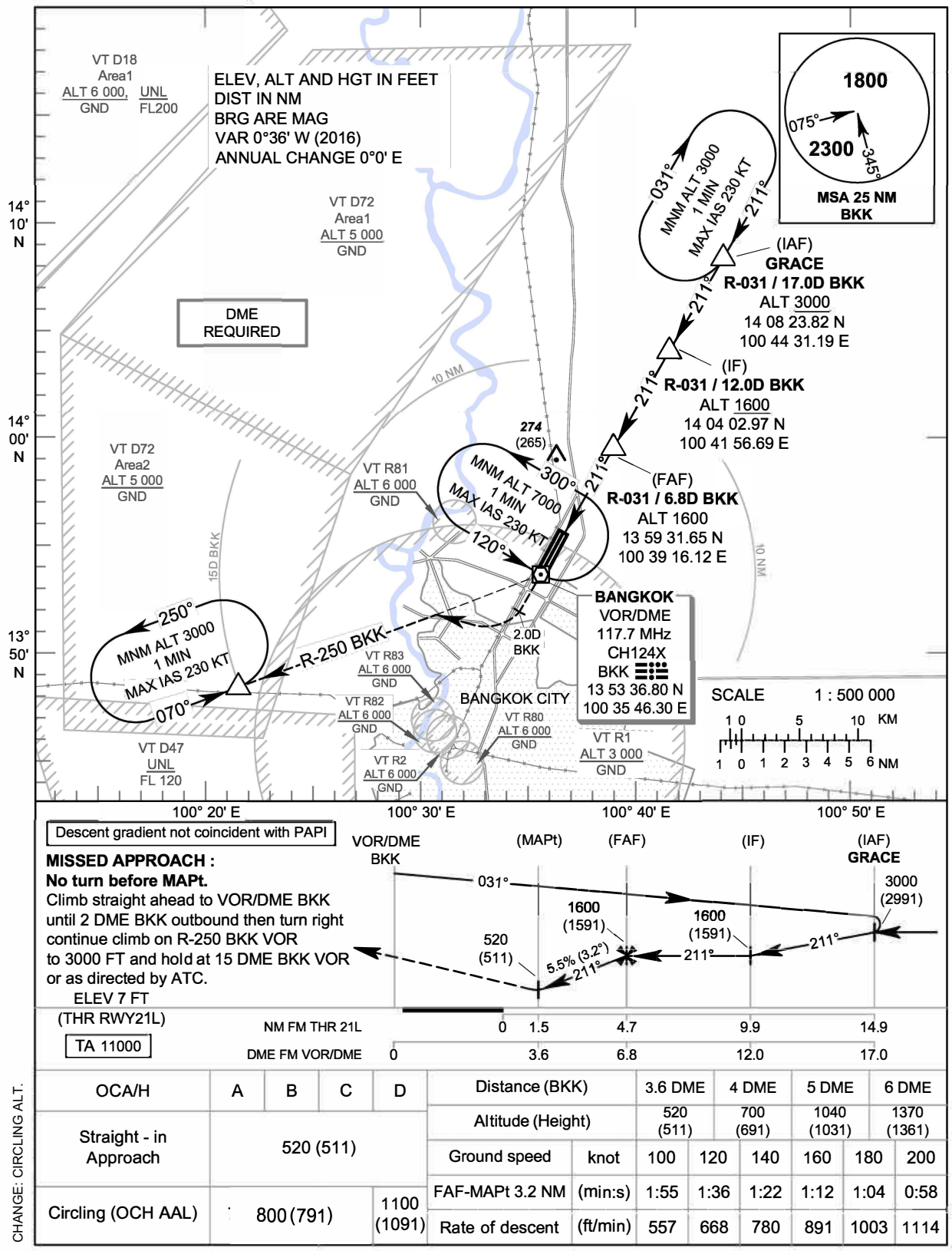
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

VOR RWY21L



Descent gradient not coincident with PAPI

MISSED APPROACH :
No turn before MAPt.
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

CHANGE: CIRCLING ALT.

OCA/H	A	B	C	D
Straight - in Approach	520 (511)			
Circling (OCH AAL)	800 (791)			1100 (1091)

Distance (BKK)		3.6 DME	4 DME	5 DME	6 DME
Altitude (Height)		520 (511)	700 (691)	1040 (1031)	1370 (1361)
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
Rate of descent	(ft/min)	557	668	780	891	1003	1114

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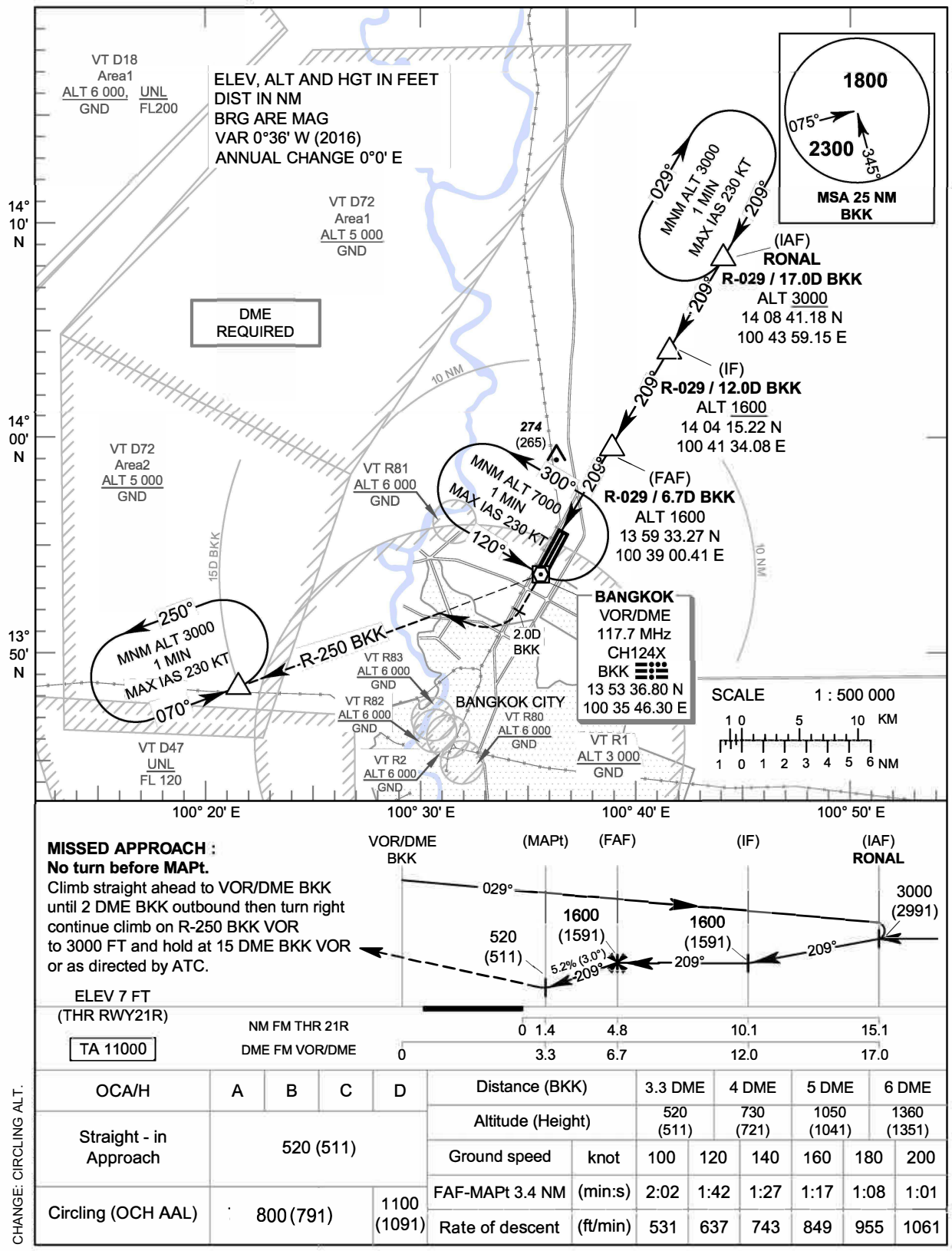
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

VOR RWY21R



MISSED APPROACH :
No turn before MAPt.
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 RWY21R)

TA 11000

OCA/H	A	B	C	D
Straight - in Approach	520 (511)			
Circling (OCH AAL)	800 (791)			1100 (1091)

Distance (BKK)		3.3 DME	4 DME	5 DME	6 DME
Altitude (Height)		520 (511)	730 (721)	1050 (1041)	1360 (1351)
Ground speed	knot	100	120	140	160	180	200
FAF-MAPt 3.4 NM	(min:s)	2:02	1:42	1:27	1:17	1:08	1:01
Rate of descent	(ft/min)	531	637	743	849	955	1061

CHANGE: CIRCLING ALT.

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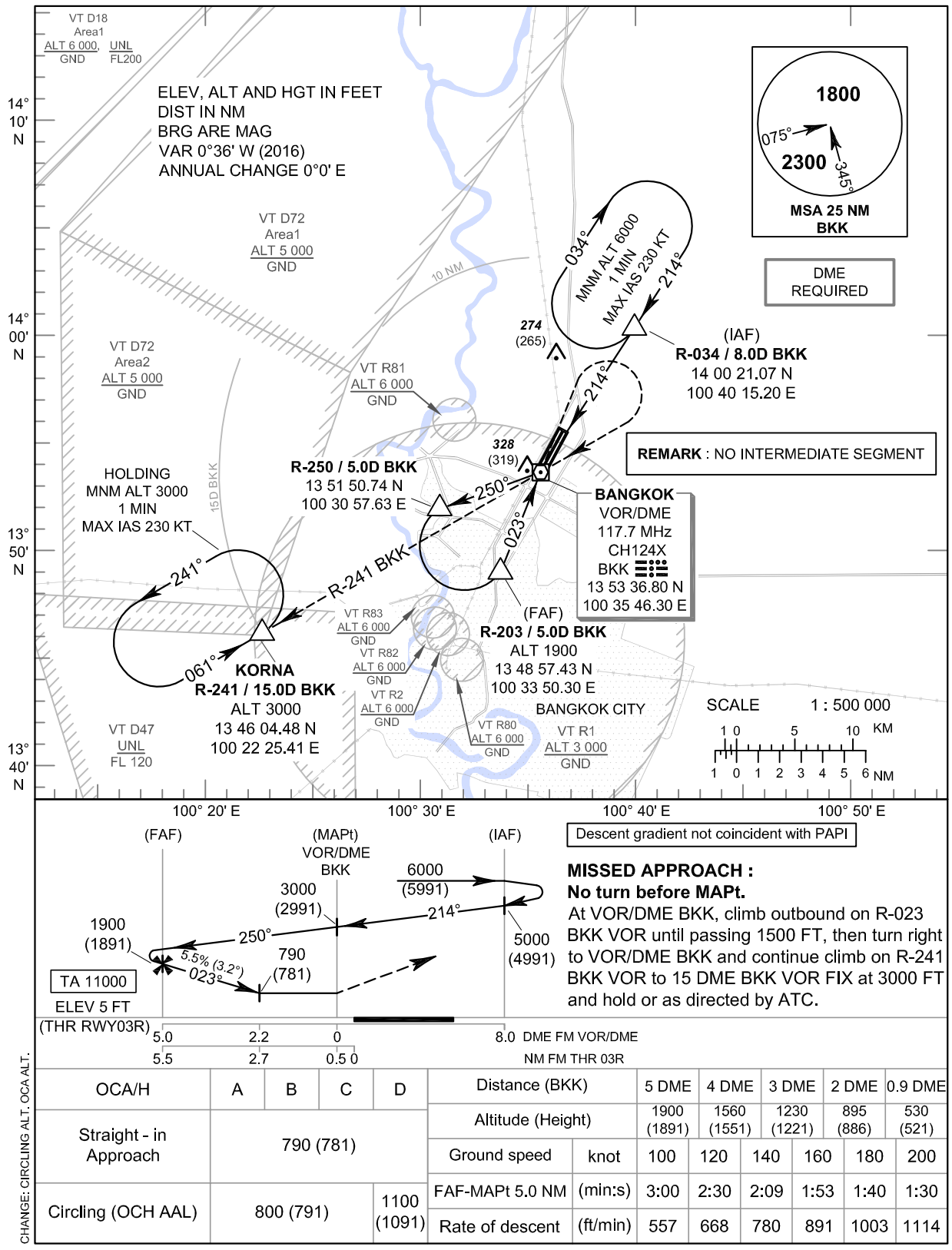
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

VOR RWY03R



CHANGE: CIRCLING ALT, OCA ALT.

OCA/H	A	B	C	D
Straight - in Approach	790 (781)			
Circling (OCH AAL)	800 (791)			1100 (1091)

Distance (BKK)		5 DME	4 DME	3 DME	2 DME	0.9 DME
Altitude (Height)		1900 (1891)	1560 (1551)	1230 (1221)	895 (886)	530 (521)
Ground speed	knot	100	120	140	160	180	200
FAF-MAPt 5.0 NM	(min:s)	3:00	2:30	2:09	1:53	1:40	1:30
Rate of descent	(ft/min)	557	668	780	891	1003	1114

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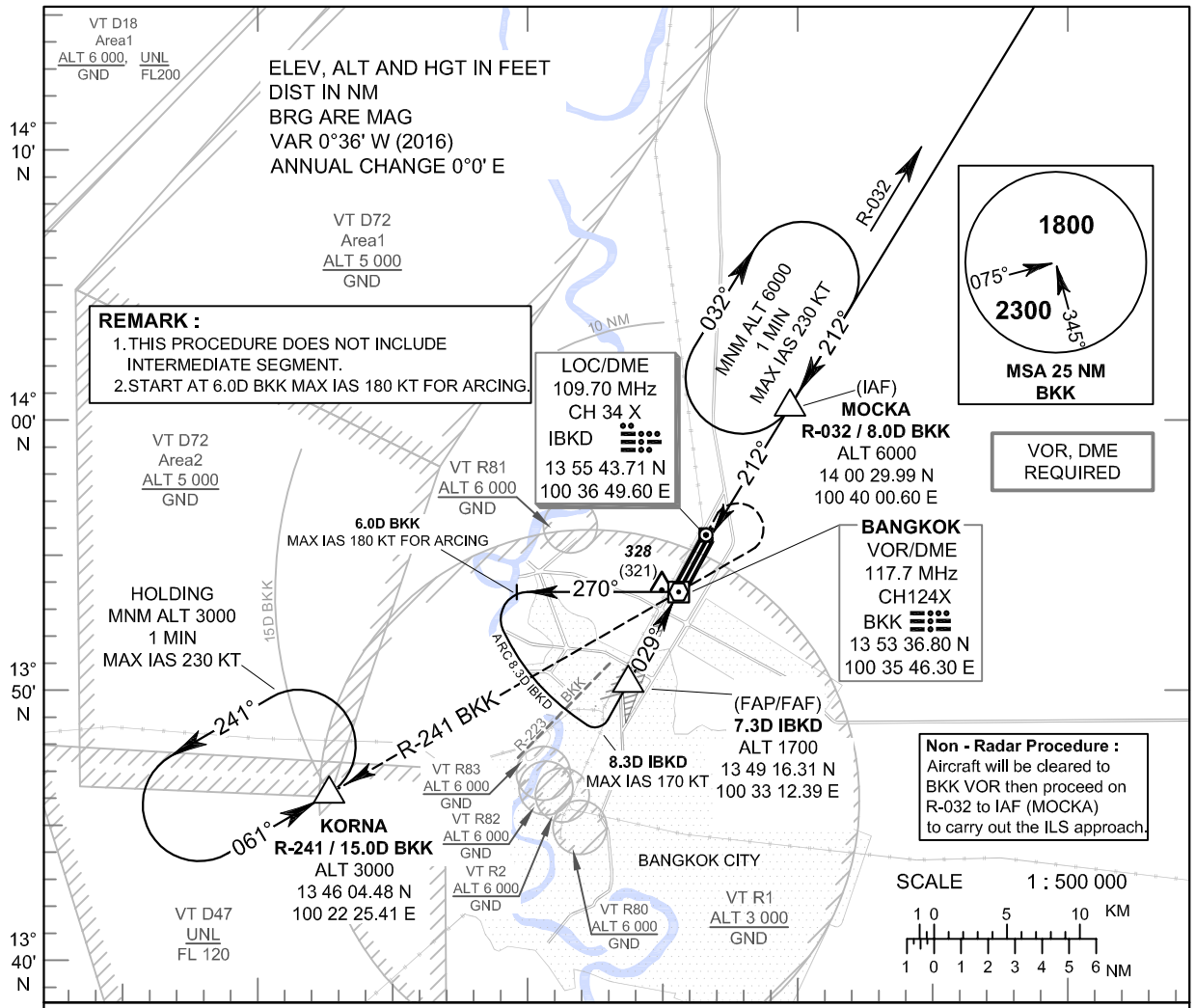
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03L - ELEV 7 FT

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

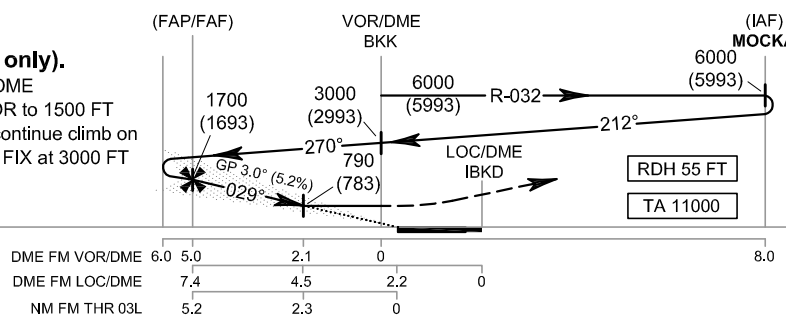
BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC y RWY03L



MISSED APPROACH :
No turn before MAPt (for LOC only).
Climb on track 029° direct to the LOC/DME
then climb outbound on R-029 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)



OCA/H		A	B	C	D
Straight - in Approach	CAT I	220 (213)			
LOC only		790 (783)			
Circling (OCH AAL)		800 (791)			1100 (1091)

Distance (IBKD)		7 DME	6 DME	5 DME	4 DME	3.4 DME
Altitude (Height)		1605 (1598)	1290 (1283)	975 (968)	660 (653)	470 (463)
Ground speed	knot	100	120	140	160	180	200
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: CHART TITLE. CIRCLING ALT. OCA ALT. NON-RADAR INSTRUCTION.

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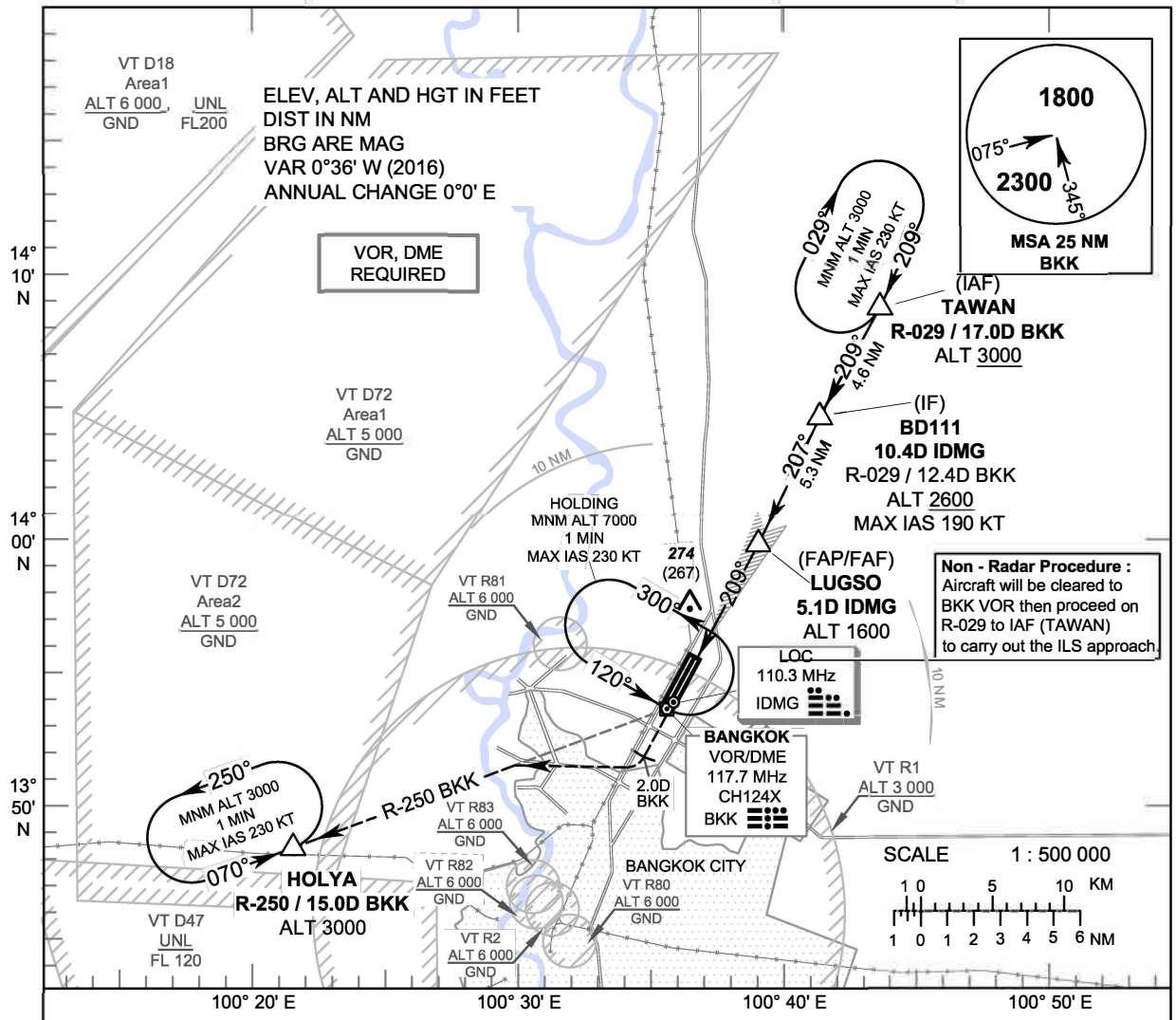
INSTRUMENT APPROACH CHART - ICAO

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
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC y RWY21L



MISSED APPROACH :
No turn before MAPt (for LOC only).
Climb on RWY heading until 2.0D BKK, then turn right to intercept outbound R-250 BKK VOR, then proceed to HOLYA at 3000 FT and hold or as directed by ATC.

CHANGE: CIRCLING ALT.

OCA/H		A	B	C	D
Straight - in Approach	CAT I	220 (213)			
LOC only		470 (463)			
Circling (OCH AAL)		800 (791)			1100 (1091)

GS OUT

Distance (IDMG)	1.5 D	2 D	3 D	4 D	5 D	FAF
Altitude (Height)	470 (463)	625 (618)	940 (933)	1260 (1253)	1575 (1568)	1600 (1593)

Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
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

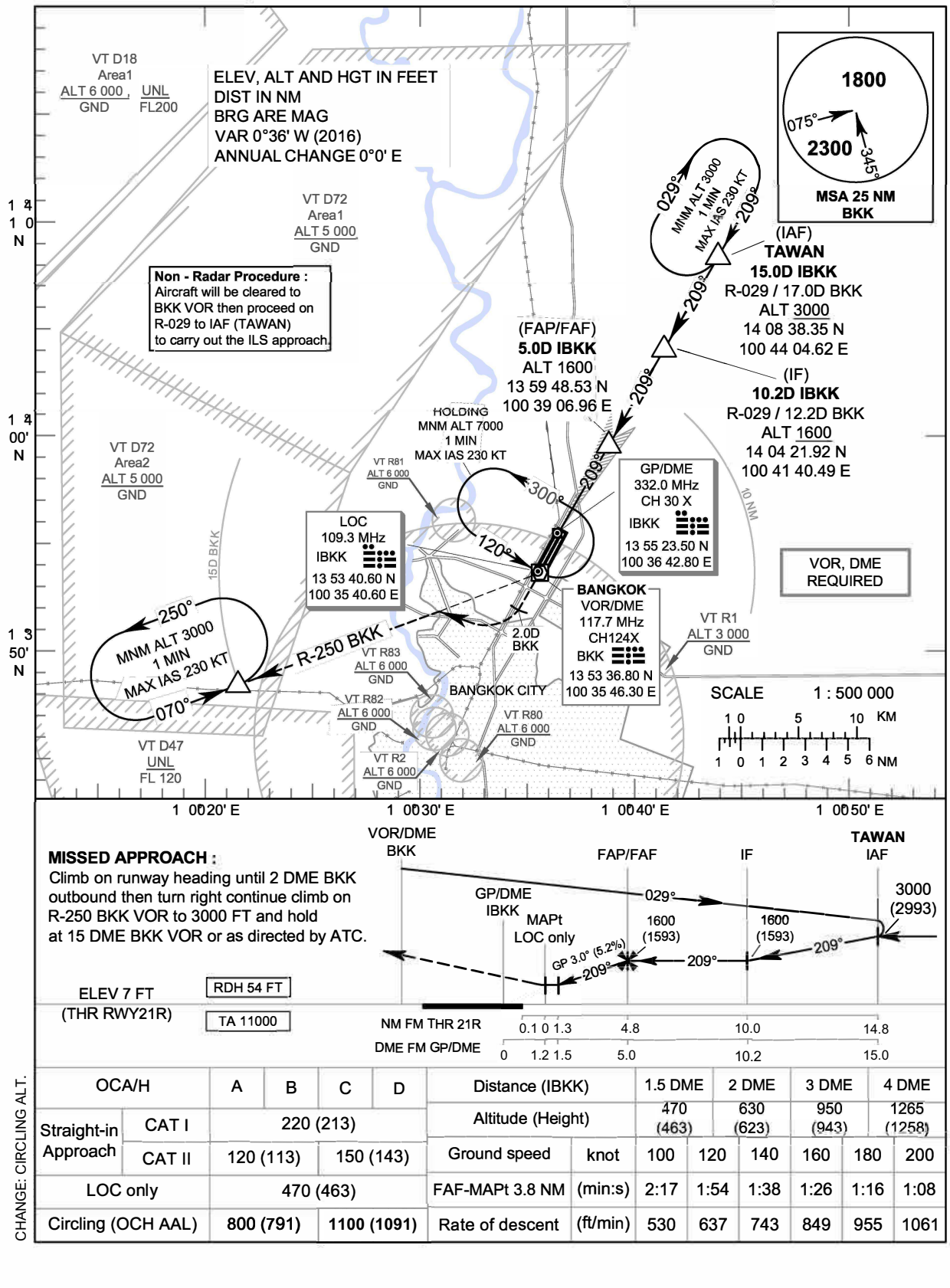
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21R - ELEV 7 FT

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC y RWY21R

CAT II



MISSED APPROACH :
Climb on runway heading 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 RWY21R)

RDH 54 FT

TA 11000

CHANGE: CIRCLING ALT.

OCA/H		A	B	C	D
Straight-in Approach	CAT I	220 (213)			
	CAT II	120 (113)		150 (143)	
LOC only		470 (463)			
Circling (OCH AAL)		**800 (791)**		**1100 (1091)**	

Distance (IBKK)		1.5 DME	2 DME	3 DME	4 DME		
Altitude (Height)		470 (463)	630 (623)	950 (943)	1265 (1258)		
Ground speed	knot	100	120	140	160	180	200
FAF-MAPt 3.8 NM	(min:s)	2:17	1:54	1:38	1:26	1:16	1:08
Rate of descent	(ft/min)	530	637	743	849	955	1061

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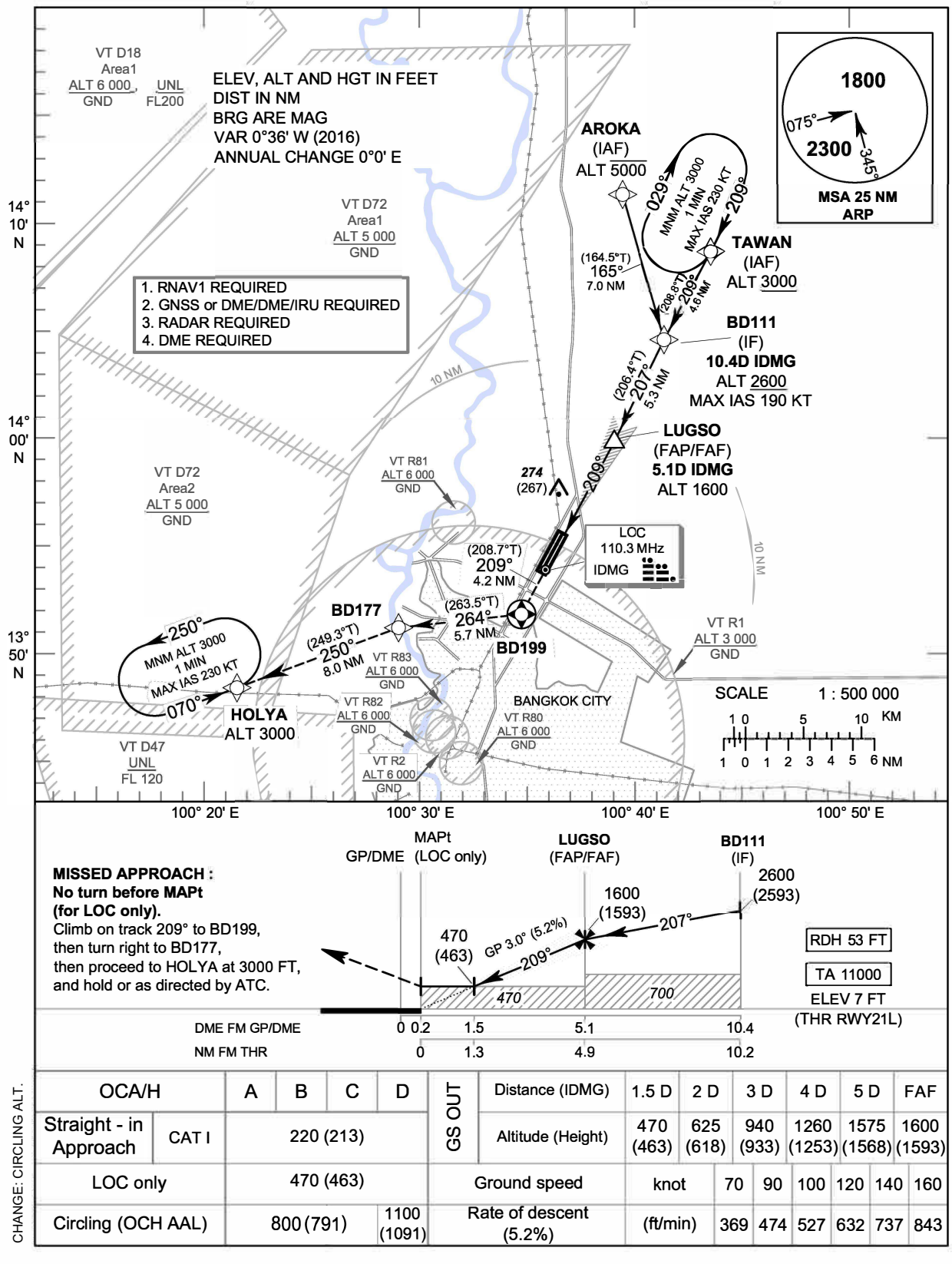
INSTRUMENT APPROACH CHART - ICAO

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
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21L



MISSED APPROACH :
No turn before MAPt (for LOC only).
Climb on track 209° to BD199,
then turn right to BD177,
then proceed to HOLYA at 3000 FT,
and hold or as directed by ATC.

CHANGE: CIRCLING ALT.

OCA/H		A	B	C	D
Straight - in Approach	CAT I	220 (213)			
LOC only		470 (463)			
Circling (OCH AAL)		800 (791)			1100 (1091)

GS OUT

Distance (IDMG)	1.5 D	2 D	3 D	4 D	5 D	FAF
Altitude (Height)	470 (463)	625 (618)	940 (933)	1260 (1253)	1575 (1568)	1600 (1593)

Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
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) @ RW21L	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
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 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

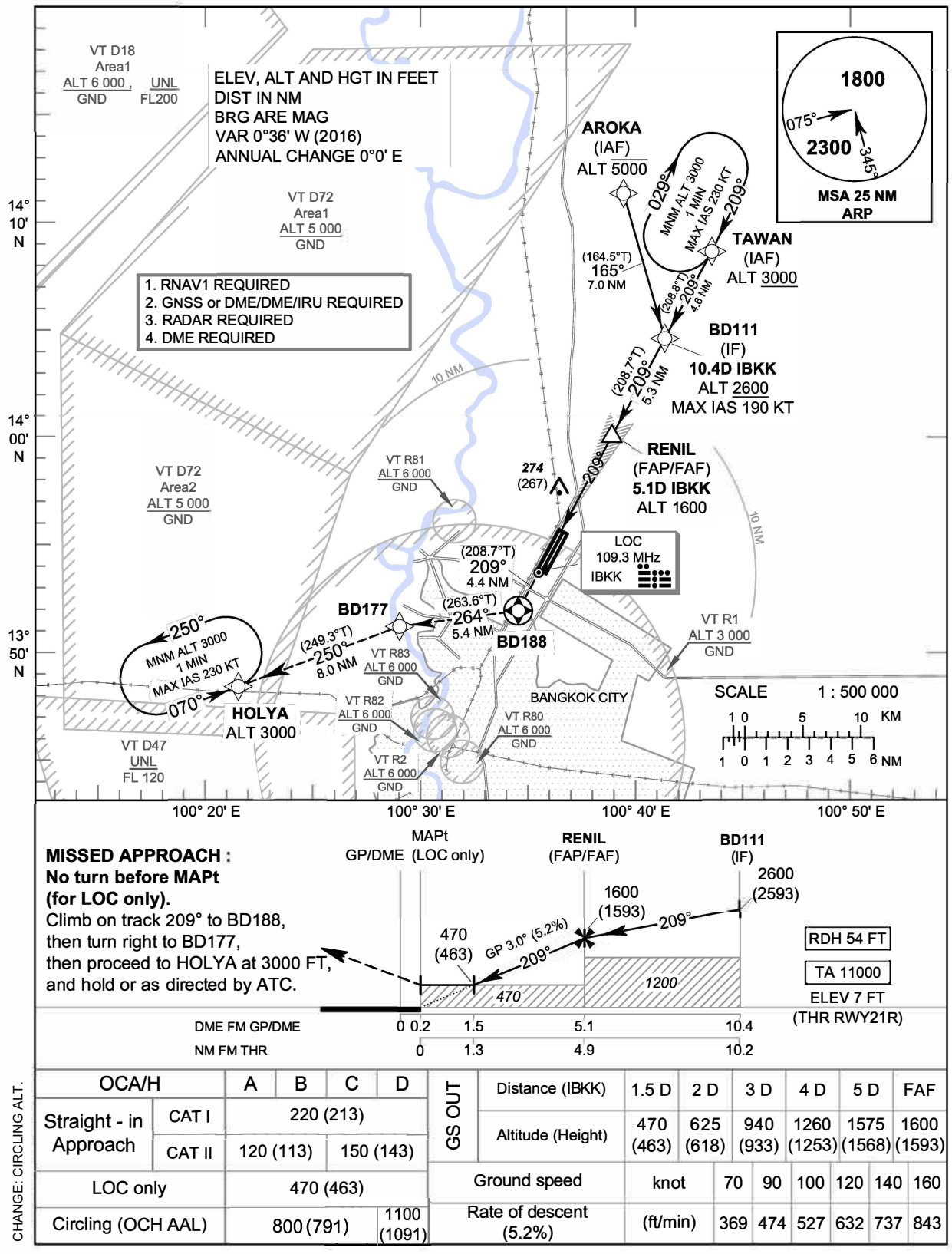
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21R - ELEV 7 FT

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21R

CAT II



CHANGE: CIRCLING ALT.

OCA/H		A	B	C	D
Straight - in Approach	CAT I	220 (213)			
	CAT II	120 (113)		150 (143)	
LOC only		470 (463)			
Circling (OCH AAL)		800 (791)			1100 (1091)

GS OUT

Distance (IBKK)	1.5 D	2 D	3 D	4 D	5 D	FAF
Altitude (Height)	470 (463)	625 (618)	940 (933)	1260 (1253)	1575 (1568)	1600 (1593)

Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	(ft/min)	369	474	527	632	737	843

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 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

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

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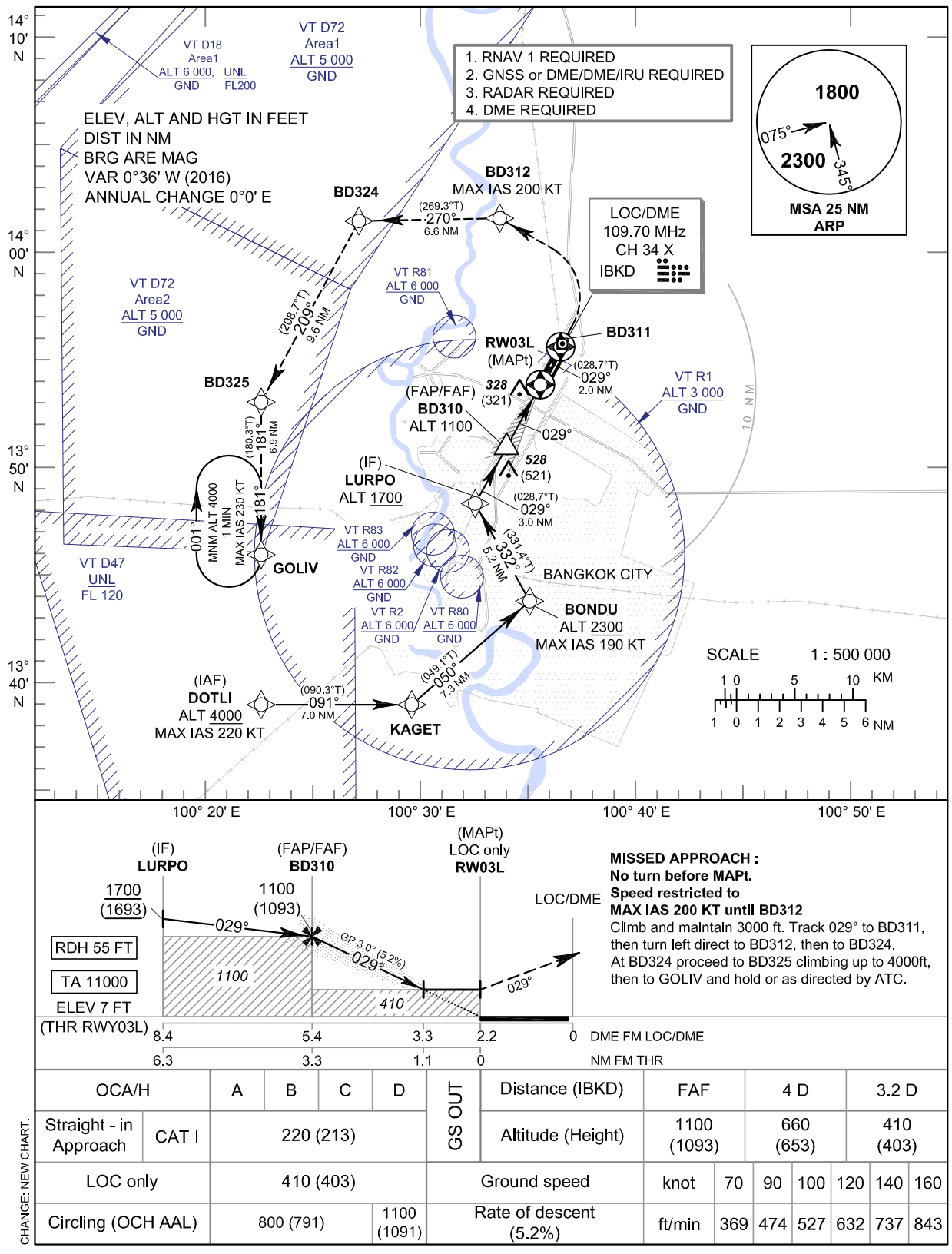
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03L - ELEV 7 FT

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY03L



CHANGE: NEW CHART.

OCA/H		A	B	C	D	GS OUT	Distance (IBKD)	FAF	4 D	3.2 D
Straight - in Approach	CAT I	220 (213)					Altitude (Height)	1100 (1093)	660 (653)	410 (403)
LOC only		410 (403)					Ground speed	knot	70 90 100 120 140 160	
Circling (OCH AAL)		800 (791)			1100 (1091)		Rate of descent (5.2%)	ft/min	369 474 527 632 737 843	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03L - ELEV 7 FT

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY03L

CHANGE: NEW CHART.

TABULAR DESCRIPTION

ILS or LOC z 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
010	IF	(IAF) DOTLI	-	-	+ 0.6	-	-	+4000	-220	-	RNAV1
020	TF	KAGET		091°(090.3°)	+ 0.6	7.0	-	-	-220	-	RNAV1
030	TF	BONDU		050°(049.1°)	+ 0.6	7.3	-	+2300	-190	-	RNAV1
040	TF	(IF) LURPO	-	332°(331.4°)	+ 0.6	5.2	-	+1700	-190	-	RNAV1
010	IF	(IF) LURPO	-	029°(028.7°)	+ 0.6	-	-	+1700	-190	-	RNAV1
TRANSITION TO ILS or LOC											
020	TF	(FAP/FAF) BD310	-	029°(028.7°)	+ 0.6	3.0		@1100	-	-	ILS
030	TF	(MAPt) LOC only @ RWY03L	Y	029°(028.7°)	+ 0.6	3.3	-	@62	-	-3.0/55	ILS
040	TF	BD311	Y	029°(028.7°)	+ 0.6	2.0	-	-	-200	-	RNAV1
050	DF	BD312	-	-	+ 0.6	-	L	-	-200	-	RNAV1
060	TF	BD324	-	270°(269.3°)	+ 0.6	6.6	-	-	-	-	RNAV1
070	TF	BD325	-	209°(208.7°)	+ 0.6	9.6	-	-	-	-	RNAV1
080	TF	GOLIV	-	181°(180.3°)	+ 0.6	6.9	-	@4000	-	-	RNAV1
090	HM	GOLIV	Y	181°(180.3°)	+ 0.6	1 minute	R	@4000	-230	-	RNAV1

WAYPOINT LIST

ILS or LOC z RWY03L

Waypoint Identifier	Coordinates	Pronunciation
DOTLI	13° 38' 58.09" N 100° 22' 19.70" E	DOT - LI
KAGET	13° 38' 55.60" N 100° 29' 31.05" E	KA - GET
BONDU	13° 43' 43.15" N 100° 35' 10.82" E	BON - DU
LURPO	13° 48' 16.25" N 100° 32' 38.75" E	LER - PO
BD310	13° 50' 54.83" N 100° 34' 07.60" E	-
RW03L	13° 53' 49.24" N 100° 35' 45.38" E	-
BD311	13° 55' 34.87" N 100° 36' 44.62" E	-
BD312	14° 01' 36.32" N 100° 33' 52.11" E	-
BD324	14° 01' 31.22" N 100° 27' 07.81" E	-
BD325	13° 53' 05.45" N 100° 22' 24.62" E	-
GOLIV	13° 46' 09.80" N 100° 22' 22.21" E	KO - LIP

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03L - ELEV 7 FT

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY03L

FIX/POINT		COORDINATES	
(IF) LURPO	8.5D IBKD	13° 48' 16.25" N	100° 32' 38.75" E
(FAP/FAF) BD310	5.5D IBKD	13° 50' 54.83" N	100° 34' 07.60" E
MAPt (LOC only) @ RWY03L	2.2D IBKD	13° 53' 49.24" N	100° 35' 45.38" E
LOC/DME	IBKD	13° 55' 43.71" N	100° 36' 49.60" E

CHANGE: NEW CHART.

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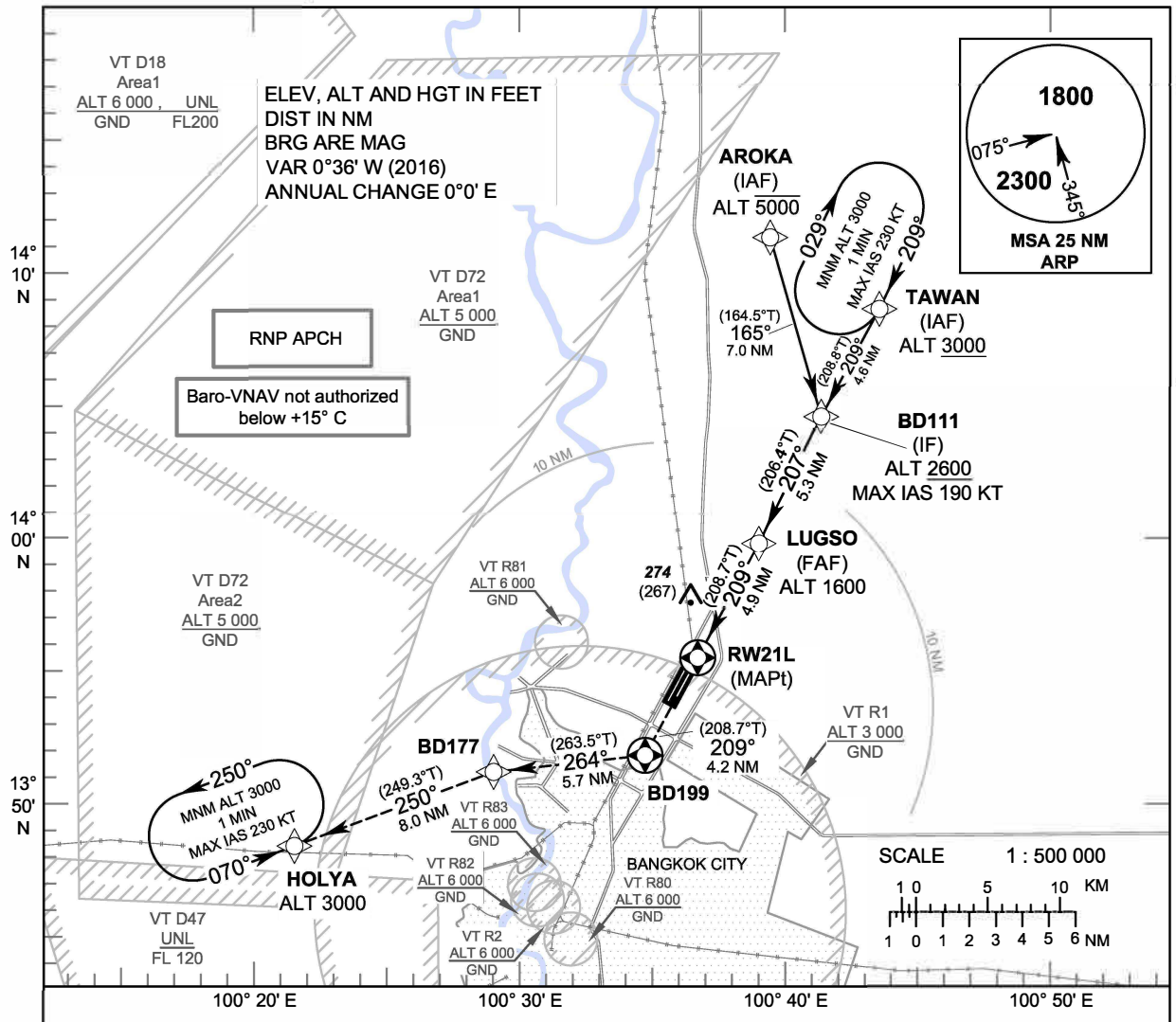
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21L - ELEV 7 FT

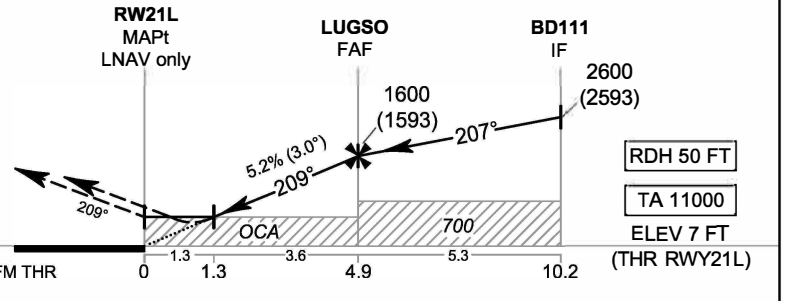
APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY21L



MISSED APPROACH :
No turn before MAPt.
Climb on track 209° to BD199,
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
LNAV/VNAV	350 (343)			
LNAV	470 (463)			
Circling (OCH AAL)	800 (791)			1100 (1091)

NM to NEXT WPT	1.3 NM	2 NM	3 NM	4 NM	FAF
Altitude (Height)	470 (463)	690 (683)	1005 (998)	1320 (1313)	1600 (1593)

Ground speed	knot	70	90	100	120	140	160
Rate of descent FAF-MAPt (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: CIRCLING ALT.

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

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY21L

TABULAR DESCRIPTION

RNP 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

RNP 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

CHANGE: CHART TITLE.

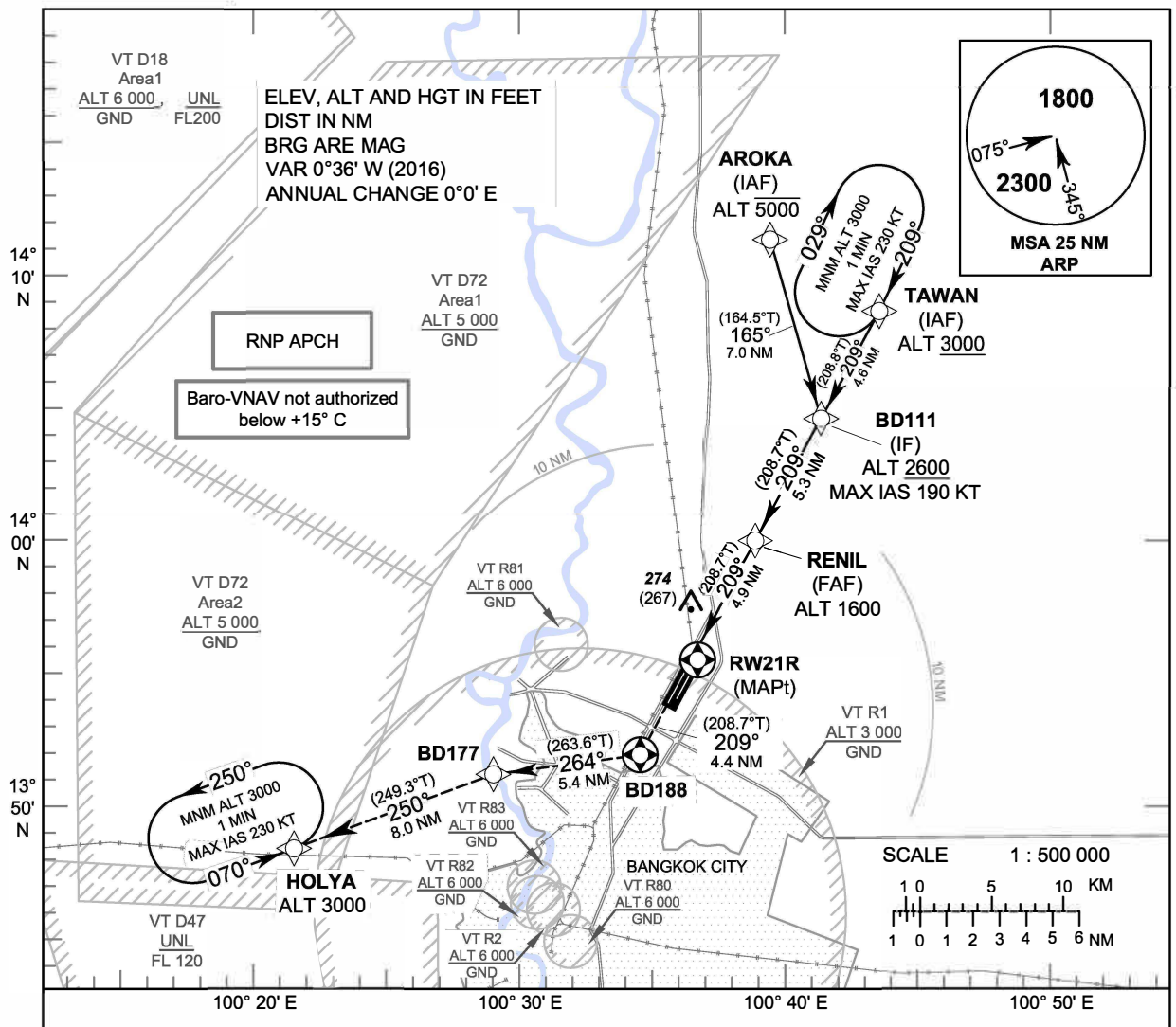
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21R - ELEV 7 FT

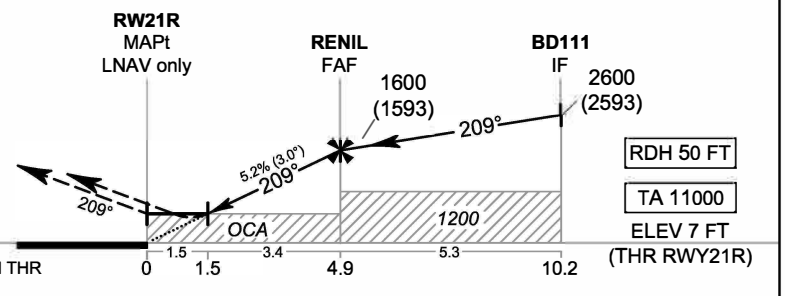
APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

RNP 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.



CHANGE: CIRCLING ALT.

OCA/H	A	B	C	D
LNAV/VNAV	370 (363)			
LNAV	530 (523)			
Circling (OCH AAL)	800 (791)			1100 (1091)

NM to NEXT WPT	1.5 NM	2 NM	3 NM	4 NM	FAF
Altitude (Height)	530 (523)	690 (683)	1005 (998)	1320 (1313)	1600 (1593)

Ground speed knot	70	90	100	120	140	160
Rate of descent FAF-MAPt (5.2%) ft/min	369	474	527	632	737	843

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

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY21R

TABULAR DESCRIPTION

RNP 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

RNP 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

CHANGE: CHART TITLE.

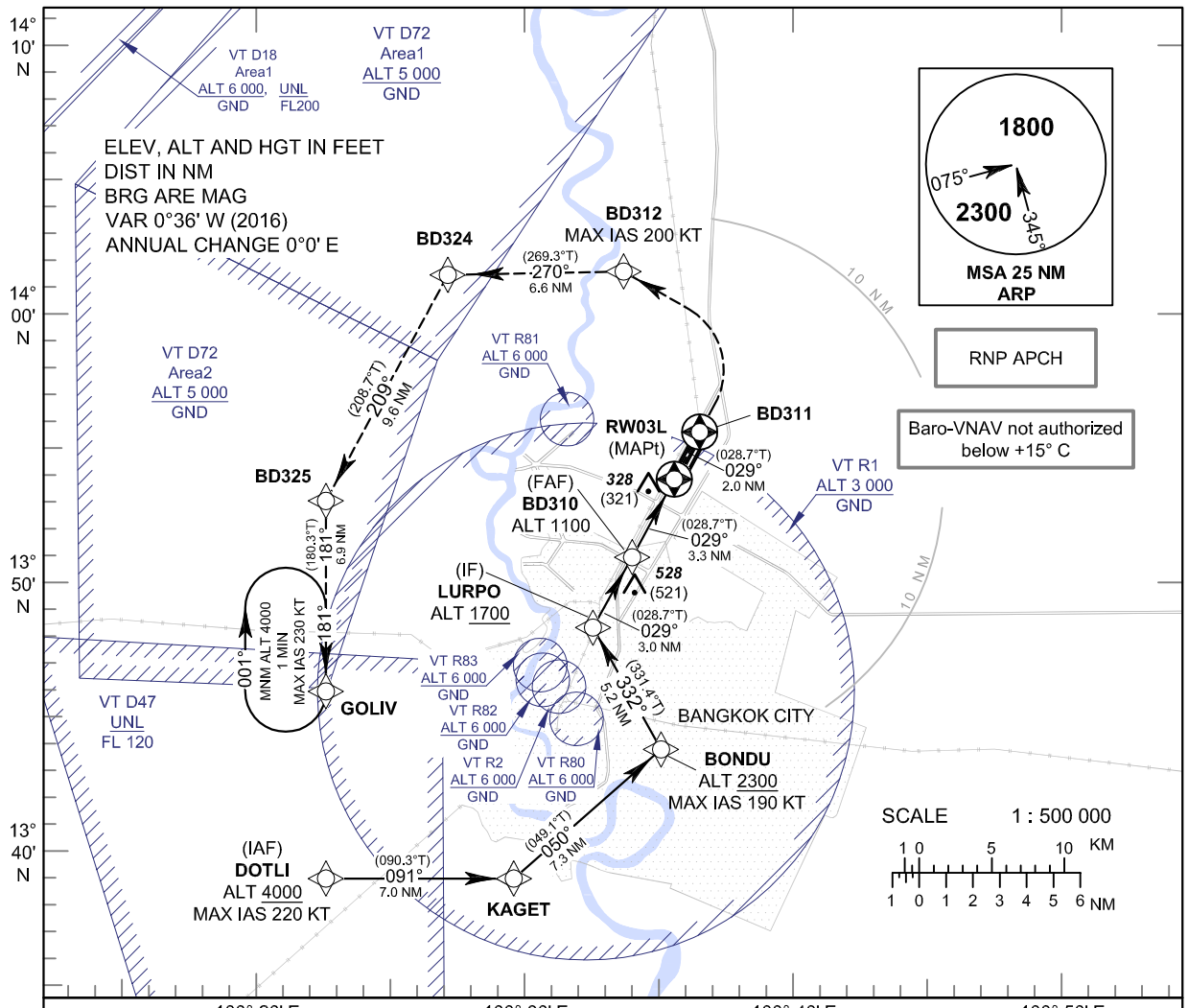
INSTRUMENT APPROACH CHART - ICAO

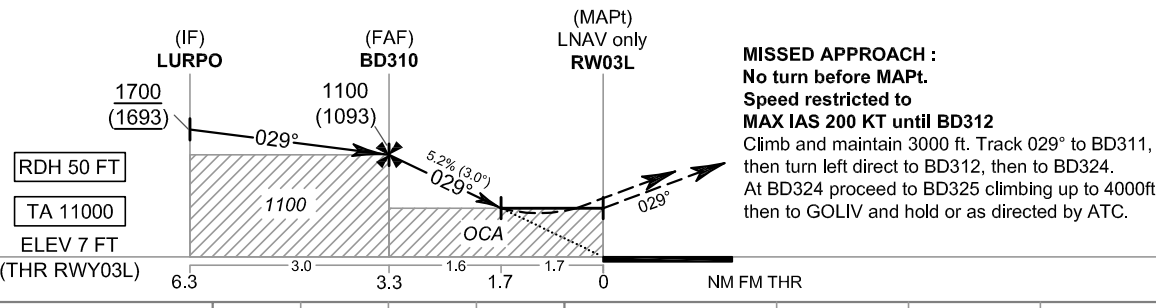
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03L - ELEV 7 FT

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY03L





MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until BD312
Climb and maintain 3000 ft. Track 029° to BD311, then turn left direct to BD312, then to BD324.
At BD324 proceed to BD325 climbing up to 4000ft, then to GOLIV and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV/VNAV	490 (483)			
LNAV	590 (583)			
Circling (OCH AAL)	800 (791)			1100 (1091)

NM to NEXT WPT	FAF	2 NM	1.7 NM
Altitude (Height)	1100 (1093)	690 (683)	590 (583)

Ground speed	knot	70	90	100	120	140	160
Rate of descent FAF-MAPt (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY03L

TABULAR DESCRIPTION

RNP 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
010	IF	(IAF) DOTLI	-	-	+ 0.6	-	-	+4000	-220	-	RNP APCH
020	TF	KAGET		091°(090.3°)	+ 0.6	7.0	-	-	-220	-	RNP APCH
030	TF	BONDU		050°(049.1°)	+ 0.6	7.3	-	+2300	-190	-	RNP APCH
040	TF	(IF) LURPO	-	332°(331.4°)	+ 0.6	5.2	-	+1700	-190	-	RNP APCH
010	IF	(IF) LURPO	-	029°(028.7°)	+ 0.6	-	-	+1700	-190	-	RNP APCH
020	TF	(FAF) BD310	-	029°(028.7°)	+ 0.6	3.0		@1100	-	-	RNP APCH
030	TF	(MAPt @THR03L) RW03L	Y	029°(028.7°)	+ 0.6	3.3	-	@57	-	-3.0/50	RNP APCH
040	TF	BD311	Y	029°(028.7°)	+ 0.6	2.0	-	-	-200	-	RNP APCH
050	DF	BD312	-	-	+ 0.6	-	L	-	-200	-	RNP APCH
060	TF	BD324	-	270°(269.3°)	+ 0.6	6.6	-	-	-	-	RNP APCH
070	TF	BD325	-	209°(208.7°)	+ 0.6	9.6	-	-	-	-	RNP APCH
080	TF	GOLIV	-	181°(180.3°)	+ 0.6	6.9	-	@4000	-	-	RNP APCH
090	HM	GOLIV	Y	181°(180.3°)	+ 0.6	1 minute	R	@4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY03L

Waypoint Identifier	Coordinates	Pronunciation
DOTLI	13° 38' 58.09" N 100° 22' 19.70" E	DOT - LI
KAGET	13° 38' 55.60" N 100° 29' 31.05" E	KA - GET
BONDU	13° 43' 43.15" N 100° 35' 10.82" E	BON - DU
LURPO	13° 48' 16.25" N 100° 32' 38.75" E	LER - PO
BD310	13° 50' 54.83" N 100° 34' 07.60" E	-
RW03L	13° 53' 49.24" N 100° 35' 45.38" E	-
BD311	13° 55' 34.87" N 100° 36' 44.62" E	-
BD312	14° 01' 36.32" N 100° 33' 52.11" E	-
BD324	14° 01' 31.22" N 100° 27' 07.81" E	-
BD325	13° 53' 05.45" N 100° 22' 24.62" E	-
GOLIV	13° 46' 09.80" N 100° 22' 22.21" E	KO - LIP

CHANGE: NEW CHART.

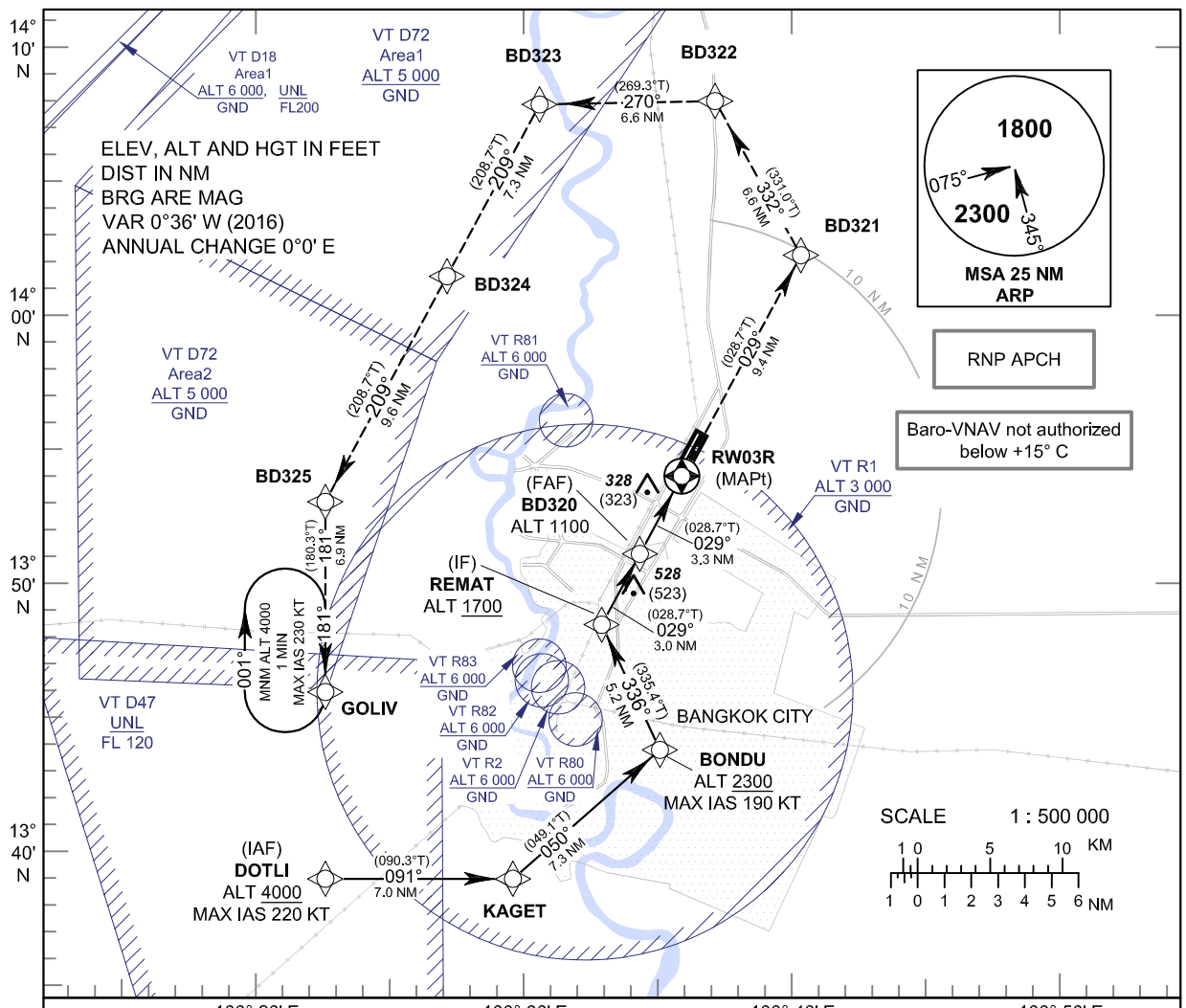
INSTRUMENT APPROACH CHART - ICAO

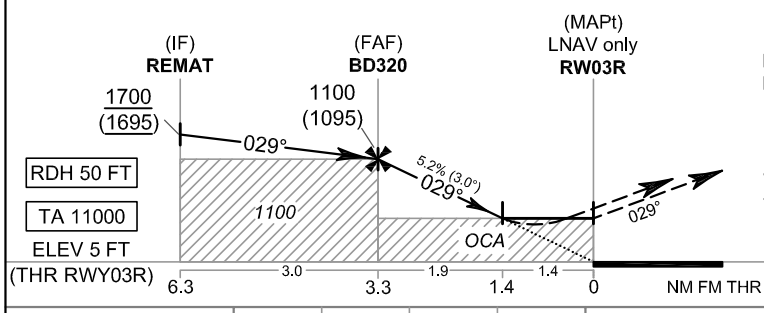
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03R - ELEV 5 FT

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 128.95, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY03R





MISSED APPROACH :
No turn before MAPt.
Climb and maintain 3000 ft. Track 029° to BD321, then to BD322, then to BD323, then to BD324. At BD324 proceed to BD325 climbing up to 4000ft, then to GOLIV and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV/VNAV	490 (485)			
LNAV	500 (495)			
Circling (OCH AAL)	800 (791)			1100 (1091)

NM to NEXT WPT	FAF	2 NM	1.4 NM
Altitude (Height)	1100 (1095)	685 (680)	500 (495)

Ground speed	knot	70	90	100	120	140	160
Rate of descent FAF-MAPt (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY03R - ELEV 5 FT

BANGKOK / Don Mueang Intl (VTBD)

RNP RWY03R

CHANGE: NEW CHART.

TABULAR DESCRIPTION

RNP 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
010	IF	(IAF) DOTLI	-	-	+ 0.6	-	-	+4000	-220	-	RNP APCH
020	TF	KAGET		091°(090.3°)	+ 0.6	7.0	-	-	-220	-	RNP APCH
030	TF	BONDU		050°(049.1°)	+ 0.6	7.3	-	+2300	-190	-	RNP APCH
040	TF	(IF) REMAT	-	332°(331.4°)	+ 0.6	5.2	-	+1700	-190	-	RNP APCH
010	IF	(IF) REMAT	-	029°(028.7°)	+ 0.6	-	-	+1700	-190	-	RNP APCH
020	TF	(FAF) BD320	-	029°(028.7°)	+ 0.6	3.0		@1100	-	-	RNP APCH
030	TF	(MAPt @THR03R) RW03R	Y	029°(028.7°)	+ 0.6	3.3	-	@57	-	-3.0/50	RNP APCH
040	TF	BD321	-	029°(028.7°)	+ 0.6	9.4	-	-	-	-	RNP APCH
050	TF	BD322	-	332°(331.0°)	+ 0.6	6.6	-	-	-	-	RNP APCH
060	TF	BD323	-	270°(269.3°)	+ 0.6	6.6	-	-	-	-	RNP APCH
070	TF	BD324	-	209°(208.7°)	+ 0.6	7.3	-	-	-	-	RNP APCH
080	TF	BD325	-	209°(208.7°)	+ 0.6	9.6	-	-	-	-	RNP APCH
090	TF	GOLIV	-	181°(180.3°)	+ 0.6	6.9	-	@4000	-	-	RNP APCH
100	HM	GOLIV	Y	181°(180.3°)	+ 0.6	1 minute	R	@4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY03R

Waypoint Identifier	Coordinates	Pronunciation
DOTLI	13° 38' 58.09" N 100° 22' 19.70" E	DOT - LI
KAGET	13° 38' 55.60" N 100° 29' 31.05" E	KA - GET
BONDU	13° 43' 43.15" N 100° 35' 10.82" E	BON - DU
REMAT	13° 48' 25.56" N 100° 32' 58.68" E	REE - MAT
BD320	13° 51' 04.09" N 100° 34' 27.63" E	-
RW03R	13° 53' 58.45" N 100° 36' 05.50" E	-
BD321	14° 02' 15.77" N 100° 40' 44.48" E	-
BD322	14° 08' 01.19" N 100° 37' 28.12" E	-
BD323	14° 07' 56.19" N 100° 30' 43.63" E	-
BD324	14° 01' 31.22" N 100° 27' 07.81" E	-
BD325	13° 53' 05.45" N 100° 22' 24.62" E	-
GOLIV	13° 46' 09.80" N 100° 22' 22.21" E	KO - LIP