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AIRAC
AIP SUPPLEMENT
A 37/24
27 JUN 2024

ESTABLISHMENT OF THE NEW THIRD RUNWAY, NEW TAXIWAYS AND UPDATE OF AERODROME INFORMATION AT SUVARNABHUMI INTERNATIONAL AIRPORT (VTBS)

1 INTRODUCTION

With effect from 8 August 2024, the purpose of this AIRAC AIP Supplement is to inform all concerned regarding the establishment of runway 02L/20R, taxiway F, F1 - F12, F15, E3, E10, W, Y and Z (see Figure 1.) and update of aerodrome information at Suvarnabhumi International Airport (VTBS), in accordance with the AIRAC cycle.

In the transition phase 1, runway 02L/20R is opened as a non-instrument runway for the inaugural flight and authorized aircraft operations from 15 September 2024 onwards.

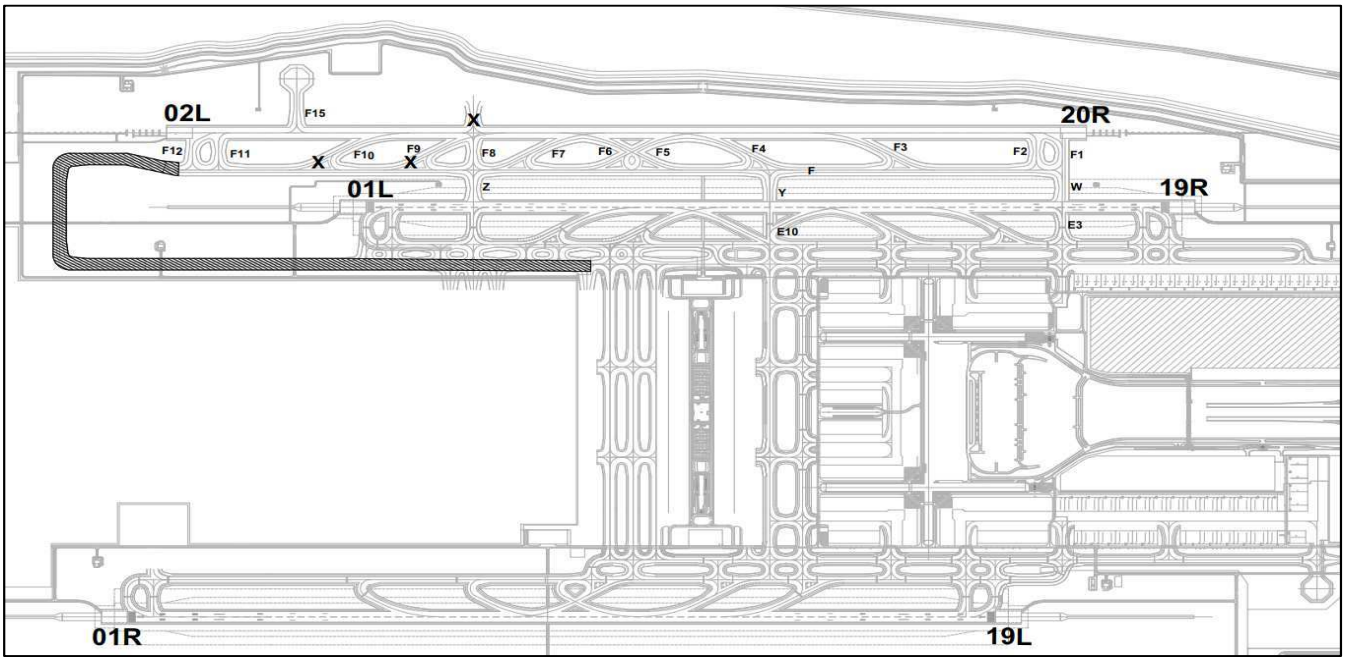

Figure 1. Runway 02L/20R, together with its parallel taxiway and associated taxiway system (excluding the perimeter taxiway)

2 AERODROME INFORMATION FOR RUNWAY 02L/20R AND NEW TAXIWAYS

2.1 The runway 02L/20R, taxiway F, F1 - F12, F15, E3, E10, W, Y AND Z information refers to **Attachment 1**.

2.2 Details regarding the runway availability will be provided as indicated in items 3 - 4 below.

3 UTILIZATION AND CONDITIONS OF RUNWAY 02L/20R

3.1 In the transition phase 1, the runway 02L/20R is a non-instrument runway and used under Visual Meteorological Conditions (VMC). In addition, prior authorized by AOT is required.

3.2 To ensure safety, the operations of an authorized aircraft on runway 02L/20R shall only be conducted according to specific procedures arranged by AOT and ATC.

4 UNSERVICEABLE STOP BARS AND NO-ENTRY BARS FOR RUNWAY 02L/20R

4.1 Stop bar taxiway F1, F2, F3, F10, F11, F12 and F15 are unserviceable.

4.2 No-entry bar taxiway F4 to F9 are unserviceable.

5 UPCOMING NOTICE OF RUNWAY RE-DESIGNATIONS

Following the designation of the third runway as 02L/20R on 8 August 2024, it is anticipated that runway 01L/19R and 01R/19L will be re-designated as 02R/20L and 01/19 on 3 October 2024, respectively. The associated signs and markings were adjusted to align with the runway designation. Further details regarding these changes will be provided in an upcoming notice for aircraft operators.

6 CONTACT

For further information contact via the following:

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7 VALIDITY

This AIRAC AIP Supplement cancelled AIRAC AIP Supplement A21/17 and will remain current until 2 October 2024 at 2359 UTC. Any change to the contents of this AIRAC AIP Supplement will be notified through NOTAM.

Attachment 1

VTBS - BANGKOK/ SUVARNABHUMI INTERNATIONAL AIRPORT

VTBS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	134109N 1004456E Midpoint between taxiways G, H, H2 and H3
2	Direction and distance from (city)	25 KM East of Bangkok
3	Elevation/Reference temperature	8 FT (2 M) / 32.4°C
4	Geoid undulation at AD ELEV PSN	-94 FT (-29 M)
5	MAG VAR/Annual change	0° 35' W (2016) / 0° 0' E
6	AD Administration, address, telephone, telefax, telex, AFS	999 Moo 1 Nong Prue, Bangphli, Samut Prakan 10540, Thailand Tel: +662 132 1888 Fax: +662 132 1889 Website: https://suvarnabhumi.airportthai.co.th AFS: VTBSYDYX
7	Types of traffic permitted (IFR/VFR)	IFR / Authorized VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

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

1	Apron surface and strength	Surface: Concrete Main Apron, East Apron and West Apron Strength: PCN 126/R/D/X/T SAT-1 Apron Strength: PCN 131/R/D/X/T
2	Taxiway width surface and strength	Minimum Width: 25 M Taxiways: B, B1, B2, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12 and B13 C, C1, C2, C3, C4, C5, C6, C7, C8, C9 and C10 D1, D2, D3, D4, D5, D6, D7, D8 and D9 E, E1, E2, E3, E5, E6, E7, E8, E9, E10, E12, E13, E15, E17, E19 and E21 G H, H1, H2, H3 and H4 Taxilanes: T1, T2, T3, T4, T5, T6, T7, T8, T9, T10, T11, T12, T13, T14, T15, T16 and T17 Surface: Asphalt Strength: PCN 137/F/D/X/T Taxiways: F3, F5, F6, F7, F9, F10 and F15 Surface: Asphalt Strength: PCN 159/F/C/W/T Taxiways: D10 and D11 J, J1, J2, J3 and J4 K Taxilanes: T18 and T19 Surface: Concrete Strength: PCN 131/R/D/X/T Taxiways: D, H5 and H6 Surface: Asphalt Strength: PCN 137/F/D/X/T Surface: Concrete Strength: PCN 131/R/D/X/T

		Taxiways: F, F1, F2, F4, F8, F11 and F12 W Y Z Surface: Asphalt Strength: PCN 159/F/C/W/T Surface: Concrete Strength: PCN 88/R/C/W/T
3	Altimeter checkpoint location and elevation	Location : At Apron Elevation : 4 FT
4	VOR checkpoints	NIL
5	INS checkpoints	See Aircraft Parking/Docking Chart - ICAO (Versos) for coordinates of aircraft stand.
6	Remarks	NIL

VTBS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guidelines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, Centre line, edge and runway end marked and lighted. TWY: Centre line and edge marked and lighted.
3	Stop bars	Stop bars are installed at following locations: RWY 01R/19L - Taxiway B1, B2, B3, B11, B12, B13 RWY 01L/19R - Taxiway E1, E2, E3, E5, E10, E15, E17, E19, E21 - Taxiway W, Y, Z RWY 02L/20R - Taxiway F1, F2, F3, F10, F11, F12, F15
4	Remarks	Intermediate holding positions are provided at some TWY/TWY intersections.

VTBS AD 2.10 AERODROME OBSTACLES

In approach/ TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacles type, Elevation, Markings/LGT	Coordinates	Obstacles type, Elevation, Markings/LGT	Coordinates	
a	b	c	a	b	
19L/TKOF	CCTV Pole 24.4 FT (7.4 M)	133858.4N 1004457.3E	Antenna on top of Building 197.5 FT (60.2 M)	134338.8N 1004633.5E	
19L/TKOF	CCTV Pole 20.8 FT (6.3 M)	133900.5N 1004457.2E	Institute Building 203.9 FT (62.1 M) LGTD	134339.2N 1004618.8E	
19L/TKOF	Vegetation 41.1 FT (12.5 M)	133849.6N 1004456.6E	Communication Tower 153.0 FT (46.6 M)	134104.1N 1004330.9E	
19L/TKOF	Sub-distribution Building 23.4 FT (7.1 M)	133858.4N 1004503.6E	Pole on top of Control Tower Building 466.4 FT (142.1 M) LGTD	134147.2N 1004458.5E	

In approach/ TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacles type, Elevation, Markings/LGT	Coordinates	Obstacles type, Elevation, Markings/LGT	Coordinates	
a	b	c	a	b	
			Antenna on top of East Apron Control Tower Building 171.5 FT (52.3 M)	134124.0N 1004516.1E	
			Antenna on top of West Apron Control Tower Building 170.4 FT (51.9 M)	134131.4N 1004446.5E	
			Antenna on top of Building 169.2 FT (51.6 M)	134142.8N 1004511.2E	
			Industrial Stack 166.5 FT (50.8 M) marked	133957.3N 1004719.8E	
			Industrial Stack 185.9 FT (56.7 M) marked	133958.2N 1004720.1E	
			Industrial Stack 169.0 FT (51.5 M) marked	133955.8N 1004719.1E	
			Industrial Stack 169.3 FT (51.6 M) marked	133954.7N 1004718.6E	
			Advertising Sign Board 178.2 FT (54.3 M)	134123.9N 1004346.0E	
			Residential Building 165.2 FT (50.4 M) LGTD	133753.4N 1004347.5E	
			Residential Building 158.8 FT (48.4 M) LGTD	133802.8N 1004342.9E	
			Residential Building 158.1 FT (48.2 M) LGTD	133803.4N 1004340.8E	
			Residential Building 157.3 FT (47.9 M) LGTD	133805.4N 1004339.4E	
			Residential Building 157.7 FT (48.1 M) LGTD	133807.7N 1004339.4E	
			Residential Building 156.7 FT (47.8 M) LGTD	133809.8N 1004339.5E	
			Residential Building 158.2 FT (48.2 M) LGTD	133812.0N 1004340.1E	
			Residential Building 153.8 FT (46.9 M) LGTD	134332.3N 1004618.1E	
			Terminal Building 170.7 FT (52.0 M)	134127.1N 1004510.9E	
			Office Building 151.5 FT (46.2 M) LGTD	134239.7N 1004530.1E	
			Office Building 162.4 FT (49.5 M) LGTD	134227.1N 1004530.7E	

In approach/ TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacles type, Elevation, Markings/LGT	Coordinates	Obstacles type, Elevation, Markings/LGT	Coordinates	
a	b	c	a	b	
			Secondary Surveillance Radar (SSR) Tower Building 168.6 FT (51.4 M) LGTD	134149.8N 1004615.7E	
			Primary Surveillance Radar (PSR) Tower Building 156.8 FT (47.8 M)	134122.9N 1004613.2E	
			Surface Movement Radar (SMR) Tower Building 152.8 FT (46.6 M)	134105.4N 1004433.6E	
			Residential Building 163.6 FT (49.9 M) LGTD	133751.4N 1004358.0E	
			Residential Building 161.1 FT (49.1 M) LGTD	133751.9N 1004356.0E	
			Residential Building 160.5 FT (48.9 M) LGTD	133752.2N 1004353.8E	
			Residential Building 162.4 FT (49.5 M) LGTD	133752.5N 1004351.8E	
			Residential Building 163.8 FT (49.9 M) LGTD	133753.0N 1004349.6E	
			Terminal Building 170.7 FT (52.0 M) LGTD	134127.5N 1004511.0E	
			Hangar Building 162.4 FT (49.5 M) LGTD	134223.6N 1004539.4E	
01L/TKOF	Lighting Pole 34.8 FT (10.6 M)	134258.3N 1004443.1E	Institute Building 203.9 FT (62.1 M) LGTD	134339.2N 1004618.8E	
01L/TKOF	High Mast Lighting Pole 116.2 FT (35.4 M)	134335.4N 1004447.9E	Communication Tower 153.0 FT (46.6 M)	134104.1N 1004330.9E	
01L/TKOF	High Mast Lighting Pole 69.6 FT (21.2 M)	134255.6N 1004449.9E	Pole on top of Control Tower Building 466.4 FT (142.1 M) LGTD	134147.2N 1004458.5E	
01L/TKOF	High Mast Lighting Pole 73.4 FT (22.4 M)	134257.5N 1004448.4E	Antenna on top of East Apron Control Tower Building 171.5 FT (52.3 M)	134124.0N 1004516.1E	
01L/TKOF	High Mast Lighting Pole 87.5 FT (26.7 M)	134303.8N 1004447.0E	Antenna on top of West Apron Control Tower Building 170.4 FT (51.9 M)	134131.4N 1004446.5E	
01L/TKOF	High Mast Lighting Pole 73.0 FT (22.2 M)	134306.8N 1004447.6E	Antenna on top of Building 169.2 FT (51.6 M)	134142.8N 1004511.2E	
01L/TKOF	High Mast Lighting Pole 73.7 FT (22.5 M)	134309.4N 1004447.8E	Advertising Sign Board 178.2 FT (54.3 M)	134123.9N 1004346.0E	
01L/TKOF	High Mast Lighting Pole 90.0 FT (27.4 M)	134301.5N 1004444.2E	Residential Building 157.7 FT (48.1 M) LGTD	133807.7N 1004339.4E	

In approach/ TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacles type, Elevation, Markings/LGT	Coordinates	Obstacles type, Elevation, Markings/LGT	Coordinates	
a	b	c	a	b	
01L/TKOF	High Mast Lighting Pole 85.7 FT (26.1 M)	134300.4N 1004447.0E	Residential Building 156.7 FT (47.8 M) LGTD	133809.8N 1004339.5E	
01L/TKOF	High Mast Lighting Pole 91.9 FT (28.0 M)	134305.3N 1004450.0E	Residential Building 158.2 FT (48.2 M) LGTD	133812.0N 1004340.1E	
01L/TKOF	High Mast Lighting Pole 88.5 FT (27.0 M)	134301.3N 1004449.9E	Residential Building 153.8 FT (46.9 M) LGTD	134332.3N 1004618.1E	
01L/TKOF	Tree 29.6 FT (9.0 M)	134260.0N 1004444.3E	Terminal Building 170.7 FT (52.0 M)	134127.1N 1004510.9E	
01L/TKOF	Tree 25.0 FT (7.6 M)	134256.0N 1004443.0E	Office Building 162.4 FT (49.5 M) LGTD	134227.1N 1004530.7E	
01L/TKOF	Tree 44.1 FT (13.5 M)	134302.1N 1004449.0E	Secondary Surveillance Radar (SSR) Tower Building 168.6 FT (51.4 M) LGTD	134149.8N 1004615.7E	
01L/TKOF	Tree 38.4 FT (11.7 M)	134302.7N 1004449.1E	Primary Surveillance Radar (PSR) Tower Building 156.8 FT (47.8 M)	134122.9N 1004613.2E	
01L/TKOF	High Mast Lighting Pole 57.7 FT (17.6 M)	134307.3N 1004452.6E	Surface Movement Radar (SMR) Tower Building 152.8 FT (46.6 M)	134105.4N 1004433.6E	
01L/TKOF	High Mast Lighting Pole 91.9 FT (28.0 M)	134304.3N 1004451.3E	Hangar Building 162.4 FT (49.5 M) LGTD	134223.6N 1004539.4E	
01L/TKOF	High Mast Lighting Pole 88.5 FT (27.0 M)	134301.2N 1004449.0E	Transmission Tower 204.8 FT (62.4 M)	134058.2N 1004147.7E	
01L/TKOF	High Mast Lighting Pole 73.4 FT (22.4 M)	134312.0N 1004447.8E	Transmission Tower 204.3 FT (62.3 M)	134044.8N 1004151.6E	
01L/TKOF	High Mast Lighting Pole 75.3 FT (23.0 M)	134314.6N 1004447.8E	Transmission Tower 207.0 FT (63.1 M)	134035.9N 1004154.2E	
01L/TKOF	High Mast Lighting Pole 75.3 FT (23.0 M)	134317.2N 1004447.8E	Transmission Tower 204.1 FT (62.2 M)	134027.7N 1004159.6E	
01L/TKOF	High Mast Lighting Pole 75.3 FT (23.0 M)	134319.8N 1004447.8E	Transmission Tower 204.1 FT (62.2 M)	134017.7N 1004159.4E	
01L/TKOF	High Mast Lighting Pole 108.5 FT (33.1 M)	134322.7N 1004448.7E	Transmission Tower 225.2 FT (68.6 M)	133955.6N 1004139.6E	
01L/TKOF	High Mast Lighting Pole 108.5 FT (33.1 M)	134328.9N 1004448.6E	Transmission Tower 225.8 FT (68.8 M)	134007.0N 1004149.8E	
01L/TKOF	Tree 44.8 FT (13.7 M)	134307.9N 1004445.3E	Hospital Building 190.2 FT (58.0 M)	134303.8N 1004222.8E	
01L/TKOF	Transmission Pole 71.6 FT (21.8 M)	134320.9N 1004450.5E			
01L/TKOF	Transmission Pole 71.6 FT (21.8 M)	134320.9N 1004450.3E			
01L/TKOF	Transmission Pole 78.0 FT (23.8 M)	134322.6N 1004449.0E			
01L/TKOF	Transmission Pole 77.9 FT (23.7 M)	134322.3N 1004449.3E			
01L/TKOF	High Mast Lighting Pole 87.7 FT (26.7 M)	134326.0N 1004446.7E			

In approach/ TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacles type, Elevation, Markings/LGT	Coordinates	Obstacles type, Elevation, Markings/LGT	Coordinates	
a	b	c	a	b	
01L/TKOF	Communication Tower 136.8 FT (41.7 M)	134351.2N 1004502.5E			
01L/TKOF	Traffic Sign Board 62.2 FT (19.0 M)	134257.2N 1004448.5E			
01L/TKOF	Traffic Sign Board 59.9 FT (18.2 M)	134302.2N 1004446.2E			
01L/TKOF	Traffic Sign Board 64.1 FT (19.5 M)	134314.9N 1004448.0E			
01L/TKOF	Traffic Sign Board 70.3 FT (21.4 M)	134320.5N 1004446.9E			
01L/TKOF	Overpass 51.9 FT (15.8 M)	134307.6N 1004451.6E			
01L/TKOF	Overpass 50.8 FT (15.5 M)	134306.1N 1004449.2E			
01L/TKOF	Overpass 35.3 FT (10.7 M)	134301.3N 1004447.6E			
01L/TKOF	Overpass 33.4 FT (10.2 M)	134301.4N 1004448.6E			
01L/TKOF	Vegetation 33.2 FT (10.1 M)	134256.7N 1004445.0E			
01L/TKOF	Vegetation 35.2 FT (10.7 M)	134255.7N 1004442.7E			
01L/TKOF	Vegetation 39.0 FT (11.9 M)	134302.8N 1004445.5E			
01L/TKOF	Vegetation 43.8 FT (13.4 M)	134302.3N 1004444.1E			
01L/TKOF	Vegetation 51.5 FT (15.7 M)	134303.6N 1004451.5E			
01L/TKOF	Vegetation 40.4 FT (12.3 M)	134304.8N 1004447.7E			
01L/TKOF	Vegetation 115.7 FT (35.3 M)	134312.0N 1004447.8E			
01L/TKOF	Vegetation 60.9 FT (18.6 M)	134313.4N 1004457.5E			
01L/TKOF	Residential Building 65.9 FT (20.1 M)	134315.8N 1004453.4E			
01L/TKOF	Residential Building 56.6 FT (17.3 M)	134306.7N 1004444.6E			
01L/TKOF	Residential Building 54.0 FT (16.5 M)	134309.9N 1004444.2E			
01L/TKOF	Residential Building 53.1 FT (16.2 M)	134312.6N 1004446.4E			
01L/TKOF	College Building 60.2 FT (18.3 M)	134314.9N 1004445.5E			
01L/TKOF	Vegetation 47.5 FT (14.5 M)	134309.4N 1004446.7E			
01L/TKOF	Vegetation 64.4 FT (19.6 M)	134307.3N 1004444.6E			
01L/TKOF	Vegetation 37.6 FT (11.5 M)	134304.7N 1004446.0E			
01L/TKOF	Vegetation 49.1 FT (15.0 M)	134310.1N 1004445.9E			
19R/APCH 01L/TKOF	Buildings 115.4 FT (35.2 M)	134305.9N 1004444.6E			
19R/APCH	Resort Building 97.2 FT (29.6 M)	134259.1N 1004439.7E			

In approach/ TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacles type, Elevation, Markings/LGT	Coordinates	Obstacles type, Elevation, Markings/LGT	Coordinates	
a	b	c	a	b	
20R/APCH 02L/TKOF	Meteorological Tower 65.1 FT (19.8 M) marked and LGTD	134228.0N 1004425.1E	Meteorological Tower 70.5 FT (21.5 M) marked and LGTD	134126.4N 1004401.6E	
20R/APCH	Vegetation 59.4 FT (18.1 M)	134220.9N 1004417.2E	Office Building 53.8 FT (16.4 M)	134221.1N 1004415.0E	
20R/APCH	Office Building 55.7 FT (17.0 M)	134220.0N 1004415.3E	Communication Tower 303.8 FT (92.6 M) marked and LGTD	133747.5N 1004226.1E	
20R/APCH	Factory Building 147.2 FT (44.9 M) LGTD	134247.6N 1004413.8E	Transmission Tower 204.4 FT (62.3 M)	134111.3N 1004143.9E	
			Transmission Tower 226.4 FT (69.0 M)	133944.6N 1004129.7E	
			Communication Tower 163.4 FT (49.8 M) marked and LGTD	133806.3N 1004237.6E	
			Residential Building 168.4 FT (51.3 M) LGTD	133809.4N 1004232.8E	
			Industrial Building 164.8 FT (50.2 M) LGTD	133812.3N 1004226.6E	
			Pole on top of Control Tower Building 466.4 FT (142.1 M) LGTD	134147.2N 1004458.5E	
			Antenna on top of East Apron Control Tower Building 171.5 FT (52.3 M)	134124.0N 1004516.1E	
			Antenna on top of West Apron Control Tower Building 170.4 FT (51.9 M)	134131.4N 1004446.5E	
			Antenna on top of Building 169.2 FT (51.6 M)	134142.8N 1004511.2E	
			Advertising Sign Board 178.2 FT (54.3 M)	134123.9N 1004346.0E	
			Residential Building 165.2 FT (50.4 M) LGTD	133753.4N 1004347.5E	
			Residential Building 158.8 FT (48.4 M) LGTD	133802.8N 1004342.9E	
			Residential Building 158.1 FT (48.2 M) LGTD	133803.4N 1004340.8E	
			Residential Building 157.3 FT (47.9 M) LGTD	133805.4N 1004339.4E	
			Residential Building 157.7 FT (48.1 M) LGTD	133807.7N 1004339.4E	
			Residential Building 156.7 FT (47.8 M) LGTD	133809.8N 1004339.5E	

In approach/ TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacles type, Elevation, Markings/LGT	Coordinates	Obstacles type, Elevation, Markings/LGT	Coordinates	
a	b	c	a	b	
			Residential Building 158.2 FT (48.2 M) LGTD	133812.0N 1004340.1E	
			Terminal Building 170.7 FT (52.0 M)	134127.1N 1004510.9E	
			Office Building 162.4 FT (49.5 M) LGTD	134227.1N 1004530.7E	
			Secondary Surveillance Radar (SSR) Tower Building 168.6 FT (51.4 M) LGTD	134149.8N 1004615.7E	
			Primary Surveillance Radar (PSR) Tower Building 156.8 FT (47.8 M)	134122.9N 1004613.2E	
			Residential Building 163.6 FT (49.9 M) LGTD	133751.4N 1004358.0E	
			Residential Building 161.1 FT (49.1 M) LGTD	133751.9N 1004356.0E	
			Residential Building 160.5 FT (48.9 M) LGTD	133752.2N 1004353.8E	
			Residential Building 162.4 FT (49.5 M) LGTD	133752.5N 1004351.8E	
			Residential Building 163.8 FT (49.9 M) LGTD	133753.0N 1004349.6E	
			Terminal Building 170.7 FT (52.0 M) LGTD	134127.5N 1004511.0E	
			Hangar Building 162.4 FT (49.5 M) LGTD	134223.6N 1004539.4E	
			Transmission Tower 204.8 FT (62.4 M)	134058.2N 1004147.7E	
			Transmission Tower 204.3 FT (62.3 M)	134044.8N 1004151.6E	
			Transmission Tower 207.0 FT (63.1 M)	134035.9N 1004154.2E	
			Transmission Tower 204.1 FT (62.2 M)	134027.7N 1004159.6E	
			Transmission Tower 204.1 FT (62.2 M)	134017.7N 1004159.4E	
			Transmission Tower 225.2 FT (68.6 M)	133955.6N 1004139.6E	
			Transmission Tower 225.8 FT (68.8 M)	134007.0N 1004149.8E	
			Hospital Building 190.2 FT (58.0 M)	134303.8N 1004222.8E	

VTBS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
01R	014.42°	4000x60	PCN 137/F/D/X/T Asphalt	133924.11N 1004506.59E -97.1 FT (-29.6 M)	THR/TDZ 3.7 FT (1.1 M)
19L	194.42°	4000x60	PCN 137/F/D/X/T Asphalt	134130.17N 1004539.72E -97.1 FT (-29.6 M)	THR/TDZ 3.7 FT (1.1 M)
01L	014.42°	3700x60	PCN 137/F/D/X/T Asphalt	134016.60N 1004404.79E -97.5 FT (-29.7 M)	THR/TDZ 4.2 FT (1.3 M)
19R	194.42°	3700x60	PCN 137/F/D/X/T Asphalt	134213.21N 1004435.44E -97.5 FT (-29.7 M)	THR/TDZ 4.0 FT (1.2 M)
02L	014.00°	4000x60	PCN 159/F/C/W/T Asphalt	133954.63N 1004345.28E -94 FT (-29 M)	THR 8 FT (2 M)
20R	194.00°	4000x60	PCN 159/F/C/W/T Asphalt	134200.68N 1004418.41E -94 FT (-29 M)	THR 8 FT (2 M)

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%	NIL	NIL	4120x300	240x150	NIL	Yes	Runway 01R/19L and 01L/19R, pave jet blast protection areas at runway ends; 120 M long and 75 M wide. Runway 02L/20R, pave jet blast protection areas at runway ends; 120 M long and 60 M wide. Runway 01L/19R surface is grooved; Runway 01R/19L and 02L/20R surface is not grooved. Concrete drainage channels are located in the strips of runway 01R/19L and 01L/19R, parallel to and at 120 M offset from the runway centre lines. No open drainage channel is located in the runway strip of runway 02L/20R.
0%	NIL	550x150	4120x300	240x150	NIL	Yes	
0%	NIL	1100x150	3820x300	240x150	NIL	Yes	
0%	NIL	700x150	3820x300	240x150	NIL	Yes	
0%	NIL	NIL	4120x300	240x120	NIL	Yes	
0%	NIL	NIL	4120x300	240x120	NIL	Yes	

VTBS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01R	4000	4000	4000	4000	The TORA/ASDA when entering RWY from TWY B12 is 3890 M.
19L	4000	4550	4000	4000	The TORA/ASDA when entering RWY from TWY B2 is 3870 M.
01L	3700	4800	3700	3700	The TORA/ASDA when entering RWY from TWY E19 is 3590 M.
19R	3700	4400	3700	3700	The TORA/ASDA when entering RWY from TWY E2 is 3590 M.
02L	4000	4000	4000	4000	The TORA/ASDA when entering RWY from TWY F11 is 3890 M.
20R	4000	4000	4000	4000	The TORA/ASDA when entering RWY from TWY F2 is 3900 M.

VTBS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type, LEN, INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT, LEN, 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
01R	CAT II 900 M 5 steps LIH; with FLG	Green	PAPI Left/3° (63.82 FT)	900 M	4000 M, 30 M White, FM 3100 M Red/White FM 3700 M, Red 5 steps LIH	4000 M, 60 M White, FM 3400 M Yellow 5 steps LIH	Red	NIL	NIL
19L	CAT II 900 M 5 steps LIH; with FLG	Green	PAPI Left/3° (63.82 FT)	900 M	4000 M, 30 M White, FM 3100 M Red/White FM 3700 M Red 5 steps LIH	4000 M, 60 M White, FM 3400 M Yellow 5 steps LIH	Red	NIL	NIL
01L	CAT II 900 M 5 steps LIH; with FLG	Green	PAPI Left/3° (63.82 FT)	900 M	3700 M, 30 M White, FM 2800 M Red/White FM 3400 M Red 5 steps LIH	3700 M, 60 M White, FM 3100 M Yellow 5 steps LIH	Red	NIL	NIL
19R	CAT II 900 M 5 steps LIH; with FLG	Green	PAPI Left/3° (63.82 FT)	900 M	3700 M, 30 M White, FM 2800 M Red / White FM 3400 M, Red 5 steps LIH	3700 M, 60 M White, FM 3100 M Yellow 5 steps LIH	Red	NIL	NIL
02L	CAT II 900 M 5 steps LIH	Green	PAPI Left/3° (63.82 FT)	900 M	4000 M, 30 M White, FM 3100 M Red/White	4000 M, 60 M White, FM 3400 M Yellow	Red	NIL	NIL

RWY Designator	APCH LGT Type, LEN, INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT, LEN, 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
					FM 3700 M, Red 5 steps LIH	5 steps LIH			
20R	CAT II 900 M 5 steps LIH	Green	PAPI Left/3° (63.82 FT)	900 M	4000 M, 30 M White, FM 3100 M Red/White FM 3700 M, Red 5 steps LIH	4000 M, 60 M White, FM 3400 M Yellow 5 steps LIH	Red	NIL	NIL

VTBS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of ATC tower (134147N 1004458E), H24, Flashing White/Green every 2 - 3 seconds IBN: NIL
2	LDI location and LGT Anemometer location and LGT	6 WDIs are lighted and installed at following locations: - 4 WDIs 300 M from THR 01R, THR 19L, THR 01L, THR 19R, 115 M off-set from RWY Centre Line. - 1 WDI 280 M from THR 02L, 120 M off-set from RWY Centre Line. - 1 WDI 300 M from THR 20R, 120 M off-set from RWY Centre Line. 6 Anemometers are lighted and installed at following locations: - 4 Anemometers 350 M from THR 01R, THR 19L, THR 01L, THR 19R. - 2 Anemometers 421 M from THR 02L, THR 20R.
3	TWY edge and centre line lighting	All Taxiways
4	Secondary power supply/switch-over time	Secondary power supply to all airfield lighting at AD Switch-over time: Lights Associated to Runway 0 sec (UPS) include - Approach Lights Systems - Runway Edge Lights - Runway Touchdown Zone Lights - Runway Centre Line Lights - Precision Approach Path Indicator Systems - Stop Bars - Runway Guard Lights - Runway End Lights - Runway Threshold Lights : Other lighting 15 sec
5	Remarks	NIL

VTBS AD 2.20 LOCAL AERODROME REGULATIONS

2. PROVISION OF AERODROME AIR TRAFFIC SERVICES

2.1 Aerodrome control services are generally sectorized as follows:

2.1.1 Tower Control on frequency 118.20 MHz for the operations on the following areas:

a) Runway 01R/19L

2.1.2 Tower Control on frequency 119.00 MHz for the operations on the following areas:

a) Runway 01L/19R

b) Runway 02L/20R

Including:

c) Taxiway F, F1, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11, F12, F15

d) Taxiway W, Y, Z

2.1.3 Ground Control on frequency 121.65 MHZ for operations on East apron:

a) Aircraft parking stands:
A1, A2, A3, A4, A5, A6
B1, B2, B3, B4, B5, B6
C1, C3, C5, C7, C9
101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134
201, 202, 203

Including:

b) Taxiway B, B1, B2, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B13

c) Taxiway C, C1, C2, C3, C4, C5, C6, C7, C8, C9, C10

d) Taxiway G between taxiway C and taxiway H4

e) Taxiway H between taxiway C and taxiway H4

f) Taxiway H4

g) Aircraft stand taxilane T1, T2, T3, T4, T5, T6, T7

2.1.4 Ground Control on frequency 121.75 MHZ for operations on Main apron and SAT-1 apron:

a) Aircraft parking stands:
C2, C4, C6, C8, C10
D1, D2, D3, D4, D5, D6, D7, D8
E1, E3, E5, E7, E9
301, 302, 303, 304, 305, 306, 307, 308
S101, S102, S103, S104, S105, S106, S107, S108, S109, S110, S111, S112, S113, S114, S115, S116, S117, S118, S119, S120, S121, S122, S123, S124, S125, S126, S127, S128

Including:

b) Taxiway G between taxiway H2 and taxiway H4

c) Taxiway H2, H3, H5, H6

d) Taxiway J1, J2

e) Aircraft stand taxilane T8, T9, T10, T11, T12, T18, T19

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

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

Including:

b) Taxiway D, D1, D2, D3, D4, D5, D6, D7, D8, D9, D10, D11

c) Taxiway E, E1, E2, E3, E5, E6, E7, E8, E9, E10, E12, E13, E15, E17, E19, E21

d) Taxiway G between taxiway D and taxiway H2

e) Taxiway H between taxiway D and taxiway H4

f) Taxiway H1

g) Taxiway J, J3, J4

h) Taxiway K

i) Aircraft stand taxilane T13, T14, T15, T16, T17

5. TAXI PROCEDURES

5.1 Taxi Instructions

5.1.1 For departing aircraft, Ground Controller shall issue taxi instructions containing the following items in the order listed:

a) holding position;

b) runway designator;

c) taxi routes;

d) any other pertinent information.

For example:

"...C/S... TAXI TO HOLDING POINT RUNWAY ONE NINE LEFT VIA TANGO FOUR, CHARLIE, CHARLIE THREE, BRAVO ONE."

5.1.2 For arriving aircraft, Ground Controller shall issue taxi instructions containing the following items in the order listed:

a) taxi routes;

b) parking stand;

c) any other pertinent information.

For example:

"...C/S... TAXI VIA ECHO, DELTA SEVEN, GOLF, TANGO ONE ZERO, TANGO ONE TWO, YOUR STAND DELTA SIX."

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

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

5.4 Taxilanes T8, T9, T10, T11 and T12 are able to accommodate aircraft up to code E (wingspan less than 65 M).

6. RUNWAY UTILIZATION PROCEDURES

6.1 Runway-in-use

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

6.2 Runway Friction Measurement

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

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

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

6.3 Departure sequence

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

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

6.4 Departure clearance

6.4.1 The order in which aircraft are given take-off clearances will be determined on the basis of normal traffic priorities, the application of wake turbulence standard separation and departure slot allocations and management.

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

6.5 Intersection departure

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

6.6 Clearance for immediate take-off

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

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

6.7 Departures – Minimum Runway Occupancy Time

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

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

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

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

RUNWAY 01R	TORA (M)
B13	4000
B12	3890

RUNWAY 19L	TORA (M)
B1	4000
B2	3870

RUNWAY 01L	TORA (M)
E21	3700
E19	3590

RUNWAY 19R	TORA (M)
E1	3700
E2	3590

RUNWAY 02L	TORA (M)
F12	4000
F11	3890

RUNWAY 20R	TORA (M)
F1	4000
F2	3900

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

RUNWAY 01R	TORA (M)
B11	2780

RUNWAY 19L	TORA (M)
B3	2970

RUNWAY 01L	TORA (M)
E15	2670
E17	3220

RUNWAY 19R	TORA (M)
E5	2780
E3	3220

RUNWAY 02L	TORA (M)
F10	3220

RUNWAY 20R	TORA (M)
F3	3080

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

6.8 Arrivals – Minimum Runway Occupancy Time

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

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

6.9 High Intensity Runway Operation

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

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

RUNWAY 01R	DISTANCE TO TURN OFF (M)
B7	1770
B5	2350
B3	2740

RUNWAY 19L	DISTANCE TO TURN OFF (M)
B8	1640
B10	2050
B11	2560

RUNWAY 01L	DISTANCE TO TURN OFF (M)
E12	1360
E7	2050
E5	2560

RUNWAY 19R	DISTANCE TO TURN OFF (M)
E9	1470
E13	2050
E15	2440

RUNWAY 02L	DISTANCE TO TURN OFF (M)
F6	1700
F4	2210
F3	2860

RUNWAY 20R	DISTANCE TO TURN OFF (M)
F5	1650
F7	2100
F9	2500
F10	3000

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

6.9.3 Taxi procedures for arriving aircraft runway 02L/20R

After landing runway 02L/20R, aircraft are not to stop on rapid exit taxiway to awaiting instructions from ATC, but should continue taxi via the following taxi procedures, unless otherwise instructed by ATC.

6.9.3.1 Runway 02L: All landing aircraft should continue taxi to TWY F and W then hold short of RWY 01L. Remain on the TWR FREQ (119.0 MHz). Explicit runway crossing clearance required.

6.9.3.2 Runway 20R: All landing aircraft should continue taxi to TWY F and Z then hold short of RWY 19R. Remain on the TWR FREQ (119.0 MHz). Explicit runway crossing clearance required.

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

7. LOW VISIBILITY OPERATIONS

7.1 General

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

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

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

7.1.4 Runway 20R/02L is not available during low visibility conditions.

7.2 Arrival

7.2.1 Cat II approach and landing

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

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

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

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

7.2.2 Runway exits

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

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

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

- Runway 19L via B8, B10, B11, B12, B13
- Runway 01R via B7, B5, B3, B2, B1
- Runway 19R via E9, E13, E15, E17, E19, E21
- Runway 01L via E12, E7, E5, E2, E1

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

7.3 Departure

7.3.1 Runway holding positions

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

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

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

7.3.2 Low visibility take-off

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

7.4 Taxiing aircraft

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

7.4.2 When low visibility operating procedures are in operation pilots-in-command shall adjust aircraft taxiing speeds to ensure that they are able to comply with ATC instructions.

7.5 Towing of aircraft

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

7.6 Aircraft guidance under all-weather operations category II

7.6.1 Taxiway centre line lights

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

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

7.6.2 Stop bars

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

7.6.2.2 Stop bar is provided to assist in preventing inadvertent incursions of aircraft and vehicles onto the runway.

7.6.2.3 Stop bars are installed at following locations:

- Taxiway B1, B2, B3, B11, B12, B13
- Taxiway E1, E2, E3, E5, E10, E15, E17, E19, E21
- Taxiway F1, F2, F3, F10, F11, F12, F15
- Taxiway W, Y, Z

7.6.3 No-entry bar

7.6.3.1 No-entry bar is provided across a taxiway which is intended to be used as an exit only taxiway to assist in preventing inadvertent access of traffic to that taxiway.

7.6.3.2 No-entry bar is provided to prevent traffic from entering the taxiway in the wrong direction.

7.6.3.3 No-entry bars are installed at following locations:

- Taxiway B5, B7, B8, B10
- Taxiway E7, E9, E12, E13
- Taxiway F4, F5, F6, F7, F8, F9

7.6.4 Intermediate holding position lights

7.6.4.1 Taxiing across intermediate holding position lights is allowed.

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

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

7.7 Adverse weather warning

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

9. OPERATIONS ON PARALLEL RUNWAYS

The operations of parallel runways at Suvarnabhumi Airport are as follows:

9.1 South Flow

- Runway 19L is mainly used for departures.
- Runway 19R is mainly used for arrivals.
- Runway 20R may be used for departures or arrivals under specific procedures and prior authorization is required.

9.2 North Flow

- Runway 01R is mainly used for arrivals.
- Runway 01L is mainly used for departures.
- Runway 02L may be used for departures or arrivals under specific procedures and prior authorization is required.

11. HOT SPOT (HS) AREAS

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

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

11.3 HS3 - Caution: Possible misidentification of rapid exit taxiway. When instructed by ATC to vacate runway 19R via taxiway E13, pilot should ensure that vacating on correct rapid exit taxiway.

11.4 HS4 - Caution: Aircraft on taxiway W from taxiway F after landing runway 02L do not cross the runway holding position marking/lights without a clearance. Explicit runway crossing clearance required.

11.5 HS5 - In case of vacating runway 02L via taxiway F4, aircraft shall turn left to taxiway F toward northbound, unless otherwise instructed by ATC.

11.6 HS6 - Caution: Aircraft on taxiway Z from taxiway F after landing runway 20R do not cross the runway holding position marking/lights without a clearance. Explicit runway clearance required.

VTBS AD 2.24 CHARTS RELATED TO AN AERODROME

The following Aerodrome Ground Movement Charts will be cancelled:

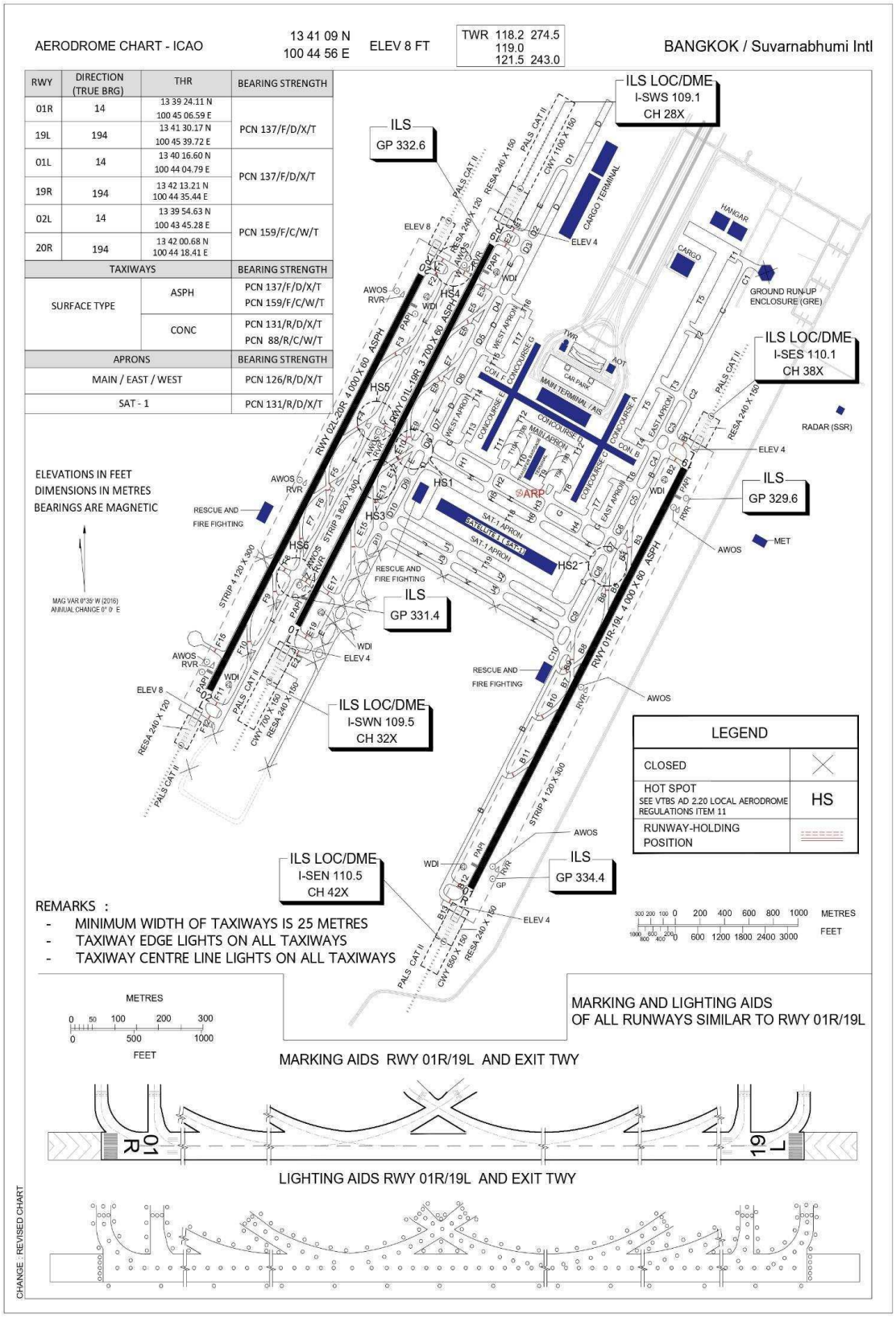
Chart name	Page
Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Inbound - Landing RWY 19R	AD 2-VTBS-2-7
Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Inbound - Landing RWY 19L	AD 2-VTBS-2-9
Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Inbound - Landing RWY 01R	AD 2-VTBS-2-11
Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Inbound - Landing RWY 01L	AD 2-VTBS-2-13
Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Outbound - Take-off RWY 19R	AD 2-VTBS-2-15
Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Outbound - Take-off RWY 19L	AD 2-VTBS-2-17
Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Outbound - Take-off RWY 01R	AD 2-VTBS-2-19
Aerodrome Ground Movement Chart - ICAO - Standard Taxi Route - Outbound - Take-off RWY 01L	AD 2-VTBS-2-21

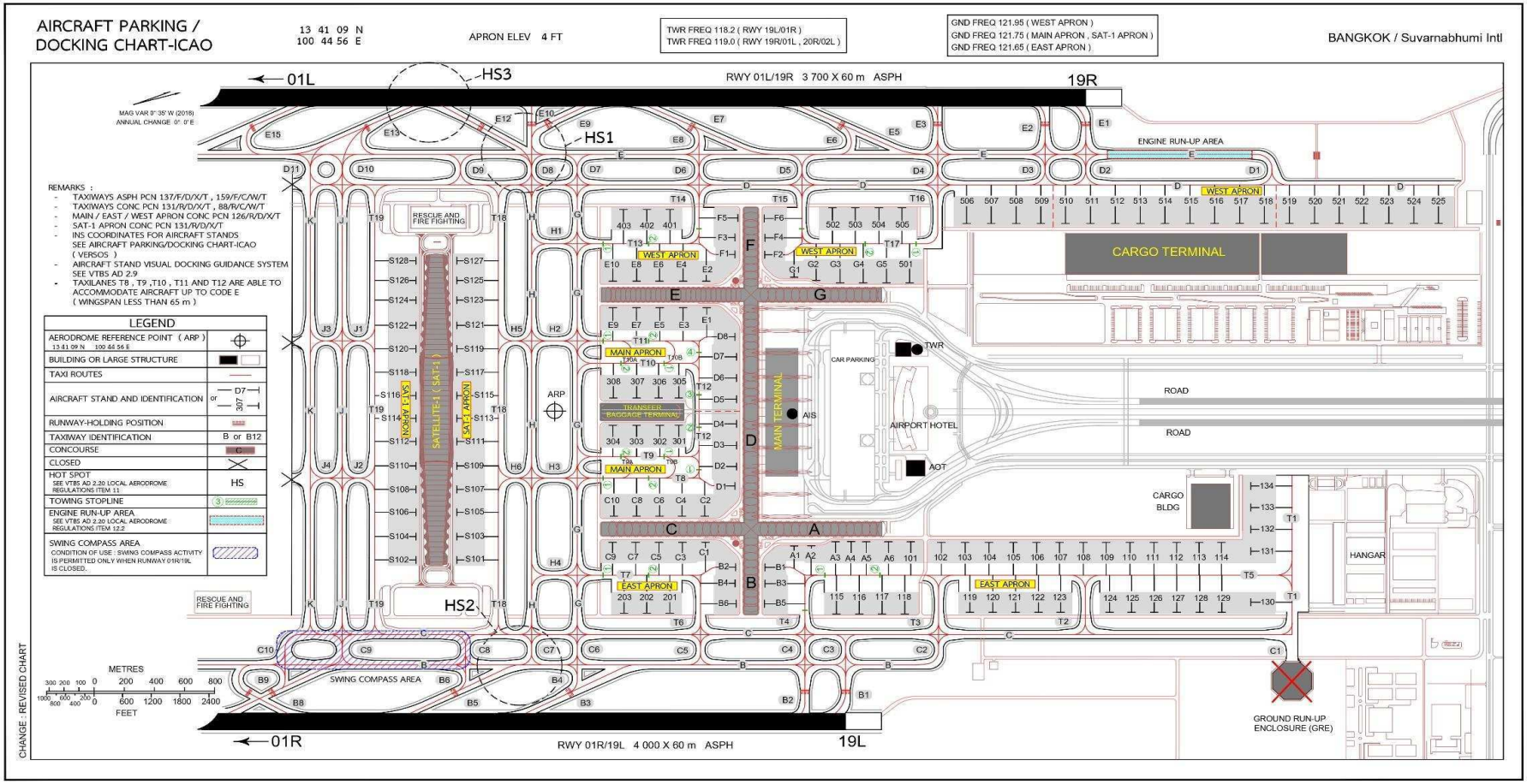
The charts listed below will be revised to include details on new runway designations, runway 02L/20R, new taxiways, essential infrastructure, and facilities:

Chart name	Page	Refer to
Aerodrome/Heliport Chart - ICAO	AD 2-VTBS-2-1	Attachment 1-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTBS-2-3	Attachment 1-2
Aerodrome Obstacle Chart - ICAO - Type A – RWY 01R/19L	AD 2-VTBS-3-3	Attachment 1-3
Aerodrome Obstacle Chart - ICAO - Type A – RWY 01L/19R	AD 2-VTBS-3-1	Attachment 1-4
Precision Approach Terrain Chart - ICAO - RWY 01R/19L	AD 2-VTBS-3-7	Attachment 1-5
Precision Approach Terrain Chart - ICAO - RWY 01L/19R	AD 2-VTBS-3-5	Attachment 1-6

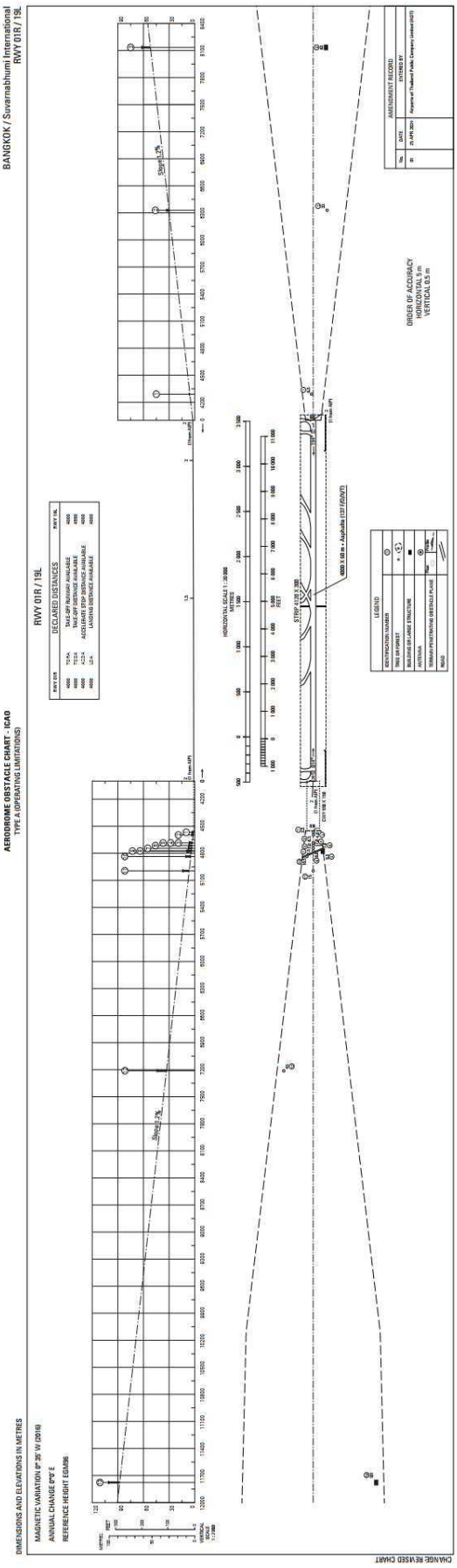
The following new chart related to runway 02L/20R are introduced:

Chart name	Refer to
Aerodrome Obstacle Chart - ICAO - Type A – RWY 02L/20R	Attachment 1-7
Precision Approach Terrain Chart - ICAO - RWY 02L/20R	Attachment 1-8


AERODROME CHART - ICAO
13 41 09 N
100 44 56 E
ELEV 8 FT
TWR 118.2 274.5
119.0
121.5 243.0
BANGKOK / Suvarnabhumi Intl
RWY DIRECTION (TRUE BRG) THR BEARING STRENGTH
01R 14 13 39 24.11 N 100 45 06.59 E PCN 137/F/D/X/T
19L 194 13 41 30.17 N 100 45 39.72 E
01L 14 13 40 16.60 N 100 44 04.79 E PCN 137/F/D/X/T
19R 194 13 42 13.21 N 100 44 35.44 E
02L 14 13 39 54.63 N 100 43 45.28 E PCN 159/F/C/W/T
20R 194 13 42 00.68 N 100 44 18.41 E
TAXIWAYS BEARING STRENGTH
SURFACE TYPE ASPH PCN 137/F/D/X/T PCN 159/F/C/W/T
CONC PCN 131/R/D/X/T PCN 88/R/C/W/T
APRONS BEARING STRENGTH
MAIN / EAST / WEST PCN 126/R/D/X/T
SAT - 1 PCN 131/R/D/X/T
ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC
MAG VAR 0°35' W (2016)
ANNUAL CHANGE 0° 0' E
ILS LOC/DME
I-SWS 109.1
CH 28X
ILS
GP 332.6
ILS LOC/DME
I-SES 110.1
CH 38X
ILS
GP 329.6
ILS
GP 331.4
ILS LOC/DME
I-SWN 109.5
CH 32X
ILS LOC/DME
I-SEN 110.5
CH 42X
ILS
GP 334.4
RWY 01L-19R 3,700 X 60 ASPH
RWY 02L-20R 4,000 X 60 ASPH
RWY 01R-19L 4,000 X 60 ASPH
STRIP 4,120 X 300
CWY 560 X 150
CWY 700 X 150
RESA 240 X 120
RESA 240 X 150
PALS CAT II
MAIN TERMINAL / AIR
CONCOURSE A
CONCOURSE B
CONCOURSE C
CONCOURSE D
CONCOURSE E
CONCOURSE G
EAST APRON
WEST APRON
MAIN APRON
SAT-1 APRON
SATELLITE 1 (CAT II)
CARGO TERMINAL
CARGO
HANGAR
GROUND RUN-UP ENCLOSURE (GRE)
RADAR (SSR)
MET
ARP
AOT
TWR
CAR PARK
RESCUE AND FIRE FIGHTING
AWOS
RVR
WDI
PAPI
GP
HS1
HS2
HS3
HS4
HS5
HS6
ELEV 4
ELEV 8
LEGEND
CLOSED
HOT SPOT
SEE VTBS AD 2.20 LOCAL AERODROME REGULATIONS ITEM 11
HS
RUNWAY-HOLDING POSITION
REMARKS :
- MINIMUM WIDTH OF TAXIWAYS IS 25 METRES
- TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
- TAXIWAY CENTRE LINE LIGHTS ON ALL TAXIWAYS
METRES
FEET
MARKING AND LIGHTING AIDS OF ALL RUNWAYS SIMILAR TO RWY 01R/19L
MARKING AIDS RWY 01R/19L AND EXIT TWY
01 R
19 L
LIGHTING AIDS RWY 01R/19L AND EXIT TWY
CHANGE : REVISED CHART


AIRCRAFT PARKING / DOCKING CHART-ICAO
13 41 09 N
100 44 56 E
APRON ELEV 4 FT
TWR FREQ 118.2 (RWY 19L/01R)
TWR FREQ 119.0 (RWY 19R/01L , 20R/02L)
GND FREQ 121.95 (WEST APRON)
GND FREQ 121.75 (MAIN APRON , SAT-1 APRON)
GND FREQ 121.65 (EAST APRON)
BANGKOK / Suvarnabhumi Intl
01L
HS3
RWY 01L/19R 3 700 X 60 m ASPH
19R
HS1
ENGINE RUN-UP AREA
MAG VAR 0° 35' W (2016)
ANNUAL CHANGE 0° 0' E
REMARKS :
- TAXIWAYS ASPH PCN 137/F/D/X/T , 159/F/C/W/T
- TAXIWAYS CONC PCN 131/R/D/X/T , 88/R/C/W/T
- MAIN / EAST / WEST APRON CONC PCN 126/R/D/X/T
- SAT-1 APRON CONC PCN 131/R/D/X/T
- INS COORDINATES FOR AIRCRAFT STANDS SEE AIRCRAFT PARKING/DOCKING CHART-ICAO (VERSOS)
- AIRCRAFT STAND VISUAL DOCKING GUIDANCE SYSTEM SEE VTBS AD 2.9
- TAXILANES T8 , T9 ,T10 , T11 AND T12 ARE ABLE TO ACCOMMODATE AIRCRAFT UP TO CODE E (WINGSPAN LESS THAN 65 m)
LEGEND
AERODROME REFERENCE POINT (ARP)
13 41 09 N 100 44 56 E
BUILDING OR LARGE STRUCTURE
TAXI ROUTES
AIRCRAFT STAND AND IDENTIFICATION
RUNWAY-HOLDING POSITION
TAXIWAY IDENTIFICATION
B or B12
CONCOURSE
C
CLOSED
HOT SPOT
SEE VTBS AD 2.20 LOCAL AERODROME REGULATIONS ITEM 11
HS
TOWING STOPLINE
ENGINE RUN-UP AREA
SEE VTBS AD 2.20 LOCAL AERODROME REGULATIONS ITEM 12.2
SWING COMPASS AREA
CONDITION OF USE : SWING COMPASS ACTIVITY IS PERMITTED ONLY WHEN RUNWAY 01R/19L IS CLOSED.
RESCUE AND FIRE FIGHTING
HS2
SWING COMPASS AREA
SATELLITE-1 (SAT-1)
SAT-1 APRON
MAIN TERMINAL
TRANSFER BAGGAGE TERMINAL
MAIN APRON
WEST APRON
EAST APRON
CARGO TERMINAL
CARGO BLDG
CAR PARKING
AIRPORT HOTEL
TWR
AIS
AOT
ROAD
HANGAR
GROUND RUN-UP ENCLOSURE (GRE)
METRES
FEET
01R
RWY 01R/19L 4 000 X 60 m ASPH
19L
CHANGE : REVISED CHART

Attachment 1-3



DIMENSIONS AND ELEVATIONS IN METRES

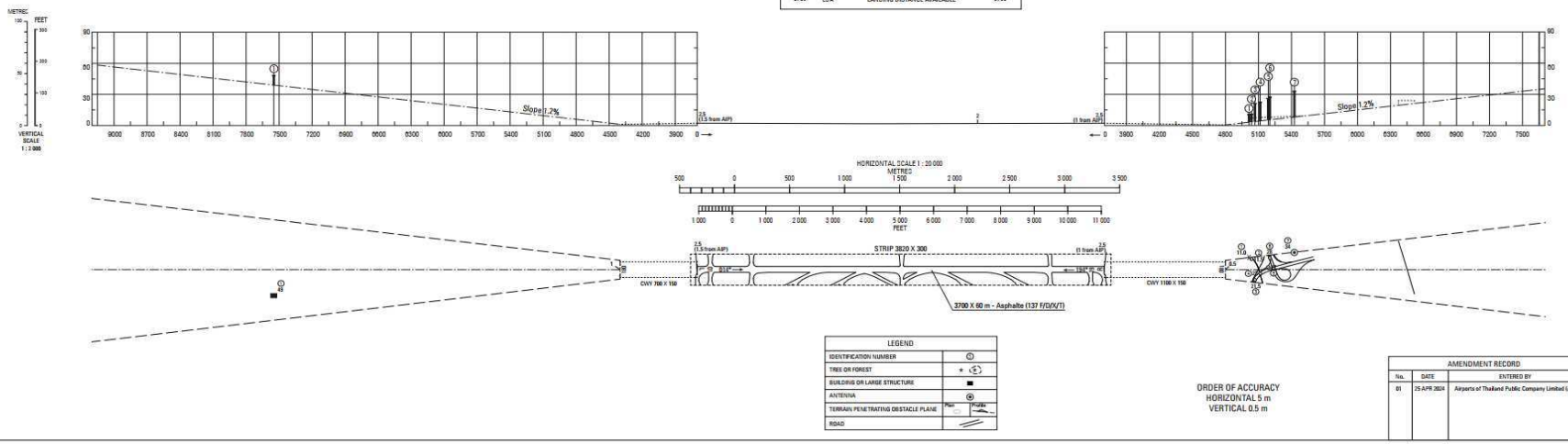
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

BANGKOK / Suvarnabhumi International
RWY 01L / 19R

MAGNETIC VARIATION 0° 35' W (2016)
ANNUAL CHANGE 0°0' E
REFERENCE HEIGHT EGM96

RWY 01L / 19R

RWY 01L		DECLARED DISTANCES	RWY 19R
3700	TORA	TAKE-OFF RUNWAY AVAILABLE	3700
4000	TODA	TAKE-OFF DISTANCE AVAILABLE	4000
3700	ASDA	ACCELERATE STOP DISTANCE AVAILABLE	3700
3700	LDA	LANDING DISTANCE AVAILABLE	3700



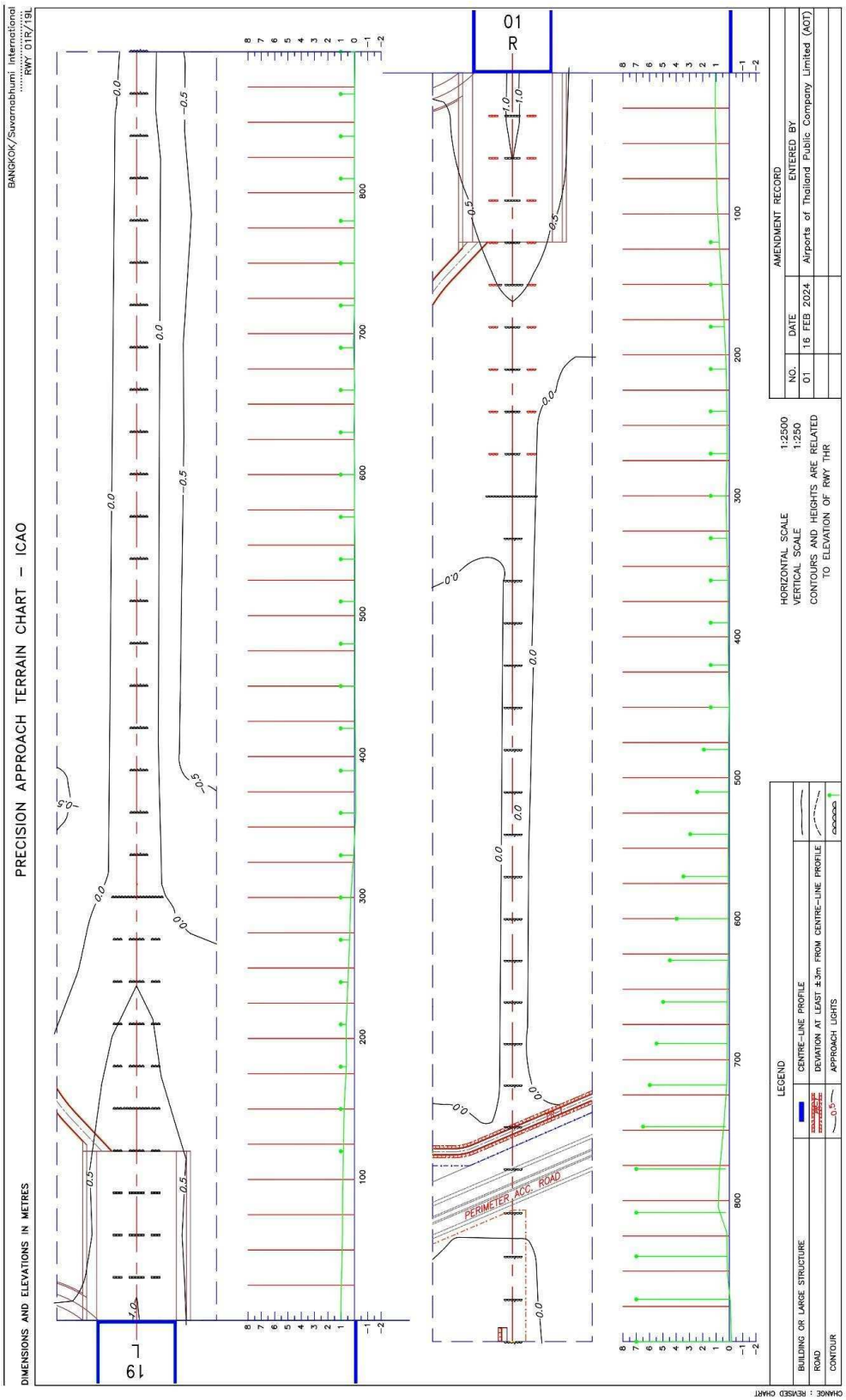
LEGEND	
IDENTIFICATION NUMBER	①
TREE OR FOREST	②
BUILDING OR LARGE STRUCTURE	■
ANTENNA	◉
TERRAIN PENETRATING OBSTACLE PLANE	Plan / Profile
ROAD	

ORDER OF ACCURACY
HORIZONTAL 5 m
VERTICAL 0.5 m

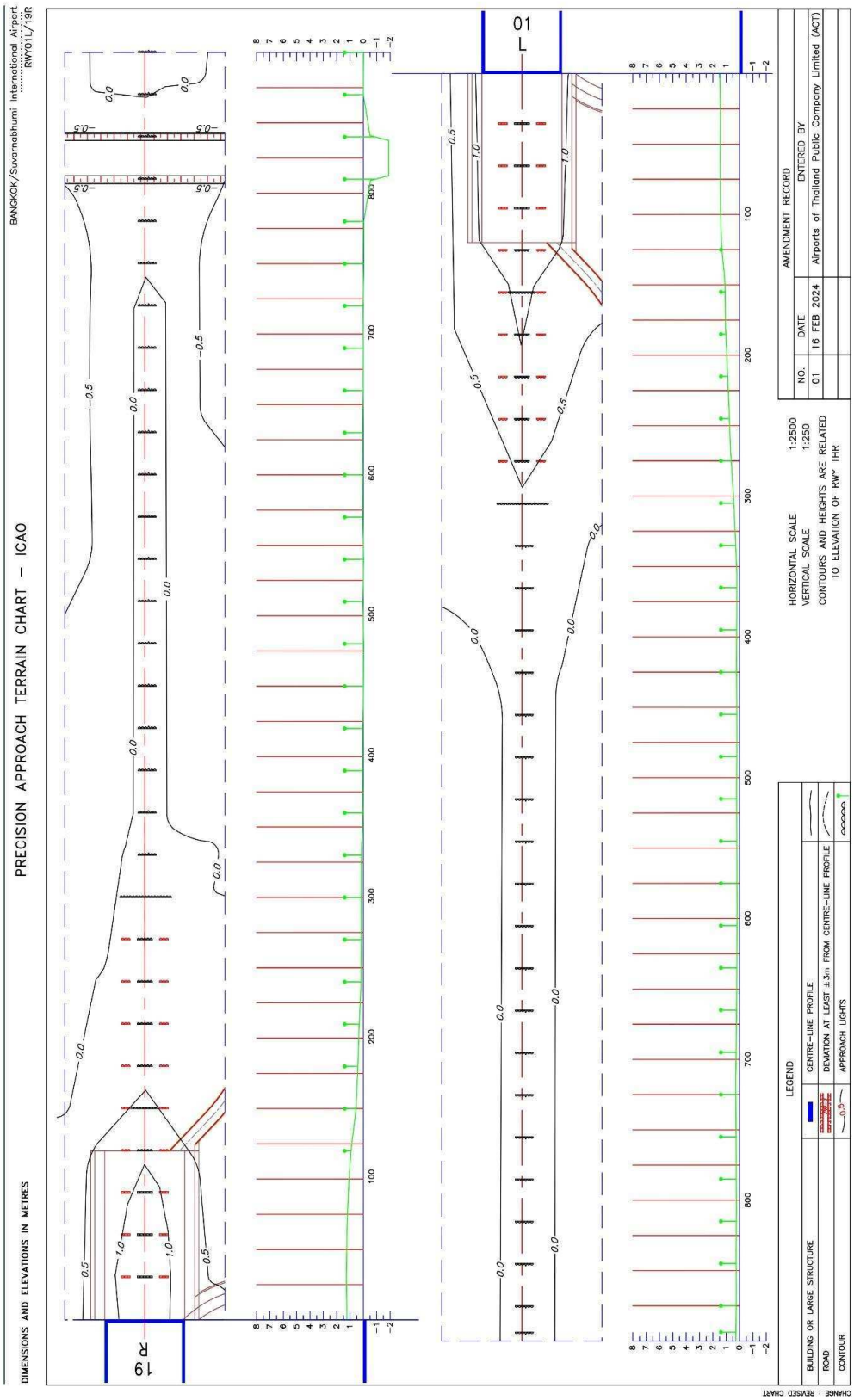
AMENDMENT RECORD		
No.	DATE	ENTERED BY
01	25 APR 2024	Airports of Thailand Public Company Limited (AOT)

CHANGE: REVISED CHART

Attachment 1-5



Attachment 1-6



AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METRES

BANGKOK / Suvarnabhumi international
RWY 02L/20R

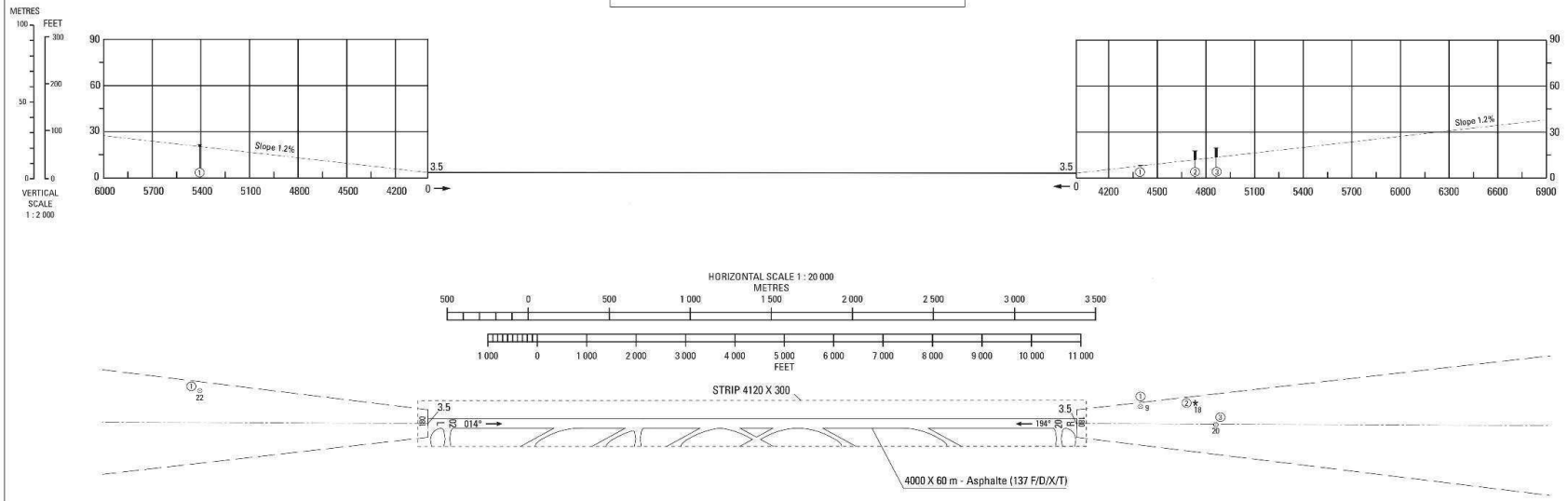
MAGNETIC VARIATION 0° 35' W (2016)

ANNUAL CHANGE 0°0' E

REFERENCE HEIGHT EGM96

RWY 02 L / 20 R

RWY 02L		DECLARED DISTANCES	RWY 20R
4000	TORA	TAKE-OFF RUNWAY AVAILABLE	4000
4000	TODA	TAKE-OFF DISTANCE AVAILABLE	4000
4000	ASDA	ACCELERATE STOP DISTANCE AVAILABLE	4000
4000	LDA	LANDING DISTANCE AVAILABLE	4000



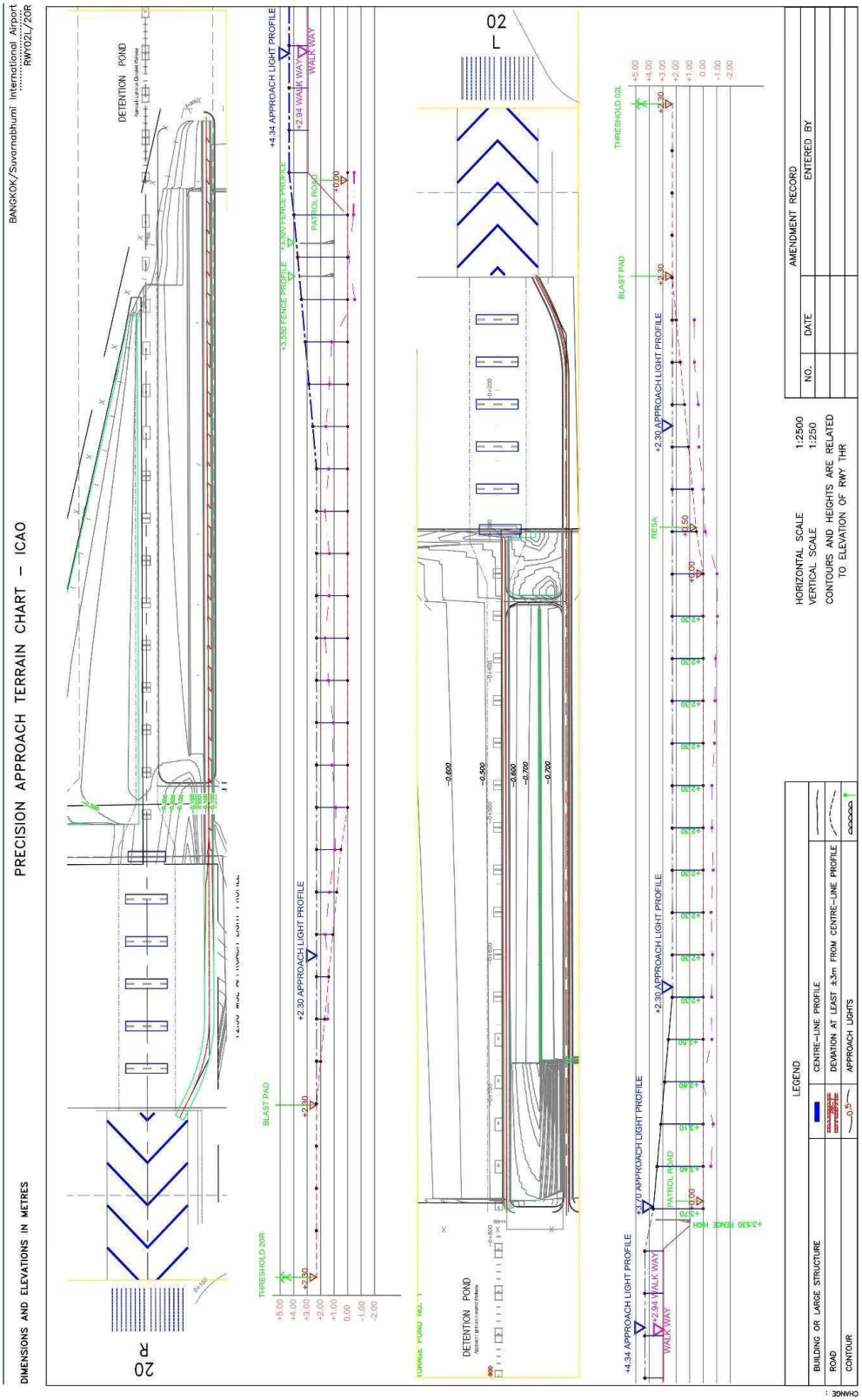
LEGEND	
IDENTIFICATION NUMBER	⑤
TREE OR FOREST	★ (★)
BUILDING OR LARGE STRUCTURE	▬
ANTENNA	⌾

ORDER OF ACCURACY
HORIZONTAL 5 m
VERTICAL 0.5 m

AMENDMENT RECORD		
No.	DATE	ENTERED BY

CHANGE:

Attachment 1-8



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