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AIRAC
AIP SUPPLEMENT

A 42/24
25 JUL 2024

UPDATES AERODROME INFORMATION AND INFORMATION OF BANGKOK TERMINAL CONTROL AREA/CONTROL ZONE FOR NEW RUNWAY DESIGNATIONS AS RUNWAYS 01/19, 02R/20L, 02L/20R AT SUVARNABHUMI INTERNATIONAL AIRPORT (VTBS)

1 INTRODUCTION

With effect from 3 October 2024 at 0000 UTC, the purpose of this AIRAC AIP Supplement is to inform all concerned regarding to amend and update information of runway 01/19, 02R/20L, 02L/20R (see Figure 1) including to revise information of Bangkok Terminal Control Area/Control Zone, ATS communication facilities, radio navigation and landing aids, and flight procedures also with new related chart to an aerodrome as necessary at Suvarnabhumi International Airport (VTBS), in accordance with the AIRAC cycle.

In the transition phase 2, from 3 October 2024 onwards, runway 02L/20R will be operated as a non-precision approach runway. Meanwhile, RNP approach will be available for arriving aircraft on runway 02L/20R.

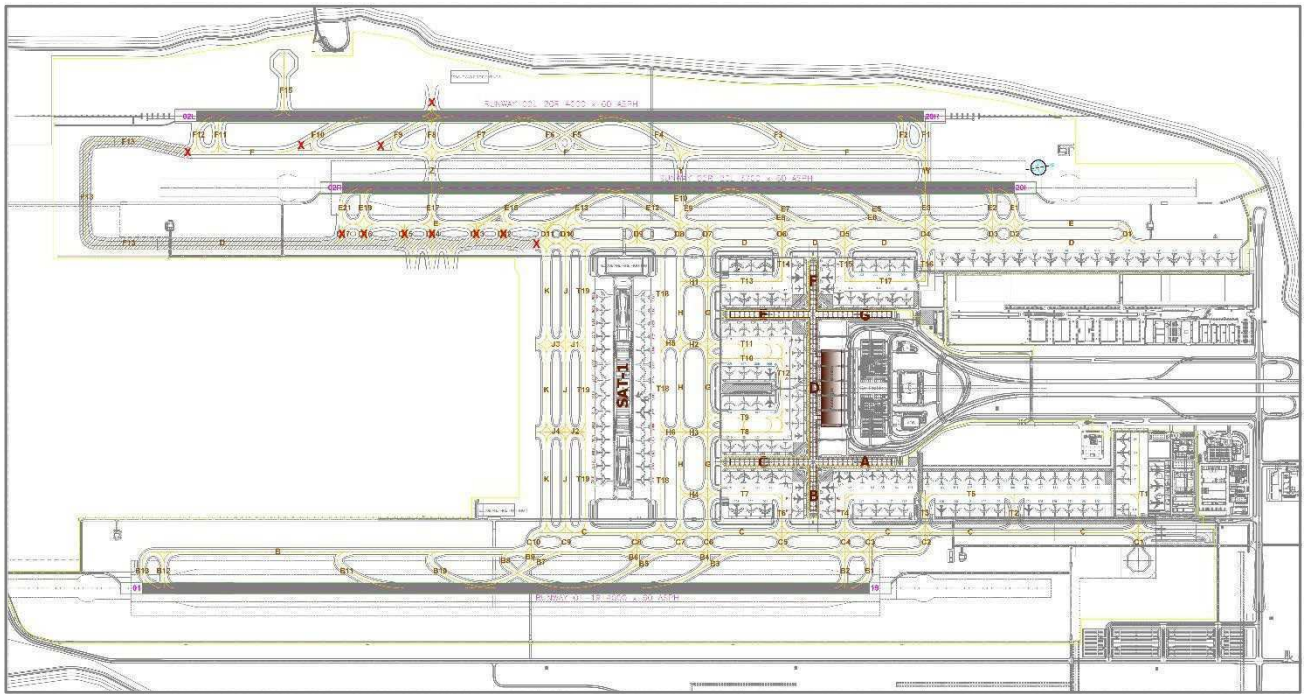

Figure 1: Layout of runway 01/19, 02R/20L, 02L/20R and related taxiways (excluding the perimeter taxiway)

2 AERODROME INFORMATION FOR RUNWAY 01/19, 02R/20L AND 02L/20R

2.1 The revised information on runway 01/19, 02R/20L, 02L/20R and update of aerodrome information will be revised and incorporated into AIP-Thailand as follows: (See Attachment).

2.1.1 AIP-Thailand Part 1 - General (GEN), GEN 2.5 LIST OF RADIO NAVIGATION AIDS (Refer to Attachment 1).

2.1.2 AIP-Thailand Part 2 - En-route (ENR), ENR 2.1 FIR, UIR, AND CTA (Refer to Attachment 2).

2.1.3 AIP-Thailand Part 3 - Aerodromes (AD), VTBS AD 2.2, 2.8, 2.9, 2.10, 2.12, 2.13, 2.14, 2.15, 2.18, 2.19, 2.20, 2.22 (Refer to Attachment 3).

2.2 Details for update information in this AIRAC AIP Supplement (refer to Attachment 1 - 3) are presented in an ICAO format, like those found in the AIP.

2.3 The text of the update information is arranged to show new text in RED.

3 According to new related charts which is concerned to the new runway designations and existing runways re-designations. Charts also will be revised and presented in ICAO format same as AIP-Thailand Part 3 - Aerodrome (AD), VTBS AD 2.24 CHARTS RELATED TO AN AERODROME (refer to Attachment 4)

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5 VALIDITY

This AIRAC AIP Supplement will remain current until the information is incorporated into AIP-Thailand. Any change to the contents of this AIRAC AIP Supplement will be notified through NOTAM.

Attachment 1

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	Station name	Aid	Purpose A=Aerodrome E=Enroute AE=Both	Station name	ID	Aid	Purpose A=Aerodrome E=Enroute AE=Both
ISEN	SUVARNABHUMI	ILS/LOC/DME/ RWY19	A	SUVARNABHUMI	ISEN	ILS/LOC/DME/ RWY19	A
ISES	SUVARNABHUMI	ILS/LOC/DME/ RWY01	A	SUVARNABHUMI	ISES	ILS/LOC/DME/ RWY01	A
ISWN	SUVARNABHUMI	ILS/LOC/DME/ RWY20L	A	SUVARNABHUMI	ISWN	ILS/LOC/DME/ RWY20L	A
ISWS	SUVARNABHUMI	ILS/LOC/DME/ RWY02R	A	SUVARNABHUMI	ISWS	ILS/LOC/DME/ RWY02R	A

Attachment 2

ENR 2.1 FIR, UIR, AND CTA

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
BANGKOK TERMINAL CONTROL AREA The airspace within a circle of 50 NM radius centred on VTBD ARP (135451.74N 1003620.49E). FL 160 3000 FT Class of airspace: C Sectorization of air traffic the Bangkok TMA is divided into 10 sectors as follows: **1. Approach East 1 (APE 1) Sector** The area of responsibility for APE 1 Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R035/51.3D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R100/50.3D thence a straight line back to VTBD ARP excluding ARR sector, DAR sector, DSB sector, DDP sector. This sector encompasses ATS and RNAV routes: W1, A202, A1, Y1, Y2, Y13 and Y16. Aircraft operating in this sector shall contact BAPP on frequency 119.1 MHz or 262.5 MHz. **2. Approach East 2 (APE 2) Sector** The area of responsibility of APE 2 Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R100/50.3D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R155/49.1D thence a straight line back to VTBD ARP excluding ARR sector, DAR sector, DSB sector and DDP sector. This sector encompasses ATS and RNAV routes: G474, L880, M633, N506, N891, P629, R468 and Y12. Aircraft operating in this sector shall contact BAPP on frequency 122.35 MHz or 262.5 MHz. **3. Approach South 1 (APS 1) Sector** The area of responsibility of APS 1 Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R155/49.1D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R193/48.7D, BKK R250/11.8D thence a straight line back to VTBD ARP excluding ARR sector, DAR sector, DSB sector, DDP sector and VTD47. This sector encompasses ATS and RNAV routes: A464, M751, W19, R201, M904, M757 and Y11. Aircraft operating in this sector shall contact BAPP on frequency 120.3 MHz or 262.5 MHz.	Bangkok APP	Bangkok Approach (English, Thai) H24	119.1 MHZ 119.25 MHZ 119.4 MHZ 120.3 MHZ 121.1 MHZ 122.35 MHZ 124.35 MHZ 125.2 MHZ 125.8 MHZ 126.3 MHZ 133.4 MHZ 133.0 MHZ 262.5 MHZ 121.5 MHZ/EMERG 243.0 MHZ/EMERG	Excluding Bangkok CTR, Kamphaeng Saen CTR, VTD16, VTD17, VTD18, VTD19, VTD31, VTD47 and VTD72

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
4. Approach South 2 (APS 2) Sector The area of responsibility of APS 2 Sector is defined by a straight line joining successively the following points: BKK R250/11.8D, BKK R193/48.7D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R250/49.1D thence a straight line back to BKK R250/11.8D excluding DAR sector, DDP sector, VTD16, VTD19 and VTD47. This sector encompasses ATS and RNAV routes: G458, W31, Y8 and M769. Aircraft operating in this sector shall contact BAPP on frequency 124.35 MHz or 262.5 MHz. **5. Approach West (APW) Sector** The area of responsibility of APW Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R250/49.1D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R325/50.7D thence a straight line back to VTBD ARP excluding DAR sector, DDP sector, VTD16, VTD17, VTD18, VTD47 and VTD72. This sector encompasses ATS routes: G463, L301, L507, L524, M502, M524, M633 and P646. Aircraft operating in this sector shall contact BAPP on frequency 125.2 MHz or 262.5 MHz. **6. Approach North (APN) Sector** The area of responsibility of APN Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R325/50.7D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R035/51.3D thence a straight line back to VTBD ARP excluding ARR sector, DAR sector, DSB sector, DDP sector, VTD17, VTD18, VTD31 and VTD72. This sector encompasses ATS and RNAV routes: A464, Y6, Y7, W9, B346, W21 and R474. Aircraft operating in this sector shall contact BAPP on frequency 133.4 MHz or 262.5 MHz. **7. Suvarnabhumi Departure (DSB) Sector** a) When runway 19/20L/20R in use The area of responsibility of DSB Sector (RWY 19/20L/20R) is defined by a straight line joining successively the following points: 134342.43N 1003526.11E, 133709.97N 1005940.84E, 131625.32N 1005412.02E, 132329.78N 1002757.15E thence a straight line back to 134342.43N 1003526.11E from ground up to altitude 10 000 feet. Aircraft operating in this sector shall contact DSB on frequency 119.25 MHz or 262.5 MHz.				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
b) When runway 01/02L/02R in use The area of responsibility of DSB Sector (RWY 01/02L/02R) is defined by a straight line joining successively the following points: 133639.77N 1010140.11E, 140000.10N 1010751.76E, 140720.69N 1004032.11E, 134200.01N 1004148.33E thence a straight line back to 133639.77N 1010140.11E from ground to altitude 10 000 feet. Aircraft operating in this sector shall contact DSB on frequency 119.25 MHz or 262.5 MHz. **8. Suvarnabhumi Arrival (ARR) Sector** a) When runway 19/20L/20R in use The area of responsibility of ARR Sector (19/20L/20R) is defined by a straight line joining successively the following points: 141328.51N 1004423.96E, 140857.66N 1010135.14E, 133426.99N 1005206.49E, 133856.23N 1003456.96E thence a straight line back to 141328.51N 1004423.96E from ground to altitude 10 000 ft excluding DSB sector. Aircraft operating in this sector shall contact ARR on frequency 121.1 MHz (126.3 MHz if so instructed) or 262.5 MHz. b) When runway 01/02L/02R in use The area of responsibility of ARR Sector (RWY 01/02L/02R) is defined by a straight line joining successively the following points: 134715.69N 1003713.56E, 134246.49N 1005423.33E, 130815.22N 1004457.24E, 131243.78N 1002749.32E thence a straight line back to 134715.69N 1003713.56E from ground to altitude 10 000 ft excluding DSB sector. Aircraft operating in this sector shall contact ARR on frequency 121.1 MHz (or 126.3 MHz if so instructed) or 262.5 MHz. **9. Don Mueang Departure (DDP) Sector** a) When runway 21L/R in use The area of responsibility of DDP Sector (RWY 21L/R) is defined by a straight line joining successively the following points: 135247.80N 1003848.53E, 133022.52N 1003029.78E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 140011.92N 1001111.05E thence a straight line back to 135247.80N 1003848.53E from ground to altitude 8 000 ft excluding ARR sector, DSB sector, VTD72, VTR2 and VTR80. Aircraft operating in this sector shall contact DDP on frequency 119.4 MHz or 262.5 MHz. b) When runway 03L/R in use The area of responsibility of DDP Sector (RWY 03L/R) is defined by a straight line joining successively the				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
following points: 135247.80N 1003848.53E, 141005.10N 1001553.12E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 141716.86N 1004755.48E thence a straight line back to 135247.80N 1003848.53E from ground to altitude 8 000 ft excluding ARR sector, DSB sector, VTD72 and VTR81. Aircraft operating in this sector shall contact DDP on frequency 119.4 MHz or 262.5 MHz. **10. Don Mueang Arrival (DAR) Sector** a) When runway 21L/R in use The area of responsibility of DAR Sector (RWY 21L/R) is defined by a straight line joining successively the following points: 135247.80N 1003848.53E, 140011.92N 1001111.05E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 141714.56N 1004754.61E thence a straight line back to 135247.80N 1003848.53E from ground to altitude 8 000 ft excluding ARR sector, VTD72 and VTR81. Aircraft operating in this sector shall contact DAR on frequency 133.0 MHz or 262.5 MHz. b) When runway 03L/R in use The area of responsibility of DAR Sector (RWY 03L/R) is defined by a straight line joining successively the following points: 135247.80N 1003848.53E, 133027.20N 1003018.77E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 141005.10N 1001553.12E thence a straight line back to 135247.80N 1003848.53E from ground to altitude 8 000 ft excluding DSB sector, VTD72, VTR80, VTR81 and VTR2. Aircraft operating on this sector shall contact DAR on frequency 133.0 MHz or 262.5 MHz.				
BANGKOK CONTROL ZONE The airspace within a circle of 35 NM radius centred on VTBD ARP (135451.74N 1003620.49E) ALT 11000 FT GND Class of airspace: C	Bangkok APP	Bangkok Approach (English, Thai) H24	119.1 MHZ 119.25 MHZ 119.4 MHZ 120.3 MHZ 121.1 MHZ 122.35 MHZ 124.35 MHZ 125.2 MHZ 125.8 MHZ 126.3 MHZ 133.4 MHZ 133.0 MHZ 262.5 MHZ 121.5 MHZ/EMERG 243.0 MHZ/EMERG	Excluding Kamphaeng Saen CTR, VTD16, VTD17, VTD18, and VTD72

Attachment 3

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

		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 01/19 - Taxiway B1, B2, B3, B11, B12, B13 RWY 02R/20L - 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	
19/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	
19/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	
19/TKOF	Vegetation 41.1 FT (12.5 M)	133849.6N 1004456.6E	Communication Tower 153.0 FT (46.6 M)	134104.1N 1004330.9E	
19/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	

Attachment 3-3

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	

Attachment 3-4

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	
02R/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	
02R/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	
02R/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	
02R/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	
02R/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	
02R/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	
02R/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	
02R/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	

Attachment 3-5

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	
02R/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	
02R/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	
02R/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	
02R/TKOF	Tree 29.6 FT (9.0 M)	134260.0N 1004444.3E	Terminal Building 170.7 FT (52.0 M)	134127.1N 1004510.9E	
02R/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	
02R/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	
02R/TKOF	Tree 38.4 FT (11.7 M)	134302.7N 1004449.0E	Primary Surveillance Radar (PSR) Tower Building 156.8 FT (47.8 M)	134122.9N 1004613.2E	
02R/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	
02R/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	
02R/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	
02R/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	
02R/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	
02R/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	
02R/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	
02R/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	
02R/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	
02R/TKOF	Tree 44.8 FT (13.7 M)	134308.0N 1004445.3E	Hospital Building 190.2 FT (58.0 M)	134303.8N 1004222.8E	
02R/TKOF	Transmission Pole 71.6 FT (21.8 M)	134320.9N 1004450.5E			
02R/TKOF	Transmission Pole 71.6 FT (21.8 M)	134320.9N 1004450.3E			
02R/TKOF	Transmission Pole 78.0 FT (23.8 M)	134322.6N 1004449.0E			
02R/TKOF	Transmission Pole 77.9 FT (23.7 M)	134322.3N 1004449.3E			
02R/TKOF	High Mast Lighting Pole 87.7 FT (26.7 M)	134326.0N 1004446.7E			

Attachment 3-6

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	
02R/TKOF	Communication Tower 136.8 FT (41.7 M)	134351.2N 1004502.5E			
02R/TKOF	Traffic Sign Board 62.2 FT (19.0 M)	134257.2N 1004448.5E			
02R/TKOF	Traffic Sign Board 59.9 FT (18.2 M)	134302.2N 1004446.2E			
02R/TKOF	Traffic Sign Board 64.1 FT (19.5 M)	134314.9N 1004448.0E			
02R/TKOF	Traffic Sign Board 70.3 FT (21.4 M)	134320.5N 1004446.9E			
02R/TKOF	Overpass 51.9 FT (15.8 M)	134307.6N 1004451.6E			
02R/TKOF	Overpass 50.8 FT (15.5 M)	134306.1N 1004449.2E			
02R/TKOF	Overpass 35.3 FT (10.7 M)	134301.3N 1004447.6E			
02R/TKOF	Overpass 33.4 FT (10.2 M)	134301.4N 1004448.6E			
02R/TKOF	Vegetation 33.2 FT (10.1 M)	134256.7N 1004445.0E			
02R/TKOF	Vegetation 35.2 FT (10.7 M)	134255.7N 1004442.7E			
02R/TKOF	Vegetation 39.0 FT (11.9 M)	134302.8N 1004445.5E			
02R/TKOF	Vegetation 43.8 FT (13.4 M)	134302.3N 1004444.1E			
02R/TKOF	Vegetation 51.5 FT (15.7 M)	134303.6N 1004451.5E			
02R/TKOF	Vegetation 40.4 FT (12.3 M)	134304.8N 1004447.7E			
02R/TKOF	Vegetation 115.7 FT (35.3 M)	134312.0N 1004447.8E			
02R/TKOF	Vegetation 60.9 FT (18.6 M)	134313.4N 1004457.5E			
02R/TKOF	Residential Building 65.9 FT (20.1 M)	134315.8N 1004453.4E			
02R/TKOF	Residential Building 56.6 FT (17.3 M)	134306.7N 1004444.6E			
02R/TKOF	Residential Building 54.0 FT (16.5 M)	134309.9N 1004444.2E			
02R/TKOF	Residential Building 53.1 FT (16.2 M)	134312.6N 1004446.4E			
02R/TKOF	College Building 60.2 FT (18.3 M)	134314.9N 1004445.5E			
02R/TKOF	Vegetation 47.5 FT (14.5 M)	134309.4N 1004446.7E			
02R/TKOF	Vegetation 64.4 FT (19.6 M)	134307.3N 1004444.6E			
02R/TKOF	Vegetation 37.6 FT (11.5 M)	134304.7N 1004446.0E			
02R/TKOF	Vegetation 49.1 FT (15.0 M)	134310.1N 1004445.9E			
20L/APCH 02R/TKOF	Buildings 115.4 FT (35.2 M)	134305.9N 1004444.6E			
20L/APCH	Resort Building 97.2 FT (29.6 M)	134259.1N 1004439.7E			

Attachment 3-7

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	

Attachment 3-8

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	

Attachment 3-9

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
01	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)
19	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)
02R	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)
20L	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 01/19 and 02R/20L, 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 02R/20L surface is grooved; Runway 01/19 and 02L/20R surface is not grooved. Concrete drainage channels are located in the strips of runway 01/19 and 02R/20L, 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
01	4000	4000	4000	4000	The TORA/ASDA when entering RWY from TWY B12 is 3890 M.
19	4000	4550	4000	4000	The TORA/ASDA when entering RWY from TWY B2 is 3870 M.
02R	3700	4800	3700	3700	The TORA/ASDA when entering RWY from TWY E19 is 3590 M.
20L	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
01	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
19	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
02R	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
20L	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

Attachment 3-11

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 01, THR 19, THR 02R, THR 20L, 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 01, THR 19, THR 02R, THR 20L. - 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 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Bangkok Approach	122.35 MHZ / 262.5 MHZ 124.35 MHZ / 262.5 MHZ 125.2 MHZ / 262.5 MHZ 133.4 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 MHZ [1)]	H24	[1)] Emergency frequency [2)] Clearance delivery for aircraft departing to adjacent aerodromes and helicopters operating within BKK CTR [3)] For RWY 01/19 [4)] For RWY 02R/20L and RWY 02L/20R [5)] Arrival ATIS [6)] Departure ATIS
APP	Suvarnabhumi Departure	119.25 MHZ / 262.5 MHZ 121.5 MHZ [1)] / 243.0 MHZ [1)]	H24	
ARR	Suvarnabhumi Arrival	121.1 MHZ / 262.5 MHZ 126.3 MHZ / 262.5 MHZ 121.5 MHZ [1)] / 243.0MHZ [1)]	H24	
TWR	Suvarnabhumi Tower	118.2 MHZ [3)] / 274.5 MHZ 119.0 MHZ [4)] 121.5 MHZ [1)] / 243.0 MHZ [1)]	H24	
SMC	Suvarnabhumi Ground	121.65 MHZ / 275.8 MHZ 121.7 MHZ / 121.75 MHZ 121.95 MHZ	H24	
CDC	Suvarnabhumi Delivery	128.7 MHZ 133.8 MHZ	H24	
ATIS	Suvarnabhumi Airport	133.6 MHZ [5)] / 278.6 MHZ [5)] / 127.65 MHZ [6)]	H24	D-ATIS Synthesis Voice Broadcast

VTBS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	SVB	111.4 MHZ CH 51X	H24	133932.5N 1004353.2E	-	DVOR/DME restriction due to terrain surround DVOR/DME station, coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: – Radial 131°-150° altitude should not below 4 000 FT – Radial 151°-250° altitude should not below 2 000 FT – Radial 251°-130° altitude should not below 2 500 FT
ILS CAT II LOC/DME RWY 01	I-SES	110.1 MHZ CH 38X	H24	134139.3N 1004542.1E	-	RWY01 ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 FT AMSL.
GP		334.4 MHZ	H24	133933.4N 1004513.1E	-	
ILS CAT II LOC/DME RWY 19	I-SEN	110.5 MHZ CH 42X	H24	133915.0N 1004504.2E	-	RWY 19 ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 FT AMSL.
GP		329.6 MHZ	H24	134119.0N 1004540.9E	-	
ILS CAT II LOC/DME RWY 02R	I-SWS	109.1 MHZ CH 28X	H24	134222.3N 1004437.8E	-	RWY 02R ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 FT AMSL.
GP		331.4 MHZ	H24	134027.8N 1004403.6E	-	
ILS CAT II LOC/DME RWY 20L	I-SWN	109.5 MHZ CH 32X	H24	134007.5N 1004402.4E	-	RWY 20L ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 FT AMSL.
GP		332.6 MHZ	H24	134203.9N 1004428.9E	-	

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 01/19

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

a) Runway 02R/20L

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 the following areas:

a) Aircraft parking stands:
A1, A2, A3, A4, A5, A6
B1, B3, B5,
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

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) Aircraft stand taxilane T1, T2, T3, T4, T5

2.1.4 Ground Control on frequency 121.75 MHZ for operations on the following areas:

a) Aircraft parking stands:
B2, B4, B6
C1, C2, C3, C4, C5, C6, C7, C8, C9, C10
D1, D2, D3, D4, D5, D6, D7, D8
E1, E2, E3, E4, E5, E6, E7, E8, E9, E10
F1, F3, F5
201, 202, 203
301, 302, 303, 304, 305, 306, 307, 308
401, 402, 403

Including:

b) Taxiway G

c) Taxiway H, H1, H2, H3, H4, H5, H6

d) Aircraft stand taxilane T6, T7, T8, T9, T10, T11, T12, T13, T14

2.1.5 Ground Control on frequency 121.95 MHZ for operations on the following areas:

a) Aircraft parking stands:
F2, F4, F6
G1, G2, G3, G4, G5
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) Aircraft stand taxilane T15, T16, T17

2.1.6 Ground Control on frequency 121.7 MHz for operations on the following areas:

a) Aircraft parking stands:
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 J, J1, J2, J3, J4

c) Taxiway K

d) Aircraft stand taxilane T18, T19

4. PUSH BACK PROCEDURES

4.1 Scope

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

4.2 Objective

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

4.2.2 The procedure also implies conditions for operations during low visibility conditions at the airport.

4.3 General

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

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

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

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

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

4.3.5 The pilot-in-command shall use minimum break away power and minimum taxi power when operating on the aprons and taxilanes.

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

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

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

4.4 Push Back Procedures

4.4.1 Aircraft parking at East Apron (54 stands)

Aircraft Stands	Ground Control Frequency	Push Back Instructions
A1, A2	121.65 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T5 until nose wheel is on marking 1.
A3, A4, A5, A6	121.65 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T5.
101	121.65 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T5 then towed forward until nose wheel is on marking 2.
102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114	121.65 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T5.
115, 116, 117	121.65 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T5.
118	121.65 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T5 then towed forward until nose wheel is on marking 2.
119, 120,121, 122, 123, 124, 125, 126, 127, 128, 129	121.65 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T5.
130	121.65 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T1.
131, 132, 133	121.65 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T1, towed forward until abeam stand 131.
134	121.65 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxilane T5.
B1, B3	121.65 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T5 until nose wheel is on marking 1.

Aircraft Stands	Ground Control Frequency	Push Back Instructions
B5	121.65 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T4 then towed forward until nose wheel is on marking on taxilane.
B2, B4	121.75 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T6 until nose wheel is on marking on taxilane.
B6	121.75 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T6 then towed forward until nose wheel is on marking on taxilane.
C1	121.75 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T6 then towed forward until nose wheel is on marking on taxilane.
C3, C5	121.75 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T7 then towed forward until nose wheel is on marking 2.
C7, C9	121.75 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T7 then towed forward until nose wheel is on marking 1.
201, 202	121.75 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T7 then towed forward until nose wheel is on marking 2.
203	121.75 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T7 then towed forward until nose wheel is on marking 1.

4.4.2 Aircraft parking at Main Apron (26 stands)

Aircraft Stands	Ground Control Frequency	Push Back Instructions
C2	121.75 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T12 until nose wheel is on marking 1.
C4, C6	121.75 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T8 then towed forward until nose wheel is on marking 2.
C8, C10	121.75 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T8 then towed forward until nose wheel is on marking 1.
301	121.75 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxilane T9 until nose wheel is on marking 1.
302	121.75 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxilane T9 then towed forward until nose wheel is on marking 1.
303	121.75 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxilane T9 until nose wheel is on marking 2.
304	121.75 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxilane T9 then towed forward until nose wheel is on marking 2.
305	121.75 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxilane T10 until nose wheel is on marking 1.
306	121.75 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxilane T10 then towed forward until nose wheel is on marking 1.
307	121.75 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxilane T10 until nose wheel is on marking 2.
308	121.75 MHz	Aircraft shall be pushed back to face north onto aircraft stand taxilane T10 then towed forward until nose wheel is on marking 2.
D1	121.75 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T12 until nose wheel is on marking 1.
D2	121.75 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T12 then towed forward until nose wheel is on marking 1.
D3	121.75 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T12 until nose wheel is on marking 2.
D4	121.75 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T12 then towed forward until nose wheel is on marking 2.
D5	121.75 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T12 then towed forward until nose wheel is on marking 3.
D6	121.75 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T12 until nose wheel is on marking 3.

Aircraft Stands	Ground Control Frequency	Push Back Instructions
D7	121.75 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T12 then towed forward until nose wheel is on marking 4.
D8	121.75 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T12 until nose wheel is on marking 4.
E1	121.75 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T12 until nose wheel is on marking 4.
E3, E5	121.75 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T11 then towed forward until nose wheel is on marking 2.
E7, E9	121.75 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T11 then towed forward until nose wheel is on marking 1.

4.4.3 Aircraft parking at West Apron (44 stands)

Aircraft Stands	Ground Control Frequency	Push Back Instructions
E2	121.75 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T14 until nose wheel is on marking on taxilane.
E4, E6	121.75 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T13 then towed forward until nose wheel is on marking 2.
E8, E10	121.75 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T13 then towed forward until nose wheel is on marking 1.
401, 402	121.75 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T13 until nose wheel is on marking 2.
403	121.75 MHz	Aircraft shall be pushed back to face south onto aircraft stand taxilane T13 then towed forward until nose wheel is on marking 1.
F1, F3	121.75 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T14 until nose wheel is on marking on taxilane.
F5	121.75 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T14 then towed forward until nose wheel is on marking on taxilane.
F2, F4	121.95 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T15 until nose wheel is on marking on taxilane.
F6	121.95 MHZ	Aircraft shall be pushed back to face east onto aircraft stand taxilane T15 then towed forward until nose wheel is on marking on taxilane.
G1, G2	121.95 MHZ	Aircraft shall be pushed back to face east onto aircraft stand taxilane T15 until nose wheel is on marking on taxilane.
G3, G4	121.95 MHZ	Aircraft shall be pushed back to face north onto aircraft stand taxilane T17 then towed forward until nose wheel is on marking 2.
G5	121.95 MHZ	Aircraft shall be pushed back to face north onto aircraft stand taxilane T17 then towed forward until nose wheel is on marking 1.
501	121.95 MHZ	Aircraft shall be pushed back to face north onto aircraft stand taxilane T17 then towed forward until nose wheel is on marking 1.
502, 503	121.95 MHZ	Aircraft shall be pushed back to face north onto aircraft stand taxilane T17 then towed forward until nose wheel is on marking 2.
504, 505	121.95 MHZ	Aircraft shall be pushed back to face north onto aircraft stand taxilane T17 then towed forward until nose wheel is on marking 1.
506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521	121.95 MHZ	Aircraft shall be pushed back to face south onto taxiway D.
522, 523, 524, 525	121.95 MHZ	Aircraft shall be pushed back to face south onto taxiway D, then towed forward until abeam stand 522 with nose wheel is on marking on taxiway.

4.4.4 Aircraft parking at SAT-1 Apron (28 stands)

Aircraft Stands	Ground Control Frequency	Push Back Instructions
S101	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T18.
S102	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T19.
S103	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T18.
S104	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T19.
S105	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T18.
S106	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T19.
S107	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T18.
S108	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T19.
S109	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T18.
S110	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T19.
S111	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T18.
S112	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T19.
S113	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T18.
S114	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T19.
S115	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T18.
S116	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T19.
S117	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T18.
S118	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T19.
S119	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T18.
S120	121.7 MHz	Aircraft shall be pushed back to face west onto aircraft stand taxilane T19.
S121	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T18.
S122	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T19.
S123	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T18.
S124	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T19.
S125	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T18.
S126	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T19.
S127	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T18.
S128	121.7 MHz	Aircraft shall be pushed back to face east onto aircraft stand taxilane T19.

4.5 Responsibilities

4.5.1 Responsibilities of the pilot-in-command

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

4.5.2 Responsibilities of the ground engineer

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

4.5.3 Responsibilities of the tug driver

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

4.5.4 Responsibilities of the Apron Control Tower

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

4.6 Actions to be taken

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

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

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

4.6.2 Actions to be taken by the ground engineer

The ground engineer of the Airline or Handling Agent shall:

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

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

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

4.6.3 Actions to be taken by the tug driver

The tug driver of the Airline or Handling Agent shall:

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

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

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

4.6.4 Actions to be taken by the Apron Control Tower

The Apron Controller will:

a. Monitor the engine(s) start up and push back activities.

b. Ensure that the aircraft will be pushed back toward the right direction onto the taxilane.

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 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 01	TORA (M)
B13	4000
B12	3890

RUNWAY 19	TORA (M)
B1	4000
B2	3870

RUNWAY 02R	TORA (M)
E21	3700
E19	3590

RUNWAY 20L	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 01	TORA (M)
B11	2780

RUNWAY 19	TORA (M)
B3	2970

RUNWAY 02R	TORA (M)
E15	2670
E17	3220

RUNWAY 20L	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 01	DISTANCE TO TURN OFF (M)
B7	1770
B5	2350
B3	2740

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

RUNWAY 02R	DISTANCE TO TURN OFF (M)
E12	1360
E7	2050
E5	2560

RUNWAY 20L	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 02R. 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 20L. 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 19/01 and runway 20L/02R, 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 Due to ILS system runway 20R/02L not available, runway 20R/02L shall be used for departure only.

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 19 via B8, B10, B11, B12, B13
- Runway 01 via B7, B5, B3, B2, B1
- Runway 20L via E9, E13, E15, E17, E19, E21
- Runway 02R 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 19: B1, B2
- Runway 01: B13, B12
- Runway 20L: E1, E2
- Runway 02R: E21, E19
- Runway 20R: F1, F2
- Runway 02L: F12, F11

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 19/01 to taxiway B and from runway 20L/02R 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

There are three runways at Suvarnabhumi International Airport. When all runways are available, the operations of parallel runways are as follows:

9.1 South Flow (Runway 19, Runway 20)

a) Runway 19 is used for departures and arrivals

b) Runway 20L is used for departures

c) Runway 20R is used for arrivals

9.2 North Flow (Runway 01, Runway 02)

a) Runway 01 is used for departures and arrivals

b) Runway 02R is used for departures

c) Runway 02L is used for arrivals

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 02R 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 01 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 20L 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 2.22 FLIGHT PROCEDURES

1. Provision of ATS Surveillance Services

1.1 Bangkok Approach is responsible for providing ATS Surveillance services to aircraft operating within Bangkok Terminal Control Area and Bangkok Control Zone (see ENR 2.1 BANGKOK TERMINAL CONTROL AREA/CONTROL ZONE)

1.2 Arriving aircraft intending to land at Suvarnabhumi International Airport (VTBS) will be transferred to Suvarnabhumi Arrival on frequency 121.1 MHz.

2. Approach Procedures

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

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

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

2.4 Under the ATS surveillance system, the horizontal separation minimum shall be 5 NM except within Bangkok TMA, Bangkok CTR and Suvarnabhumi ATZ a reduced horizontal separation minimum of 3 NM may be applied.

2.5 Missed approach
2.5.1 As directed by ATC.

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

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

3.1 Aircraft departing from Suvarnabhumi International Airport will normally be assigned the RNAV SIDs detailed as in the table and additional information in VTBS AD 2.24.

OUTBOUND ROUTES	SIDs NAME	SID VTBS											
		JET						PROPELLER					
		20R	02L	20L	02R	19	01	20R	02L	20L	02R	19	01
A1, Y14	SELKA	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
Y16	LIPLI	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
G474, L880	DOSBU	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
B204, N506, R468	GOMES	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
N891	RYN	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
R201, M904, Y11	BUT	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1Q	1T	1U
M757	KASNI	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1Q	1T	1U

Attachment 3-27

OUTBOUND ROUTES	SIDs NAME	SID VTBS											
		JET						PROPELLER					
		20R	02L	20L	02R	19	01	20R	02L	20L	02R	19	01
A464, M751, W19	REGOS	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1Q	1T	1U
G458	UKERA	1E	1F	1G	1H	1J	1K						
	HOTEL							1P	1Q	1R	1Q	1T	1U
W31	HHN	1E	1F	1G	1H	1J	1K						
	HOTEL							1P	1Q	1R	1Q	1T	1U
Y8	VANKO	1E	1F	1G	1H	1J	1K						
M502	BONVO	1E	1F	1G	1H	1J	1K						
L301	PASTO	1E	1F	1G	1H	1J	1K						
G463, P646	TARED	1E	1F	1G	1H	1J	1K						
L507	NUNLI	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
Y6	TANGO	1E	1F	1G	1H	1J	1K						
A464	SEMBO	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
W9	TL	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
B346, W21, W39	NOBER	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
R474	ALBOS	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U

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

3.2 Aircraft arriving at Suvarnabhumi International Airport will normally be assigned the RNAV STARs detailed as in the table and additional information in VTBS AD 2.24.

INBOUND ROUTES	TRANSITION WAYPOINT	STAR VTBS	
		19/20L/20R	01/02L/02R
W1, Y1, Y2	UBLOD	EASTE 1C	EASTE 1D
Y13	RUKSA		
G474, L880	ANREN	TUMGA 1C	TUMGA 1D
M633	DULEM		
N506, R468	GOMES		
P629	NUGPA		
N891	RYN		
Y12	ALEMI		
R201	BUT		
A464, M751, W19	GUTSO	LEBIM 1C	LEBIM 1D
M769, Y98	SURMA		
G458, W31, Y99	HOTEL		
M502	BONVO	WILLA 1C	WILLA 1D
L301	PASTO		
L524	IBETO		
G463, P646	TARED		

INBOUND ROUTES	TRANSITION WAYPOINT	STAR VTBS	
		19/20L/20R	01/02L/02R
L507	IGONI		
A464	SEMBO	NORTA 1C	NORTA 1D
W9, Y7	TL		
B346, W21, W39	NOBER		
R474	ALBOS		

Note: Pilots of Non-RNAV equipped aircraft shall inform ATC and request for 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 restrictions 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 10000 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 1500 FPM or less within 2000 FT to the assigned altitude or flight level, then use rate of climb or rate of descend at 1000 FPM or less within 1000 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.

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

6.1 All departing aircraft, before transferring to relevant approach sectors, are strictly required to contact Suvarnabhumi Departure on frequency 119.25 MHz immediately after airborne unless otherwise instructed by ATC.

6.2 Pilot shall be reminded that, to reduce communication workload, the departure frequency shall not be included in take off clearance.

7. Reduce communication workload

7.1 To reduce communication workload, additional Arrival Control Frequency 126.30 MHz shall be established and used during the congested traffic periods. The control of arriving aircraft shall be transferred from Arrival Control frequency 121.1 MHz to Arrival Control frequency 126.30 MHz.

8. Delay during severe weather

8.1 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

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

9. VFR Flights at VTBS

9.1 Special VFR Flight

A pilot wishing to conduct special VFR flight is to call Bangkok Approach on frequency 125.8 MHz for special VFR clearance.

9.2 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.

9.3 Radio Communication Failure for VFR flights

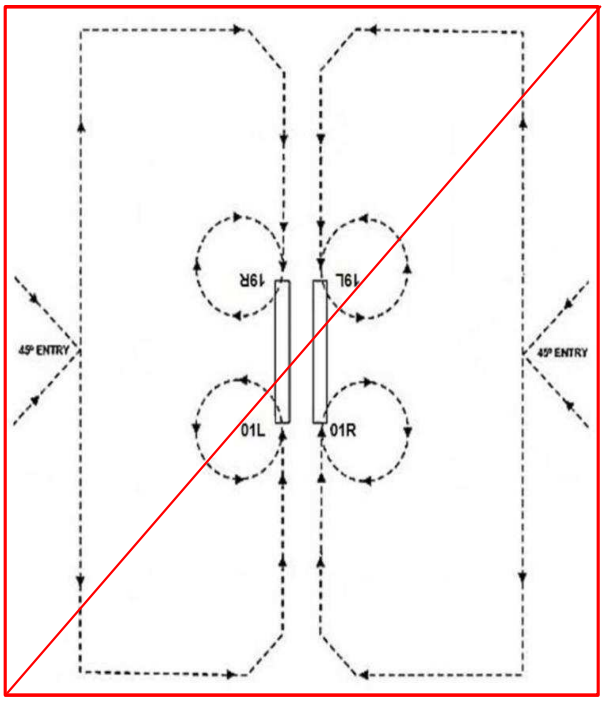
9.3.1 Departing aircraft

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

9.3.2 Arriving aircraft

a) Report their 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 along the runways at an altitude of 500 FT, and rock the wings of the aircraft.
e) Re-enter downwind leg and observe light signals.

Note: *Pattern altitudes:*
a) Jet aircraft 1500 FT
b) Light aircraft 1000 FT
c) Helicopter 500 FT



10. ATC Clearance Procedures

10.1 Issuance of en route clearance

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

Frequency	Outbound routes
128.7 MHz	A464 (Northbound), A464 (Southbound), B346, G458, G463, L301, L507, M502, M751, M757, P646, R474, W9, W19, W21, W31, W39, Y6, Y8
133.8 MHz	A1, B204, G474, L880, M904, N506, N891, R201, R468, Y11, Y14, Y16

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

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

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

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

a) Under normal circumstances, altitude 6000 FT shall be initially assigned.
b) First airborne first flight level selection principle.
c) No one ground flight level negotiation and reservations.
d) Cruising level shall be assigned by Bangkok Control after airborne.

10.2 Departure Time Restriction

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

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

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

10.3 Cancellation of en route clearance

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

10.3.2 Pilot who fail to comply with para. 10.2.2 will result in cancellation of ATC clearance.

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

11. Fuel Dumping Procedure and In-flight Management Procedures

11.1 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.

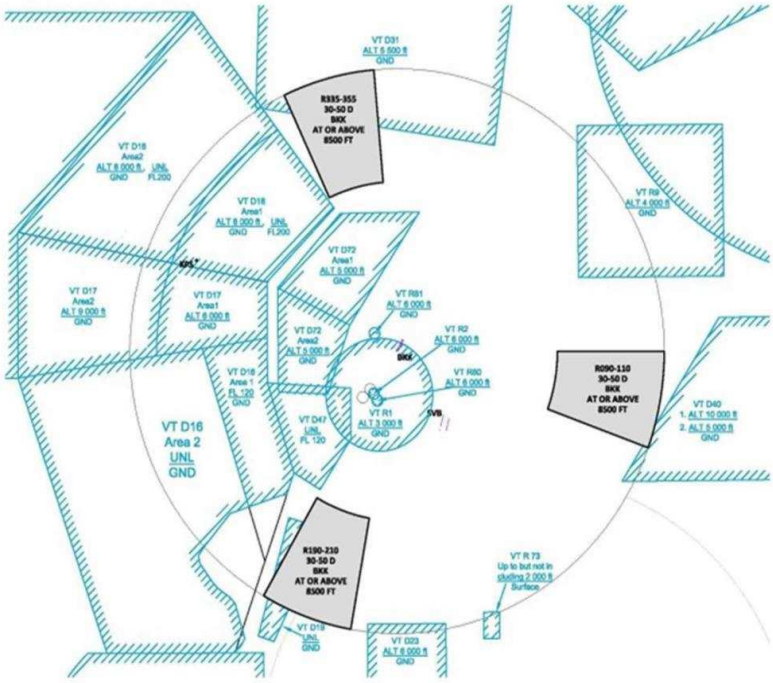
11.2 Fuel dumping areas

11.2.1 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.

11.2.2 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.

11.2.3 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



11.3 In-flight fuel management procedures

11.3.1 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

11.3.2 Actions taken by pilot

11.3.2.1 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.

11.3.2.2 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.

11.3.2.3 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.*

11.3.2.4 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, Item 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).*

11.3.3 Actions taken by ATC

11.3.3.1 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:

11.3.3.1.1 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

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

11.3.3.1.3 Standard phraseology

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

11.3.3.2 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.

11.3.3.2.1 Standard phraseologies

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

12. Aircraft Transponder Failure Procedures

12.1 Control of aircraft experiencing transponder failure procedure.

12.1.1 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 surveillance 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"

12.1.2 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.

12.2 Control of aircraft overflying Bangkok FIR or aircraft intending to land at Suvarnabhumi International Airport with its failed transponder procedure

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

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

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

12.2.4 Approach Control shall coordinate closely with Suvarnabhumi Tower and/or other concerned units regarding the problem.

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

12.4 Aircraft intending to land at Suvarnabhumi 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.

13. Radio communication failure procedure

13.1 General

13.1.1 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.

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

13.1.3 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.

13.1.4 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.

13.2 Total radio communication failure for arriving aircraft

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

13.2.2 If in IMC or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 13.2.1 above, the pilot shall:

13.2.2.1 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 (ATKIN/ESGEN for RWY 19/20L/20R or BOGAS/ENKAA for RWY 01/02L/02R) and descend in accordance with the published all speed and altitude restrictions of the relevant STAR procedure, thence:

a) For RWY 19/20L/20R:

- After passing ATKIN, the pilot shall fly heading 015 and maintain altitude 6 000 FT for next 10 NM, then turn right and descend to 1 600 FT and carry out the appropriate approach procedure.

- After passing ESGEN, the pilot shall fly heading 015 and maintain altitude 6 000 FT for next 10 NM, then turn left and descend to 1 600 FT and carry out the appropriate approach procedure.

b) For RWY 01/02L/02R:

- After passing BOGAS, the pilot shall fly heading 195 and maintain altitude 6 000 FT for next 10 NM, then turn left and descend to 1 600 FT and carry out the appropriate approach procedure.

- After passing ENKAA, the pilot shall fly heading 195 and maintain altitude 6 000 FT for next 10 NM, then turn right and descend to 1 600 FT and carry out the appropriate approach procedure.

13.2.2.2 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 13.5 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.

13.2.3 When an arriving aircraft is being 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.

13.2.4 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.

13.3 Total radio communication failure for missed approach aircraft

13.3.1 The pilot shall set the aircraft transponder to Mode A code 7600 and fly to or proceed direct to (in case of vectoring) the appropriate approach holding point at the minimum holding altitude and hold.

13.3.2 The pilot then shall complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with para 13.5 below.

13.3.3 The pilot shall descend and maintain 3 500 FT and proceed direct to Intermediate Fix (IF), after IF continue to commence an appropriate approach procedure.

13.4 Partial radio communication failure for arriving aircraft

13.4.1 Aircraft unable to receive: pilots shall adopt the total radio communication failure procedures specified in para 13.2 above.

13.4.2 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.

13.5 Identification of Runway in use

13.5.1 A pilot endeavors 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.

13.5.2 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.

13.6 Total radio communication failure for departing aircraft

13.6.1 The pilot shall set the aircraft transponder to Mode A 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 speed and altitude restrictions of the relevant SID procedure. Thereafter, the pilot shall comply with the flight planned routing.

13.6.2 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:

13.6.2.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

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

13.6.2.3 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.

13.6.2.4 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 13.5 above.

13.7 Partial radio communication failure for departing aircraft

13.7.1 Aircraft unable to receive: pilots shall adopt the total radio failure procedures specified in para 13.6 above.

13.7.2 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.

13.8 Aircraft overflying Bangkok TMA

13.8.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

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

13.8.3 If in IMC, or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 13.8.2 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.

13.9 Departing or overflying aircraft

13.9.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

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

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

13.9.2.2 The time the transponder is set to 7600; or

13.9.2.3 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.

13.9.3 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.

13.10 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, +6681710 7449
– Suvarnabhumi Tower	Tel: +662 131 3612 , +6681 920 5107
– Bangkok Approach	Tel: +662 131 3621-2, +6685 150 2288 and +6685 150 3300

Attachment 3-39

VTBS AD 2.24 CHARTS RELATED TO AN AERODROME

The following charts will be cancelled:

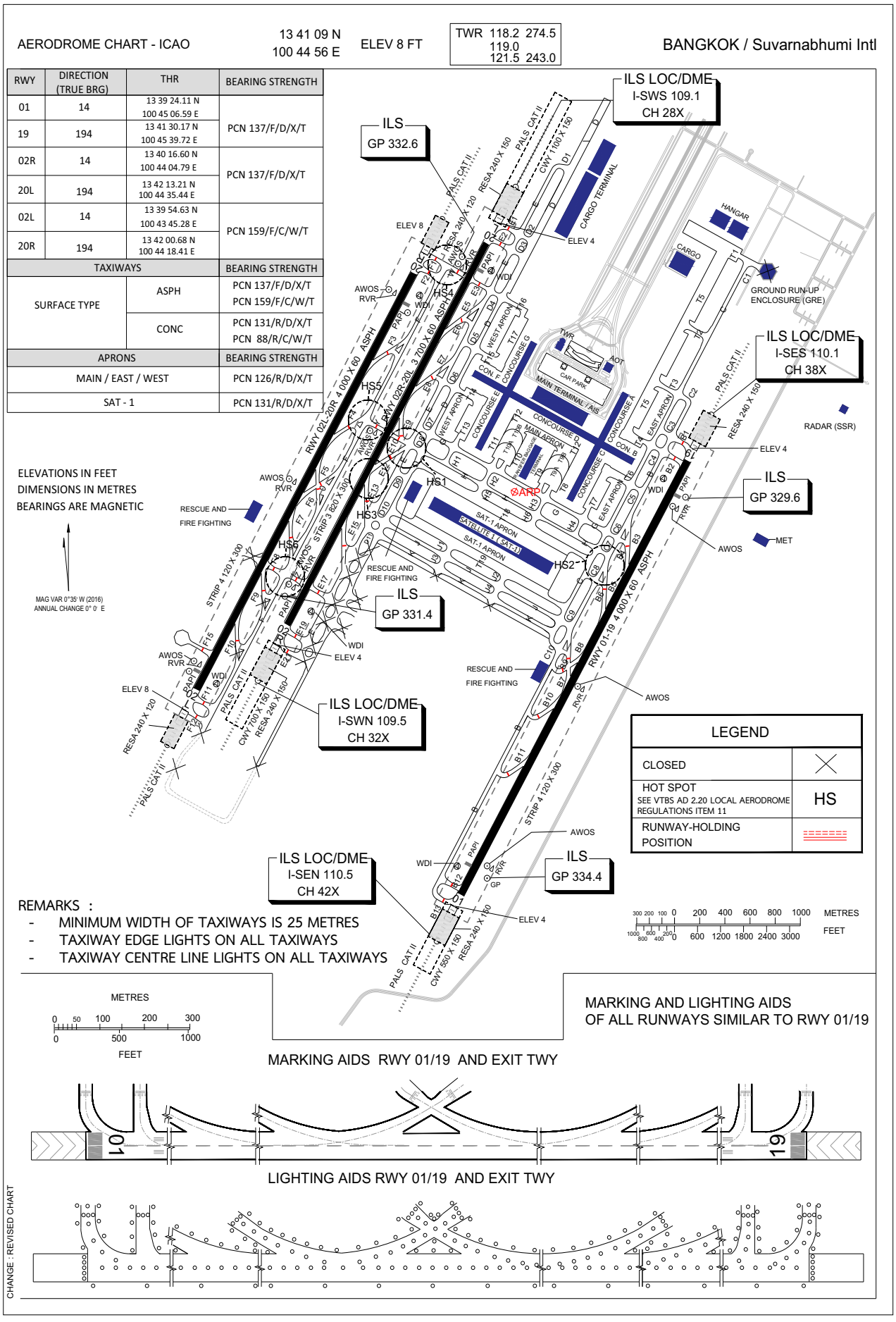
Item	Chart name	Page
1.	Aerodrome Ground Movement Chart – ICAO - Standard Taxi Route - Inbound - Landing RWY 19R	AD 2-VTBS-2-7
2.	Aerodrome Ground Movement Chart – ICAO - Standard Taxi Route - Inbound - Landing RWY 19L	AD 2-VTBS-2-9
3.	Aerodrome Ground Movement Chart – ICAO - Standard Taxi Route - Inbound - Landing RWY 01R	AD 2-VTBS-2-11
4.	Aerodrome Ground Movement Chart – ICAO - Standard Taxi Route - Inbound - Landing RWY 01L	AD 2-VTBS-2-13
5.	Aerodrome Ground Movement Chart – ICAO - Standard Taxi Route - Outbound - Take-off RWY 19R	AD 2-VTBS-2-15
6.	Aerodrome Ground Movement Chart – ICAO - Standard Taxi Route - Outbound - Take-off RWY 19L	AD 2-VTBS-2-17
7.	Aerodrome Ground Movement Chart – ICAO - Standard Taxi Route - Outbound - Take-off RWY 01R	AD 2-VTBS-2-19
8.	Aerodrome Ground Movement Chart – ICAO - Standard Taxi Route - Outbound - Take-off RWY 01L	AD 2-VTBS-2-21
9.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19L	AD 2-VTBS-6-1 to AD 2-VTBS-6-14
10.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19R	AD 2-VTBS-6-15 to AD 2-VTBS-6-28
11.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01L	AD 2-VTBS-6-29 to AD 2-VTBS-6-40
12.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01R	AD 2-VTBS-6-41 to AD 2-VTBS-6-52
13.	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19L/19R	AD 2-VTBS-7-1 to AD 2-VTBS-7-8
14.	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01L/01R	AD 2-VTBS-7-9 to AD 2-VTBS-7-16
15.	Instrument Approach Chart - ICAO - ILS or LOC z RWY 01L CAT II	AD 2-VTBS-8-1 to AD 2-VTBS-8-3
16.	Instrument Approach Chart - ICAO - ILS or LOC z RWY 01R CAT II	AD 2-VTBS-8-5 to AD 2-VTBS-8-7
17.	Instrument Approach Chart - ICAO - ILS or LOC z RWY 19L CAT II	AD 2-VTBS-8-9 to AD 2-VTBS-8-11
18.	Instrument Approach Chart - ICAO - ILS or LOC z RWY 19R CAT II	AD 2-VTBS-8-13 to AD 2-VTBS-8-15
19.	Instrument Approach Chart - ICAO - RNP RWY 01L	AD 2-VTBS-8-17 to AD 2-VTBS-8-18
20.	Instrument Approach Chart - ICAO - RNP RWY 01R	AD 2-VTBS-8-19 to AD 2-VTBS-8-20
21.	Instrument Approach Chart - ICAO - RNP RWY 19L	AD 2-VTBS-8-21 to AD 2-VTBS-8-22
22.	Instrument Approach Chart - ICAO - RNP RWY 19R	AD 2-VTBS-8-23 to AD 2-VTBS-8-24

Attachment 3-40

The revised and new charts listed regarding to new runway designations (RWY 02L/20R) and existing runways re-designations as following:

Item	Chart name	Refer to
1.	Aerodrome/Heliport Chart - ICAO	Attachment 4-1
2.	Aircraft Parking/Docking Chart - ICAO	Attachment 4-2
3.	Aerodrome Obstacle Chart - ICAO - Type A - RWY 01/19	Attachment 4-3
4.	Aerodrome Obstacle Chart - ICAO - Type A - RWY 02R/20L	Attachment 4-4
5.	Aerodrome Obstacle Chart - ICAO - Type A - RWY 02L/20R	Attachment 4-5
6.	Precision Approach Terrain Chart - ICAO - RWY 01/19	Attachment 4-6
7.	Precision Approach Terrain Chart - ICAO - RWY 02R/20L	Attachment 4-7
8.	Precision Approach Terrain Chart - ICAO - RWY 02L/20R	Attachment 4-8
9.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER1K NUNLI1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO1K TANGO1K TARED1K TL1K UKERA1K VANKO1K	Attachment 4-9
10.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER1F NUNLI1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO1F TANGO1F TARED1F TL1F UKERA1F VANKO1F	Attachment 4-10
11.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER1H NUNLI1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO1H TANGO1H TARED1H TL1H UKERA1H VANKO1H	Attachment 4-11
12.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER1J NUNLI1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO1J TANGO1J TARED1J TL1J UKERA1J VANKO1J	Attachment 4-12
13.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER1G NUNLI1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO1G TANGO1G TARED1G TL1G UKERA1G VANKO1G	Attachment 4-13
14.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER1E NUNLI1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO1E TANGO1E TARED1E TL1E UKERA1E VANKO1E	Attachment 4-14
15.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U	Attachment 4-15
16.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q	Attachment 4-16
17.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S	Attachment 4-17
18.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T	Attachment 4-18
19.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R	Attachment 4-19
20.	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P	Attachment 4-20
21.	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D	Attachment 4-21
22.	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C	Attachment 4-22
23.	Instrument Approach Chart - ICAO – ILS or LOC z RWY 01 CAT II	Attachment 4-23
24.	Instrument Approach Chart - ICAO – ILS or LOC z RWY 02R CAT II	Attachment 4-24
25.	Instrument Approach Chart - ICAO – ILS or LOC z RWY 19 CAT II	Attachment 4-25
26.	Instrument Approach Chart - ICAO – ILS or LOC z RWY 20L CAT II	Attachment 4-26
27.	Instrument Approach Chart - ICAO – RNP RWY 01	Attachment 4-27
28.	Instrument Approach Chart - ICAO – RNP RWY 02L	Attachment 4-28
29.	Instrument Approach Chart - ICAO – RNP RWY 02R	Attachment 4-29
30.	Instrument Approach Chart - ICAO – RNP RWY 19	Attachment 4-30
31.	Instrument Approach Chart - ICAO – RNP RWY 20L	Attachment 4-31
32.	Instrument Approach Chart - ICAO – RNP RWY 20R	Attachment 4-32

Attachment 4-1



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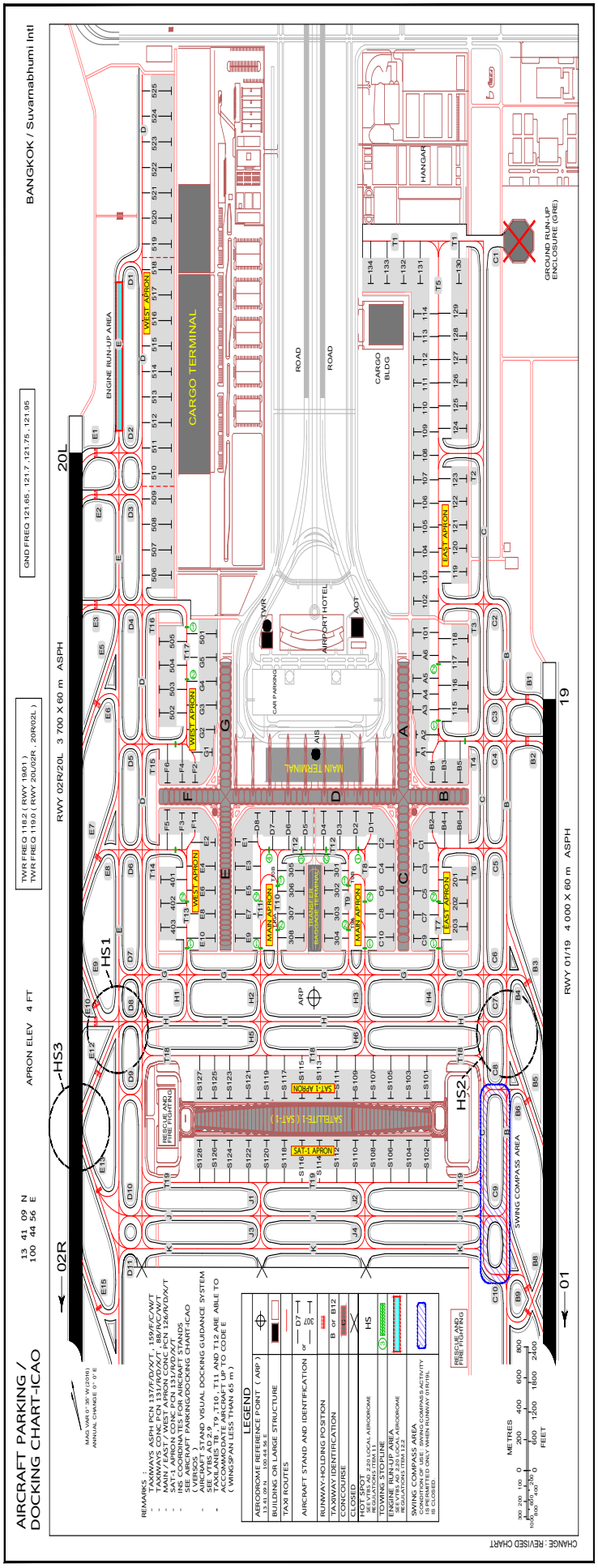

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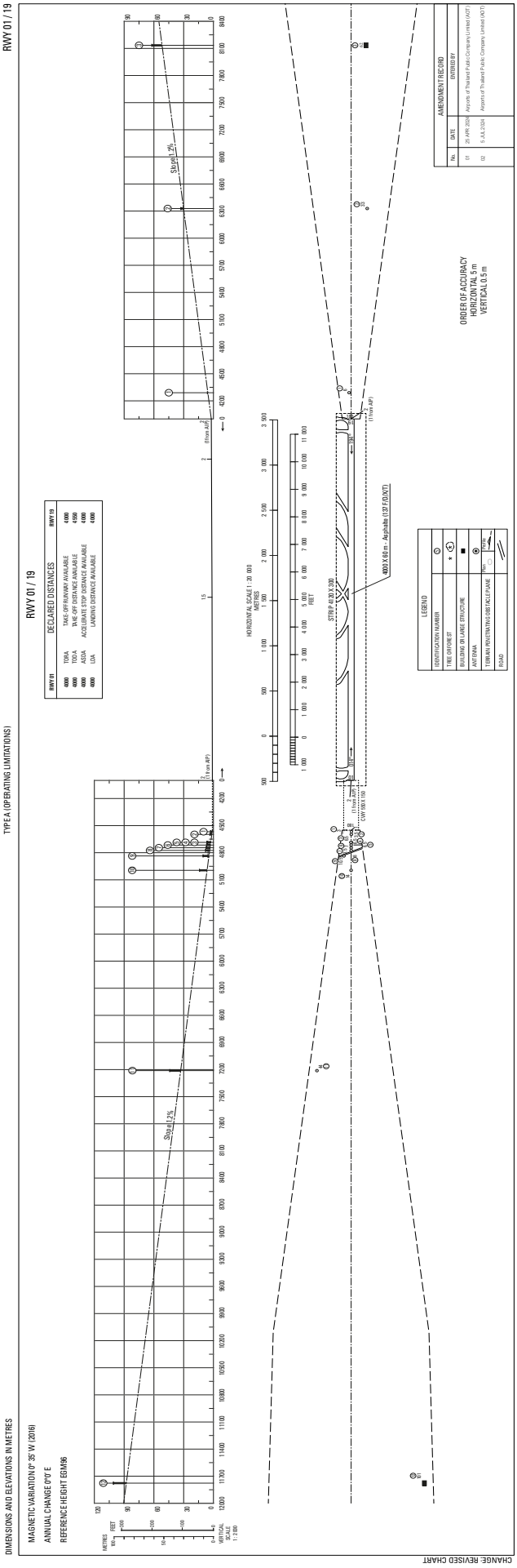

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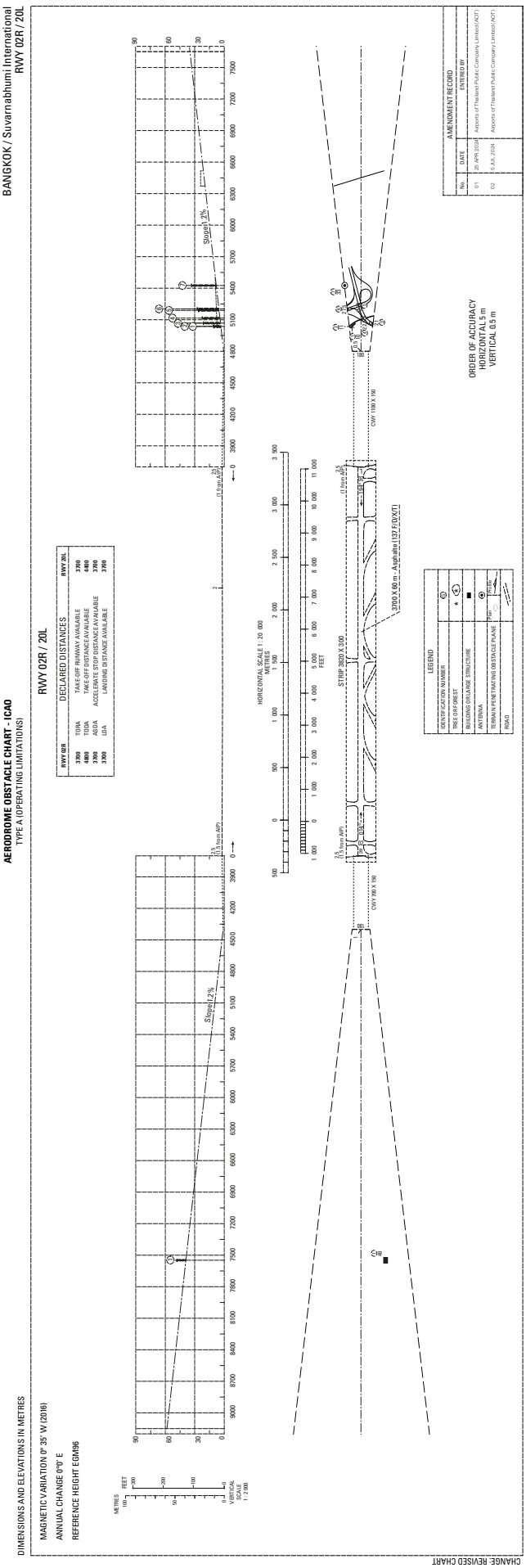

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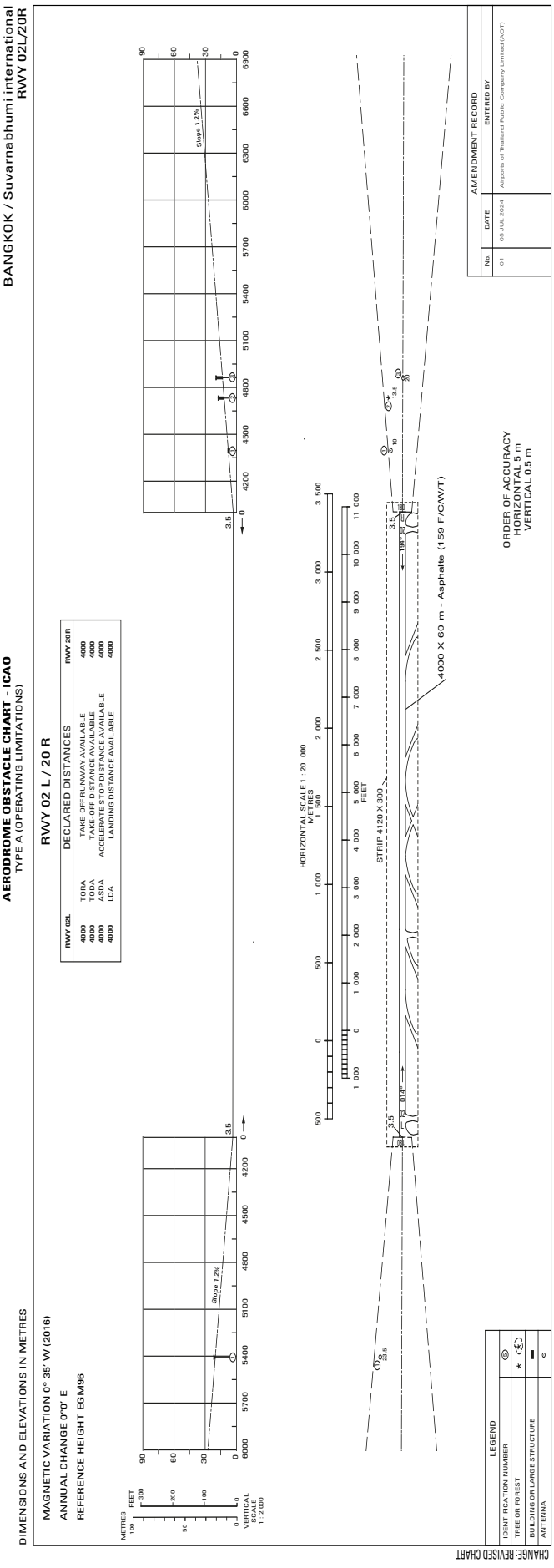

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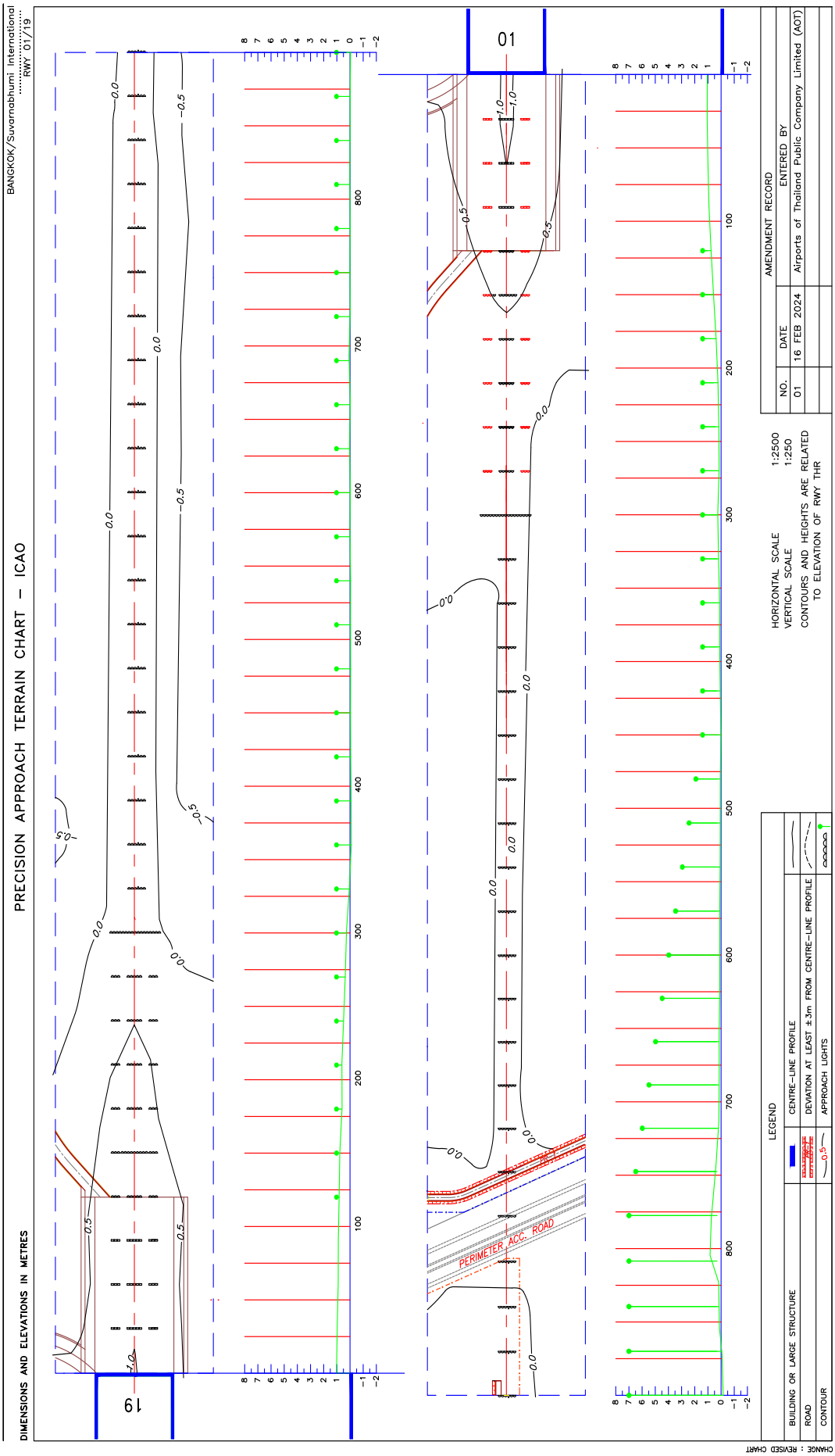

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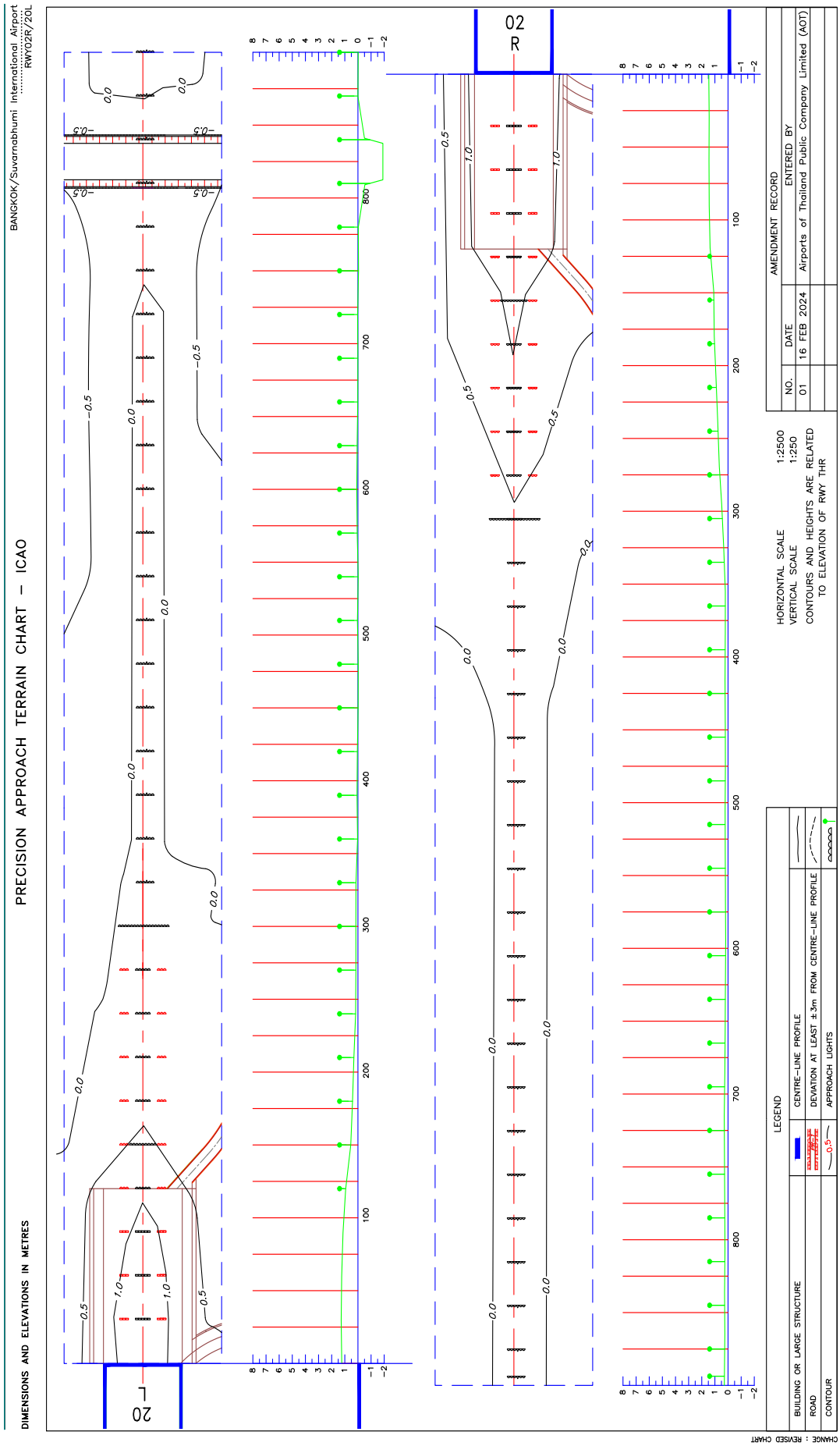
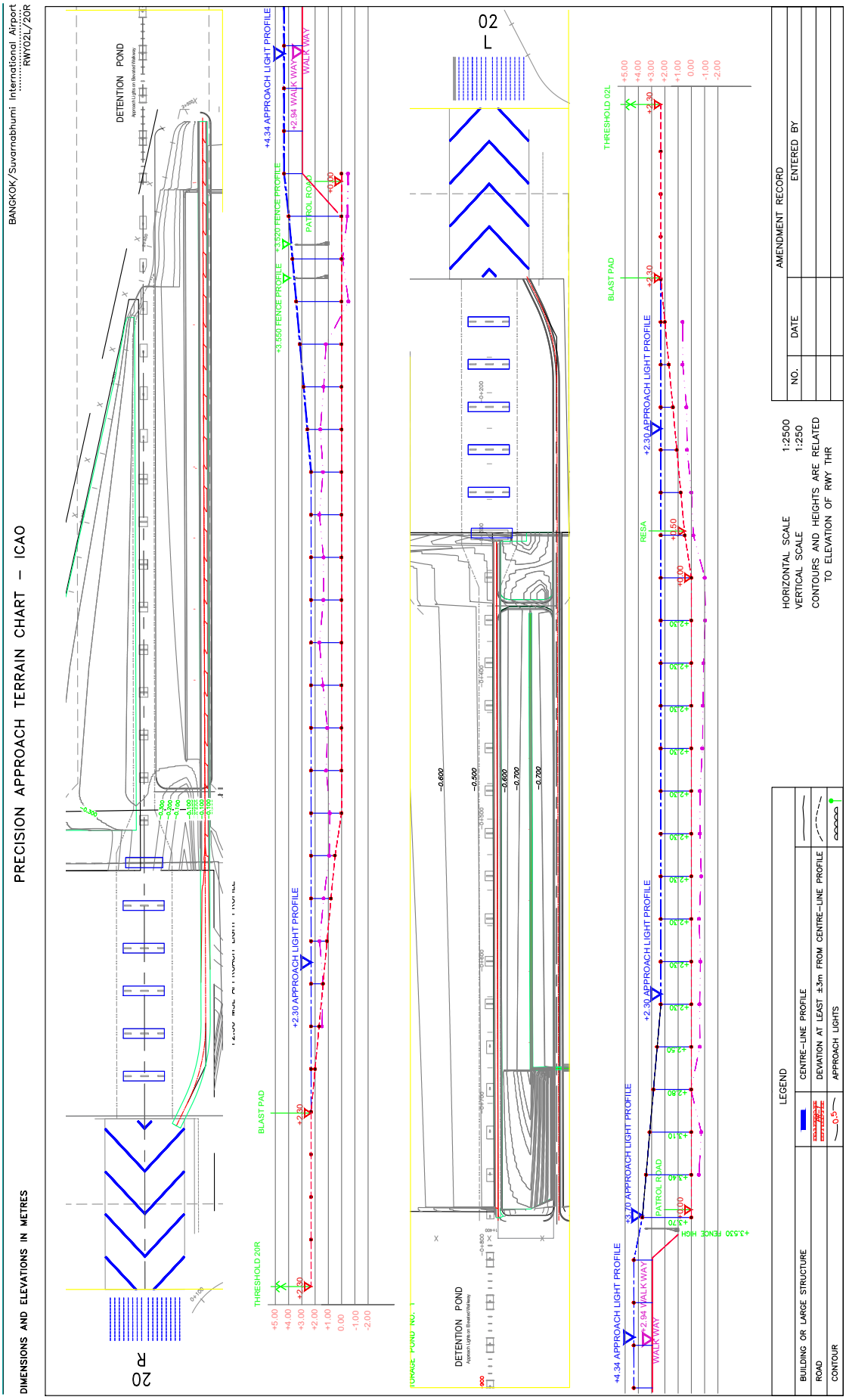



BANGKOK/Suvarnabhumi International Airport
RWY02L/20R
PRECISION APPROACH TERRAIN CHART – ICAO
DIMENSIONS AND ELEVATIONS IN METRES
20 R
02 L
DETENTION POND
THRESHOLD 20R
THRESHOLD 02L
BLAST PAD
+2.30 APPROACH LIGHT PROFILE
+4.34 APPROACH LIGHT PROFILE
+3.70 APPROACH LIGHT PROFILE
+3,550 FENCE PROFILE
+3,520 FENCE PROFILE
+2.94 WALK WAY
PATROL ROAD
RESA
+3,530 FENCE HIGH
HORIZONTAL SCALE 1:2500
VERTICAL SCALE 1:250
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR
AMENDMENT RECORD
NO. DATE ENTERED BY
LEGEND
BUILDING OR LARGE STRUCTURE
ROAD
CONTOUR
CENTRE–LINE PROFILE
DEVIATION AT LEAST ±3m FROM CENTRE–LINE PROFILE
APPROACH LIGHTS
CHANGE :

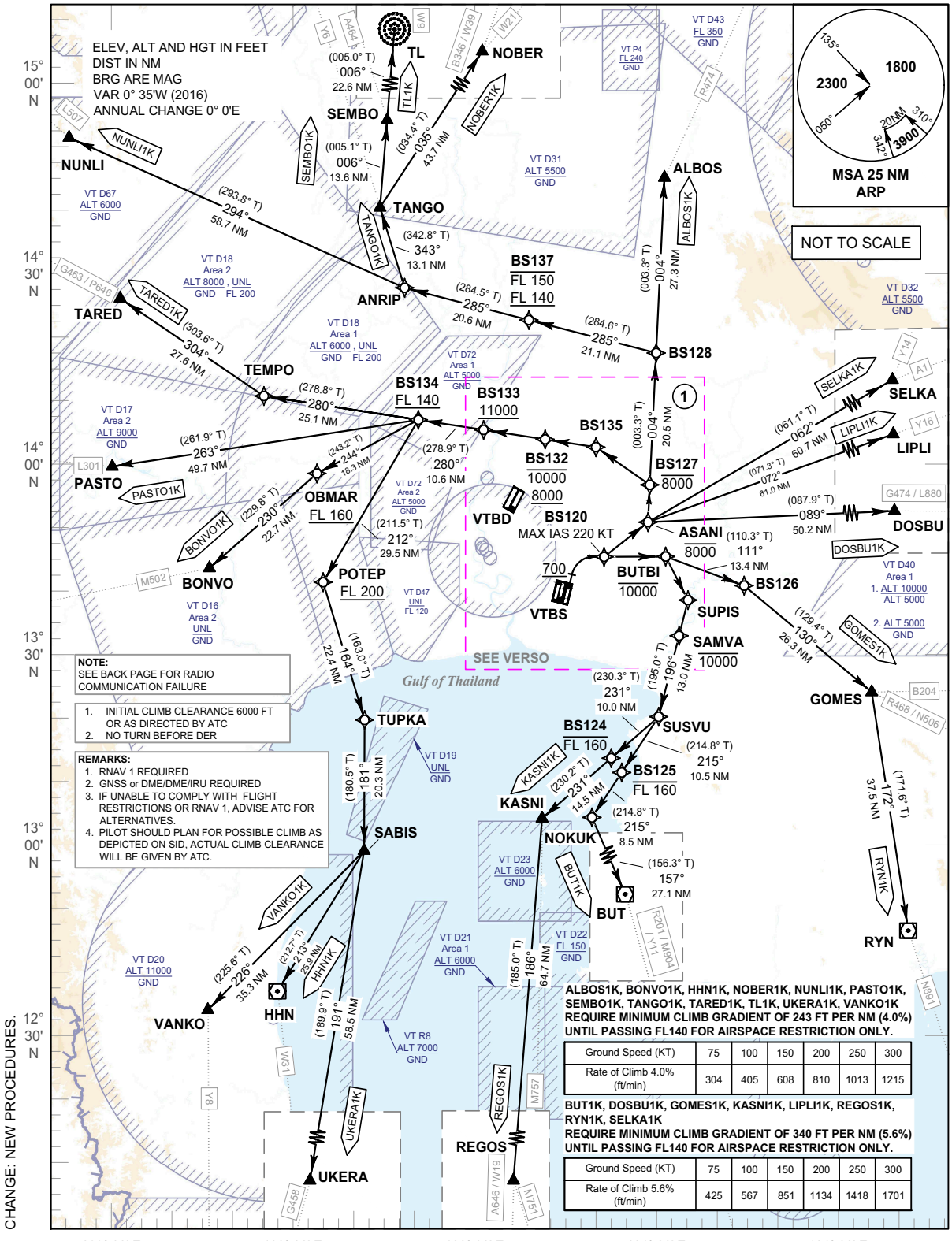
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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
	: 119.25 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER1K NUNLI1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO1K TANGO1K TARED1K TL1K UKERA1K VANKO1K

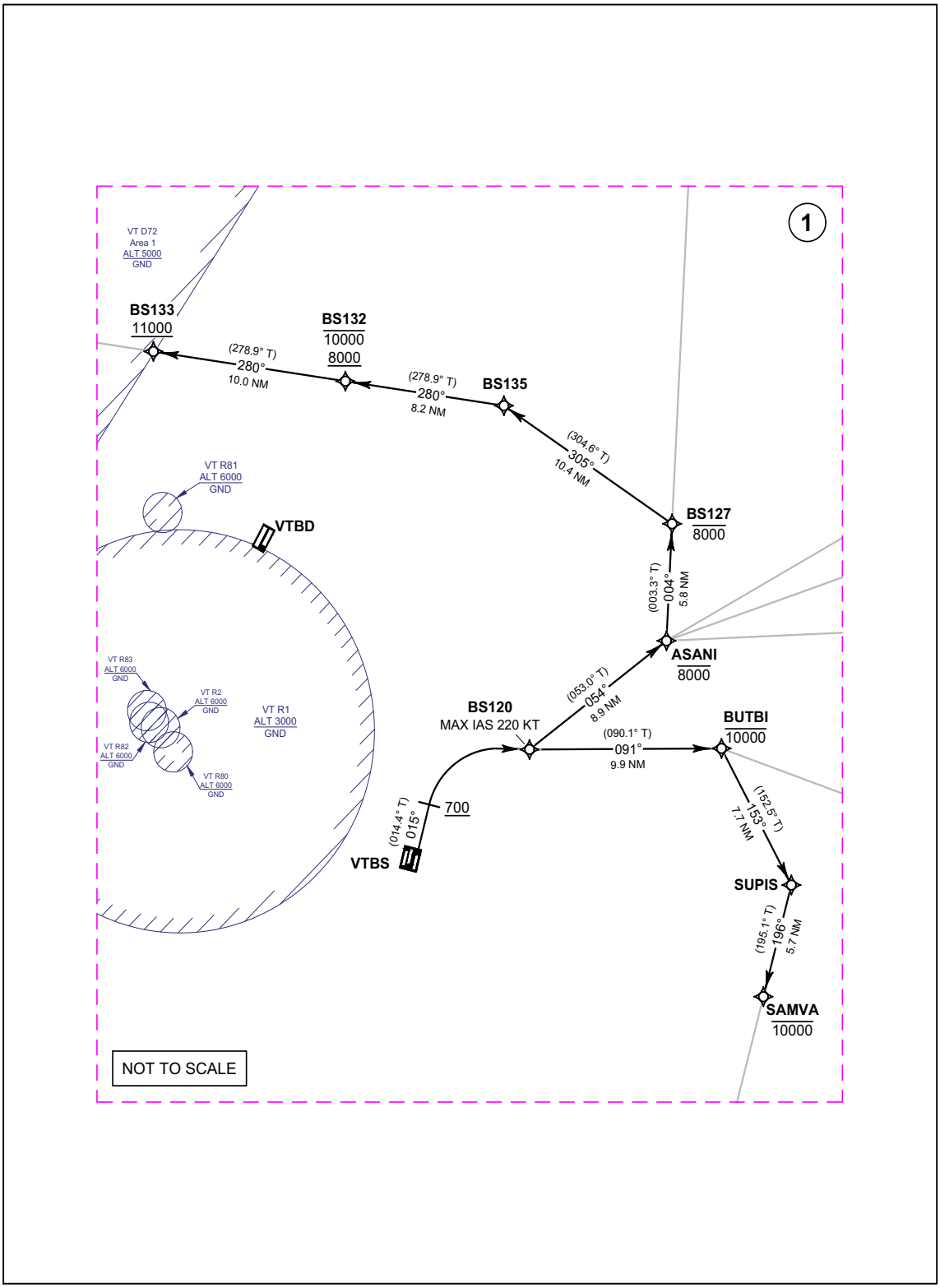


CHANGE: NEW PROCEDURES.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER1K NUNLI1K PASTO1K REGOS1K
RYN1K SELKA1K SEMBO1K TANGO1K
TARED1K TL1K UKERA1K VANKO1K



CHANGE: NEW PROCEDURES.

RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1K TO R474											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+ 0.6	20.5	-	-	-	-	RNAV 1
070	TF	ALBOS	-	004°(003.3°)	+ 0.6	27.3	-	-	-	-	RNAV 1
BONVO1K TO M502											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+ 0.6	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+ 0.6	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
100	TF	OBMAR	-	244°(243.2°)	+ 0.6	18.3	-	+FL160	-	-	RNAV 1
110	TF	BONVO	-	230°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1
BUT1K TO R201/M904/Y11											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+ 0.6	9.9	-	-10000	-	-	RNAV 1
050	TF	SUPIS	-	153°(152.5°)	+ 0.6	7.7	-	-	-	-	RNAV 1
060	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-10000	-	-	RNAV 1
070	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
080	TF	BS125	-	215°(214.8°)	+ 0.6	10.5	-	-FL160	-	-	RNAV 1
090	TF	NOKUK	-	215°(214.8°)	+ 0.6	8.5	-	-	-	-	RNAV 1
100	TF	BUT	-	157°(156.3°)	+ 0.6	27.1	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
DOSBU1K TO G474, L880											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	DOSBU	-	089°(087.9°)	+ 0.6	50.2	-	-	-	-	RNAV 1
GOMES1K TO R468/N506, B204											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+ 0.6	9.9	-	-10000	-	-	RNAV 1
050	TF	BS126	-	111°(110.3°)	+ 0.6	13.4	-	-	-	-	RNAV 1
060	TF	GOMES	-	130°(129.4°)	+ 0.6	26.3	-	-	-	-	RNAV 1
HHN1K TO W31											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+ 0.6	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+ 0.6	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
100	TF	POTEP	-	212°(211.5°)	+ 0.6	29.5	-	+FL200	-	-	RNAV 1
110	TF	TUPKA	-	164°(163.0°)	+ 0.6	22.4	-	-	-	-	RNAV 1
120	TF	SABIS	-	181°(180.5°)	+ 0.6	20.3	-	-	-	-	RNAV 1
130	TF	HHN	-	213°(212.7°)	+ 0.6	25.9	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
KASNI1K TO M757											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+ 0.6	9.9	-	-10000	-	-	RNAV 1
050	TF	SUPIS	-	153°(152.5°)	+ 0.6	7.7	-	-	-	-	RNAV 1
060	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-10000	-	-	RNAV 1
070	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
080	TF	BS124	-	231°(230.3°)	+ 0.6	10.0	-	-FL160	-	-	RNAV 1
090	TF	KASNI	-	231°(230.2°)	+ 0.6	14.5	-	-	-	-	RNAV 1
LIPLI1K TO Y16											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	LIPLI	-	072°(071.3°)	+ 0.6	61.0	-	-	-	-	RNAV 1
NOBER1K TO B346/W39, W21											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+ 0.6	20.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	21.1	-	-FL150; +FL140	-	-	RNAV 1
080	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
090	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
100	TF	NOBER	-	035°(034.4°)	+ 0.6	43.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NUNLI1K TO L507											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+ 0.6	20.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	21.1	-	-FL150; +FL140	-	-	RNAV 1
080	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
090	TF	NUNLI	-	294°(293.8°)	+ 0.6	58.7	-	-	-	-	RNAV 1
PASTO1K TO L301											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+ 0.6	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+ 0.6	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
100	TF	PASTO	-	263°(261.9°)	+ 0.6	49.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
REGOS1K TO M751, A646/W19											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+ 0.6	9.9	-	-10000	-	-	RNAV 1
050	TF	SUPIS	-	153°(152.5°)	+ 0.6	7.7	-	-	-	-	RNAV 1
060	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-10000	-	-	RNAV 1
070	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
080	TF	BS124	-	231°(230.3°)	+ 0.6	10.0	-	-FL160	-	-	RNAV 1
090	TF	KASNI	-	231°(230.2°)	+ 0.6	14.5	-	-	-	-	RNAV 1
100	TF	REGOS	-	186°(185.0°)	+ 0.6	64.7	-	-	-	-	RNAV 1
RYN1K TO N891											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+ 0.6	9.9	-	-10000	-	-	RNAV 1
050	TF	BS126	-	111°(110.3°)	+ 0.6	13.4	-	-	-	-	RNAV 1
060	TF	GOMES	-	130°(129.4°)	+ 0.6	26.3	-	-	-	-	RNAV 1
070	TF	RYN	-	172°(171.6°)	+ 0.6	37.5	-	-	-	-	RNAV 1
SELKA1K TO A1, Y14											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	SELKA	-	062°(061.1°)	+ 0.6	60.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (6)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
SEMBO1K TO A464											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+ 0.6	20.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	21.1	-	-FL150; +FL140	-	-	RNAV 1
080	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
090	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
100	TF	SEMBO	-	006°(005.1°)	+ 0.6	13.6	-	-	-	-	RNAV 1
TANGO1K TO Y6											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+ 0.6	20.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	21.1	-	-FL150; +FL140	-	-	RNAV 1
080	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
090	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (7)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TARED1K TO G463/P646											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+ 0.6	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+ 0.6	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
100	TF	TEMPO	-	280°(278.8°)	+ 0.6	25.1	-	-	-	-	RNAV 1
110	TF	TARED	-	304°(303.6°)	+ 0.6	27.6	-	-	-	-	RNAV 1
TL1K TO W9											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+ 0.6	20.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	21.1	-	-FL150; +FL140	-	-	RNAV 1
080	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
090	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
100	TF	SEMBO	-	006°(005.1°)	+ 0.6	13.6	-	-	-	-	RNAV 1
110	TF	TL	-	006°(005.1°)	+ 0.6	22.6	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (8)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
UKERA1K TO G458											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+ 0.6	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+ 0.6	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
100	TF	POTEP	-	212°(211.5°)	+ 0.6	29.5	-	+FL200	-	-	RNAV 1
110	TF	TUPKA	-	164°(163.0°)	+ 0.6	22.4	-	-	-	-	RNAV 1
120	TF	SABIS	-	181°(180.5°)	+ 0.6	20.3	-	-	-	-	RNAV 1
130	TF	UKERA	-	191°(189.9°)	+ 0.6	58.5	-	-	-	-	RNAV 1
VANKO1K TO Y8											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.6	-	R	-	-220	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+ 0.6	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+ 0.6	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
100	TF	POTEP	-	212°(211.5°)	+ 0.6	29.5	-	+FL200	-	-	RNAV 1
110	TF	TUPKA	-	164°(163.0°)	+ 0.6	22.4	-	-	-	-	RNAV 1
120	TF	SABIS	-	181°(180.5°)	+ 0.6	20.3	-	-	-	-	RNAV 1
130	TF	VANKO	-	226°(225.6°)	+ 0.6	35.3	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY01		RNAV RWY01	
Waypoint Identifier	**Coordinates**	**Waypoint Identifier**	**Coordinates**
DER RWY01	13° 41' 30.17" N 100° 45' 39.72" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
ASANI	13° 50' 56.59" N 100° 58' 29.21" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS120	13° 45' 35.12" N 100° 51' 12.24" E	PASTO	14° 00' 04.50" N 099° 30' 06.94" E
BS124	13° 14' 09.80" N 100° 52' 07.86" E	POTEP	13° 41' 54.24" N 100° 04' 50.87" E
BS125	13° 11' 54.24" N 100° 53' 50.73" E	REGOS	12° 00' 06.50" N 100° 34' 54.30" E
BS126	13° 40' 53.94" N 101° 14' 15.09" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS127	13° 56' 45.99" N 100° 58' 49.99" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS128	14° 17' 20.29" N 101° 00' 03.68" E	SAMVA	13° 33' 10.56" N 101° 03' 27.30" E
BS132	14° 04' 00.08" N 100° 41' 36.52" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS133	14° 05' 32.89" N 100° 31' 27.62" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS134	14° 07' 10.86" N 100° 20' 41.56" E	SUPIS	13° 38' 43.46" N 101° 04' 58.79" E
BS135	14° 02' 43.11" N 100° 49' 59.32" E	SUSVU	13° 20' 33.99" N 100° 59' 59.73" E
BS137	14° 22' 38.81" N 100° 39' 04.16" E	TANGO	14° 40' 22.25" N 100° 14' 32.54" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
BUTBI	13° 45' 33.49" N 101° 01' 20.98" E	TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E	TL	15° 16' 33.45" N 100° 17' 51.11" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E	TUPKA	13° 20' 22.25" N 100° 11' 34.96" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E	UKERA	12° 02' 07.25" N 100° 01' 09.59" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E

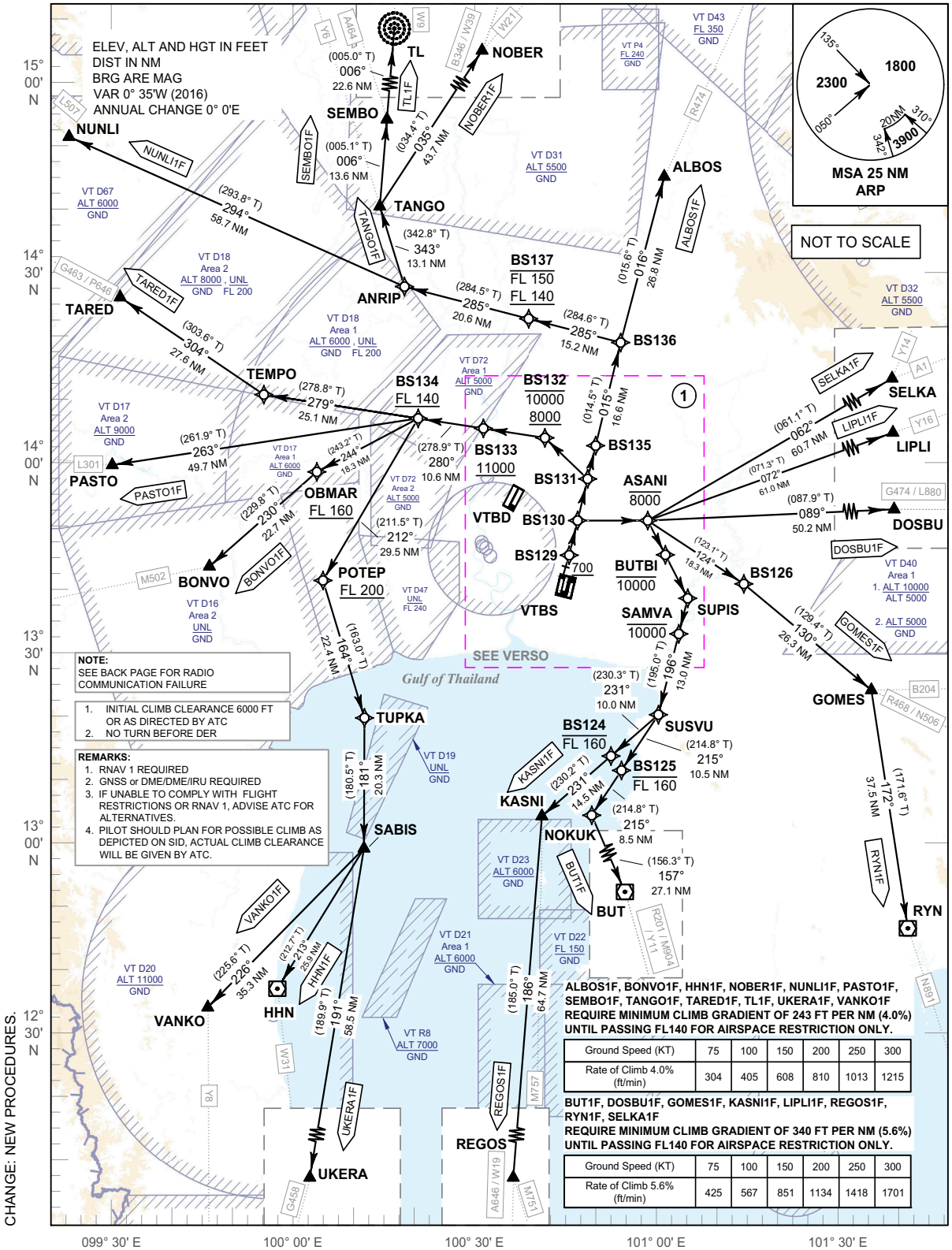
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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
	: 119.25 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER1F NUNLI1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO1F TANGO1F TARED1F TL1F UKERA1F VANKO1F

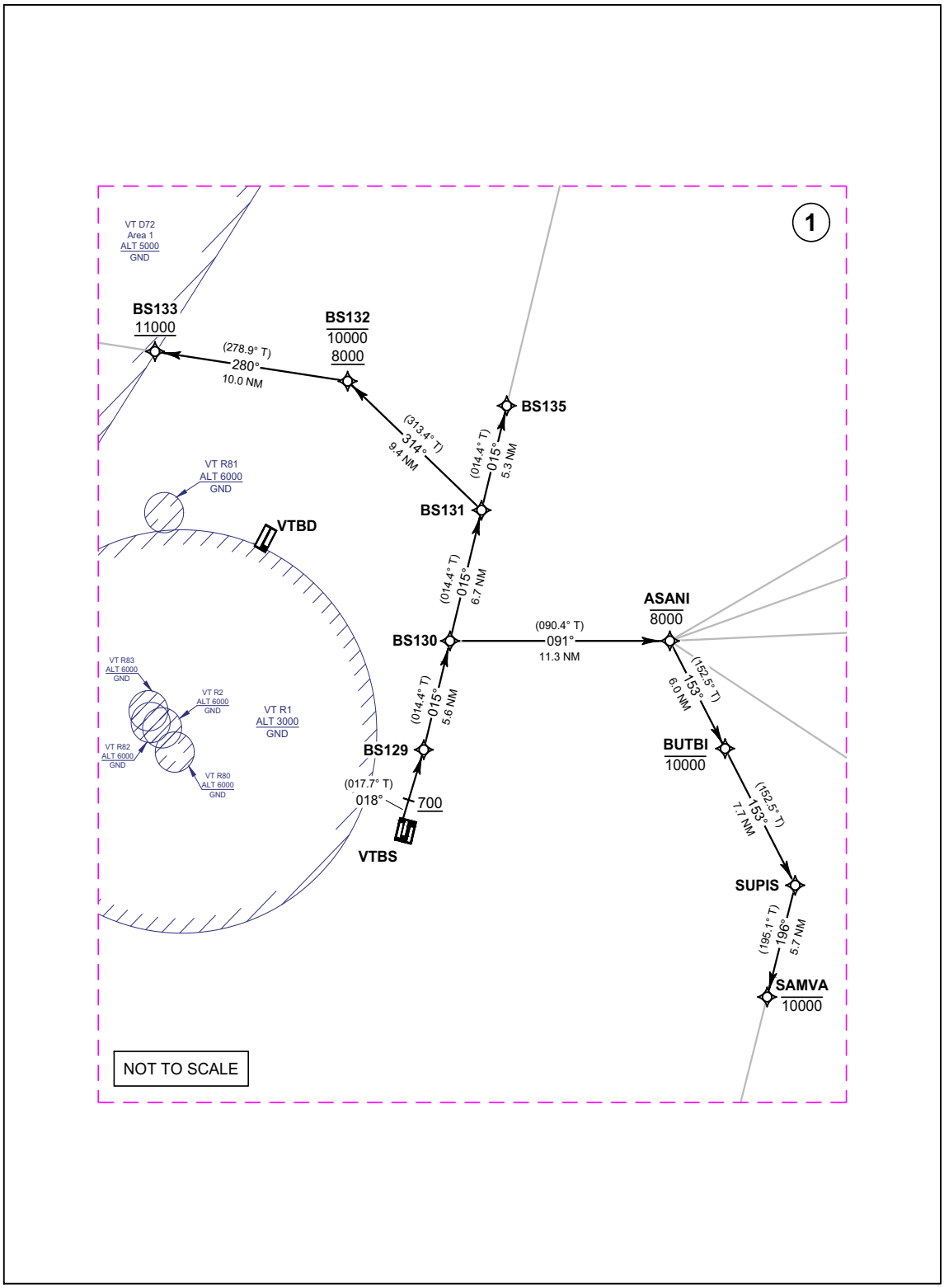


CHANGE: NEW PROCEDURES.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER1F NUNLI1F PASTO1F REGOS1F
RYN1F SELKA1F SEMBO1F TANGO1F
TARED1F TL1F UKERA1F VANKO1F



CHANGE: NEW PROCEDURES.

RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1F TO R474											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+ 0.6	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+ 0.6	16.6	-	-	-	-	RNAV 1
080	TF	ALBOS	-	016°(015.6°)	+ 0.6	26.8	-	-	-	-	RNAV 1
BONVO1F TO M502											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+ 0.6	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
090	TF	OBMAR	-	244°(243.2°)	+ 0.6	18.3	-	+FL160	-	-	RNAV 1
100	TF	BONVO	-	230°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
BUT1F TO R201/M904/Y11											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
060	TF	BUTBI	-	153°(152.5°)	+ 0.6	6.0	-	-10000	-	-	RNAV 1
070	TF	SUPIS	-	153°(152.5°)	+ 0.6	7.7	-	-	-	-	RNAV 1
080	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-10000	-	-	RNAV 1
090	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
100	TF	BS125	-	215°(214.8°)	+ 0.6	10.5	-	-FL160	-	-	RNAV 1
110	TF	NOKUK	-	215°(214.8°)	+ 0.6	8.5	-	-	-	-	RNAV 1
120	TF	BUT	-	157°(156.3°)	+ 0.6	27.1	-	-	-	-	RNAV 1
DOSBU1F TO G474/L880											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
060	TF	DOSBU	-	089°(087.9°)	+ 0.6	50.2	-	-	-	-	RNAV 1
GOMES1F TO R468/N506, B204											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
060	TF	BS126	-	124°(123.1°)	+ 0.6	18.3	-	-	-	-	RNAV 1
070	TF	GOMES	-	130°(129.4°)	+ 0.6	26.3	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
HHN1F TO W31											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-		-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+ 0.6	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
090	TF	POTEP	-	212°(211.5°)	+ 0.6	29.5	-	+FL200	-	-	RNAV 1
100	TF	TUPKA	-	164°(163.0°)	+ 0.6	22.4	-	-	-	-	RNAV 1
110	TF	SABIS	-	181°(180.5°)	+ 0.6	20.3	-	-	-	-	RNAV 1
120	TF	HHN	-	213°(212.7°)	+ 0.6	25.9	-	-	-	-	RNAV 1
KASNI1F TO M757											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	-	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
060	TF	BUTBI	-	153°(152.5°)	+ 0.6	6.0	-	-10000	-	-	RNAV 1
070	TF	SUPIS	-	153°(152.5°)	+ 0.6	7.7	-	-	-	-	RNAV 1
080	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-10000	-	-	RNAV 1
090	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
100	TF	BS124	-	231°(230.3°)	+ 0.6	10.0	-	-FL 160	-	-	RNAV 1
110	TF	KASNI	-	231°(230.2°)	+ 0.6	14.5	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
LIPLI1F TO Y16											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
060	TF	LIPLI	-	072°(071.3°)	+ 0.6	61.0	-	-	-	-	RNAV 1
NOBER1F TO B346/W39, W21											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+ 0.6	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+ 0.6	16.6	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
100	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
110	TF	NOBER	-	035°(034.4°)	+ 0.6	43.7	-	-	-	-	RNAV 1
NUNLI1F TO L507											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+ 0.6	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+ 0.6	16.6	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
100	TF	NUNLI	-	294°(293.8°)	+ 0.6	58.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PASTO1F TO L301											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+ 0.6	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
090	TF	PASTO	-	263°(261.9°)	+ 0.6	49.7	-	-	-	-	RNAV 1
REGOS1F TO M751, A646/W19											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
060	TF	BUTBI	-	153°(152.5°)	+ 0.6	6.0	-	-10000	-	-	RNAV 1
070	TF	SUPIS	-	153°(152.5°)	+ 0.6	7.7	-	-	-	-	RNAV 1
080	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-10000	-	-	RNAV 1
090	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
100	TF	BS124	-	231°(230.3°)	+ 0.6	10.0	-	-FL 160	-	-	RNAV 1
110	TF	KASNI	-	231°(230.2°)	+ 0.6	14.5	-	-	-	-	RNAV 1
120	TF	REGOS	-	186°(185.0°)	+ 0.6	64.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (6)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN1F TO N891											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
060	TF	BS126	-	124°(123.1°)	+ 0.6	18.3	-	-	-	-	RNAV 1
070	TF	GOMES	-	130°(129.4°)	+ 0.6	26.3	-	-	-	-	RNAV 1
080	TF	RYN	-	172°(171.6°)	+ 0.6	37.5	-	-	-	-	RNAV 1
SELKA1F TO A1, Y14											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
060	TF	SELKA	-	062°(061.1°)	+ 0.6	60.7	-	-	-	-	RNAV 1
SEMBO1F TO A464											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+ 0.6	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+ 0.6	16.6	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
100	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
110	TF	SEMBO	-	006°(005.1°)	+ 0.6	13.6	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (7)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TANGO1F TO Y6											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+ 0.6	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+ 0.6	16.6	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
100	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
TARED1F TO G463/P646											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+ 0.6	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
090	TF	TEMPO	-	279°(278.8°)	+ 0.6	25.1	-	-	-	-	RNAV 1
100	TF	TARED	-	304°(303.6°)	+ 0.6	27.6	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (8)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TL1F TO W9											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+ 0.6	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+ 0.6	16.6	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
100	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
110	TF	SEMBO	-	006°(005.1°)	+ 0.6	13.6	-	-	-	-	RNAV 1
120	TF	TL	-	006°(005.1°)	+ 0.6	22.6	-	-	-	-	RNAV 1
UKERA1F TO G458											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+ 0.6	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
090	TF	POTEP	-	212°(211.5°)	+ 0.6	29.5	-	+FL200	-	-	RNAV 1
100	TF	TUPKA	-	164°(163.0°)	+ 0.6	22.4	-	-	-	-	RNAV 1
110	TF	SABIS	-	181°(180.5°)	+ 0.6	20.3	-	-	-	-	RNAV 1
120	TF	UKERA	-	191°(189.9°)	+ 0.6	58.5	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (9)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
VANKO1F TO Y8											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+ 0.6	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
090	TF	POTEP	-	212°(211.5°)	+ 0.6	29.5	-	+FL200	-	-	RNAV 1
100	TF	TUPKA	-	164°(163.0°)	+ 0.6	22.4	-	-	-	-	RNAV 1
110	TF	SABIS	-	181°(180.5°)	+ 0.6	20.3	-	-	-	-	RNAV 1
120	TF	VANKO	-	226°(225.6°)	+ 0.6	35.3	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY02L		RNAV RWY02L	
Waypoint Identifier	**Coordinates**	**Waypoint Identifier**	**Coordinates**
DER RWY02L	13° 42' 00.68" N 100° 44' 18.41" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
ASANI	13° 50' 56.59" N 100° 58' 29.21" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS124	13° 14' 09.80" N 100° 52' 07.86" E	PASTO	14° 00' 04.50" N 099° 30' 06.94" E
BS125	13° 11' 54.24" N 100° 53' 50.73" E	POTEP	13° 41' 54.24" N 100° 04' 50.87" E
BS126	13° 40' 53.94" N 101° 14' 15.09" E	REGOS	12° 00' 06.50" N 100° 34' 54.30" E
BS129	13° 45' 37.37" N 100° 45' 29.11" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS130	13° 51' 01.92" N 100° 46' 54.51" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS131	13° 57' 31.70" N 100° 48' 37.19" E	SAMVA	13° 33' 10.56" N 101° 03' 27.30" E
BS132	14° 04' 00.08" N 100° 41' 36.52" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS133	14° 05' 32.89" N 100° 31' 27.62" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS134	14° 07' 10.86" N 100° 20' 41.56" E	SUPIS	13° 38' 43.46" N 101° 04' 58.79" E
BS135	14° 02' 43.11" N 100° 49' 59.32" E	SUSVU	13° 20' 33.99" N 100° 59' 59.73" E
BS136	14° 18' 48.67" N 100° 54' 15.03" E	TANGO	14° 40' 22.25" N 100° 14' 32.54" E
BS137	14° 22' 38.81" N 100° 39' 04.16" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E	TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
BUTBI	13° 45' 33.49" N 101° 01' 20.98" E	TL	15° 16' 33.45" N 100° 17' 51.11" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E	TUPKA	13° 20' 22.25" N 100° 11' 34.96" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E	UKERA	12° 02' 07.25" N 100° 01' 09.59" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E		

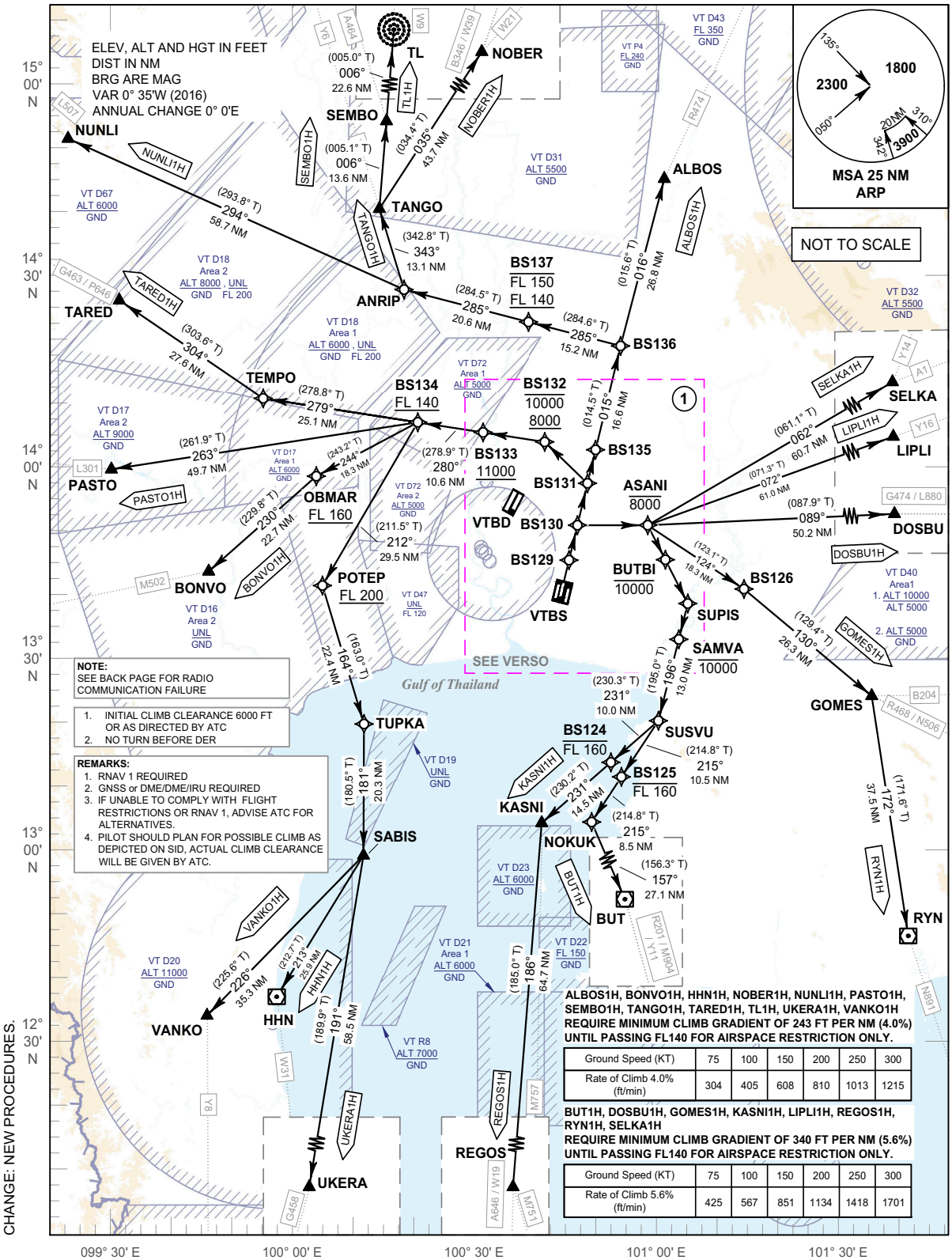
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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
	: 119.25 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER1H NUNLI1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO1H TANGO1H TARED1H TL1H UKERA1H VANKO1H

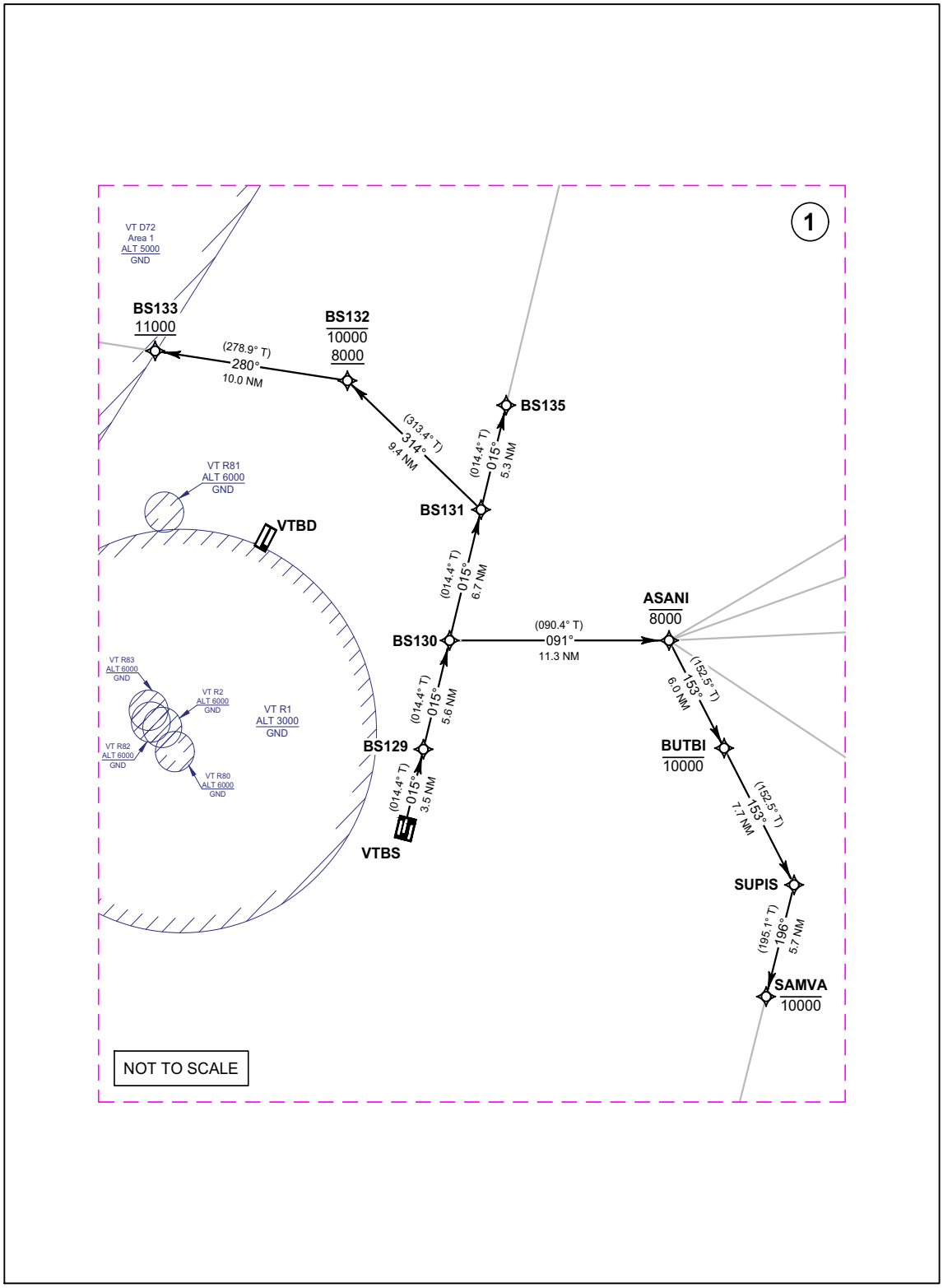


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)

RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER1H NUNLI1H PASTO1H REGOS1H
RYN1H SELKA1H SEMBO1H TANGO1H
TARED1H TL1H UKERA1H VANKO1H



CHANGE: NEW PROCEDURES.

RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1H TO R474											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+ 0.6	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+ 0.6	16.6	-	-	-	-	RNAV 1
070	TF	ALBOS	-	016°(015.6°)	+ 0.6	26.8	-	-	-	-	RNAV 1
BONVO1H TO M502											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+ 0.6	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
080	TF	OBMAR	-	244°(243.2°)	+ 0.6	18.3	-	+FL160	-	-	RNAV 1
090	TF	BONVO	-	230°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1
BUT1H TO R201/M904/Y11											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
050	TF	BUTBI	-	153°(152.5°)	+ 0.6	6.0	-	-10000	-	-	RNAV 1
060	TF	SUPIS	-	153°(152.5°)	+ 0.6	7.7	-	-	-	-	RNAV 1
070	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-10000	-	-	RNAV 1
080	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
090	TF	BS125	-	215°(214.8°)	+ 0.6	10.5	-	-FL160	-	-	RNAV 1
100	TF	NOKUK	-	215°(214.8°)	+ 0.6	8.5	-	-	-	-	RNAV 1
110	TF	BUT	-	157°(156.3°)	+ 0.6	27.1	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
DOSBU1H TO G474/L880											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
050	TF	DOSBU	-	089°(087.9°)	+ 0.6	50.2	-	-	-	-	RNAV 1
GOMES1H TO R468/N506, B204											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
050	TF	BS126	-	124°(123.1°)	+ 0.6	18.3	-	-	-	-	RNAV 1
060	TF	GOMES	-	130°(129.4°)	+ 0.6	26.3	-	-	-	-	RNAV 1
HHN1H TO W31											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+ 0.6	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
080	TF	POTEP	-	212°(211.5°)	+ 0.6	29.5	-	+FL200	-	-	RNAV 1
090	TF	TUPKA	-	164°(163.0°)	+ 0.6	22.4	-	-	-	-	RNAV 1
100	TF	SABIS	-	181°(180.5°)	+ 0.6	20.3	-	-	-	-	RNAV 1
110	TF	HHN	-	213°(212.7°)	+ 0.6	25.9	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
KASNI1H TO M757											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
050	TF	BUTBI	-	153°(152.5°)	+ 0.6	6.0	-	-10000	-	-	RNAV 1
060	TF	SUPIS	-	153°(152.5°)	+ 0.6	7.7	-	-	-	-	RNAV 1
070	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-10000	-	-	RNAV 1
080	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
090	TF	BS124	-	231°(230.3°)	+ 0.6	10.0	-	-FL 160	-	-	RNAV 1
100	TF	KASNI	-	231°(230.2°)	+ 0.6	14.5	-	-	-	-	RNAV 1
LIPLI1H TO Y16											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
050	TF	LIPLI	-	072°(071.3°)	+ 0.6	61.0	-	-	-	-	RNAV 1
NOBER1H TO B346/W39, W21											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+ 0.6	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+ 0.6	16.6	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
090	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
100	TF	NOBER	-	035°(034.4°)	+ 0.6	43.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NUNLI1H TO L507											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+ 0.6	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+ 0.6	16.6	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
090	TF	NUNLI	-	294°(293.8°)	+ 0.6	58.7	-	-	-	-	RNAV 1
PASTO1H TO L301											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+ 0.6	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
080	TF	PASTO	-	263°(261.9°)	+ 0.6	49.7	-	-	-	-	RNAV 1
REGOS1H TO M751, A646/W19											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
050	TF	BUTBI	-	153°(152.5°)	+ 0.6	6.0	-	-10000	-	-	RNAV 1
060	TF	SUPIS	-	153°(152.5°)	+ 0.6	7.7	-	-	-	-	RNAV 1
070	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-10000	-	-	RNAV 1
080	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
090	TF	BS124	-	231°(230.3°)	+ 0.6	10.0	-	-FL 160	-	-	RNAV 1
100	TF	KASNI	-	231°(230.2°)	+ 0.6	14.5	-	-	-	-	RNAV 1
110	TF	REGOS	-	186°(185.0°)	+ 0.6	64.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN1H TO N891											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
050	TF	BS126	-	124°(123.1°)	+ 0.6	18.3	-	-	-	-	RNAV 1
060	TF	GOMES	-	130°(129.4°)	+ 0.6	26.3	-	-	-	-	RNAV 1
070	TF	RYN	-	172°(171.6°)	+ 0.6	37.5	-	-	-	-	RNAV 1
SELKA1H TO A1, Y14											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.6	11.3	-	-8000	-	-	RNAV 1
050	TF	SELKA	-	062°(061.1°)	+ 0.6	60.7	-	-	-	-	RNAV 1
SEMBO1H TO A464											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+ 0.6	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+ 0.6	16.6	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
090	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
100	TF	SEMBO	-	006°(005.1°)	+ 0.6	13.6	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (6)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TANGO1H TO Y6											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+ 0.6	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+ 0.6	16.6	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
090	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
TARED1H TO G463/P646											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+ 0.6	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
080	TF	TEMPO	-	279°(278.8°)	+ 0.6	25.1	-	-	-	-	RNAV 1
090	TF	TARED	-	304°(303.6°)	+ 0.6	27.6	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (7)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TL1H TO W9											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+ 0.6	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+ 0.6	16.6	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	ANRIP	-	285°(284.5°)	+ 0.6	20.6	-	-	-	-	RNAV 1
090	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
100	TF	SEMBO	-	006°(005.1°)	+ 0.6	13.6	-	-	-	-	RNAV 1
110	TF	TL	-	006°(005.0°)	+ 0.6	22.6	-	-	-	-	RNAV 1
UKERA1H TO G458											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+ 0.6	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
080	TF	POTEP	-	212°(211.5°)	+ 0.6	29.5	-	+FL200	-	-	RNAV 1
090	TF	TUPKA	-	164°(163.0°)	+ 0.6	22.4	-	-	-	-	RNAV 1
100	TF	SABIS	-	181°(180.5°)	+ 0.6	20.3	-	-	-	-	RNAV 1
110	TF	UKERA	-	191°(189.9°)	+ 0.6	58.5	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (8)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
VANKO1H TO Y8											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.6	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.6	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.6	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+ 0.6	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+ 0.6	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+ 0.6	10.6	-	+FL140	-	-	RNAV 1
080	TF	POTEP	-	212°(211.5°)	+ 0.6	29.5	-	+FL200	-	-	RNAV 1
090	TF	TUPKA	-	164°(163.0°)	+ 0.6	22.4	-	-	-	-	RNAV 1
100	TF	SABIS	-	181°(180.5°)	+ 0.6	20.3	-	-	-	-	RNAV 1
110	TF	VANKO	-	226°(225.6°)	+ 0.6	35.3	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY02R		RNAV RWY02R	
Waypoint Identifier	**Coordinates**	**Waypoint Identifier**	**Coordinates**
DER RWY02R	13° 42' 13.21" N 100° 44' 35.44" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
ASANI	13° 50' 56.59" N 100° 58' 29.21" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS124	13° 14' 09.80" N 100° 52' 07.86" E	PASTO	14° 00' 04.50" N 099° 30' 06.94" E
BS125	13° 11' 54.24" N 100° 53' 50.73" E	POTEP	13° 41' 54.24" N 100° 04' 50.87" E
BS126	13° 40' 53.94" N 101° 14' 15.09" E	REGOS	12° 00' 06.50" N 100° 34' 54.30" E
BS129	13° 45' 37.37" N 100° 45' 29.11" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS130	13° 51' 01.92" N 100° 46' 54.51" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS131	13° 57' 31.70" N 100° 48' 37.19" E	SAMVA	13° 33' 10.56" N 101° 03' 27.30" E
BS132	14° 04' 00.08" N 100° 41' 36.52" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS133	14° 05' 32.89" N 100° 31' 27.62" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS134	14° 07' 10.86" N 100° 20' 41.56" E	SUPIS	13° 38' 43.46" N 101° 04' 58.79" E
BS135	14° 02' 43.11" N 100° 49' 59.32" E	SUSVU	13° 20' 33.99" N 100° 59' 59.73" E
BS136	14° 18' 48.67" N 100° 54' 15.03" E	TANGO	14° 40' 22.25" N 100° 14' 32.54" E
BS137	14° 22' 38.81" N 100° 39' 04.16" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E	TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
BUTBI	13° 45' 33.49" N 101° 01' 20.98" E	TL	15° 16' 33.45" N 100° 17' 51.11" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E	TUPKA	13° 20' 22.25" N 100° 11' 34.96" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E	UKERA	12° 02' 07.25" N 100° 01' 09.59" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E		

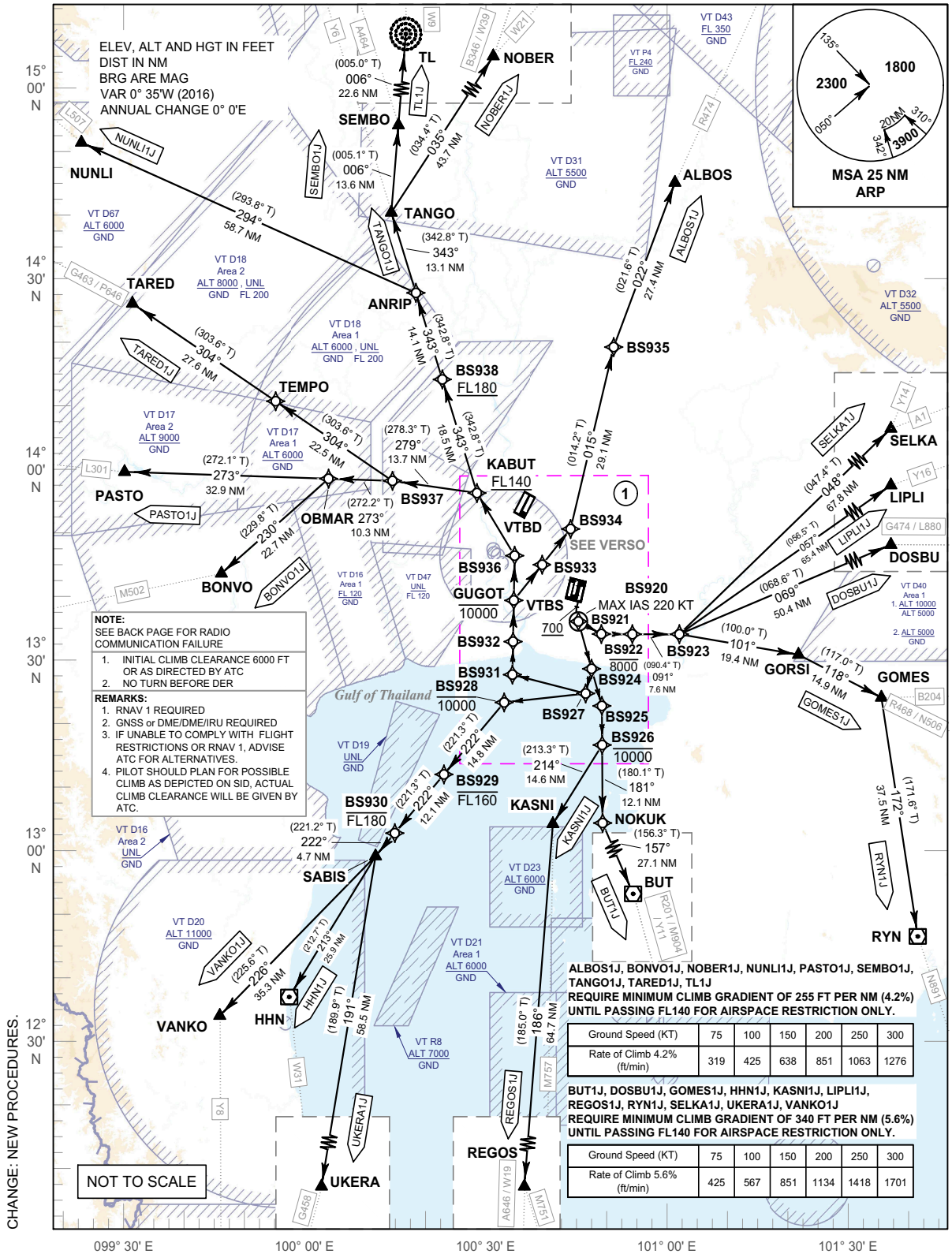
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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 : 119.25 , 262.5 : 120.3 , 262.5 : 133.4 , 262.5 : 122.35 , 262.5 : 124.35 , 262.5 : 125.2 , 262.5
ARR	: 121.1 , 262.5 : 126.3 , 262.5
TWR	: 118.2 , 274.5 : 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

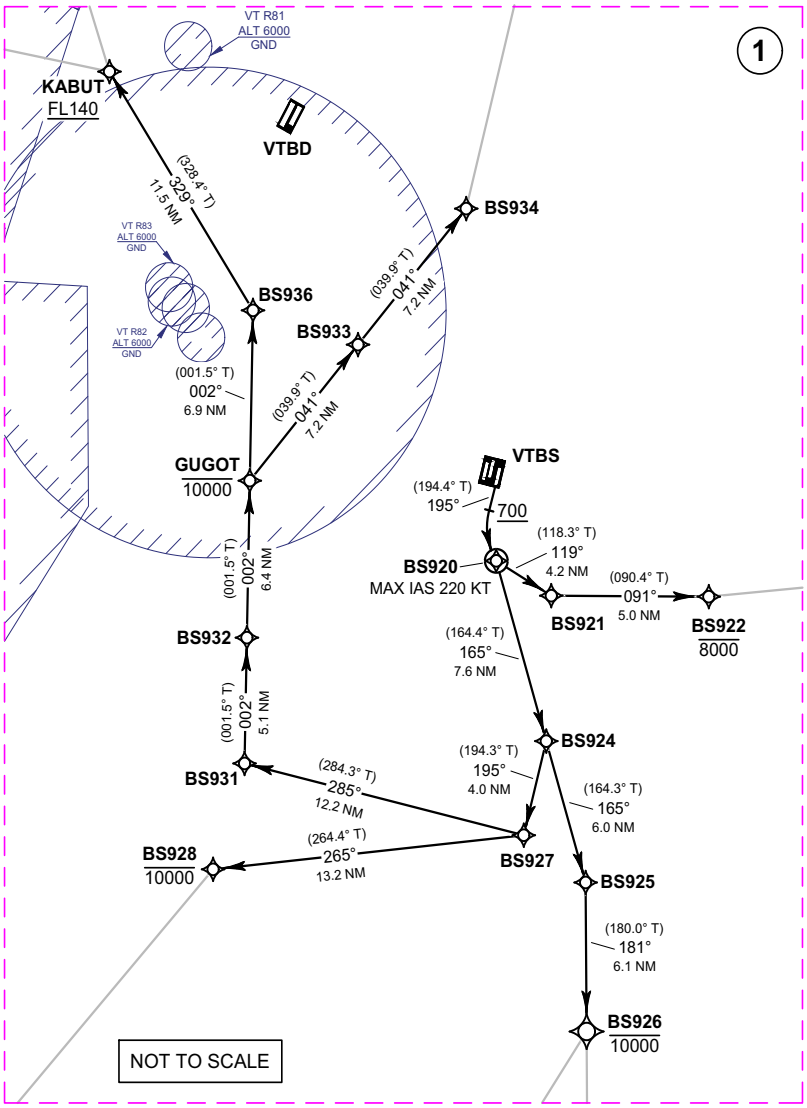
ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER1J NUNLI1J PASTO1J REGOS1J
RYN1J SELKA1J SEMBO1J TANGO1J
TARED1J TL1J UKERA1J VANKO1J



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER1J NUNLI1J PASTO1J REGOS1J
RYN1J SELKA1J SEMBO1J TANGO1J
TARED1J TL1J UKERA1J VANKO1J



CHANGE: NEW PROCEDURES.

RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1J TO R474											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS927	-	195°(194.3°)	+ 0.6	4.0	-	-		-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.6	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.6	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
090	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
100	TF	BS934	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
110	TF	BS935	-	015°(014.2°)	+ 0.6	29.1	-	-	-	-	RNAV 1
120	TF	ALBOS	-	022°(021.6°)	+ 0.6	27.4	-	-	-	-	RNAV 1
BONVO1J TO M502											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS927	-	195°(194.3°)	+ 0.6	4.0	-	-		-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.6	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.6	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS937	-	279°(278.3°)	+ 0.6	13.7	-	-	-	-	RNAV 1
120	TF	OBMAR	-	273°(272.2°)	+ 0.6	10.3	-	-	-	-	RNAV 1
130	TF	BONVO	-	230°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
BUT1J TO R201/M904/Y11											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS925	-	165°(164.3°)	+ 0.6	6.0	-	-	-	-	RNAV 1
060	TF	BS926	-	181°(180.0°)	+ 0.6	6.1	-	-10000	-	-	RNAV 1
070	TF	NOKUK	-	181°(180.1°)	+ 0.6	12.1	-	-	-	-	RNAV 1
080	TF	BUT	-	157°(156.3°)	+ 0.6	27.1	-	-	-	-	RNAV 1
DOSBU1J TO G474/L880											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS921	-	119°(118.3°)	+ 0.6	4.2	-	-	-	-	RNAV 1
050	TF	BS922	-	091°(090.4°)	+ 0.6	5.0	-	-8000	-	-	RNAV 1
060	TF	BS923	-	091°(090.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
070	TF	DOSBU	-	069°(068.6°)	+ 0.6	50.4	-	-	-	-	RNAV 1
GOMES1J TO R468/N506, B204											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS921	-	119°(118.3°)	+ 0.6	4.2	-	-	-	-	RNAV 1
050	TF	BS922	-	091°(090.4°)	+ 0.6	5.0	-	-8000	-	-	RNAV 1
060	TF	BS923	-	091°(090.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
070	TF	GORSI	-	101°(100.0°)	+ 0.6	19.4	-	-	-	-	RNAV 1
080	TF	GOMES	-	118°(117.0°)	+ 0.6	14.9	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
HHN1J TO W31											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS927	-	195°(194.3°)	+ 0.6	4.0	-	-	-	-	RNAV 1
060	TF	BS928	-	265°(264.4°)	+ 0.6	13.2	-	-10000	-	-	RNAV 1
070	TF	BS929	-	222°(221.3°)	+ 0.6	14.8	-	-FL160	-	-	RNAV 1
080	TF	BS930	-	222°(221.3°)	+ 0.6	12.1	-	-FL180	-	-	RNAV 1
090	TF	SABIS	-	222°(221.2°)	+ 0.6	4.7	-	-	-	-	RNAV 1
100	TF	HHN	-	213°(212.7°)	+ 0.6	25.9	-	-	-	-	RNAV 1
KASNI1J TO M757											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS925	-	165°(164.3°)	+ 0.6	6.0	-	-	-	-	RNAV 1
060	TF	BS926	-	181°(180.0°)	+ 0.6	6.1	-	-10000	-	-	RNAV 1
070	TF	KASNI	-	214°(213.3°)	+ 0.6	14.6	-	-	-	-	RNAV 1
LIPLI1J TO Y16											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS921	-	119°(118.3°)	+ 0.6	4.2	-	-	-	-	RNAV 1
050	TF	BS922	-	091°(090.4°)	+ 0.6	5.0	-	-8000	-	-	RNAV 1
060	TF	BS923	-	091°(090.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
070	TF	LIPLI	-	057°(056.5°)	+ 0.6	65.4	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NOBER1J TO B346/W39, W21											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS927	-	195°(194.3°)	+ 0.6	4.0	-	-		-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.6	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.6	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
120	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
130	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
140	TF	NOBER	-	035°(034.4°)	+ 0.6	43.7	-	-	-	-	RNAV 1
NUNLI1J TO L507											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS927	-	195°(194.3°)	+ 0.6	4.0	-	-		-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.6	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.6	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
120	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
130	TF	NUNLI	-	294°(293.8°)	+ 0.6	58.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PASTO1J TO L301											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS927	-	195°(194.3°)	+ 0.6	4.0	-	-		-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.6	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.6	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS937	-	279°(278.3°)	+ 0.6	13.7	-	-	-	-	RNAV 1
120	TF	OBMAR	-	273°(272.2°)	+ 0.6	10.3	-	-	-	-	RNAV 1
130	TF	PASTO	-	273°(272.1°)	+ 0.6	32.9	-	-	-	-	RNAV 1
REGOS1J TO M751, A646/W19											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS925	-	165°(164.3°)	+ 0.6	6.0	-	-	-	-	RNAV 1
060	TF	BS926	-	181°(180.0°)	+ 0.6	6.1	-	-10000	-	-	RNAV 1
070	TF	KASNI	-	214°(213.3°)	+ 0.6	14.6	-	-	-	-	RNAV 1
080	TF	REGOS	-	186°(185.0°)	+ 0.6	64.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (6)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN1J TO N891											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS921	-	119°(118.3°)	+ 0.6	4.2	-	-	-	-	RNAV 1
050	TF	BS922	-	091°(090.4°)	+ 0.6	5.0	-	-8000	-	-	RNAV 1
060	TF	BS923	-	091°(090.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
070	TF	GORSI	-	101°(100.0°)	+ 0.6	19.4	-	-	-	-	RNAV 1
080	TF	GOMES	-	118°(117.0°)	+ 0.6	14.9	-	-	-	-	RNAV 1
090	TF	RYN	-	172°(171.6°)	+ 0.6	37.5	-	-	-	-	RNAV 1
SELKA1J TO A1, Y14											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS921	-	119°(118.3°)	+ 0.6	4.2	-	-	-	-	RNAV 1
050	TF	BS922	-	091°(090.4°)	+ 0.6	5.0	-	-8000	-	-	RNAV 1
060	TF	BS923	-	091°(090.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
070	TF	SELKA	-	048°(047.4°)	+ 0.6	67.8	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (7)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
SEMBO1J TO A464											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS927	-	195°(194.3°)	+ 0.6	4.0	-	-		-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.6	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.6	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
120	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
130	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
140	TF	SEMBO	-	006°(005.1°)	+ 0.6	13.6	-	-	-	-	RNAV 1
TANGO1J TO Y6											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS927	-	195°(194.3°)	+ 0.6	4.0	-	-		-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.6	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.6	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
120	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
130	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (8)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TARED1J TO G463/P646											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS927	-	195°(194.3°)	+ 0.6	4.0	-	-		-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.6	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.6	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS937	-	279°(278.3°)	+ 0.6	13.7	-	-	-	-	RNAV 1
120	TF	TEMPO	-	304°(303.6°)	+ 0.6	22.5	-	-	-	-	RNAV 1
130	TF	TARED	-	304°(303.6°)	+ 0.6	27.6	-	-	-	-	RNAV 1
TL1J TO W9											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS927	-	195°(194.3°)	+ 0.6	4.0	-	-		-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.6	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.6	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
120	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
130	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
140	TF	SEMBO	-	006°(005.1°)	+ 0.6	13.6	-	-	-	-	RNAV 1
150	TF	TL	-	006°(005.0°)	+ 0.6	22.6	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (9)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
UKERA1J TO G458											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS927	-	195°(194.3°)	+ 0.6	4.0	-	-	-	-	RNAV 1
060	TF	BS928	-	265°(264.4°)	+ 0.6	13.2	-	-10000	-	-	RNAV 1
070	TF	BS929	-	222°(221.3°)	+ 0.6	14.8	-	-FL160	-	-	RNAV 1
080	TF	BS930	-	222°(221.3°)	+ 0.6	12.1	-	-FL180	-	-	RNAV 1
090	TF	SABIS	-	222°(221.2°)	+ 0.6	4.7	-	-	-	-	RNAV 1
100	TF	UKERA	-	191°(189.9°)	+ 0.6	58.5	-	-	-	-	RNAV 1
VANKO1J TO Y8											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS920	Y	-	+ 0.6	-	L	-	-220	-	RNAV 1
040	TF	BS924	-	165°(164.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
050	TF	BS927	-	195°(194.3°)	+ 0.6	4.0	-	-	-	-	RNAV 1
060	TF	BS928	-	265°(264.4°)	+ 0.6	13.2	-	-10000	-	-	RNAV 1
070	TF	BS929	-	222°(221.3°)	+ 0.6	14.8	-	-FL160	-	-	RNAV 1
080	TF	BS930	-	222°(221.3°)	+ 0.6	12.1	-	-FL180	-	-	RNAV 1
090	TF	SABIS	-	222°(221.2°)	+ 0.6	4.7	-	-	-	-	RNAV 1
100	TF	VANKO	-	226°(225.6°)	+ 0.6	35.3	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY19		RNAV RWY19	
Waypoint Identifier	**Coordinates**	**Waypoint Identifier**	**Coordinates**
DER RWY19	13° 39' 24.11" N 100° 45' 06.59" E	DOSBU	13° 52' 40.26" N 101° 50' 01.98" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	GOMES	13° 24' 06.10" N 101° 35' 05.70" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	GORSI	13° 30' 54.64" N 101° 21' 28.05" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	GUGOT	13° 39' 44.61" N 100° 34' 28.14" E
BS920	13° 36' 23.33" N 100° 45' 08.38" E	HHN	12° 38' 04.04" N 099° 57' 04.23" E
BS921	13° 34' 24.18" N 100° 48' 54.57" E	KABUT	13° 56' 31.73" N 100° 28' 28.99" E
BS922	13° 34' 21.88" N 100° 54' 02.54" E	KASNI	13° 04' 50.17" N 100° 40' 41.88" E
BS923	13° 34' 18.21" N 101° 01' 49.29" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
BS924	13° 28' 59.60" N 100° 47' 15.28" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
BS925	13° 23' 11.66" N 100° 48' 54.98" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
BS926	13° 17' 05.62" N 100° 48' 54.82" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BS927	13° 25' 08.88" N 100° 46' 14.99" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS928	13° 23' 50.45" N 100° 32' 46.34" E	PASTO	14° 00' 04.50" N 099° 30' 06.94" E
BS929	13° 12' 40.10" N 100° 22' 45.50" E	REGOS	12° 00' 06.50" N 100° 34' 54.30" E
BS930	13° 03' 32.80" N 100° 14' 35.95" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS931	13° 28' 10.07" N 100° 34' 09.89" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS932	13° 33' 19.01" N 100° 34' 18.00" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS933	13° 45' 16.92" N 100° 39' 12.21" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS934	13° 50' 49.11" N 100° 43' 56.45" E	TANGO	14° 40' 22.25" N 100° 14' 32.54" E
BS935	14° 19' 07.99" N 100° 51' 18.41" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
BS936	13° 46' 42.88" N 100° 34' 39.23" E	TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
BS937	13° 58' 30.32" N 100° 14' 29.65" E	TL	15° 16' 33.45" N 100° 17' 51.11" E
BS938	14° 14' 16.72" N 100° 22' 51.08" E	UKERA	12° 02' 07.25" N 100° 01' 09.59" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E

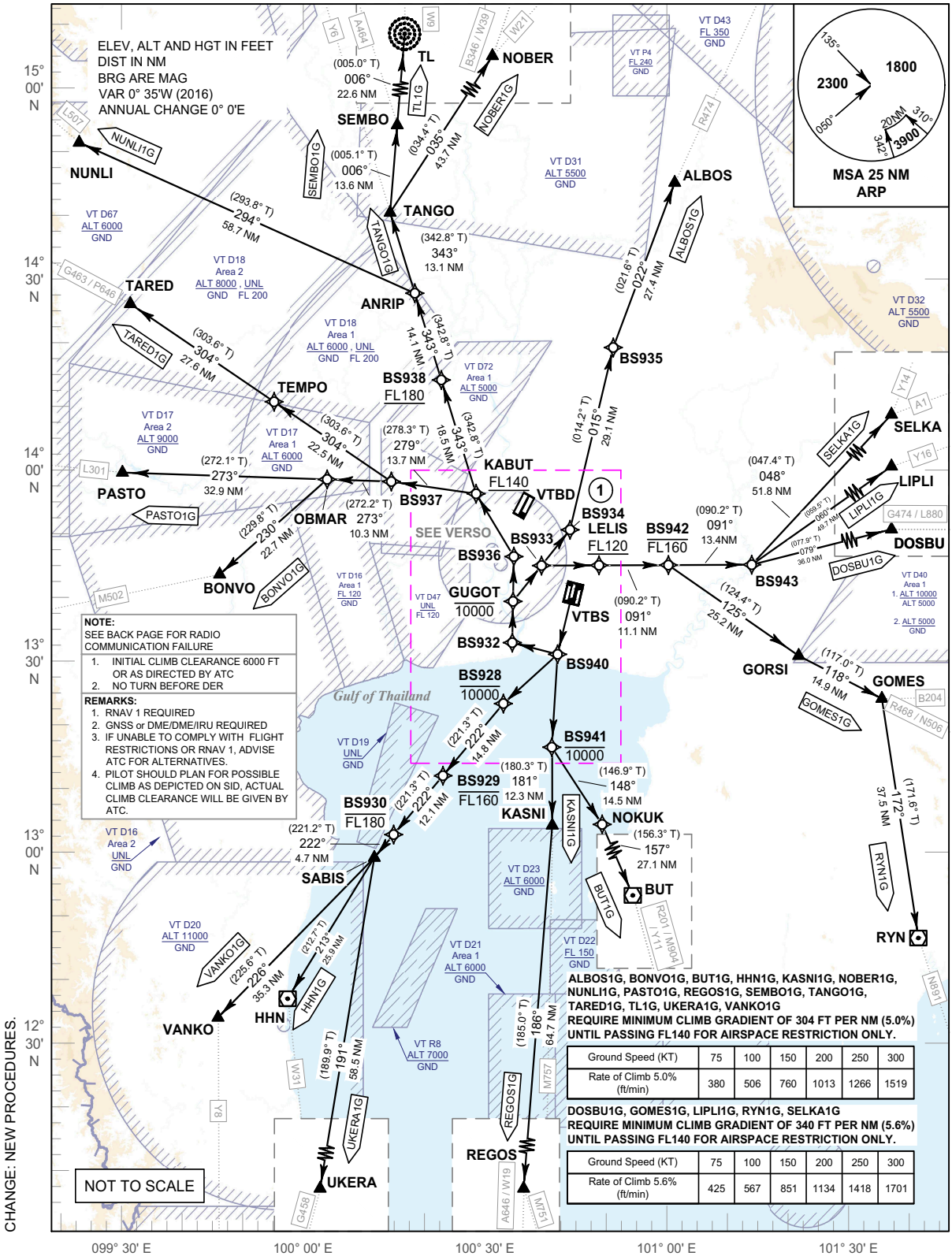
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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
	: 119.25 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER1G NUNLI1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO1G TANGO1G TARED1G TL1G UKERA1G VANKO1G

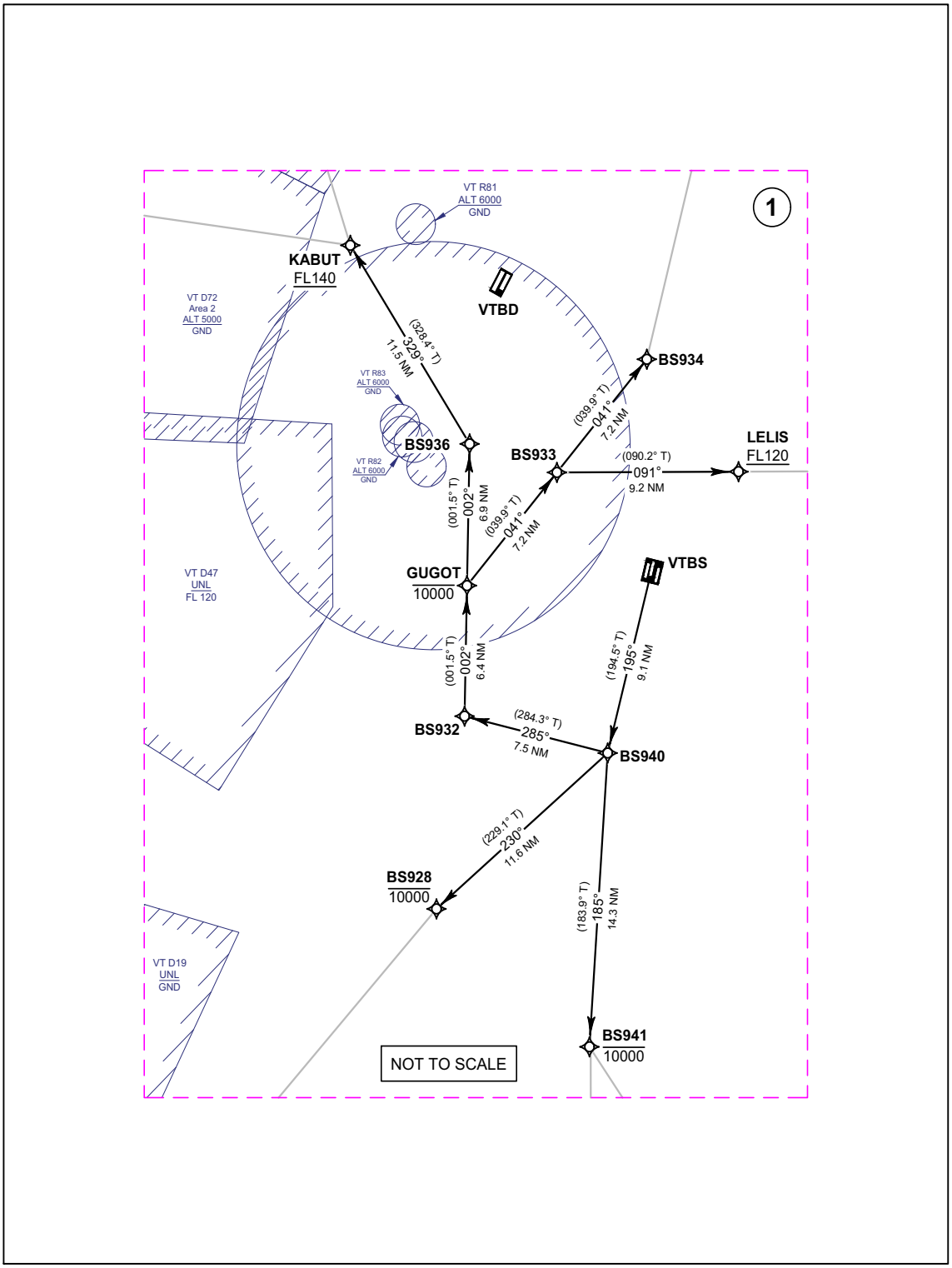


CHANGE: NEW PROCEDURES.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G
GOMES1G HHN1G KASNI1G LIPLI1G
NOBER1G NUNLI1G PASTO1G REGOS1G
RYN1G SELKA1G SEMBO1G TANGO1G
TARED1G TL1G UKERA1G VANKO1G



CHANGE: NEW PROCEDURES.

RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1G TO R474											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
060	TF	BS934	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
070	TF	BS935	-	015°(014.2°)	+ 0.6	29.1	-	-	-	-	RNAV 1
080	TF	ALBOS	-	022°(021.6°)	+ 0.6	27.4	-	-	-	-	RNAV 1
BONVO1G TO M502											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS937	-	279°(278.3°)	+ 0.6	13.7	-	-	-	-	RNAV 1
080	TF	OBMAR	-	273°(272.2°)	+ 0.6	10.3	-	-	-	-	RNAV 1
090	TF	BONVO	-	230°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1
BUT1G TO R201/M904/Y11											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS941	-	185°(183.9°)	+ 0.6	14.3	-	-10000	-	-	RNAV 1
040	TF	NOKUK	-	148°(146.9°)	+ 0.6	14.5	-	-	-	-	RNAV 1
050	TF	BUT	-	157°(156.3°)	+ 0.6	27.1	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
DOSBU1G TO G474/L880											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
060	TF	LELIS	-	091°(090.2°)	+ 0.6	9.2	-	+FL120	-	-	RNAV 1
070	TF	BS942	-	091°(090.2°)	+ 0.6	11.1	-	-FL160	-	-	RNAV 1
080	TF	BS943	-	091°(090.2°)	+ 0.6	13.4	-	-	-	-	RNAV 1
090	TF	DOSBU	-	079°(077.9°)	+ 0.6	36.0	-	-	-	-	RNAV 1
GOMES1G TO R468/N506, B204											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
060	TF	LELIS	-	091°(090.2°)	+ 0.6	9.2	-	+FL120	-	-	RNAV 1
070	TF	BS942	-	091°(090.2°)	+ 0.6	11.1	-	-FL160	-	-	RNAV 1
080	TF	GORSI	-	125°(124.4°)	+ 0.6	25.2	-	-	-	-	RNAV 1
090	TF	GOMES	-	118°(117.0°)	+ 0.6	14.9	-	-	-	-	RNAV 1
HHN1G TO W31											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS928	-	230°(229.1°)	+ 0.6	11.6	-	-10000	-	-	RNAV 1
040	TF	BS929	-	222°(221.3°)	+ 0.6	14.8	-	-FL160	-	-	RNAV 1
050	TF	BS930	-	222°(221.3°)	+ 0.6	12.1	-	-FL180	-	-	RNAV 1
060	TF	SABIS	-	222°(221.2°)	+ 0.6	4.7	-	-	-	-	RNAV 1
070	TF	HHN	-	213°(212.7°)	+ 0.6	25.9	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
KASNI1G TO M757											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS941	-	185°(183.9°)	+ 0.6	14.3	-	-10000	-	-	RNAV 1
040	TF	KASNI	-	181°(180.3°)	+ 0.6	12.3	-	-	-	-	RNAV 1
LIPLI1G TO Y16											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
060	TF	LELIS	-	091°(090.2°)	+ 0.6	9.2	-	+FL120	-	-	RNAV 1
070	TF	BS942	-	091°(090.2°)	+ 0.6	11.1	-	-FL160	-	-	RNAV 1
080	TF	BS943	-	091°(090.2°)	+ 0.6	13.4	-	-	-	-	RNAV 1
090	TF	LIPLI	-	060°(059.5°)	+ 0.6	49.7	-	-	-	-	RNAV 1
NOBER1G TO B346/W39, W21											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
080	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
090	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
100	TF	NOBER	-	035°(034.4°)	+ 0.6	43.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NUNLI1G TO L507											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
080	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
090	TF	NUNLI	-	294°(293.8°)	+ 0.6	58.7	-	-	-	-	RNAV 1
PASTO1G TO L301											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS937	-	279°(278.3°)	+ 0.6	13.7	-	-	-	-	RNAV 1
080	TF	OBMAR	-	273°(272.2°)	+ 0.6	10.3	-	-	-	-	RNAV 1
090	TF	PASTO	-	273°(272.1°)	+ 0.6	32.9	-	-	-	-	RNAV 1
REGOS1G TO M751, A646/W19											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS941	-	185°(183.9°)	+ 0.6	14.3	-	-10000	-	-	RNAV 1
040	TF	KASNI	-	181°(180.3°)	+ 0.6	12.3	-	-	-	-	RNAV 1
050	TF	REGOS	-	186°(185.0°)	+ 0.6	64.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN1G TO N891											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
060	TF	LELIS	-	091°(090.2°)	+ 0.6	9.2	-	+FL120	-	-	RNAV 1
070	TF	BS942	-	091°(090.2°)	+ 0.6	11.1	-	-FL160	-	-	RNAV 1
080	TF	GORSI	-	125°(124.4°)	+ 0.6	25.2	-	-	-	-	RNAV 1
090	TF	GOMES	-	118°(117.0°)	+ 0.6	14.9	-	-	-	-	RNAV 1
100	TF	RYN	-	172°(171.6°)	+ 0.6	37.5	-	-	-	-	RNAV 1
SELKA1G TO A1, Y14											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
060	TF	LELIS	-	091°(090.2°)	+ 0.6	9.2	-	+FL120	-	-	RNAV 1
070	TF	BS942	-	091°(090.2°)	+ 0.6	11.1	-	-FL160	-	-	RNAV 1
080	TF	BS943	-	091°(090.2°)	+ 0.6	13.4	-	-	-	-	RNAV 1
090	TF	SELKA	-	048°(047.4°)	+ 0.6	51.8	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (6)

RNAV RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
SEMBO1G TO A464											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
080	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
090	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
100	TF	SEMBO	-	006°(005.1°)	+ 0.6	13.6	-	-	-	-	RNAV 1
TANGO1G TO Y6											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
080	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
090	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (7)

RNAV RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TARED1G TO G463/P646											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS937	-	279°(278.3°)	+ 0.6	13.7	-	-	-	-	RNAV 1
080	TF	TEMPO	-	304°(303.6°)	+ 0.6	22.5	-	-	-	-	RNAV 1
090	TF	TARED	-	304°(303.6°)	+ 0.6	27.6	-	-	-	-	RNAV 1
TL1G TO W9											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
080	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
090	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
100	TF	SEMBO	-	006°(005.1°)	+ 0.6	13.6	-	-	-	-	RNAV 1
110	TF	TL	-	006°(005.0°)	+ 0.6	22.6	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (8)

RNAV RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
UKERA1G TO G458											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS928	-	230°(229.1°)	+ 0.6	11.6	-	-10000	-	-	RNAV 1
040	TF	BS929	-	222°(221.3°)	+ 0.6	14.8	-	-FL160	-	-	RNAV 1
050	TF	BS930	-	222°(221.3°)	+ 0.6	12.1	-	-FL180	-	-	RNAV 1
060	TF	SABIS	-	222°(221.2°)	+ 0.6	4.7	-	-	-	-	RNAV 1
070	TF	UKERA	-	191°(189.9°)	+ 0.6	58.5	-	-	-	-	RNAV 1
VANKO1G TO Y8											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.6	9.1	-	-	-	-	RNAV 1
030	TF	BS928	-	230°(229.1°)	+ 0.6	11.6	-	-10000	-	-	RNAV 1
040	TF	BS929	-	222°(221.3°)	+ 0.6	14.8	-	-FL160	-	-	RNAV 1
050	TF	BS930	-	222°(221.3°)	+ 0.6	12.1	-	-FL180	-	-	RNAV 1
060	TF	SABIS	-	222°(221.2°)	+ 0.6	4.7	-	-	-	-	RNAV 1
070	TF	VANKO	-	226°(225.6°)	+ 0.6	35.3	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY20L		RNAV RWY20L	
Waypoint Identifier	**Coordinates**	**Waypoint Identifier**	**Coordinates**
DER RWY20L	13° 40' 16.60" N 100° 44' 04.79" E	GUGOT	13° 39' 44.61" N 100° 34' 28.14" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	HHN	12° 38' 04.04" N 099° 57' 04.23" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	KABUT	13° 56' 31.73" N 100° 28' 28.99" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	KASNI	13° 04' 50.17" N 100° 40' 41.88" E
BS928	13° 23' 50.45" N 100° 32' 46.34" E	LELIS	13° 45' 15.13" N 100° 48' 41.34" E
BS929	13° 12' 40.10" N 100° 22' 45.50" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
BS930	13° 03' 32.80" N 100° 14' 35.95" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
BS932	13° 33' 19.01" N 100° 34' 18.00" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
BS933	13° 45' 16.92" N 100° 39' 12.21" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BS934	13° 50' 49.11" N 100° 43' 56.45" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS935	14° 19' 07.99" N 100° 51' 18.41" E	PASTO	14° 00' 04.50" N 099° 30' 06.94" E
BS936	13° 46' 42.88" N 100° 34' 39.23" E	REGOS	12° 00' 06.50" N 100° 34' 54.30" E
BS937	13° 58' 30.32" N 100° 14' 29.65" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS938	14° 14' 16.72" N 100° 22' 51.08" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS940	13° 31' 27.28" N 100° 41' 45.36" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS941	13° 17' 08.40" N 100° 40' 46.10" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS942	13° 45' 12.49" N 101° 00' 07.41" E	TANGO	14° 40' 22.25" N 100° 14' 32.54" E
BS943	13° 45' 08.61" N 101° 13' 51.73" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E	TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E	TL	15° 16' 33.45" N 100° 17' 51.11" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E	UKERA	12° 02' 07.25" N 100° 01' 09.59" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

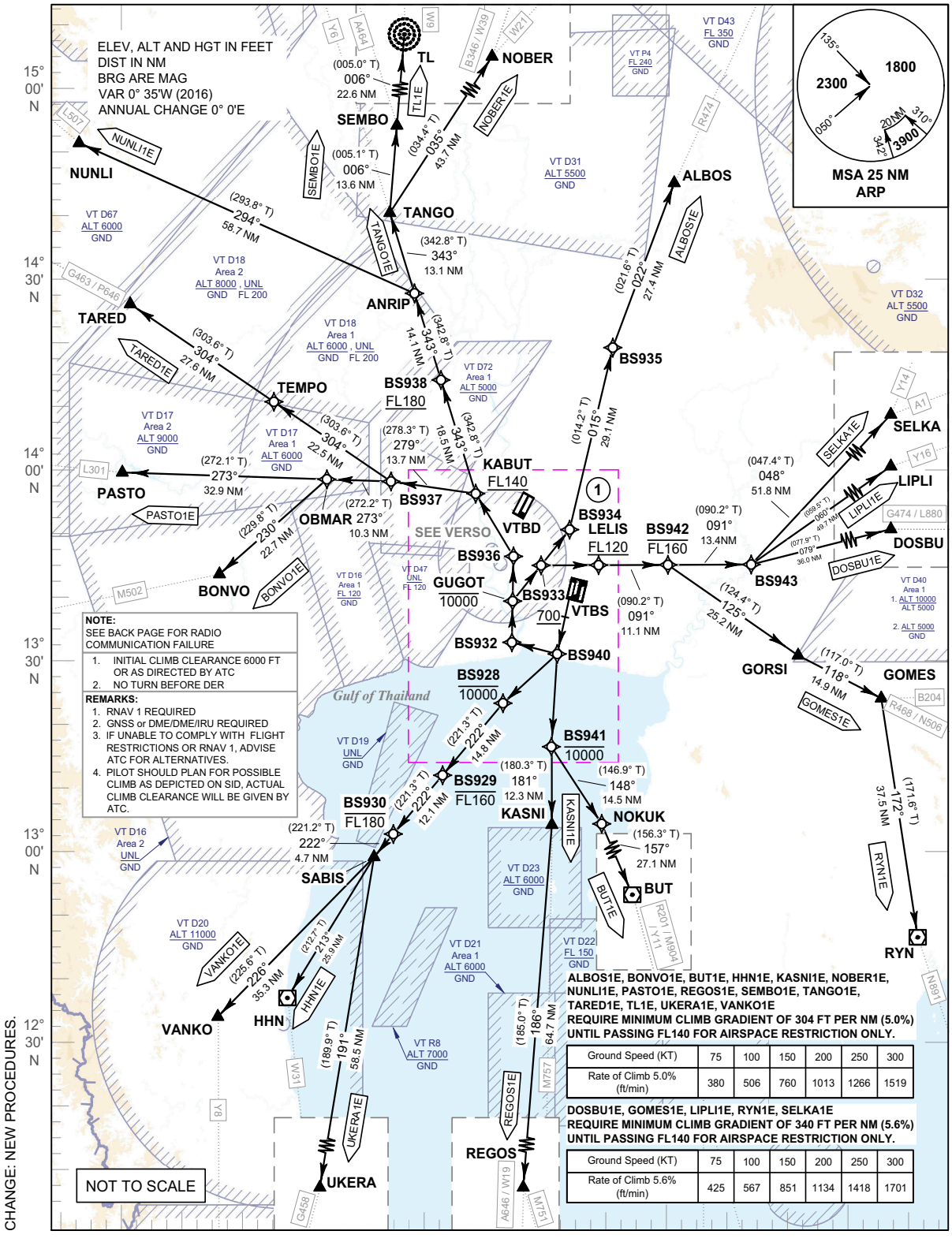
TRANSITION ALTITUDE	11000 FT

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

APP	: 119.1 , 262.5
	: 119.25 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER1E NUNLI1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO1E TANGO1E TARED1E TL1E UKERA1E VANKO1E

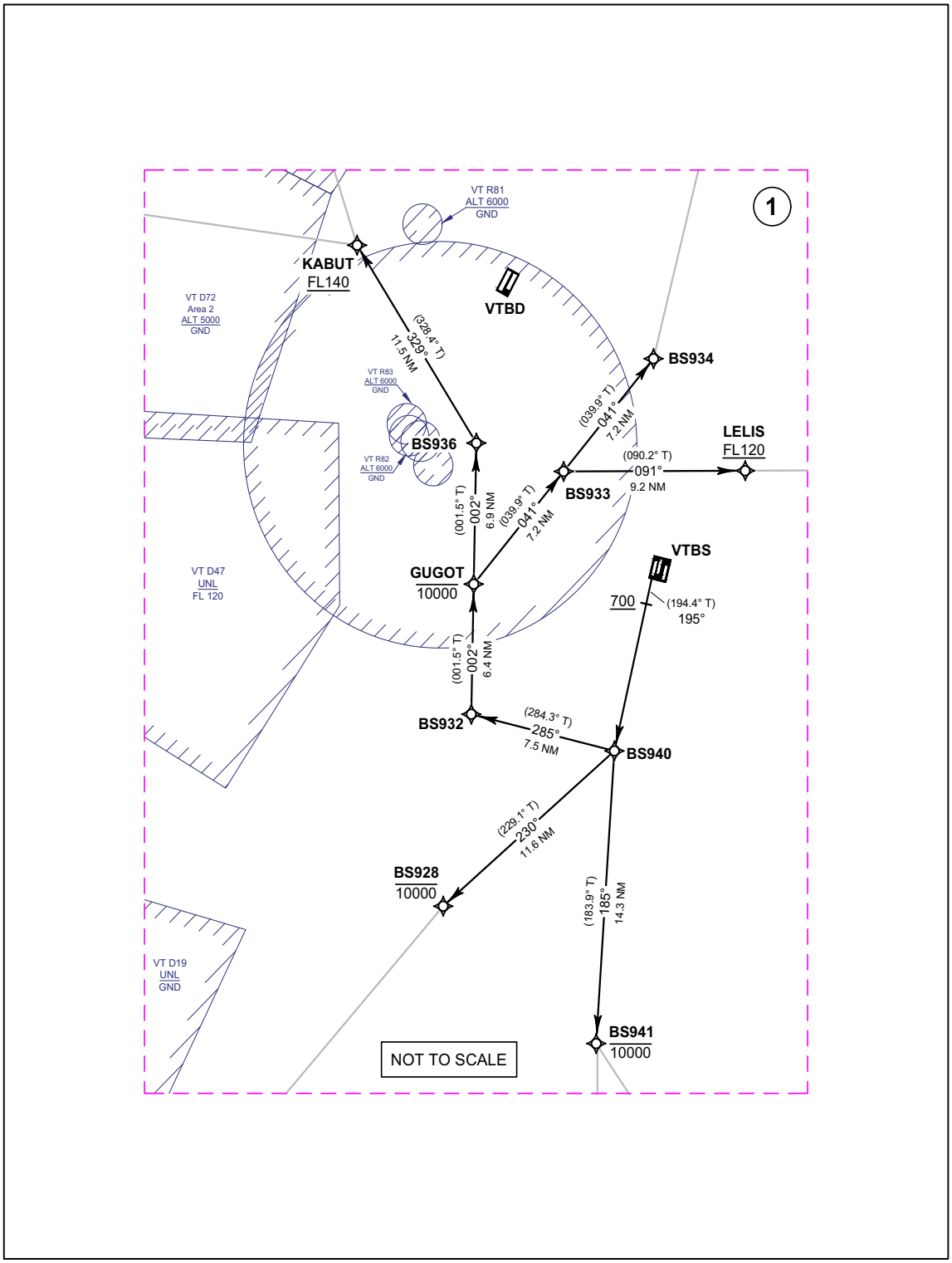


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER1E NUNLI1E PASTO1E REGOS1E
RYN1E SELKA1E SEMBO1E TANGO1E
TARED1E TL1E UKERA1E VANKO1E

CHANGE: NEW PROCEDURES.



RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1E TO R474											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
070	TF	BS934	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
080	TF	BS935	-	015°(014.2°)	+ 0.6	29.1	-	-	-	-	RNAV 1
090	TF	ALBOS	-	022°(021.6°)	+ 0.6	27.4	-	-	-	-	RNAV 1
BONVO1E TO M502											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS937	-	279°(278.3°)	+ 0.6	13.7	-	-	-	-	RNAV 1
090	TF	OBMAR	-	273°(272.2°)	+ 0.6	10.3	-	-	-	-	RNAV 1
100	TF	BONVO	-	230°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1
BUT1E TO R201/M904/ Y11											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS941	-	185°(183.9°)	+ 0.6	14.3	-	-10000	-	-	RNAV 1
050	TF	NOKUK	-	148°(146.9°)	+ 0.6	14.5	-	-	-	-	RNAV 1
060	TF	BUT	-	157°(156.3°)	+ 0.6	27.1	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
DOSBU1E TO G474/L880											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
070	TF	LELIS	-	091°(090.2°)	+ 0.6	9.2	-	+FL120	-	-	RNAV 1
080	TF	BS942	-	091°(090.2°)	+ 0.6	11.1	-	-FL160	-	-	RNAV 1
090	TF	BS943	-	091°(090.2°)	+ 0.6	13.4	-	-	-	-	RNAV 1
100	TF	DOSBU	-	079°(077.9°)	+ 0.6	36.0	-	-	-	-	RNAV 1
GOMES1E TO R468/N506, B204											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
070	TF	LELIS	-	091°(090.2°)	+ 0.6	9.2	-	+FL120	-	-	RNAV 1
080	TF	BS942	-	091°(090.2°)	+ 0.6	11.1	-	-FL160	-	-	RNAV 1
090	TF	GORSI	-	125°(124.4°)	+ 0.6	25.2	-	-	-	-	RNAV 1
100	TF	GOMES	-	118°(117.0°)	+ 0.6	14.9	-	-	-	-	RNAV 1
HHN1E TO W31											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS928	-	230°(229.1°)	+ 0.6	11.6	-	-10000	-	-	RNAV 1
050	TF	BS929	-	222°(221.3°)	+ 0.6	14.8	-	-FL160	-	-	RNAV 1
060	TF	BS930	-	222°(221.3°)	+ 0.6	12.1	-	-FL180	-	-	RNAV 1
070	TF	SABIS	-	222°(221.2°)	+ 0.6	4.7	-	-	-	-	RNAV 1
080	TF	HHN	-	213°(212.7°)	+ 0.6	25.9	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
KASNI1E TO M757											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS941	-	185°(183.9°)	+ 0.6	14.3	-	-10000	-	-	RNAV 1
050	TF	KASNI	-	181°(180.3°)	+ 0.6	12.3	-	-	-	-	RNAV 1
LIPLI1E TO Y16											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
070	TF	LELIS	-	091°(090.2°)	+ 0.6	9.2	-	+FL120	-	-	RNAV 1
080	TF	BS942	-	091°(090.2°)	+ 0.6	11.1	-	-FL160	-	-	RNAV 1
090	TF	BS943	-	091°(090.2°)	+ 0.6	13.4	-	-	-	-	RNAV 1
100	TF	LIPLI	-	060°(059.5°)	+ 0.6	49.7	-	-	-	-	RNAV 1
NOBER1E TO B346/W39, W21											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
090	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
100	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
110	TF	NOBER	-	035°(034.4°)	+ 0.6	43.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NUNLI1E TO L507											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS938	-	344°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
090	TF	ANRIP	-	344°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
100	TF	NUNLI	-	294°(293.8°)	+ 0.6	58.7	-	-	-	-	RNAV 1
PASTO1E TO L301											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS937	-	279°(278.3°)	+ 0.6	13.7	-	-	-	-	RNAV 1
090	TF	OBMAR	-	273°(272.2°)	+ 0.6	10.3	-	-	-	-	RNAV 1
100	TF	PASTO	-	273°(272.1°)	+ 0.6	32.9	-	-	-	-	RNAV 1
REGOS1E TO M751, A646/W19											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS941	-	185°(183.9°)	+ 0.6	14.3	-	-10000	-	-	RNAV 1
050	TF	KASNI	-	181°(180.3°)	+ 0.6	12.3	-	-	-	-	RNAV 1
060	TF	REGOS	-	186°(185.0°)	+ 0.6	64.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN1E TO N891											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
070	TF	LELIS	-	091°(090.2°)	+ 0.6	9.2	-	+FL120	-	-	RNAV 1
080	TF	BS942	-	091°(090.2°)	+ 0.6	11.1	-	-FL160	-	-	RNAV 1
090	TF	GORSI	-	125°(124.4°)	+ 0.6	25.2	-	-	-	-	RNAV 1
100	TF	GOMES	-	118°(117.0°)	+ 0.6	14.9	-	-	-	-	RNAV 1
110	TF	RYN	-	172°(171.6°)	+ 0.6	37.5	-	-	-	-	RNAV 1
SELKA1E TO A1, Y14											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS933	-	041°(039.9°)	+ 0.6	7.2	-	-	-	-	RNAV 1
070	TF	LELIS	-	091°(090.2°)	+ 0.6	9.2	-	+FL120	-	-	RNAV 1
080	TF	BS942	-	091°(090.2°)	+ 0.6	11.1	-	-FL160	-	-	RNAV 1
090	TF	BS943	-	091°(090.2°)	+ 0.6	13.4	-	-	-	-	RNAV 1
100	TF	SELKA	-	048°(047.4°)	+ 0.6	51.8	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (6)

RNAV RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
SEMBO1E TO A464											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
090	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
100	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
110	TF	SEMBO	-	006°(005.1°)	+ 0.6	13.6	-	-	-	-	RNAV 1
TANGO1E TO Y6											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
090	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
100	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (7)

RNAV RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TARED1E TO G463/P646											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS937	-	279°(278.3°)	+ 0.6	13.7	-	-	-	-	RNAV 1
090	TF	TEMPO	-	304°(303.6°)	+ 0.6	22.5	-	-	-	-	RNAV 1
100	TF	TARED	-	304°(303.6°)	+ 0.6	27.6	-	-	-	-	RNAV 1
TL1E TO W9											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.6	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.6	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.6	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.6	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS938	-	343°(342.8°)	+ 0.6	18.5	-	+FL180	-	-	RNAV 1
090	TF	ANRIP	-	343°(342.8°)	+ 0.6	14.1	-	-	-	-	RNAV 1
100	TF	TANGO	-	343°(342.8°)	+ 0.6	13.1	-	-	-	-	RNAV 1
110	TF	SEMBO	-	006°(005.1°)	+ 0.6	13.6	-	-	-	-	RNAV 1
120	TF	TL	-	006°(005.0°)	+ 0.6	22.6	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (8)

RNAV RWY20R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
UKERA1E TO G458											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS928	-	230°(229.1°)	+ 0.6	11.6	-	-10000	-	-	RNAV 1
050	TF	BS929	-	222°(221.3°)	+ 0.6	14.8	-	-FL160	-	-	RNAV 1
060	TF	BS930	-	222°(221.3°)	+ 0.6	12.1	-	-FL180	-	-	RNAV 1
070	TF	SABIS	-	222°(221.2°)	+ 0.6	4.7	-	-	-	-	RNAV 1
080	TF	UKERA	-	191°(189.9°)	+ 0.6	58.5	-	-	-	-	RNAV 1
VANKO1E TO Y8											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.6	-	L	-	-	-	RNAV 1
040	TF	BS928	-	230°(229.1°)	+ 0.6	11.6	-	-10000	-	-	RNAV 1
050	TF	BS929	-	222°(221.3°)	+ 0.6	14.8	-	-FL160	-	-	RNAV 1
060	TF	BS930	-	222°(221.3°)	+ 0.6	12.1	-	-FL180	-	-	RNAV 1
070	TF	SABIS	-	222°(221.2°)	+ 0.6	4.7	-	-	-	-	RNAV 1
080	TF	VANKO	-	226°(225.6°)	+ 0.6	35.3	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY20R		RNAV RWY20R	
Waypoint Identifier	**Coordinates**	**Waypoint Identifier**	**Coordinates**
DER RWY20R	13° 39' 54.63" N 100° 43' 45.28" E	GUGOT	13° 39' 44.61" N 100° 34' 28.14" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	HHN	12° 38' 04.04" N 099° 57' 04.23" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	KABUT	13° 56' 31.73" N 100° 28' 28.99" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	KASNI	13° 04' 50.17" N 100° 40' 41.88" E
BS928	13° 23' 50.45" N 100° 32' 46.34" E	LELIS	13° 45' 15.13" N 100° 48' 41.34" E
BS929	13° 12' 40.10" N 100° 22' 45.50" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
BS930	13° 03' 32.80" N 100° 14' 35.95" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
BS932	13° 33' 19.01" N 100° 34' 18.00" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
BS933	13° 45' 16.92" N 100° 39' 12.21" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BS934	13° 50' 49.11" N 100° 43' 56.45" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS935	14° 19' 07.99" N 100° 51' 18.41" E	PASTO	14° 00' 04.50" N 099° 30' 06.94" E
BS936	13° 46' 42.88" N 100° 34' 39.23" E	REGOS	12° 00' 06.50" N 100° 34' 54.30" E
BS937	13° 58' 30.32" N 100° 14' 29.65" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS938	14° 14' 16.72" N 100° 22' 51.08" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS940	13° 31' 27.28" N 100° 41' 45.36" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS941	13° 17' 08.40" N 100° 40' 46.10" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS942	13° 45' 12.49" N 101° 00' 07.41" E	TANGO	14° 40' 22.25" N 100° 14' 32.54" E
BS943	13° 45' 08.61" N 101° 13' 51.73" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E	TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E	TL	15° 16' 33.45" N 100° 17' 51.11" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E	UKERA	12° 02' 07.25" N 100° 01' 09.59" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E

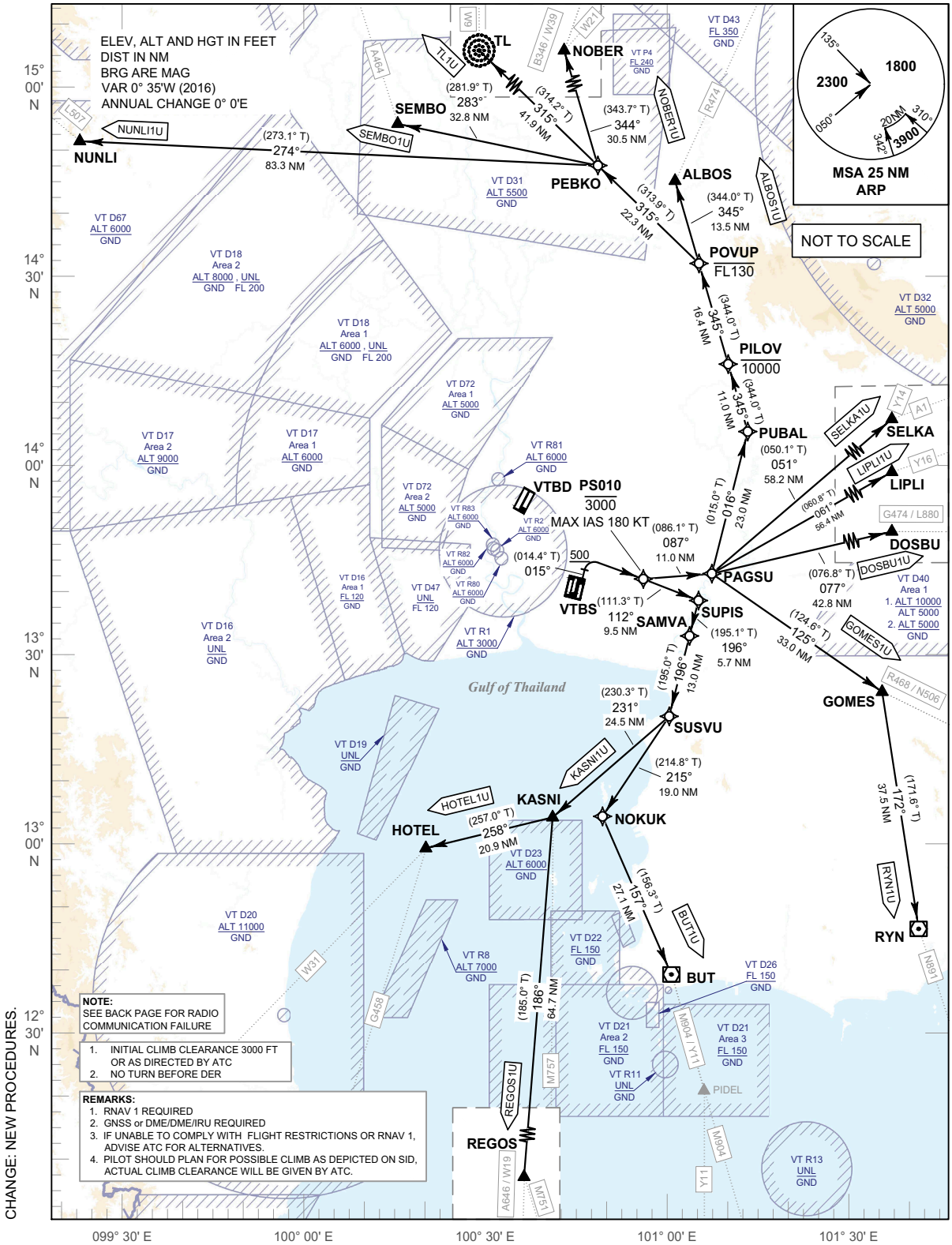
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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
	: 119.25 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01
(PROPELLER)
ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U



RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1U TO R474											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	ALBOS	-	345°(344.0°)	+ 0.6	13.5	-	-	-	-	RNAV 1
BUT1U TO M904/Y11											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	SUPIS	-	112°(111.3°)	+ 0.6	9.5	-	-	-	-	RNAV 1
050	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-	-	-	RNAV 1
060	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
070	TF	NOKUK	-	215°(214.8°)	+ 0.6	19.0	-	-	-	-	RNAV 1
080	TF	BUT	-	157°(156.3°)	+ 0.6	27.1	-	-	-	-	RNAV 1
DOSBU1U TO G474/L880											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	DOSBU	-	077°(076.8°)	+ 0.6	42.8	-	-	-	-	RNAV 1
GOMES1U TO R468, N506											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	GOMES	-	125°(124.6°)	+ 0.6	33.0	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
HOTEL1U TO G458, W31											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	SUPIS	-	112°(111.3°)	+ 0.6	9.5	-	-	-	-	RNAV 1
050	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-	-	-	RNAV 1
060	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
070	TF	KASNI	-	231°(230.3°)	+ 0.6	24.5	-	-	-	-	RNAV 1
080	TF	HOTEL	-	258°(257.0°)	+ 0.6	20.9	-	-	-	-	RNAV 1
KASNI1U TO M757											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	SUPIS	-	112°(111.3°)	+ 0.6	9.5	-	-	-	-	RNAV 1
050	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-	-	-	RNAV 1
060	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
070	TF	KASNI	-	231°(230.3°)	+ 0.6	24.5	-	-	-	-	RNAV 1
LIPLI1U TO Y16											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	LIPLI	-	061°(060.8°)	+ 0.6	56.4	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NOBER1U TO B346/W39, W21											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	NOBER	-	344°(343.7°)	+ 0.6	30.5	-	-	-	-	RNAV 1
NUNLI1U TO L507											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	NUNLI	-	274°(273.1°)	+ 0.6	83.3	-	-	-	-	RNAV 1
REGOS1U TO M751, A646/W19											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	SUPIS	-	112°(111.3°)	+ 0.6	9.5	-	-	-	-	RNAV 1
050	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-	-	-	RNAV 1
060	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
070	TF	KASNI	-	231°(230.3°)	+ 0.6	24.5	-	-	-	-	RNAV 1
080	TF	REGOS	-	186°(185.0°)	+ 0.6	64.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY01

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN1U TO N891											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	GOMES	-	125°(124.6°)	+ 0.6	33.0	-	-	-	-	RNAV 1
060	TF	RYN	-	172°(171.6°)	+ 0.6	37.5	-	-	-	-	RNAV 1
SELKA1U TO A1, Y14											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	SELKA	-	051°(050.1°)	+ 0.6	58.2	-	-	-	-	RNAV 1
SEMBO1U TO A464											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	SEMBO	-	283°(281.9°)	+ 0.6	32.8	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY01											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TL1U TO W9											
010	-	DER RWY01	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	TL	-	315°(314.2°)	+ 0.6	41.9	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY01	
Waypoint Identifier	**Coordinates**
DER RWY01	13° 41' 30.17" N 100° 45' 39.72" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E
HOTEL	13° 00' 06.20" N 100° 19' 48.30" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
PAGSU	13° 42' 55.95" N 101° 07' 13.22" E
PEBKO	14° 47' 13.17" N 100° 48' 55.91" E
PILOV	14° 15' 49.64" N 101° 10' 13.23" E
POVUP	14° 31' 41.46" N 101° 05' 32.47" E
PS010	13° 42' 11.18" N 100° 55' 54.57" E
PUBAL	14° 05' 12.31" N 101° 13' 20.95" E
REGOS	12° 00' 06.50" N 100° 34' 54.30" E
RYN	12° 46' 48.30" N 101° 40' 41.70" E
SAMVA	13° 33' 10.56" N 101° 03' 27.30" E
SELKA	14° 20' 20.06" N 101° 53' 10.73" E
SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
SUPIS	13° 38' 43.46" N 101° 04' 58.79" E
SUSVU	13° 20' 33.99" N 100° 59' 59.73" E
TL	15° 16' 33.45" N 100° 17' 51.11" E

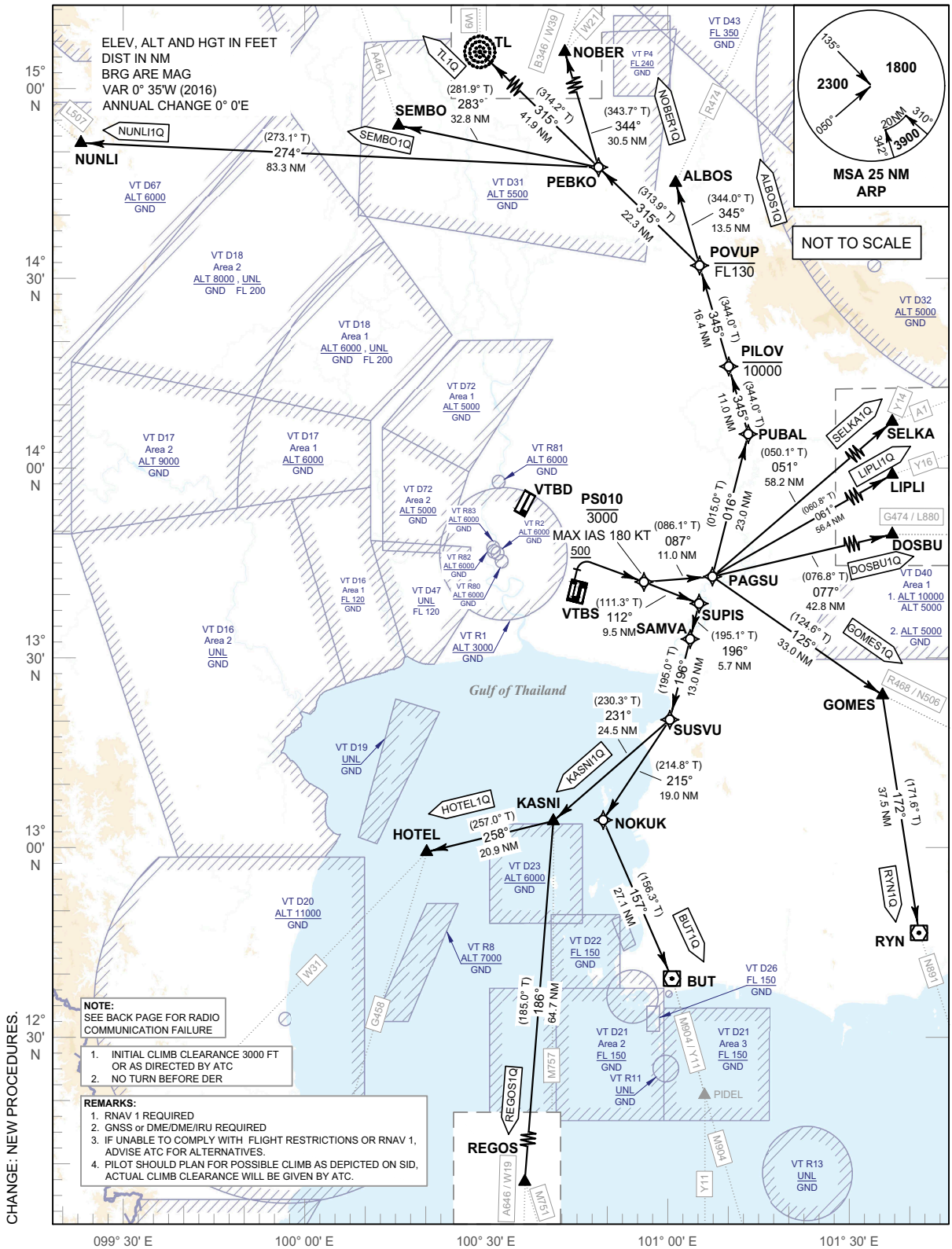
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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
	: 119.25 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L
(PROPELLER)
ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q



CHANGE: NEW PROCEDURES.

RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1Q TO R474											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	ALBOS	-	345°(344.0°)	+ 0.6	13.5	-	-	-	-	RNAV 1
BUT1Q TO M904/Y11											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	SUPIS	-	112°(111.3°)	+ 0.6	9.5	-	-	-	-	RNAV 1
050	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-	-	-	RNAV 1
060	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
070	TF	NOKUK	-	215°(214.8°)	+ 0.6	19.0	-	-	-	-	RNAV 1
080	TF	BUT	-	157°(156.3°)	+ 0.6	27.1	-	-	-	-	RNAV 1
DOSBU1Q TO G474/L880											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	DOSBU	-	077°(076.8°)	+ 0.6	42.8	-	-	-	-	RNAV 1
GOMES1Q TO R468/N506											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	GOMES	-	125°(124.6°)	+ 0.6	33.0	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
HOTEL1Q TO G458, W31											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	SUPIS	-	112°(111.3°)	+ 0.6	9.5	-	-	-	-	RNAV 1
050	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-	-	-	RNAV 1
060	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
070	TF	KASNI	-	231°(230.3°)	+ 0.6	24.5	-	-	-	-	RNAV 1
080	TF	HOTEL	-	258°(257.0°)	+ 0.6	20.9	-	-	-	-	RNAV 1
KASNI1Q TO M757											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	SUPIS	-	112°(111.3°)	+ 0.6	9.5	-	-	-	-	RNAV 1
050	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-	-	-	RNAV 1
060	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
070	TF	KASNI	-	231°(230.3°)	+ 0.6	24.5	-	-	-	-	RNAV 1
LIPLI1Q TO Y16											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	LIPLI	-	061°(060.8°)	+ 0.6	56.4	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY02L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NOBER1Q TO B346/W39, W21											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	NOBER	-	344°(343.7°)	+ 0.6	30.5	-	-	-	-	RNAV 1
NUNLI1Q TO L507											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	NUNLI	-	274°(273.1°)	+ 0.6	83.3	-	-	-	-	RNAV 1
REGOS1Q TO M751, A646/W19											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	SUPIS	-	112°(111.3°)	+ 0.6	9.5	-	-	-	-	RNAV 1
050	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-	-	-	RNAV 1
060	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
070	TF	KASNI	-	231°(230.3°)	+ 0.6	24.5	-	-	-	-	RNAV 1
080	TF	REGOS	-	186°(185.0°)	+ 0.6	64.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN1Q TO N891											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	GOMES	-	125°(124.6°)	+ 0.6	33.0	-	-	-	-	RNAV 1
060	TF	RYN	-	172°(171.6°)	+ 0.6	37.5	-	-	-	-	RNAV 1
SELKA1Q TO A1, Y14											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	SELKA	-	051°(050.1°)	+ 0.6	58.2	-	-	-	-	RNAV 1
SEMBO1Q TO A464											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	SEMBO	-	283°(281.9°)	+ 0.6	32.8	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY02L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TL1Q TO W9											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	TL	-	315°(314.2°)	+ 0.6	41.9	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY02L	
Waypoint Identifier	**Coordinates**
DER RWY02L	13° 42' 00.68" N 100° 44' 18.41" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E
HOTEL	13° 00' 06.20" N 100° 19' 48.30" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
PAGSU	13° 42' 55.95" N 101° 07' 13.22" E
PEBKO	14° 47' 13.17" N 100° 48' 55.91" E
PILOV	14° 15' 49.64" N 101° 10' 13.23" E
POVUP	14° 31' 41.46" N 101° 05' 32.47" E
PS010	13° 42' 11.18" N 100° 55' 54.57" E
PUBAL	14° 05' 12.31" N 101° 13' 20.95" E
REGOS	12° 00' 06.50" N 100° 34' 54.30" E
RYN	12° 46' 48.30" N 101° 40' 41.70" E
SAMVA	13° 33' 10.56" N 101° 03' 27.30" E
SELKA	14° 20' 20.06" N 101° 53' 10.73" E
SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
SUPIS	13° 38' 43.46" N 101° 04' 58.79" E
SUSVU	13° 20' 33.99" N 100° 59' 59.73" E
TL	15° 16' 33.45" N 100° 17' 51.11" E

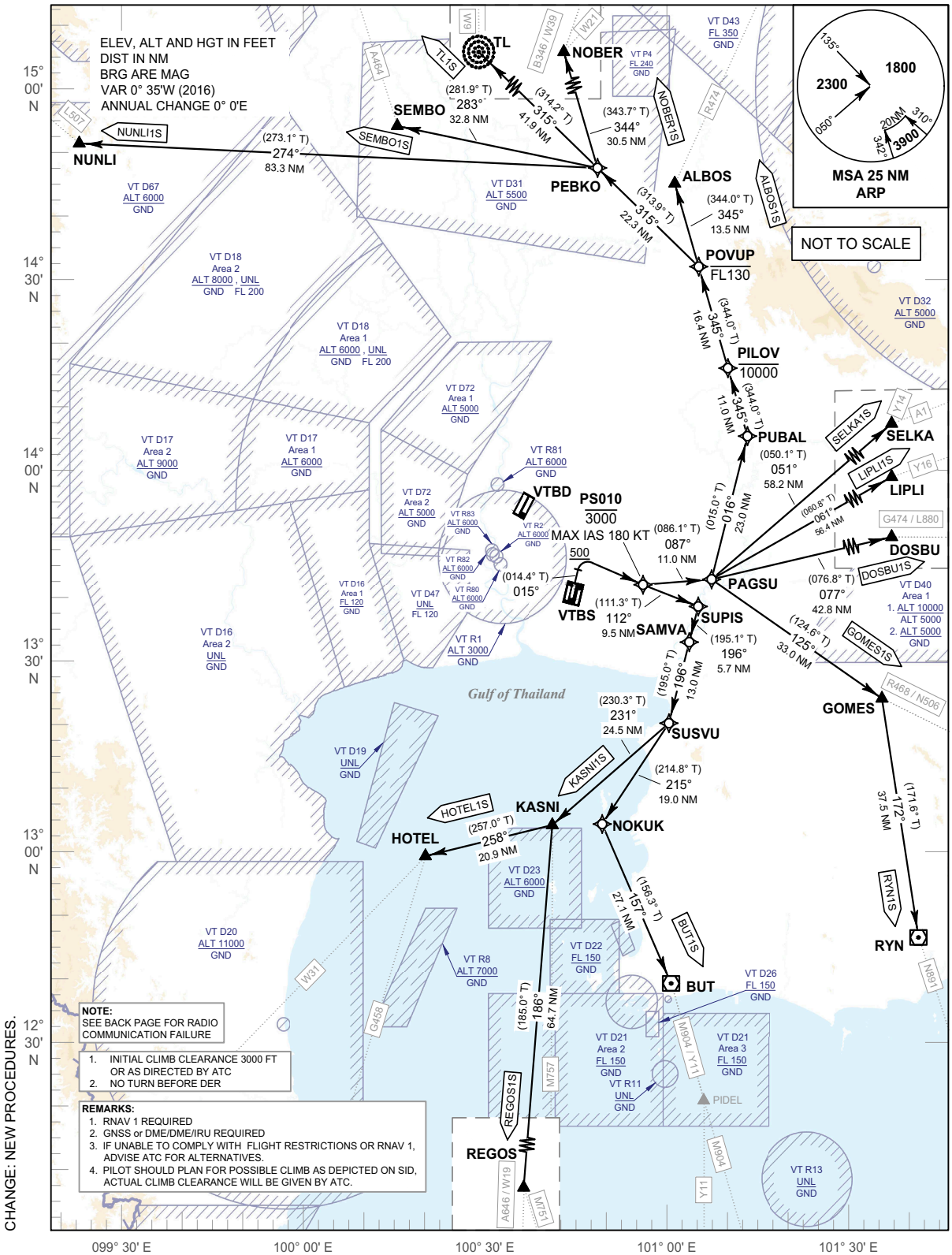
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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
	: 119.25 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R
(PROPELLER)

ALBOS1S BUT1S DOSBU1S GOMES1S
HOTEL1S KASNI1S LIPLI1S NOBER1S
NUNLI1S REGOS1S RYN1S SELKA1S
SEMBO1S TL1S



RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1S TO R474											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	ALBOS	-	345°(344.0°)	+ 0.6	13.5	-	-	-	-	RNAV 1
BUT1S TO M904/Y11											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	SUPIS	-	112°(111.3°)	+ 0.6	9.5	-	-	-	-	RNAV 1
050	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-	-	-	RNAV 1
060	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
070	TF	NOKUK	-	215°(214.8°)	+ 0.6	19.0	-	-	-	-	RNAV 1
080	TF	BUT	-	157°(156.3°)	+ 0.6	27.1	-	-	-	-	RNAV 1
DOSBU1S TO G474/L880											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	DOSBU	-	077°(076.8°)	+ 0.6	42.8	-	-	-	-	RNAV 1
GOMES1S TO R468/N506											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	GOMES	-	125°(124.6°)	+ 0.6	33.0	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
HOTEL1S TO G458, W31											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	SUPIS	-	112°(111.3°)	+ 0.6	9.5	-	-	-	-	RNAV 1
050	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-	-	-	RNAV 1
060	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
070	TF	KASNI	-	231°(230.3°)	+ 0.6	24.5	-	-	-	-	RNAV 1
080	TF	HOTEL	-	258°(257.0°)	+ 0.6	20.9	-	-	-	-	RNAV 1
KASNI1S TO M757											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	SUPIS	-	112°(111.3°)	+ 0.6	9.5	-	-	-	-	RNAV 1
050	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-	-	-	RNAV 1
060	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
070	TF	KASNI	-	231°(230.3°)	+ 0.6	24.5	-	-	-	-	RNAV 1
LIPLI1S TO Y16											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	LIPLI	-	061°(060.8°)	+ 0.6	56.4	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NOBER1S TO B346/W39, W21											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	NOBER	-	344°(343.7°)	+ 0.6	30.5	-	-	-	-	RNAV 1
NUNLI1S TO L507											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	NUNLI	-	274°(273.1°)	+ 0.6	83.3	-	-	-	-	RNAV 1
REGOS1S TO M751, A646/W19											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	SUPIS	-	112°(111.3°)	+ 0.6	9.5	-	-	-	-	RNAV 1
050	TF	SAMVA	-	196°(195.1°)	+ 0.6	5.7	-	-	-	-	RNAV 1
060	TF	SUSVU	-	196°(195.0°)	+ 0.6	13.0	-	-	-	-	RNAV 1
070	TF	KASNI	-	231°(230.3°)	+ 0.6	24.5	-	-	-	-	RNAV 1
080	TF	REGOS	-	186°(185.0°)	+ 0.6	64.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN1S TO N891											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	GOMES	-	125°(124.6°)	+ 0.6	33.0	-	-	-	-	RNAV 1
060	TF	RYN	-	172°(171.6°)	+ 0.6	37.5	-	-	-	-	RNAV 1
SELKA1S TO A1, Y14											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	SELKA	-	051°(050.1°)	+ 0.6	58.2	-	-	-	-	RNAV 1
SEMBO1S TO A464											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	SEMBO	-	283°(281.9°)	+ 0.6	32.8	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TL1S TO W9											
010	-	DER RWY02R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	015°(014.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS010	-	-	+ 0.6	-	R	-3000	-180	-	RNAV 1
040	TF	PAGSU	-	087°(086.1°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	TL	-	315°(314.2°)	+ 0.6	41.9	-	-	-	-	RNAV 1

WAYPOINT LIST

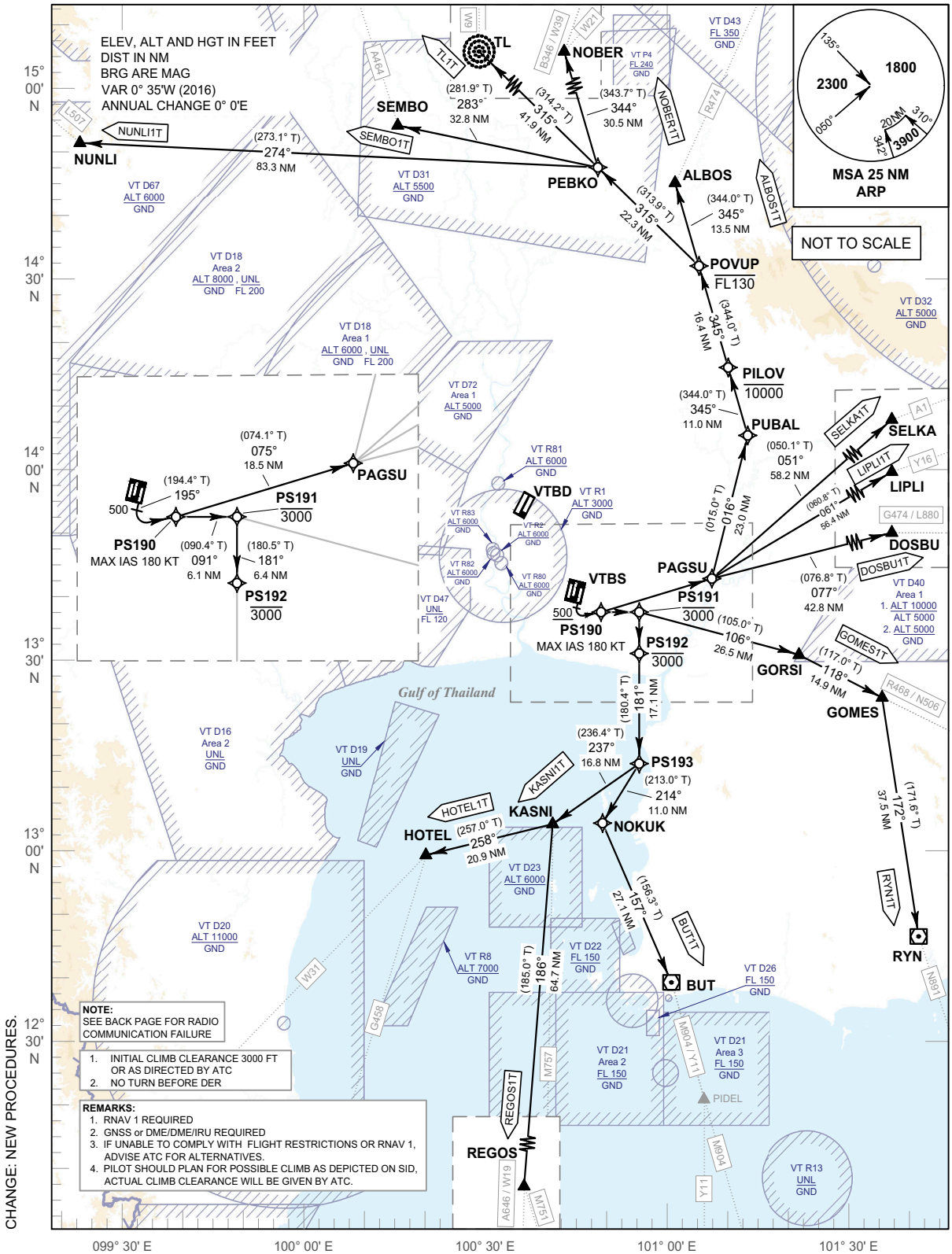
RNAV RWY02R	
Waypoint Identifier	**Coordinates**
DER RWY02R	13° 42' 13.21" N 100° 44' 35.44" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E
HOTEL	13° 00' 06.20" N 100° 19' 48.30" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
PAGSU	13° 42' 55.95" N 101° 07' 13.22" E
PEBKO	14° 47' 13.17" N 100° 48' 55.91" E
PILOV	14° 15' 49.64" N 101° 10' 13.23" E
POVUP	14° 31' 41.46" N 101° 05' 32.47" E
PS010	13° 42' 11.18" N 100° 55' 54.57" E
PUBAL	14° 05' 12.31" N 101° 13' 20.95" E
REGOS	12° 00' 06.50" N 100° 34' 54.30" E
RYN	12° 46' 48.30" N 101° 40' 41.70" E
SAMVA	13° 33' 10.56" N 101° 03' 27.30" E
SELKA	14° 20' 20.06" N 101° 53' 10.73" E
SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
SUPIS	13° 38' 43.46" N 101° 04' 58.79" E
SUSVU	13° 20' 33.99" N 100° 59' 59.73" E
TL	15° 16' 33.45" N 100° 17' 51.11" 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
	: 119.25 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
(PROPELLER)
ALBOS1T BUT1T DOSBU1T GOMES1T
HOTEL1T KASNI1T LIPLI1T NOBER1T
NUNLI1T REGOS1T RYN1T SELKA1T
SEMBO1T TL1T



RADIO COMMUNICATION FAILURE

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2	PROCEED ACCORDING TO THE STAR ROUTE TO THE TERMINATION POINT BOGAS/ENKAA, DESCEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, THENCE: AFTER PASSING BOGAS/ENKAA FLY HEADING 195 AND MAINTAIN ALTITUDE 6000 FT FOR NEXT 10 NM, THEN TURN RIGHT/LEFT AND DESCEND TO 2000 FT AND CARRY OUT THE APPROPRIATE APPROACH PROCEDURE.
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4	FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE.

TABULAR DESCRIPTION (1)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1T TO R474											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	ALBOS	-	345°(344.0°)	+ 0.6	13.5	-	-	-	-	RNAV 1
BUT1T TO M904/Y11											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	PS192	-	181°(180.5°)	+ 0.6	6.4	-	-3000	-	-	RNAV 1
060	TF	PS193	-	181°(180.4°)	+ 0.6	17.1	-	-	-	-	RNAV 1
070	TF	NOKUK	-	214°(213.0°)	+ 0.6	11.0	-	-	-	-	RNAV 1
080	TF	BUT	-	157°(156.3°)	+ 0.6	27.1	-	-	-	-	RNAV 1
DOSBU1T TO G474/L880											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	DOSBU	-	077°(076.8°)	+ 0.6	42.8	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
GOMES1T TO R468/N506											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	GORSI	-	106°(105.0°)	+ 0.6	26.5	-	-	-	-	RNAV 1
060	TF	GOMES	-	118°(117.0°)	+ 0.6	14.9	-	-	-	-	RNAV 1
HOTEL1T TO G458, W31											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	PS192	-	181°(180.5°)	+ 0.6	6.4	-	-3000	-	-	RNAV 1
060	TF	PS193	-	181°(180.4°)	+ 0.6	17.1	-	-	-	-	RNAV 1
070	TF	KASNI	-	237°(236.4°)	+ 0.6	16.8	-	-	-	-	RNAV 1
080	TF	HOTEL	-	258°(257.0°)	+ 0.6	20.9	-	-	-	-	RNAV 1
KASNI1T TO M757											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	PS192	-	181°(180.5°)	+ 0.6	6.4	-	-3000	-	-	RNAV 1
060	TF	PS193	-	181°(180.4°)	+ 0.6	17.1	-	-	-	-	RNAV 1
070	TF	KASNI	-	237°(236.4°)	+ 0.6	16.8	-	-	-	-	RNAV 1
LIPLI1T TO Y16											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	LIPLI	-	061°(060.8°)	+ 0.6	56.4	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NOBER1T TO B346/W39, W21											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	NOBER	-	344°(343.7°)	+ 0.6	30.5	-	-	-	-	RNAV 1
NUNLI1T TO L507											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	NUNLI	-	274°(273.1°)	+ 0.6	83.3	-	-	-	-	RNAV 1
REGOS1T TO M751, A646/W19											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	PS192	-	181°(180.5°)	+ 0.6	6.4	-	-3000	-	-	RNAV 1
060	TF	PS193	-	181°(180.4°)	+ 0.6	17.1	-	-	-	-	RNAV 1
070	TF	KASNI	-	237°(236.4°)	+ 0.6	16.8	-	-	-	-	RNAV 1
080	TF	REGOS	-	186°(185.0°)	+ 0.6	64.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN1T TO N891											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	GORSI	-	106°(105.0°)	+ 0.6	26.5	-	-	-	-	RNAV 1
060	TF	GOMES	-	118°(117.0°)	+ 0.6	14.9	-	-	-	-	RNAV 1
070	TF	RYN	-	172°(171.6°)	+ 0.6	37.5	-	-	-	-	RNAV 1
SELKA1T TO A1, Y14											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	SELKA	-	051°(050.1°)	+ 0.6	58.2	-	-	-	-	RNAV 1
SEMBO1T TO A464											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	SEMBO	-	283°(281.9°)	+ 0.6	32.8	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY19

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TL1T TO W9											
010	-	DER RWY19	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	TL	-	315°(314.2°)	+ 0.6	41.9	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY19	
Waypoint Identifier	**Coordinates**
DER RWY19	13° 39' 24.11" N 100° 45' 06.59" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E
HOTEL	13° 00' 06.20" N 100° 19' 48.30" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
PAGSU	13° 42' 55.95" N 101° 07' 13.22" E
PEBKO	14° 47' 13.17" N 100° 48' 55.91" E
PILOV	14° 15' 49.64" N 101° 10' 13.23" E
POVUP	14° 31' 41.46" N 101° 05' 32.47" E
PS190	13° 37' 50.94" N 100° 48' 53.90" E
PS191	13° 37' 48.11" N 100° 55' 11.64" E
PS192	13° 31' 20.61" N 100° 55' 08.53" E
PS193	13° 14' 09.73" N 100° 55' 00.37" E
PUBAL	14° 05' 12.31" N 101° 13' 20.95" E
REGOS	12° 00' 06.50" N 100° 34' 54.30" E
RYN	12° 46' 48.30" N 101° 40' 41.70" E
SELKA	14° 20' 20.06" N 101° 53' 10.73" E
SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
TL	15° 16' 33.45" N 100° 17' 51.11" E

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

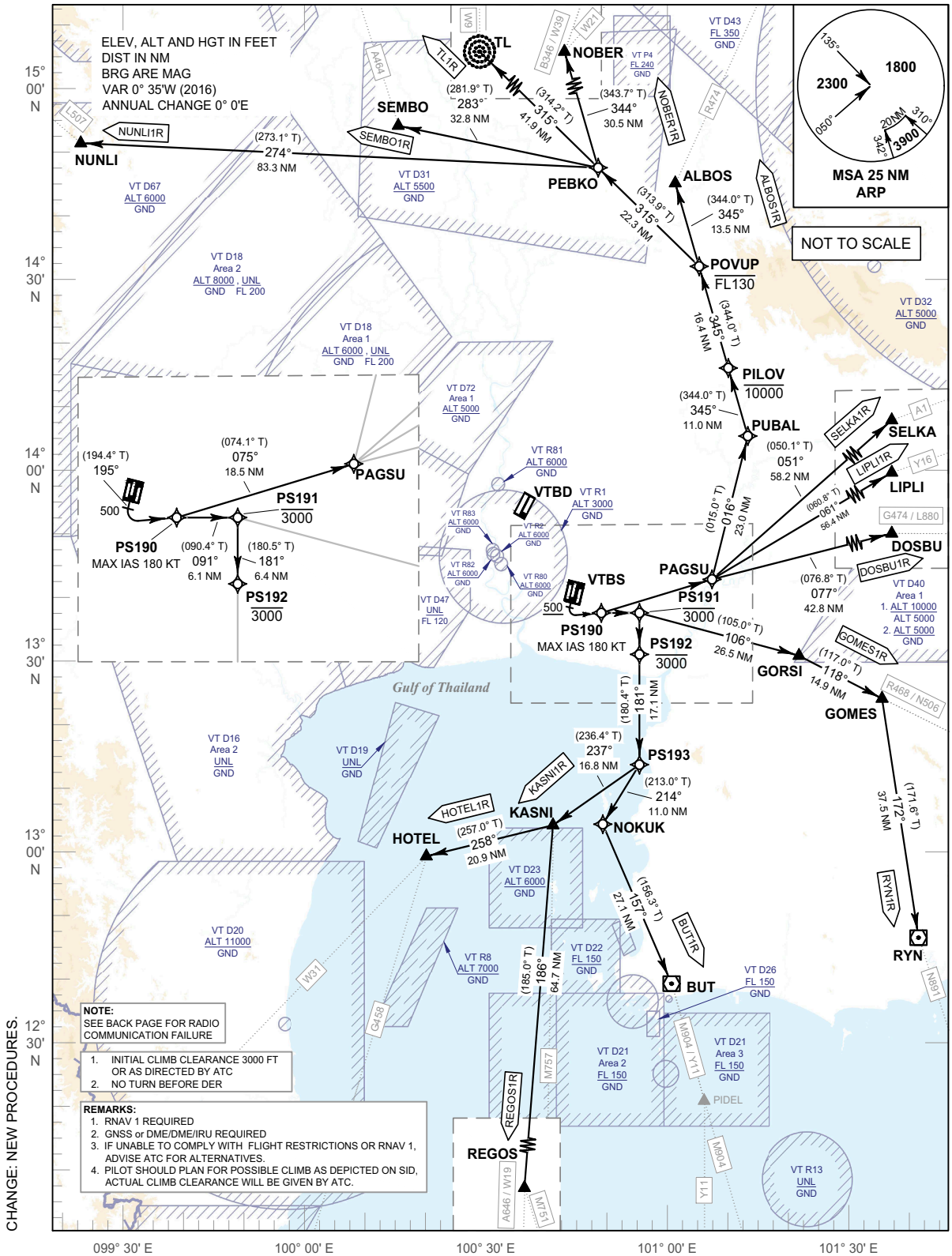
TRANSITION ALTITUDE	11000 FT
SPEED RESTRICTION	MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

APP	: 119.1 , 262.5
	: 119.25 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)

RNAV RWY20L (PROPELLER)

ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R



NOTE:
SEE BACK PAGE FOR RADIO COMMUNICATION FAILURE

1. INITIAL CLIMB CLEARANCE 3000 FT OR AS DIRECTED BY ATC
2. NO TURN BEFORE DER

REMARKS:
1. RNAV 1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS OR RNAV 1, ADVISE ATC FOR ALTERNATIVES.
4. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.

CHANGE: NEW PROCEDURES.

RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY20L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1R TO R474											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	ALBOS	-	345°(344.0°)	+ 0.6	13.5	-	-	-	-	RNAV 1
BUT1R TO M904/Y11											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	PS192	-	181°(180.5°)	+ 0.6	6.4	-	-3000	-	-	RNAV 1
060	TF	PS193	-	181°(180.4°)	+ 0.6	17.1	-	-	-	-	RNAV 1
070	TF	NOKUK	-	214°(213.0°)	+ 0.6	11.0	-	-	-	-	RNAV 1
080	TF	BUT	-	157°(156.3°)	+ 0.6	27.1	-	-	-	-	RNAV 1
DOSBU1R TO G474/L880											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	DOSBU	-	077°(076.8°)	+ 0.6	42.8	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
GOMES1R TO R468, N506											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	GORSI	-	106°(105.0°)	+ 0.6	26.5	-	-	-	-	RNAV 1
060	TF	GOMES	-	118°(117.0°)	+ 0.6	14.9	-	-	-	-	RNAV 1
HOTEL1R TO G458, W31											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	PS192	-	181°(180.5°)	+ 0.6	6.4	-	-3000	-	-	RNAV 1
060	TF	PS193	-	181°(180.4°)	+ 0.6	17.1	-	-	-	-	RNAV 1
070	TF	KASNI	-	237°(236.4°)	+ 0.6	16.8	-	-	-	-	RNAV 1
080	TF	HOTEL	-	258°(257.0°)	+ 0.6	20.9	-	-	-	-	RNAV 1
KASNI1R TO M757											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	PS192	-	181°(180.5°)	+ 0.6	6.4	-	-3000	-	-	RNAV 1
060	TF	PS193	-	181°(180.4°)	+ 0.6	17.1	-	-	-	-	RNAV 1
070	TF	KASNI	-	237°(236.4°)	+ 0.6	16.8	-	-	-	-	RNAV 1
LIPLI1R TO Y16											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	LIPLI	-	061°(060.8°)	+ 0.6	56.4	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NOBER1R TO B346/W39, W21											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	NOBER	-	344°(343.7°)	+ 0.6	30.5	-	-	-	-	RNAV 1
NUNLI1R TO L507											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	NUNLI	-	274°(273.1°)	+ 0.6	83.3	-	-	-	-	RNAV 1
REGOS1R TO M751, A646/W19											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	PS192	-	181°(180.5°)	+ 0.6	6.4	-	-3000	-	-	RNAV 1
060	TF	PS193	-	181°(180.4°)	+ 0.6	17.1	-	-	-	-	RNAV 1
070	TF	KASNI	-	237°(236.4°)	+ 0.6	16.8	-	-	-	-	RNAV 1
080	TF	REGOS	-	186°(185.0°)	+ 0.6	64.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN1R TO N891											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	GORSI	-	106°(105.0°)	+ 0.6	26.5	-	-	-	-	RNAV 1
060	TF	GOMES	-	118°(117.0°)	+ 0.6	14.9	-	-	-	-	RNAV 1
070	TF	RYN	-	172°(171.6°)	+ 0.6	37.5	-	-	-	-	RNAV 1
SELKA1R TO A1, Y14											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	SELKA	-	051°(050.1°)	+ 0.6	58.2	-	-	-	-	RNAV 1
SEMBO1R TO A464											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	SEMBO	-	283°(281.9°)	+ 0.6	32.8	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY20L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TL1R TO W9											
010	-	DER RWY20L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	TL	-	315°(314.2°)	+ 0.6	41.9	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY20L	
Waypoint Identifier	**Coordinates**
DER RWY20L	13° 40' 16.60" N 100° 44' 04.79" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E
HOTEL	13° 00' 06.20" N 100° 19' 48.30" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
PAGSU	13° 42' 55.95" N 101° 07' 13.22" E
PEBKO	14° 47' 13.17" N 100° 48' 55.91" E
PILOV	14° 15' 49.64" N 101° 10' 13.23" E
POVUP	14° 31' 41.46" N 101° 05' 32.47" E
PS190	13° 37' 50.94" N 100° 48' 53.90" E
PS191	13° 37' 48.11" N 100° 55' 11.64" E
PS192	13° 31' 20.61" N 100° 55' 08.53" E
PS193	13° 14' 09.73" N 100° 55' 00.37" E
PUBAL	14° 05' 12.31" N 101° 13' 20.95" E
REGOS	12° 00' 06.50" N 100° 34' 54.30" E
RYN	12° 46' 48.30" N 101° 40' 41.70" E
SELKA	14° 20' 20.06" N 101° 53' 10.73" E
SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
TL	15° 16' 33.45" N 100° 17' 51.11" E

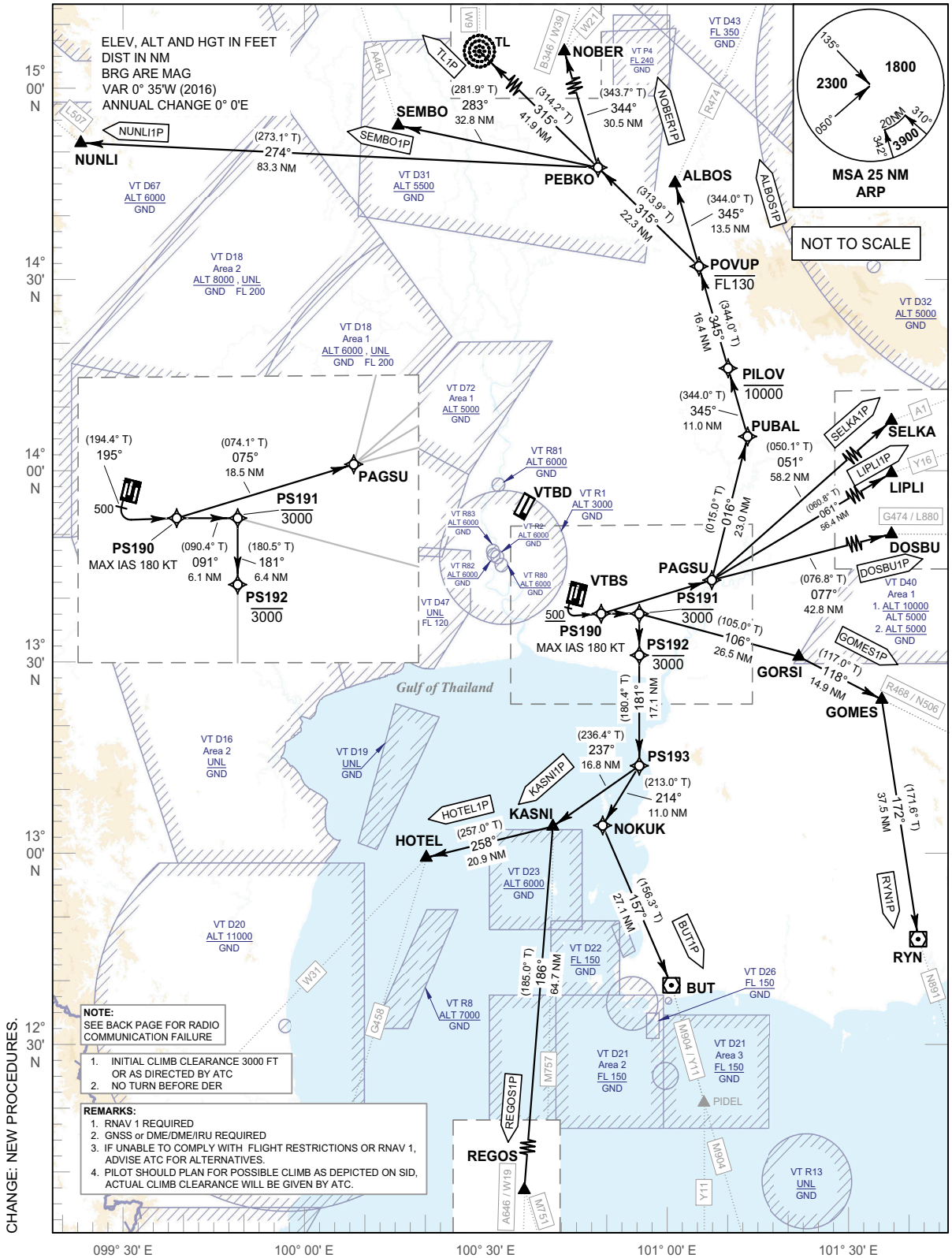
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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
	: 119.25 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
DEP ATIS	: 127.65

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R
(PROPELLER)

ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P



CHANGE: NEW PROCEDURES.

RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1P TO R474											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	ALBOS	-	345°(344.0°)	+ 0.6	13.5	-	-	-	-	RNAV 1
BUT1P TO M904/Y11											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	PS192	-	181°(180.5°)	+ 0.6	6.4	-	-3000	-	-	RNAV 1
060	TF	PS193	-	181°(180.4°)	+ 0.6	17.1	-	-	-	-	RNAV 1
070	TF	NOKUK	-	214°(213.0°)	+ 0.6	11.0	-	-	-	-	RNAV 1
080	TF	BUT	-	157°(156.3°)	+ 0.6	27.1	-	-	-	-	RNAV 1
DOSBU1P TO G474/L880											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	DOSBU	-	077°(076.8°)	+ 0.6	42.8	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
GOMES1P TO R468/N506											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	GORSI	-	106°(105.0°)	+ 0.6	26.5	-	-	-	-	RNAV 1
060	TF	GOMES	-	118°(117.0°)	+ 0.6	14.9	-	-	-	-	RNAV 1
HOTEL1P TO G458, W31											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	PS192	-	181°(180.5°)	+ 0.6	6.4	-	-3000	-	-	RNAV 1
060	TF	PS193	-	181°(180.4°)	+ 0.6	17.1	-	-	-	-	RNAV 1
070	TF	KASNI	-	237°(236.4°)	+ 0.6	16.8	-	-	-	-	RNAV 1
080	TF	HOTEL	-	258°(257.0°)	+ 0.6	20.9	-	-	-	-	RNAV 1
KASNI1P TO M757											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	PS192	-	181°(180.5°)	+ 0.6	6.4	-	-3000	-	-	RNAV 1
060	TF	PS193	-	181°(180.4°)	+ 0.6	17.1	-	-	-	-	RNAV 1
070	TF	KASNI	-	237°(236.4°)	+ 0.6	16.8	-	-	-	-	RNAV 1
LIPLI1P TO Y16											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	LIPLI	-	061°(060.8°)	+ 0.6	56.4	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NOBER1P TO B346/W39, W21											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	NOBER	-	344°(343.7°)	+ 0.6	30.5	-	-	-	-	RNAV 1
NUNLI1P TO L507											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	NUNLI	-	274°(273.1°)	+ 0.6	83.3	-	-	-	-	RNAV 1
REGOS1P TO M751, A646/W19											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	PS192	-	181°(180.4°)	+ 0.6	6.4	-	-3000	-	-	RNAV 1
060	TF	PS193	-	181°(180.5°)	+ 0.6	17.1	-	-	-	-	RNAV 1
070	TF	KASNI	-	237°(236.4°)	+ 0.6	16.8	-	-	-	-	RNAV 1
080	TF	REGOS	-	186°(185.0°)	+ 0.6	64.7	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN1P TO N891											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PS191	-	091°(090.4°)	+ 0.6	6.1	-	-3000	-	-	RNAV 1
050	TF	GORSI	-	106°(105.0°)	+ 0.6	26.5	-	-	-	-	RNAV 1
060	TF	GOMES	-	118°(117.0°)	+ 0.6	14.9	-	-	-	-	RNAV 1
070	TF	RYN	-	172°(171.6°)	+ 0.6	37.5	-	-	-	-	RNAV 1
SELKA1P TO A1, Y14											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	SELKA	-	051°(050.1°)	+ 0.6	58.2	-	-	-	-	RNAV 1
SEMBO1P TO A464											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	SEMBO	-	283°(281.9°)	+ 0.6	32.8	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TL1P TO W9											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	195°(194.4°)	+ 0.6	-	-	+500	-	-	RNAV 1
030	DF	PS190	-	-	+ 0.6	-	L	-	-180	-	RNAV 1
040	TF	PAGSU	-	075°(074.1°)	+ 0.6	18.5	-	-	-	-	RNAV 1
050	TF	PUBAL	-	016°(015.0°)	+ 0.6	23.0	-	-	-	-	RNAV 1
060	TF	PILOV	-	345°(344.0°)	+ 0.6	11.0	-	-10000	-	-	RNAV 1
070	TF	POVUP	-	345°(344.0°)	+ 0.6	16.4	-	-FL130	-	-	RNAV 1
080	TF	PEBKO	-	315°(313.9°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	TL	-	315°(314.2°)	+ 0.6	41.9	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY20R	
Waypoint Identifier	**Coordinates**
DER RWY20R	13° 39' 54.63" N 100° 43' 45.28" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E
HOTEL	13° 00' 06.20" N 100° 19' 48.30" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
PAGSU	13° 42' 55.95" N 101° 07' 13.22" E
PEBKO	14° 47' 13.17" N 100° 48' 55.91" E
PILOV	14° 15' 49.64" N 101° 10' 13.23" E
POVUP	14° 31' 41.46" N 101° 05' 32.47" E
PS190	13° 37' 50.94" N 100° 48' 53.90" E
PS191	13° 37' 48.11" N 100° 55' 11.64" E
PS192	13° 31' 20.61" N 100° 55' 08.53" E
PS193	13° 14' 09.73" N 100° 55' 00.37" E
PUBAL	14° 05' 12.31" N 101° 13' 20.95" E
REGOS	12° 00' 06.50" N 100° 34' 54.30" E
RYN	12° 46' 48.30" N 101° 40' 41.70" E
SELKA	14° 20' 20.06" N 101° 53' 10.73" E
SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
TL	15° 16' 33.45" N 100° 17' 51.11" E

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

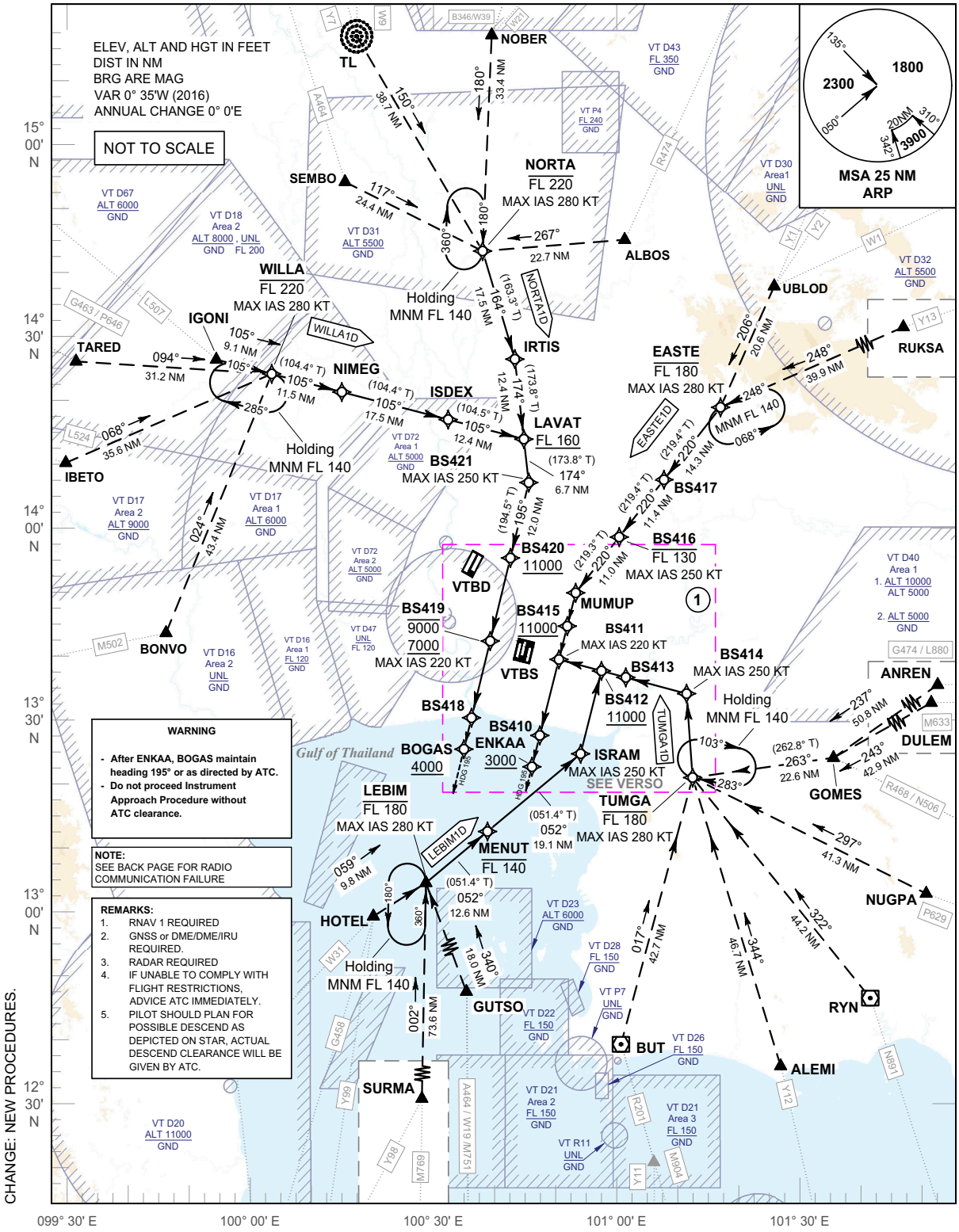
TRANSITION ALTITUDE
11000 FT

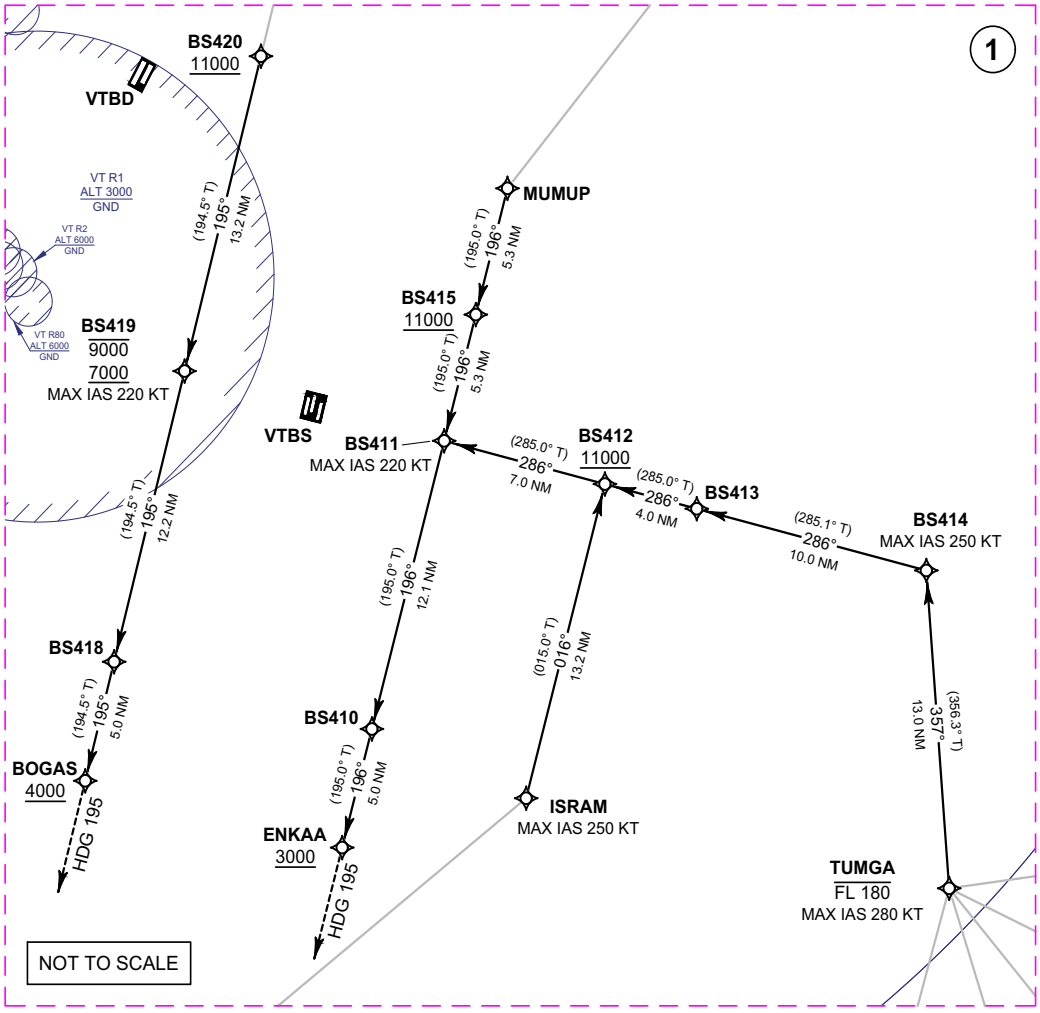
SPEED RESTRICTION
MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

APP	: 119.1 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
ARR ATIS	: 133.6 , 278.6

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01/02L/02R

EASTE1D LEBIM1D NORTA1D
TUMGA1D WILLA1D





CHANGE: NEW PROCEDURES.

RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY01/02L/02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
EASTE1D											
TRANSITION RUKSA FROM Y13											
010	IF	RUKSA	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	EASTE	-	248°(247.7°)	+ 0.6	39.9	-	-FL180	-280	-	RNAV 1
TRANSITION UBLOD FROM Y1,Y2,W1											
010	IF	UBLOD	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	EASTE	-	206°(205.2°)	+ 0.6	20.6	-	-FL180	-280	-	RNAV 1
010	IF	EASTE	-	-	+ 0.6	-	-	-FL180	-280	-	RNAV 1
020	TF	BS417	-	220°(219.4°)	+ 0.6	14.3	-	-	-	-	RNAV 1
030	TF	BS416	-	220°(219.4°)	+ 0.6	11.4	-	-FL130	-250	-	RNAV 1
040	TF	MUMUP	-	220°(219.3°)	+ 0.6	11.0	-	-	-	-	RNAV 1
050	TF	BS415	-	196°(195.0°)	+ 0.6	5.3	-	+11000	-	-	RNAV 1
060	TF	BS411	-	196°(195.0°)	+ 0.6	5.3	-	-	-220	-	RNAV 1
070	TF	BS410	-	196°(195.0°)	+ 0.6	12.1	-	-	-	-	RNAV 1
080	TF	ENKAA	-	196°(195.0°)	+ 0.6	5.0	-	+3000	-	-	RNAV 1
090	VM	-	-	195°(-)	+ 0.6	-	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY01/02L/02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
LEBIM1D											
TRANSITION GUTSO FROM A464/M751/W19											
010	IF	GUTSO	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	LEBIM	-	340°(339.4°)	+ 0.6	18.0	-	-FL180	-280	-	RNAV 1
TRANSITION HOTEL FROM G458, W31, Y99											
010	IF	HOTEL	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	LEBIM	-	059°(058.6°)	+ 0.6	9.8	-	-FL180	-280	-	RNAV 1
TRANSITION SURMA FROM M769, Y98											
010	IF	SURMA	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	LEBIM	-	002°(001.4°)	+ 0.6	73.6	-	-FL180	-280	-	RNAV 1
010	IF	LEBIM	-	-	+ 0.6	-	-	-FL180	-280	-	RNAV 1
020	TF	MENUT	-	052°(051.4°)	+ 0.6	12.6	-	-FL140	-	-	RNAV 1
030	TF	ISRAM	-	052°(051.4°)	+ 0.6	19.1	-	-	-250	-	RNAV 1
040	TF	BS412	-	016°(015.0°)	+ 0.6	13.2	-	+11000	-	-	RNAV 1
050	TF	BS411	-	286°(285.0°)	+ 0.6	7.0	-	-	-220	-	RNAV 1
060	TF	BS410	-	196°(195.0°)	+ 0.6	12.1	-	-	-	-	RNAV 1
070	TF	ENKAA	-	196°(195.0°)	+ 0.6	5.0	-	+3000	-	-	RNAV 1
080	VM	-	-	195°(-)	+ 0.6	-	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY01/02L/02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NORTA1D											
TRANSITION ALBOS FROM R474											
010	IF	ALBOS	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	267°(266.1°)	+ 0.6	22.7	-	-FL220	-280	-	RNAV 1
TRANSITION NOBER FROM B346/W39, W21											
010	IF	NOBER	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	184°(182.9°)	+ 0.6	33.4	-	-FL220	-280	-	RNAV 1
TRANSITION SEMBO FROM A464											
010	IF	SEMBO	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	117°(116.3°)	+ 0.6	24.4	-	-FL220	-280	-	RNAV 1
TRANSITION TL FROM W9, Y7											
010	IF	TL	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	150°(149.2°)	+ 0.6	38.7	-	-FL220	-280	-	RNAV 1
010	IF	NORTA	-	-	+ 0.6	-	-	-FL220	-280	-	RNAV 1
020	TF	IRTIS	-	164°(163.3°)	+ 0.6	17.5	-	-	-	-	RNAV 1
030	TF	LAVAT	-	174°(173.8°)	+ 0.6	12.4	-	+FL160	-	-	RNAV 1
040	TF	BS421	-	174°(173.8°)	+ 0.6	6.7	-	-	-250	-	RNAV 1
050	TF	BS420	-	195°(194.5°)	+ 0.6	12.0	-	+11000	-	-	RNAV 1
060	TF	BS419	-	195°(194.5°)	+ 0.6	13.2	-	-9000; +7000	-220	-	RNAV 1
070	TF	BS418	-	195°(194.5°)	+ 0.6	12.2	-	-	-	-	RNAV 1
080	TF	BOGAS	-	195°(194.5°)	+ 0.6	5.0	-	+4000	-	-	RNAV 1
090	VM	-	-	195°(-)	+ 0.6	-	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY01/02L/02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TUMGA1D											
TRANSITION ALEMI FROM Y12											
010	IF	ALEMI	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	344°(343.1°)	+ 0.6	46.7	-	-FL180	-280	-	RNAV 1
TRANSITION ANREN FROM G474/L880											
010	IF	ANREN	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	GOMES	-	237°(236.7°)	+ 0.6	50.8	-	-	-	-	RNAV 1
030	TF	TUMGA	-	263°(262.8°)	+ 0.6	22.6	-	-FL180	-280	-	RNAV 1
TRANSITION BUT FROM R201											
010	IF	BUT	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	017°(015.9°)	+ 0.6	42.7	-	-FL180	-280	-	RNAV 1
TRANSITION DULEM FROM M633											
010	IF	DULEM	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	GOMES	-	243°(242.2°)	+ 0.6	42.9	-	-	-	-	RNAV 1
030	TF	TUMGA	-	263°(262.8°)	+ 0.6	22.6	-	-FL180	-280	-	RNAV 1
TRANSITION GOMES FROM R468/N506											
010	IF	GOMES	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	263°(262.8°)	+ 0.6	22.6	-	-FL180	-280	-	RNAV 1
TRANSITION NUGPA FROM P629											
010	IF	NUGPA	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	297°(296.4°)	+ 0.6	41.3	-	-FL180	-280	-	RNAV 1
TRANSITION RYN FROM N891											
010	IF	RYN	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	322°(320.9°)	+ 0.6	44.2	-	-FL180	-280	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY01/02L/02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TUMGA1D											
010	IF	TUMGA	-	-	+ 0.6	-	-	-FL180	-280	-	RNAV 1
020	TF	BS414	-	357°(356.3°)	+ 0.6	13.0	-	-	-250	-	RNAV 1
030	TF	BS413	-	286°(285.1°)	+ 0.6	10.0	-	-	-	-	RNAV 1
040	TF	BS412	-	286°(285.0°)	+ 0.6	4.0	-	+11000	-	-	RNAV 1
050	TF	BS411	-	286°(285.0°)	+ 0.6	7.0	-	-	-220	-	RNAV 1
060	TF	BS410	-	196°(195.0°)	+ 0.6	12.1	-	-	-	-	RNAV 1
070	TF	ENKAA	-	196°(195.0°)	+ 0.6	5.0	-	+3000	-	-	RNAV 1
080	VM	-	-	195°(-)	+ 0.6	-	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (6)

RNAV RWY01/02L/02R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
WILLA1D											
TRANSITION BONVO FROM M502											
010	IF	BONVO	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	024°(023.0°)	+ 0.6	43.4	-	-FL220	-280	-	RNAV 1
TRANSITION IBETO FROM L524											
010	IF	IBETO	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	068°(067.4°)	+ 0.6	35.6	-	-FL220	-280	-	RNAV 1
TRANSITION IGONI FROM L507											
010	IF	IGONI	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	105°(104.3°)	+ 0.6	9.1	-	-FL220	-280	-	RNAV 1
TRANSITION TARED FROM G463/P646											
010	IF	TARED	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	094°(093.7°)	+ 0.6	31.2	-	-FL220	-280	-	RNAV 1
010	IF	WILLA	-	-	+ 0.6	-	-	-FL220	-280	-	RNAV 1
020	TF	NIMEG	-	105°(104.4°)	+ 0.6	11.5	-	-	-	-	RNAV 1
030	TF	ISDEX	-	105°(104.4°)	+ 0.6	17.5	-	-	-	-	RNAV 1
040	TF	LAVAT	-	105°(104.5°)	+ 0.6	12.4	-	+FL160	-	-	RNAV 1
050	TF	BS421	-	174°(173.8°)	+ 0.6	6.7	-	-	-250	-	RNAV 1
060	TF	BS420	-	195°(194.5°)	+ 0.6	12.0	-	+11000	-	-	RNAV 1
070	TF	BS419	-	195°(194.5°)	+ 0.6	13.2	-	-9000 +7000	-220		RNAV 1
080	TF	BS418	-	195°(194.5°)	+ 0.6	12.2	-	-	-	-	RNAV 1
090	TF	BOGAS	-	195°(194.5°)	+ 0.6	5.0	-	+4000	-	-	RNAV 1
100	VM	-	-	195°(-)	+ 0.6	-	-	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY01/02L/02R		RNAV RWY01/02L/02R	
Waypoint Identifier	**Coordinates**	**Waypoint Identifier**	**Coordinates**
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	HOTEL	13° 00' 06.20" N 100° 19' 48.30" E
ALEMI	12° 36' 25.55" N 101° 25' 59.92" E	IBETO	14° 10' 36.14" N 099° 29' 45.68" E
ANREN	13° 52' 12.48" N 102° 18' 37.95" E	IGONI	14° 26' 32.73" N 099° 54' 30.29" E
BOGAS	13° 25' 55.66" N 100° 34' 43.97" E	IRTIS	14° 26' 19.82" N 100° 43' 30.68" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	ISDEX	14° 17' 02.47" N 100° 32' 29.78" E
BS410	13° 27' 58.46" N 100° 47' 09.14" E	ISRAM	13° 25' 04.96" N 100° 53' 48.03" E
BS411	13° 39' 43.78" N 100° 50' 22.03" E	LAVAT	14° 13' 55.01" N 100° 44' 53.56" E
BS412	13° 37' 54.54" N 100° 57' 18.71" E	LEBIM	13° 05' 14.81" N 100° 28' 24.51" E
BS413	13° 36' 52.02" N 101° 01' 16.79" E	MENUT	13° 13' 08.60" N 100° 38' 30.11" E
BS414	13° 34' 15.54" N 101° 11' 11.58" E	MUMUP	13° 50' 02.27" N 100° 53' 11.48" E
BS415	13° 44' 53.04" N 100° 51' 46.71" E	NIMEG	14° 21' 24.76" N 100° 15' 04.64" E
BS416	13° 58' 37.16" N 101° 00' 23.26" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
BS417	14° 07' 26.63" N 101° 07' 48.01" E	NORTA	14° 43' 07.64" N 100° 38' 20.46" E
BS418	13° 30' 47.44" N 100° 36' 00.87" E	NUGPA	13° 02' 54.16" N 101° 49' 59.29" E
BS419	13° 42' 39.80" N 100° 39' 08.89" E	RUKSA	14° 33' 51.00" N 101° 55' 12.34" E
BS420	13° 55' 31.25" N 100° 42' 32.96" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS421	14° 07' 11.16" N 100° 45' 38.52" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E	SURMA	11° 51' 22.45" N 100° 26' 32.65" E
DULEM	13° 44' 15.58" N 102° 13' 59.75" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
EASTE	14° 18' 34.80" N 101° 17' 10.48" E	TL	15° 16' 33.45" N 100° 17' 51.11" E
ENKAA	13° 23' 07.66" N 100° 45' 49.41" E	TUMGA	13° 21' 15.01" N 101° 12' 03.77" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E	UBLOD	14° 37' 15.43" N 101° 26' 11.66" E
GUTSO	12° 48' 19.94" N 100° 34' 54.30" E	WILLA	14° 24' 16.98" N 100° 03' 35.36" E

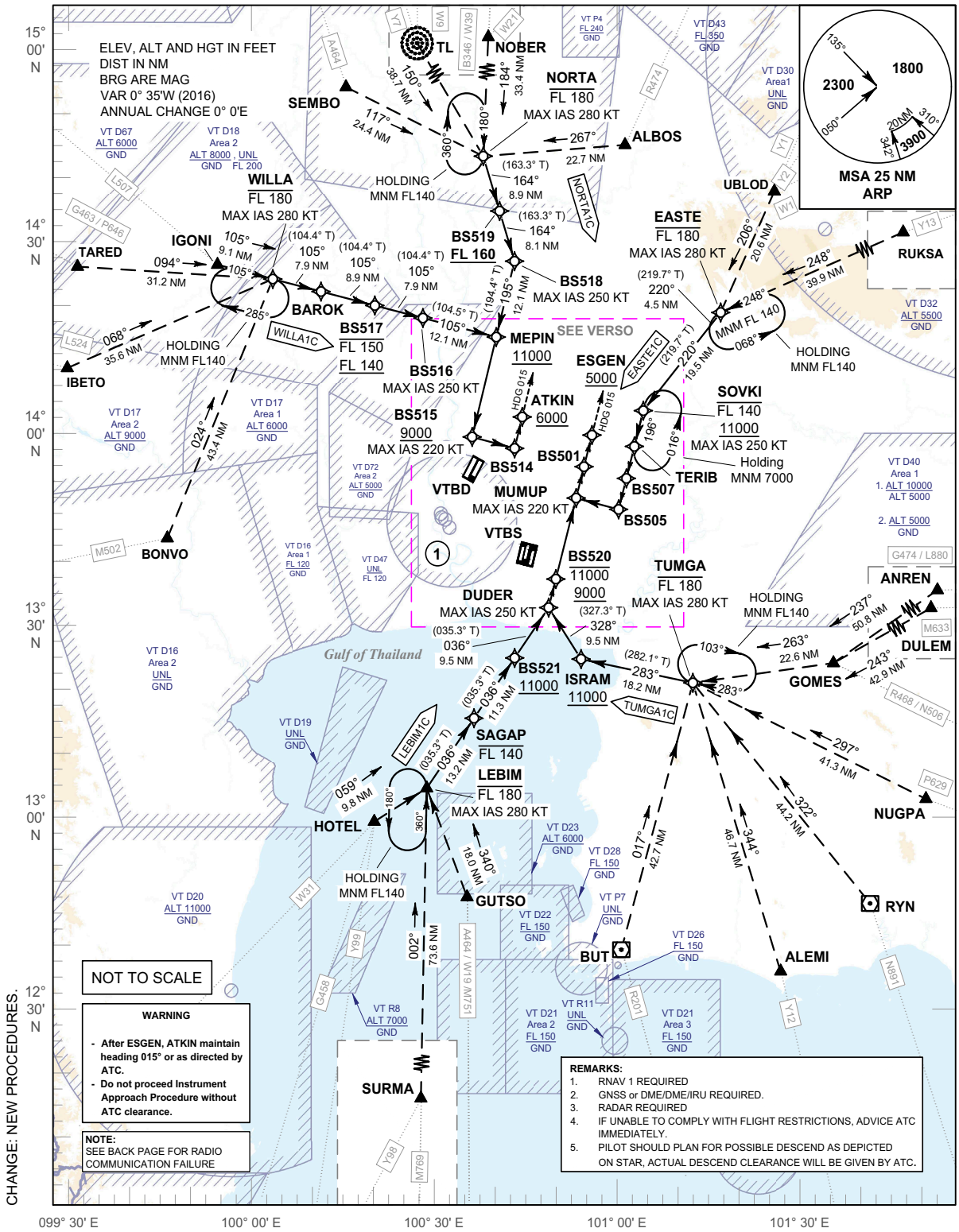
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

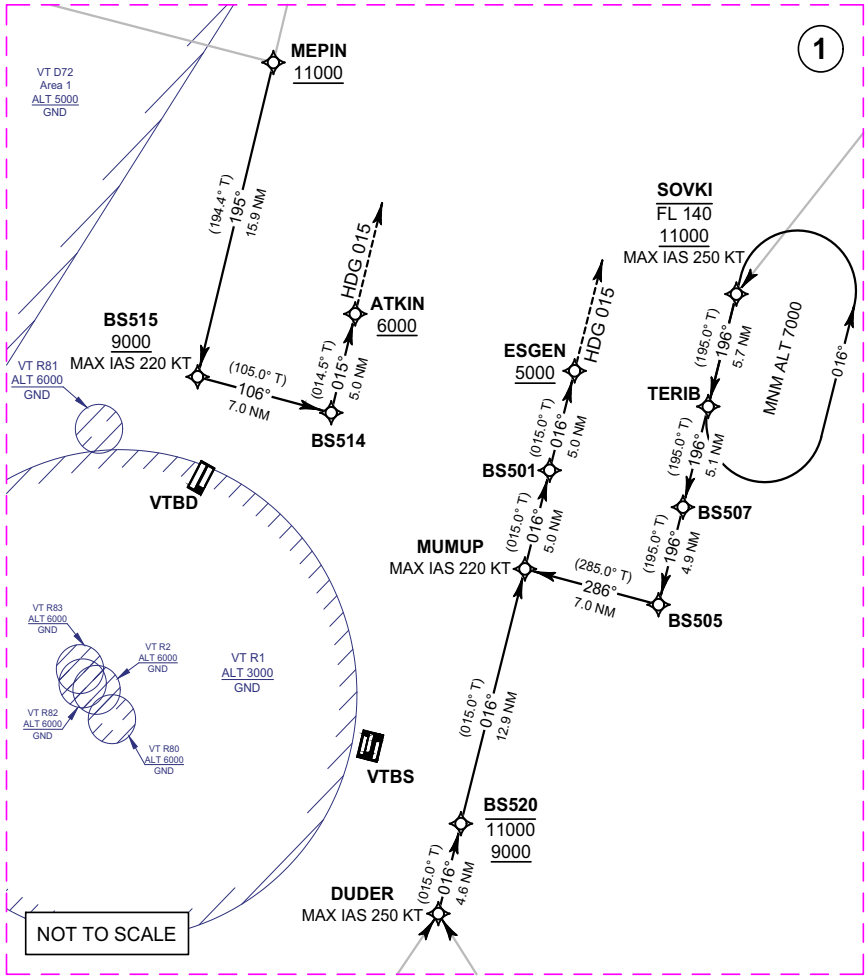
APP	: 119.1 , 262.5
	: 120.3 , 262.5
	: 133.4 , 262.5
	: 122.35 , 262.5
	: 124.35 , 262.5
	: 125.2 , 262.5
ARR	: 121.1 , 262.5
	: 126.3 , 262.5
TWR	: 118.2 , 274.5
	: 119.0
ARR ATIS	: 133.6 , 278.6

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19/20L/20R

EASTE1C LEBIM1C NORTA1C
TUMGA1C WILLA1C



CHANGE: NEW PROCEDURES.



CHANGE: NEW PROCEDURES.

RADIO COMMUNICATION FAILURE

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

TABULAR DESCRIPTION (1)

RNAV RWY19/20L/20R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
EASTE1C											
TRANSITION RUKSA FROM Y13											
010	IF	RUKSA	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	EASTE	-	248°(247.7°)	+ 0.6	39.9	-	-FL180	-280	-	RNAV 1
TRANSITION UBLOD FROM Y1, Y2, W1											
010	IF	UBLOD	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	EASTE	-	206°(205.2°)	+ 0.6	20.6	-	-FL180	-280	-	RNAV 1
010	IF	EASTE	-	-	+ 0.6	-	-	-FL180	-280	-	RNAV 1
020	TF	SOVKI	-	220°(219.7°)	+ 0.6	19.5	-	-FL140; +11000	-250	-	RNAV 1
030	TF	TERIB	-	196°(195.0°)	+ 0.6	5.7	-	-	-	-	RNAV 1
040	TF	BS507	-	196°(195.0°)	+ 0.6	5.1	-	-	-	-	RNAV 1
050	TF	BS505	-	196°(195.0°)	+ 0.6	4.9	-	-	-	-	RNAV 1
060	TF	MUMUP	-	286°(285.0°)	+ 0.6	7.0	-	-	-220	-	RNAV 1
070	TF	BS501	-	016°(015.0°)	+ 0.6	5.0	-	-	-	-	RNAV 1
080	TF	ESGEN	-	016°(015.0°)	+ 0.6	5.0	-	+5000	-	-	RNAV 1
090	VM	-	-	015°(-)	+ 0.6	-	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (2)

RNAV RWY19/20L/20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
LEBIM1C											
TRANSITION GUTSO FROM A464/M751/W19											
010	IF	GUTSO	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	LEBIM	-	340°(339.4°)	+ 0.6	18.0	-	-FL180	-280	-	RNAV 1
TRANSITION HOTEL FROM G458, W31, Y99											
010	IF	HOTEL	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	LEBIM	-	059°(058.6°)	+ 0.6	9.8	-	-FL180	-280	-	RNAV 1
TRANSITION SURMA FROM M769, Y98											
010	IF	SURMA	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	LEBIM	-	002°(001.4°)	+ 0.6	73.6	-	-FL180	-280	-	RNAV 1
010	IF	LEBIM	-	-	+ 0.6	-	-	-FL180	-280	-	RNAV 1
020	TF	SAGAP	-	036°(035.3°)	+ 0.6	13.2	-	-FL140	-	-	RNAV 1
030	TF	BS521	-	036°(035.3°)	+ 0.6	11.3	-	+11000	-	-	RNAV 1
040	TF	DUDER	-	036°(035.3°)	+ 0.6	9.5	-	-	-250	-	RNAV 1
050	TF	BS520	-	016°(015.0°)	+ 0.6	4.6	-	-11000; +9000	-	-	RNAV 1
060	TF	MUMUP	-	016°(015.0°)	+ 0.6	12.9	-	-	-220	-	RNAV 1
070	TF	BS501	-	016°(015.0°)	+ 0.6	5.0	-	-	-	-	RNAV 1
080	TF	ESGEN	-	016°(015.0°)	+ 0.6	5.0	-	+5000	-	-	RNAV 1
090	VM	-	-	015°(-)	+ 0.6	-	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (3)

RNAV RWY19/20L/20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NORTA1C											
TRANSITION ALBOS FROM R474											
010	IF	ALBOS	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	267°(266.1°)	+ 0.6	22.7	-	-FL180	-280	-	RNAV 1
TRANSITION NOBER FROM B346/W39, W21											
010	IF	NOBER	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	184°(182.9°)	+ 0.6	33.4	-	-FL180	-280	-	RNAV 1
TRANSITION SEMBO FROM A464											
010	IF	SEMBO	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	117°(116.3°)	+ 0.6	24.4	-	-FL180	-280	-	RNAV 1
TRANSITION TL FROM W9, Y7											
010	IF	TL	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	150°(149.2°)	+ 0.6	38.7	-	-FL180	-280	-	RNAV 1
010	IF	NORTA	-	-	+ 0.6	-	-	-FL180	-280	-	RNAV 1
020	TF	BS519	-	164°(163.3°)	+ 0.6	8.9	-	+FL160	-	-	RNAV 1
030	TF	BS518	-	164°(163.3°)	+ 0.6	8.1	-	-	-250	-	RNAV 1
040	TF	MEPIN	-	195°(194.4°)	+ 0.6	12.1	-	+11000	-	-	RNAV 1
050	TF	BS515	-	195°(194.4°)	+ 0.6	15.9	-	+9000	-220	-	RNAV 1
060	TF	BS514	-	106°(105.0°)	+ 0.6	7.0	-	-	-	-	RNAV 1
070	TF	ATKIN	-	015°(014.5°)	+ 0.6	5.0	-	+6000	-	-	RNAV 1
080	VM	-	-	015°(-)	+ 0.6	-	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (4)

RNAV RWY19/20L/20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TUMGA1C											
TRANSITION ALEMI FROM Y12											
010	IF	ALEMI	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	344°(343.1°)	+ 0.6	46.7	-	-FL180	-280	-	RNAV 1
TRANSITION ANREN FROM G474/L880											
010	IF	ANREN	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	GOMES	-	237°(236.7°)	+ 0.6	50.8	-	-	-	-	RNAV 1
030	TF	TUMGA	-	263°(262.8°)	+ 0.6	22.6	-	-FL180	-280	-	RNAV 1
TRANSITION BUT FROM R201											
010	IF	BUT	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	017°(015.9°)	+ 0.6	42.7	-	-FL180	-280	-	RNAV 1
TRANSITION DULEM FROM M633											
010	IF	DULEM	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	GOMES	-	243°(242.2°)	+ 0.6	42.9	-	-	-	-	RNAV 1
030	TF	TUMGA	-	263°(262.8°)	+ 0.6	22.6	-	-FL180	-280	-	RNAV 1
TRANSITION GOMES FROM R468/N506											
010	IF	GOMES	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	263°(262.8°)	+ 0.6	22.6	-	-FL180	-280	-	RNAV 1
TRANSITION NUGPA FROM P629											
010	IF	NUGPA	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	297°(296.4°)	+ 0.6	41.3	-	-FL180	-280	-	RNAV 1
TRANSITION RYN FROM N891											
010	IF	RYN	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	322°(320.9°)	+ 0.6	44.2	-	-FL180	-280	-	RNAV 1

TABULAR DESCRIPTION (5)

RNAV RWY19/20L/20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TUMGA1C											
010	IF	TUMGA	-	-	+ 0.6	-	-	-FL180	-280	-	RNAV 1
020	TF	ISRAM	-	283°(282.1°)	+ 0.6	18.2	-	+11000	-	-	RNAV 1
030	TF	DUDER	-	328°(327.3°)	+ 0.6	9.5	-	-	-250	-	RNAV 1
040	TF	BS520	-	016°(015.0°)	+ 0.6	4.6	-	-11000; +9000	-	-	RNAV 1
050	TF	MUMUP	-	016°(015.0°)	+ 0.6	12.9	-	-	-220	-	RNAV 1
060	TF	BS501	-	016°(015.0°)	+ 0.6	5.0	-	-	-	-	RNAV 1
070	TF	ESGEN	-	016°(015.0°)	+ 0.6	5.0	-	+5000	-	-	RNAV 1
080	VM	-	-	015°(-)	+ 0.6	-	-	-	-	-	RNAV 1

TABULAR DESCRIPTION (6)

RNAV RWY19/20L/20R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
WILLA1C											
TRANSITION BONVO FROM M502											
010	IF	BONVO	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	024°(023.0°)	+ 0.6	43.4	-	-FL180	-280	-	RNAV 1
TRANSITION IBETO FROM L524											
010	IF	IBETO	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	068°(067.4°)	+ 0.6	35.6	-	-FL180	-280	-	RNAV 1
TRANSITION IGONI FROM L507											
010	IF	IGONI	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	105°(104.3°)	+ 0.6	9.1	-	-FL180	-280	-	RNAV 1
TRANSITION TARED FROM G463/P646											
010	IF	TARED	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	094°(093.7°)	+ 0.6	31.2	-	-FL180	-280	-	RNAV 1
010	IF	WILLA	-	-	+ 0.6	-	-	-FL180	-280	-	RNAV 1
020	TF	BAROK	-	105°(104.4°)	+ 0.6	7.9	-	-	-	-	RNAV 1
030	TF	BS517	-	105°(104.4°)	+ 0.6	8.9	-	-FL150; +FL140	-	-	RNAV 1
040	TF	BS516	-	105°(104.4°)	+ 0.6	7.9	-	-	-250	-	RNAV 1
050	TF	MEPIN	-	105°(104.5°)	+ 0.6	12.1	-	+11000	-	-	RNAV 1
060	TF	BS515	-	195°(194.4°)	+ 0.6	15.9	-	+9000	-220	-	RNAV 1
070	TF	BS514	-	106°(105.0°)	+ 0.6	7.0	-	-	-	-	RNAV 1
080	TF	ATKIN	-	015°(014.5°)	+ 0.6	5.0	-	+6000	-	-	RNAV 1
090	VM	-	-	015°(-)	+ 0.6	-	-	-	-	-	RNAV 1

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY01 - ELEV 4 FT

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

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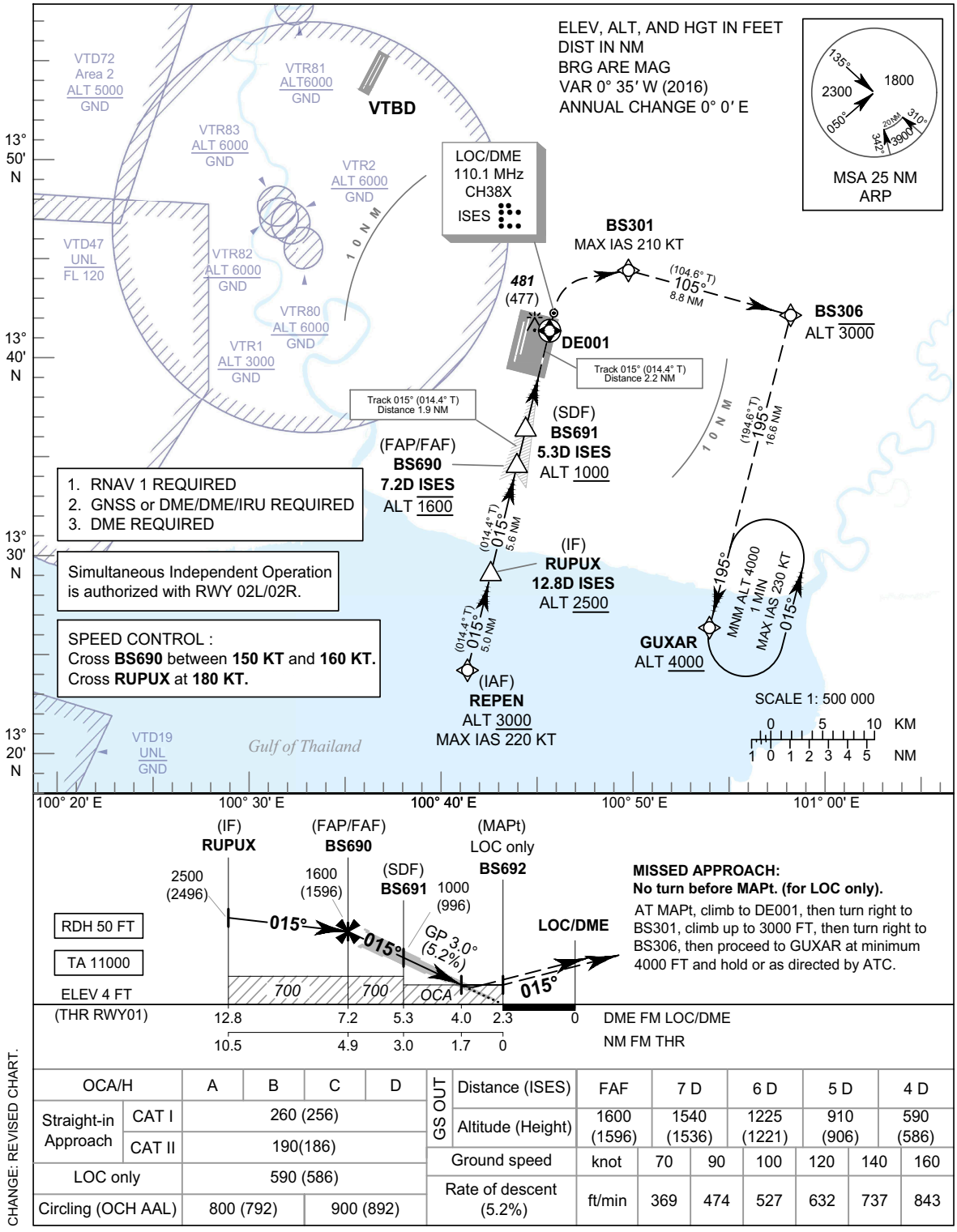
ILS or LOC z RWY01
CAT II



MISSED APPROACH:
No turn before MAPt. (for LOC only).
AT MAPt, climb to DE001, then turn right to BS301, climb up to 3000 FT, then turn right to BS306, then proceed to GUXAR at minimum 4000 FT and hold or as directed by ATC.

OCA/H		A	B	C	D
Straight-in Approach	CAT I	260 (256)			
	CAT II	190(186)			
LOC only		590 (586)			
Circling (OCH AAL)		800 (792)		900 (892)	

GS OUT							
Distance (ISES)	FAF	7 D	6 D	5 D	4 D		
Altitude (Height)	1600 (1596)	1540 (1536)	1225 (1221)	910 (906)	590 (586)		
Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: REVISED CHART.

TABULAR DESCRIPTION

ILS or LOC z RWY01

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	(IAF) REPEN	-	-	+0.60	-	-	+3000	-220	-	RNAV 1
020	TF	(IF) RUPUX	-	015°(014.4°)	+0.60	5.0	-	+2500	-	-	RNAV 1
010	IF	(IF) RUPUX	-	-	+0.60	-	-	+2500	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	(FAP/FAF) BS690	-	015°(014.4°)	+0.60	5.6	-	@1600	-	-	ILS
030	TF	(SDF) BS691	-	015°(014.4°)	+0.60	1.9	-	+1000	-	-	ILS
040	TF	(MAPt @ THR01) BS692	Y	015°(014.4°)	+0.60	3.0	-	@54	-	-3.0/50	ILS
050	CF	DE001	Y	015°(014.4°)	+0.60	2.2	-	-	-	-	RNAV 1
060	DF	BS301	-	-	+0.60	-	R	-	-210	-	RNAV 1
070	TF	BS306	-	105°(104.6°)	+0.60	8.8	-	-3000	-	-	RNAV 1
080	TF	GUXAR	-	195°(194.6°)	+0.60	16.6	-	+4000	-	-	RNAV 1
090	HM	GUXAR	Y	195°(194.6°)	+0.60	1 minute	L	+4000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY01

Waypoint Identifier	Coordinates
REPEN	13° 24' 19.39" N 100° 41' 09.12" E
RUPUX	13° 29' 11.25" N 100° 42' 25.67" E
BS690	13° 34' 39.85" N 100° 43' 51.99" E
BS691	13° 36' 30.21" N 100° 44' 20.89" E
BS692	13° 39' 24.11" N 100° 45' 06.59" E
DE001	13° 41' 30.17" N 100° 45' 39.72" E
BS301	13° 44' 35.06" N 100° 49' 50.66" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

FIX / POINT		COORDINATES	
(IF) RUPUX	12.8D ISES	13° 29' 11.25" N	100° 42' 25.67" E
(FAP/FAF) BS690	7.2D ISES	13° 34' 39.85" N	100° 43' 51.99" E
(SDF) BS691	5.3D ISES	13° 36' 30.21" N	100° 44' 20.89" E
(MAPt @ THR01) BS692	2.3D ISES	13° 39' 24.11" N	100° 45' 06.59" E
LOC/DME	ISES	13° 41' 39.30" N	100° 45' 42.10" E
GP	ISES	13° 39' 33.40" N	100° 45' 13.10" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY02R - ELEV 4 FT

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

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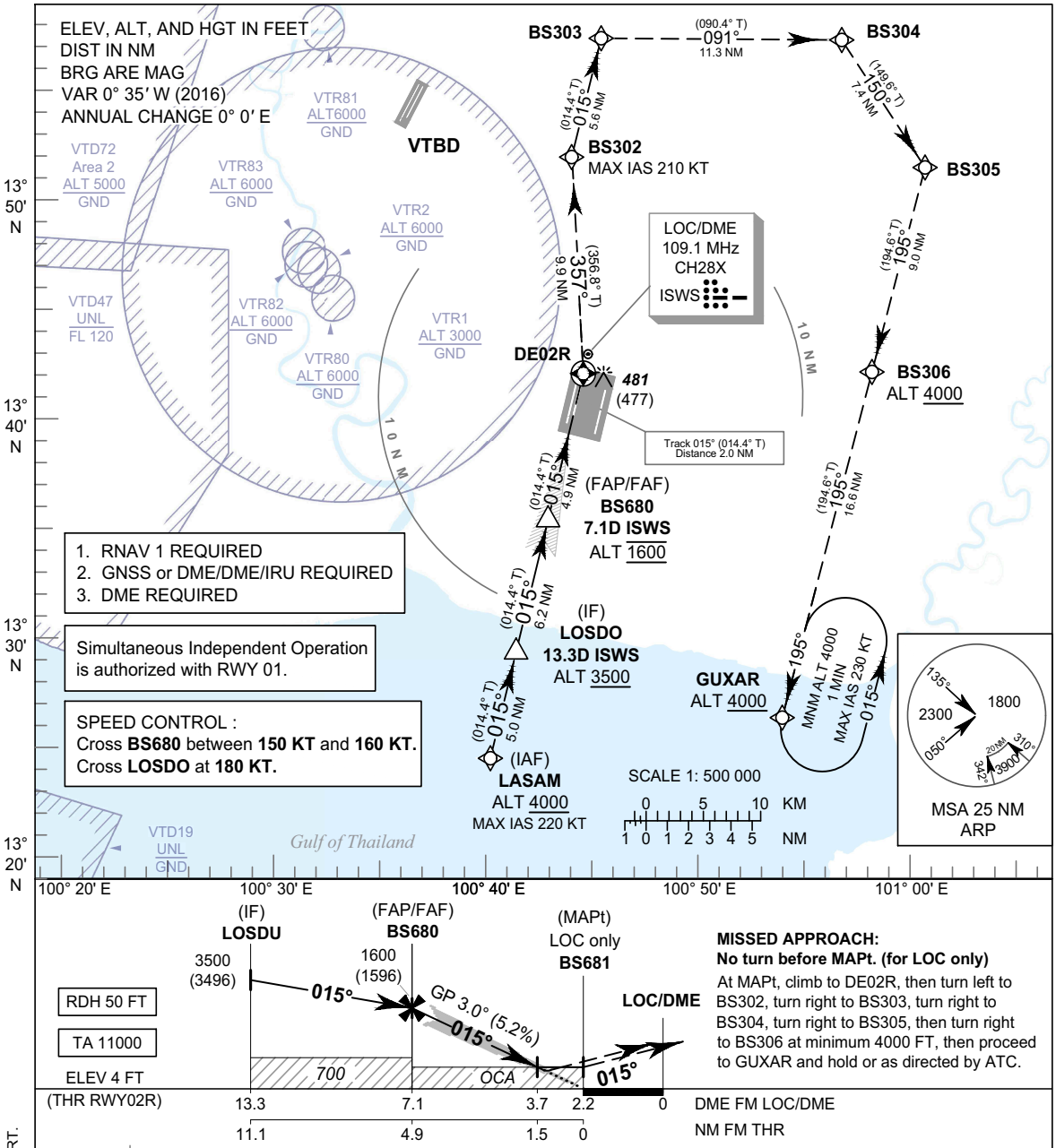
ILS or LOC z RWY02R
CAT II



CHANGE: REVISED CHART.

OCA/H		A	B	C	D
Straight-in Approach	CAT I*	370 (366)			
	CAT II**	310 (306)			
LOC only		530 (526)			
Circling (OCH AAL)		800 (792)		900 (892)	

GS OUT								
Distance (ISWS)		FAF	7 D	6 D	5 D	4 D	3.7 D	
Altitude (Height)		1600 (1596)	1570 (1566)	1255 (1251)	940 (936)	625 (621)	530 (526)	
Ground speed	knot	70	90	100	120	140	160	
Rate of descent (5.2%)	ft/min	369	474	527	632	737	843	

NOTE: *OCA (OCH) CAT I : 250 (246) FT of ILS procedures can be achieved for all aircraft categories which can commence a missed approach climb gradient of 5% (304 FT/NM) until passing ALT 1000 FT.
**OCA (OCH) CAT II : 150 (146) FT of ILS procedures can be achieved for all aircraft categories which can commence a missed approach climb gradient of 4% (243 FT/NM) until passing ALT 1000 FT.

TABULAR DESCRIPTION

ILS or LOC z RWY02R

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	(IAF) LASAM	-	-	+0.60	-	-	+4000	-220	-	RNAV 1
020	TF	(IF) LOSDO	-	015°(014.4°)	+0.60	5	-	+3500	-	-	RNAV 1
010	IF	(IF) LOSDO	-	-	+0.60	-	-	+3500	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	(FAP/FAF) BS680	-	015°(014.4°)	+0.60	6.2	-	@1600	-	-	ILS
030	TF	(MAPt @ THR02R) BS681	Y	015°(014.4°)	+0.60	4.9	-	@54	-	-3.0/50	ILS
040	TF	DE02R	Y	015°(014.4°)	+0.60	2.0	-	-	-	-	RNAV 1
050	TF	BS302	-	357°(356.8°)	+0.60	9.9	-	-	-210	-	RNAV 1
060	TF	BS303	-	015°(014.4°)	+0.60	5.6	-	-	-	-	RNAV 1
070	TF	BS304	-	091°(090.4°)	+0.60	11.3	-	-	-	-	RNAV 1
080	TF	BS305	-	150°(149.6°)	+0.60	7.4	-	-	-	-	RNAV 1
090	TF	BS306	-	195°(194.6°)	+0.60	9.0	-	+4000	-	-	RNAV 1
100	TF	GUXAR	-	195°(194.6°)	+0.60	16.6	-	+4000	-	-	RNAV 1
110	HM	GUXAR	Y	195°(194.6°)	+0.60	1 minute	L	+4000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY02R

Waypoint Identifier	Coordinates
LASAM	13° 24' 36.87" N 100° 39' 58.11" E
LOSDO	13° 29' 28.72" N 100° 41' 14.66" E
BS680	13° 35' 30.85" N 100° 42' 49.82" E
BS681	13° 40' 16.60" N 100° 44' 04.79" E
DE02R	13° 42' 13.21" N 100° 44' 35.44" E
BS302	13° 52' 08.34" N 100° 44' 00.95" E
BS303	13° 57' 33.10" N 100° 45' 26.43" E
BS304	13° 57' 27.77" N 100° 57' 05.85" E
BS305	13° 51' 04.56" N 101° 00' 55.88" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

FIX / POINT		COORDINATES	
(IF) LOSDO	13.3D ISWS	13° 29' 28.72" N	100° 41' 14.66" E
(FAP/FAF) BS680	7.1D ISWS	13° 35' 30.85" N	100° 42' 49.82" E
(MAPt @ THR02R) BS681	2.2D ISWS	13° 40' 16.60" N	100° 44' 04.79" E
LOC/DME	ISWS	13° 42' 22.30" N	100° 44' 37.80" E
GP	ISWS	13° 40' 27.80" N	100° 44' 03.60" E

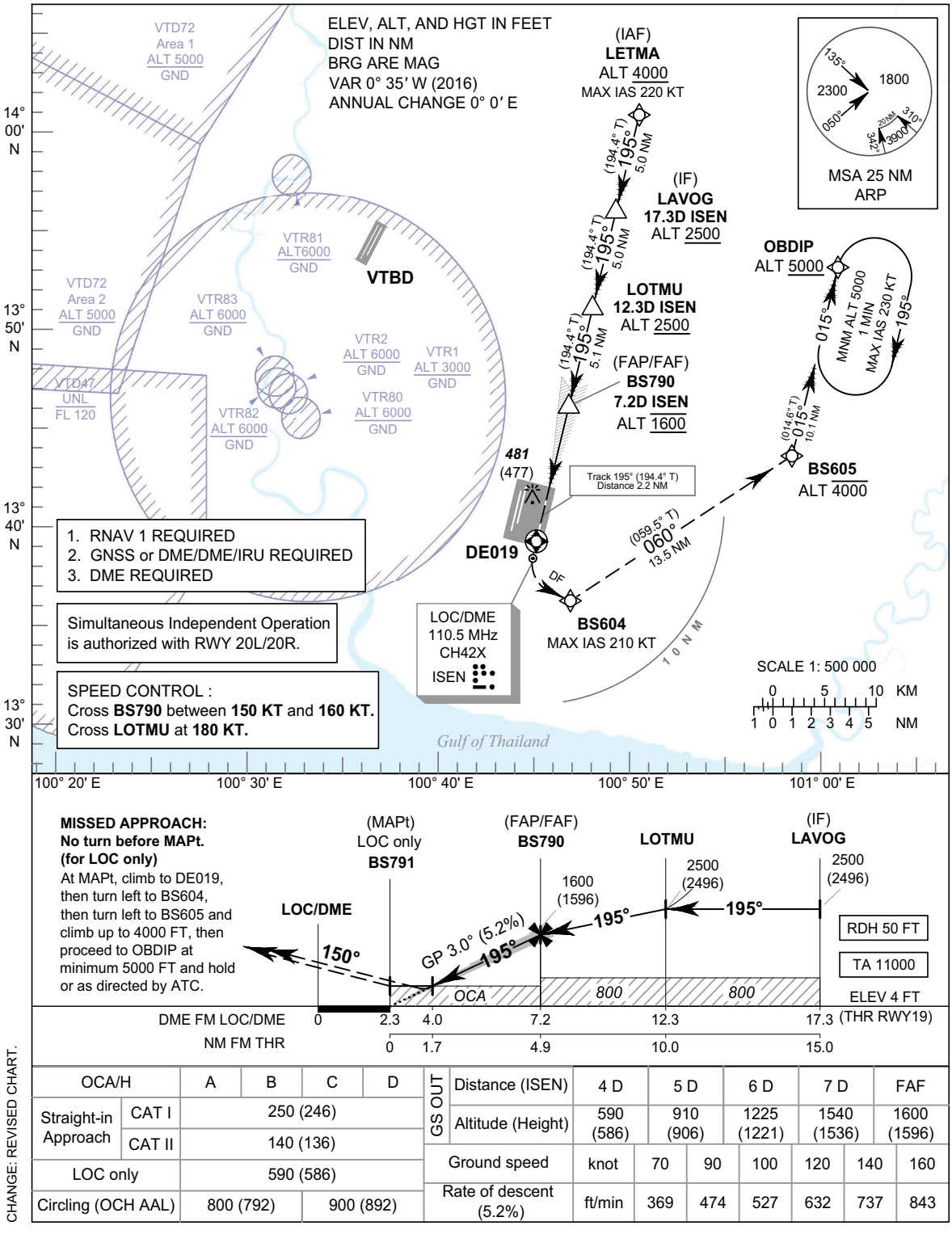
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY19 - ELEV 4 FT

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY19
CAT II



OCA/H		A	B	C	D
Straight-in Approach	CAT I	250 (246)			
	CAT II	140 (136)			
LOC only		590 (586)			
Circling (OCH AAL)		800 (792)		900 (892)	

GS OUT							
Distance (ISEN)	4 D	5 D	6 D	7 D	FAF		
Altitude (Height)	590 (586)	910 (906)	1225 (1221)	1540 (1536)	1600 (1596)		
Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: REVISED CHART.

TABULAR DESCRIPTION

ILS or LOC z RWY19

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	(IAF) LETMA	-	-	+0.60	-	-	+4000	-220	-	RNAV 1
020	TF	(IF) LAVOG	-	195°(194.4°)	+0.60	5.0	-	+2500	-	-	RNAV 1
010	IF	(IF) LAVOG	-	-	+0.60	-	-	+2500	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	LOTMU	-	195°(194.4°)	+0.60	5.0	-	+2500	-	-	ILS
030	TF	(FAP/FAF) BS790	-	195°(194.4°)	+0.60	5.1	-	@1600	-	-	ILS
040	TF	(MAPt @ THR19) BS791	Y	195°(194.4°)	+0.60	4.9	-	@54	-	-3.0/50	ILS
050	CF	DE019	Y	195°(194.4°)	+0.60	2.2	-	-	-	-	RNAV 1
060	DF	BS604	-	-	+0.60	-	L	-	-210	-	RNAV 1
070	TF	BS605	-	060°(059.5°)	+0.60	13.5	-	-4000	-	-	RNAV 1
080	TF	OBDIP	-	015°(014.6°)	+0.60	10.1	-	+5000	-	-	RNAV 1
090	HM	OBDIP	Y	015°(014.4°)	+0.60	1 minute	R	+5000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY19

Waypoint Identifier	Coordinates
LETMA	14° 00' 57.99" N 100° 50' 47.13" E
LAVOG	13° 56' 06.19" N 100° 49' 30.23" E
LOTMU	13° 51' 14.39" N 100° 48' 13.38" E
BS790	13° 46' 14.41" N 100° 46' 54.45" E
BS791	13° 41' 30.17" N 100° 45' 39.72" E
DE019	13° 39' 24.11" N 100° 45' 06.59" E
BS604	13° 36' 23.96" N 100° 46' 55.46" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

FIX / POINT		COORDINATES	
(IF) LAVOG	17.3D ISEN	13° 56' 06.19" N	100° 49' 30.23" E
LOTMU	12.3D ISEN	13° 51' 14.39" N	100° 48' 13.38" E
(FAP/FAF) BS790	7.2D ISEN	13° 46' 14.41" N	100° 46' 54.45" E
(MAPt @ THR19) BS791	2.3D ISEN	13° 41' 30.17" N	100° 45' 39.72" E
LOC/DME	ISEN	13° 39' 15.00" N	100° 45' 04.20" E
GP	ISEN	13° 41' 19.00" N	100° 45' 40.90" E

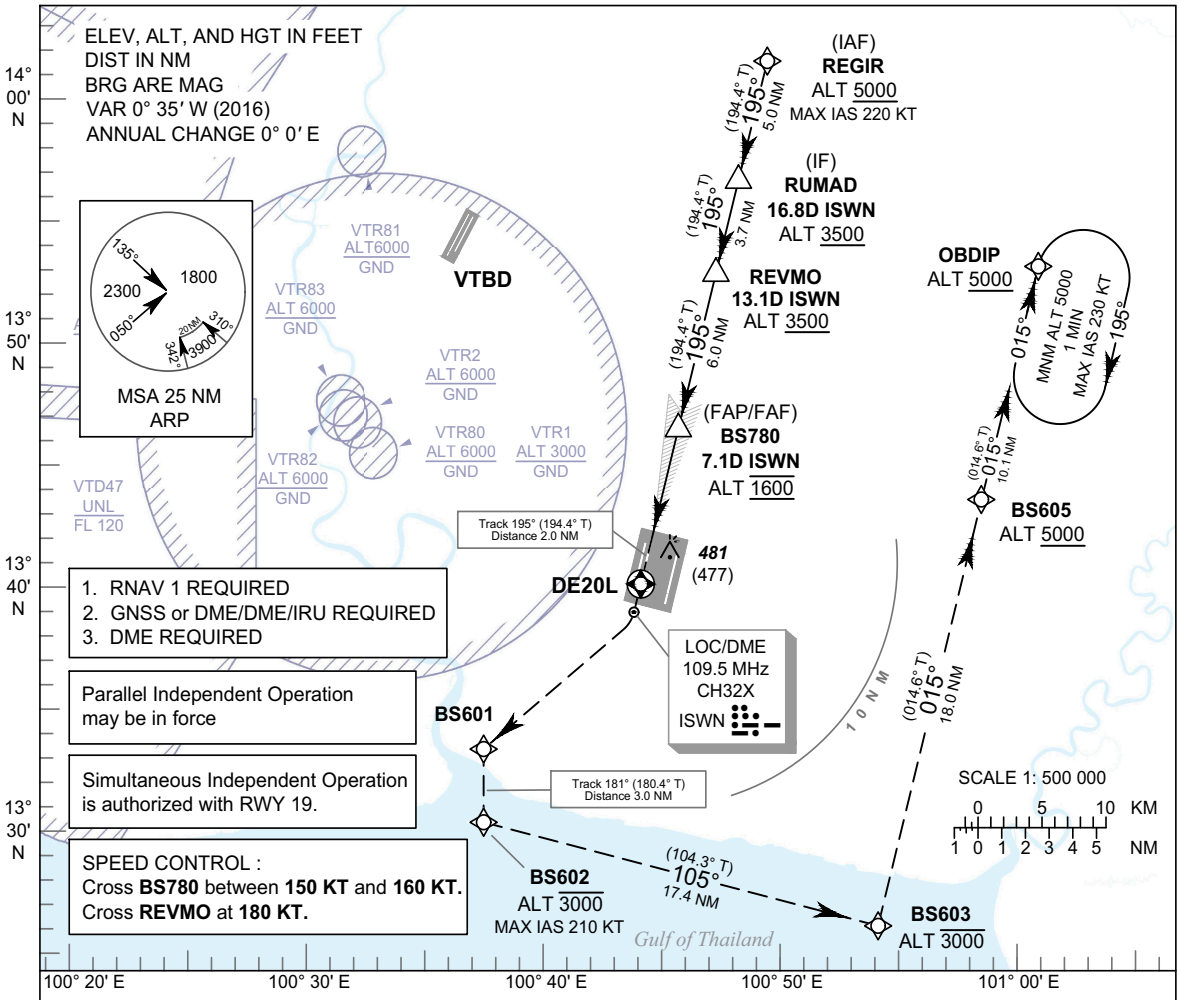
INSTRUMENT APPROACH CHART - ICAO

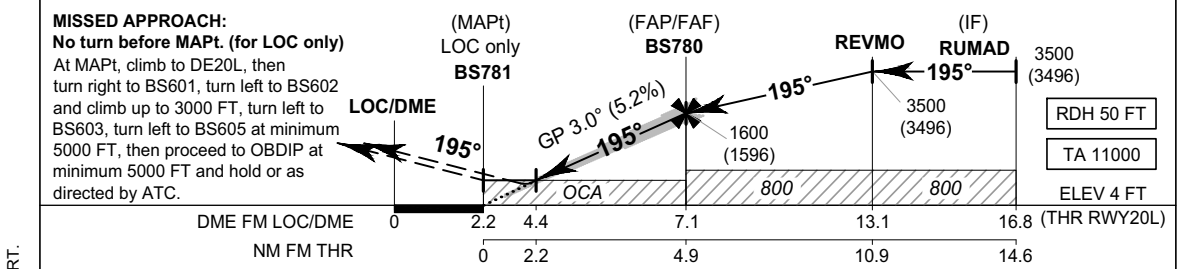
AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY20L - ELEV 4 FT

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY20L
CAT II





OCA/H		A	B	C	D
Straight-in Approach	CAT I*	290 (286)			
	CAT II**	220 (216)			
LOC only		750 (746)			
Circling (OCH AAL)		800 (792)		900 (892)	

GS OUT							
Distance (ISWN)	4.4 D	5 D	6 D	7 D	FAF		
Altitude (Height)	750 (746)	940 (936)	1255 (1251)	1570 (1566)	1600 (1596)		
Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: REVISED CHART.

NOTE: *OCA (OCH) CAT I : 204 (200) FT of ILS procedures can be achieved for all aircraft categories which can commence a missed approach climb gradient of 5% (304 FT/NM) until passing ALT 1000 FT.
**OCA (OCH) CAT II : 130 (126) FT of ILS procedures can be achieved for all aircraft categories which can commence a missed approach climb gradient of 5% (304 FT/NM) until passing ALT 1000 FT.

FIX / POINT		COORDINATES	
(IF) RUMAD	16.8D ISWN	13° 56' 25.87" N	100° 48' 19.81" E
REVMO	13.1D ISWN	13° 52' 48.77" N	100° 47' 22.64" E
(FAP/FAF) BS780	7.1D ISWN	13° 46' 59.12" N	100° 45' 50.66" E
(MAPt @ THR20L) BS781	2.2D ISWN	13° 42' 13.21" N	100° 44' 35.44" E
LOC/DME	ISWN	13° 40' 07.50" N	100° 44' 02.40" E
GP	ISWN	13° 42' 03.90" N	100° 44' 28.90" E

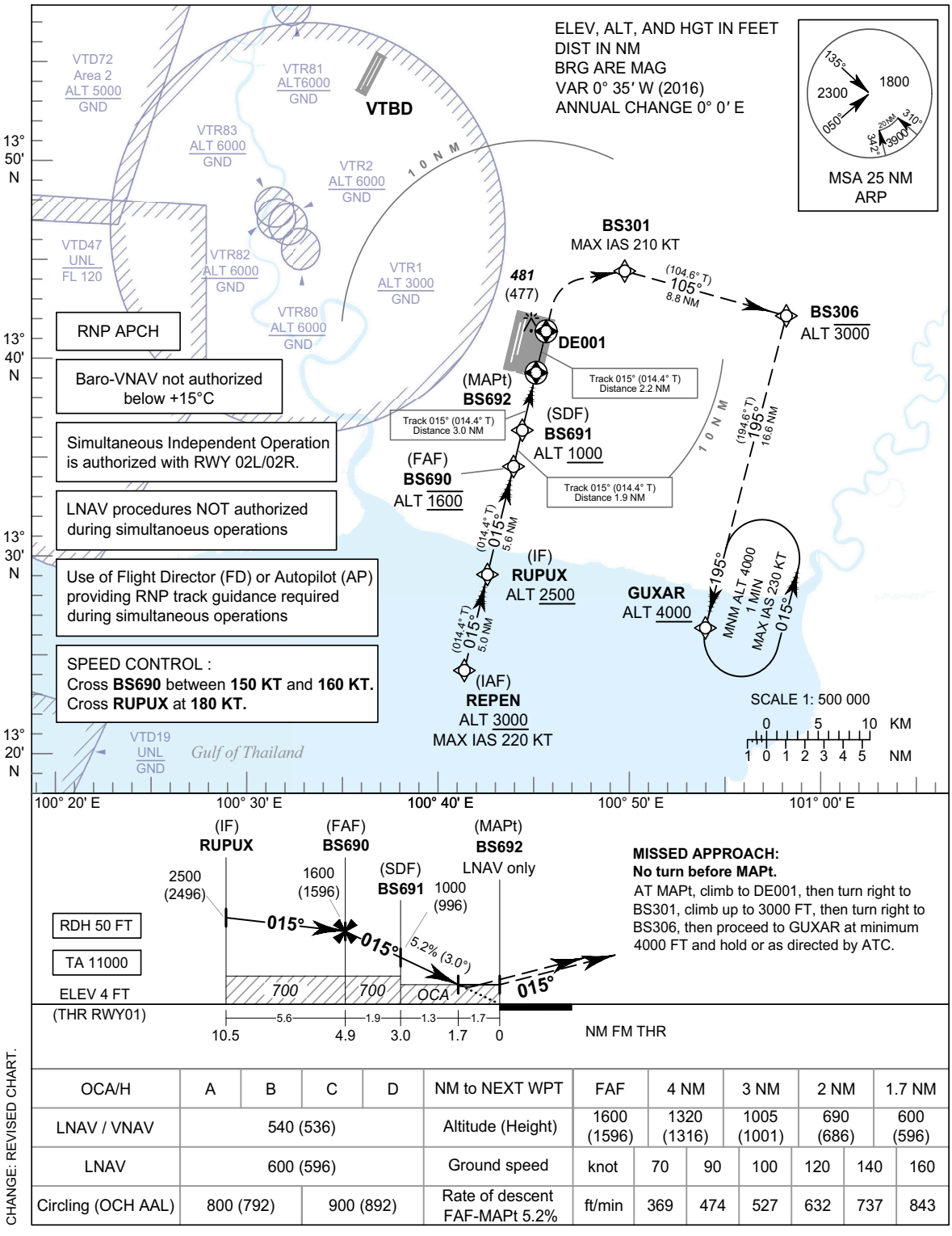
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO THR RWY01 - ELEV 4 FT

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY01



OCA/H	A	B	C	D	NM to NEXT WPT	FAF	4 NM	3 NM	2 NM	1.7 NM
LNAV / VNAV	540 (536)				Altitude (Height)	1600 (1596)	1320 (1316)	1005 (1001)	690 (686)	600 (596)
LNAV	600 (596)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: REVISED CHART.

TABULAR DESCRIPTION

RNP RWY01

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) REPEN	-	-	+0.60	-	-	+3000	-220	-	RNP APCH
020	TF	(IF) RUPUX	-	015°(014.4°)	+0.60	5.0	-	+2500	-	-	RNP APCH
030	TF	(FAF) BS690	-	015°(014.4°)	+0.60	5.6	-	@1600	-	-	RNP APCH
040	TF	(SDF) BS691	-	015°(014.4°)	+0.60	1.9	-	+1000	-	-	RNP APCH
050	TF	(MAPt @THR01) BS692	Y	015°(014.4°)	+0.60	3.0	-	@54	-	-3.0/50	RNP APCH
060	CF	DE001	Y	015°(014.4°)	+0.60	2.2	-	-	-	-	RNP APCH
070	DF	BS301	-	-	+0.60	-	R	-	-210	-	RNP APCH
080	TF	BS306	-	105°(104.6°)	+0.60	8.8	-	-3000	-	-	RNP APCH
090	TF	GUXAR	-	195°(194.6°)	+0.60	16.6	-	+4000	-	-	RNP APCH
100	HM	GUXAR	Y	195°(194.6°)	+0.60	1 minute	L	+4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY01

Waypoint Identifier	Coordinates
REPEN	13° 24' 19.39" N 100° 41' 09.12" E
RUPUX	13° 29' 11.25" N 100° 42' 25.67" E
BS690	13° 34' 39.85" N 100° 43' 51.99" E
BS691	13° 36' 30.21" N 100° 44' 20.89" E
BS692	13° 39' 24.11" N 100° 45' 06.59" E
DE001	13° 41' 30.17" N 100° 45' 39.72" E
BS301	13° 44' 35.06" N 100° 49' 50.66" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

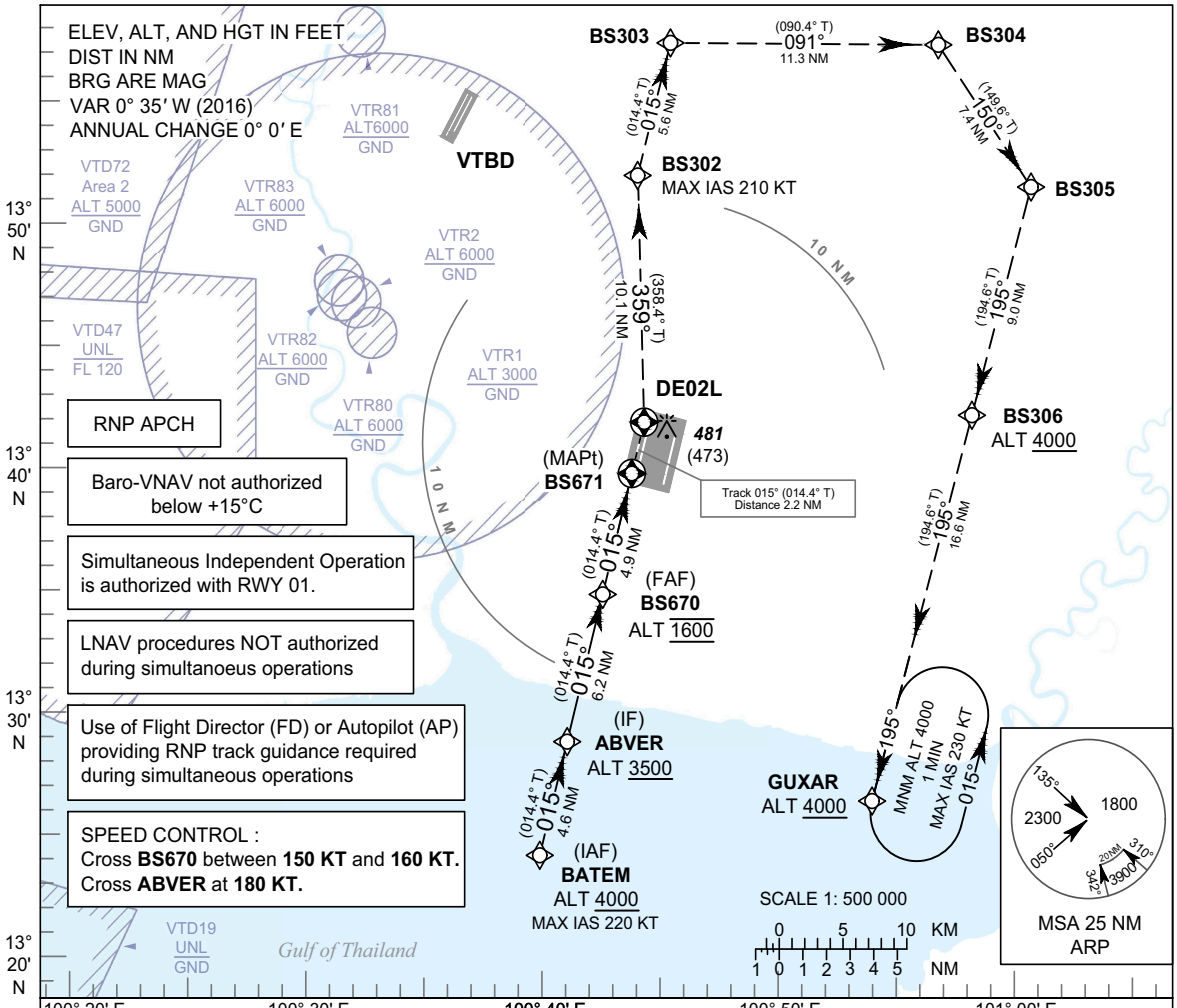
INSTRUMENT APPROACH CHART - ICAO

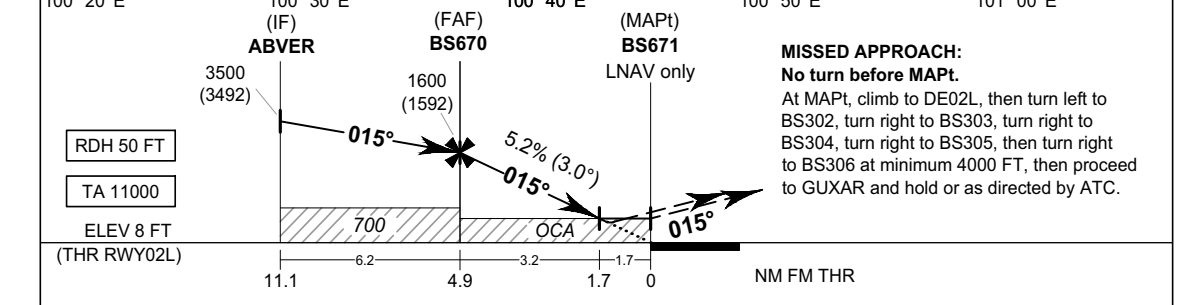
AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY02L - ELEV 8 FT

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY02L





MISSED APPROACH:
No turn before MAPt.
At MAPt, climb to DE02L, then turn left to BS302, turn right to BS303, turn right to BS304, turn right to BS305, then turn right to BS306 at minimum 4000 FT, then proceed to GUXAR and hold or as directed by ATC.

OCA/H	A	B	C	D	NM to NEXT WPT	FAF	4 NM	3 NM	2 NM	1.7 NM
LNAV / VNAV	540 (532)				Altitude (Height)	1600 (1592)	1320 (1312)	1005 (997)	690 (682)	600 (592)
LNAV	600 (592)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: NEW CHART.

TABULAR DESCRIPTION

RNP RWY02L

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) BATEM	-	-	+0.60	-	-	+4000	-220	-	RNP APCH
020	TF	(IF) ABVER	-	015°(014.4°)	+0.60	4.6	-	+3500	-	-	RNP APCH
030	TF	(FAF) BS670	-	015°(014.4°)	+0.60	6.2	-	@1600	-	-	RNP APCH
040	TF	(MAPt @ RWY02L) BS671	Y	015°(014.4°)	+0.60	4.9	-	@58	-	-3.0/50	RNP APCH
050	TF	DE02L	Y	015°(014.4°)	+0.60	2.2	-	-	-	-	RNP APCH
060	TF	BS302	-	359°(358.4°)	+0.60	10.1	-	-	-210	-	RNP APCH
070	TF	BS303	-	015°(014.4°)	+0.60	5.6	-	-	-	-	RNP APCH
080	TF	BS304	-	091°(090.4°)	+0.60	11.3	-	-	-	-	RNP APCH
090	TF	BS305	-	150°(149.6°)	+0.60	7.4	-	-	-	-	RNP APCH
100	TF	BS306	-	195°(195.0°)	+0.60	9.0	-	+4000	-	-	RNP APCH
110	TF	GUXAR	-	195°(195.0°)	+0.60	16.6	-	+4000	-	-	RNP APCH
120	HM	GUXAR	Y	195°(195.0°)	+0.60	1 minute	L	+4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY02L

Waypoint Identifier	Coordinates
BATEM	13° 24' 40.14" N 100° 39' 45.18" E
ABVER	13° 29' 07.93" N 100° 40' 55.46" E
BS670	13° 35' 10.37" N 100° 42' 30.67" E
BS671	13° 39' 54.63" N 100° 43' 45.28" E
DE02L	13° 42' 00.68" N 100° 44' 18.41" E
BS302	13° 52' 08.34" N 100° 44' 00.95" E
BS303	13° 57' 33.10" N 100° 45' 26.43" E
BS304	13° 57' 27.77" N 100° 57' 05.85" E
BS305	13° 51' 04.56" N 101° 00' 55.88" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

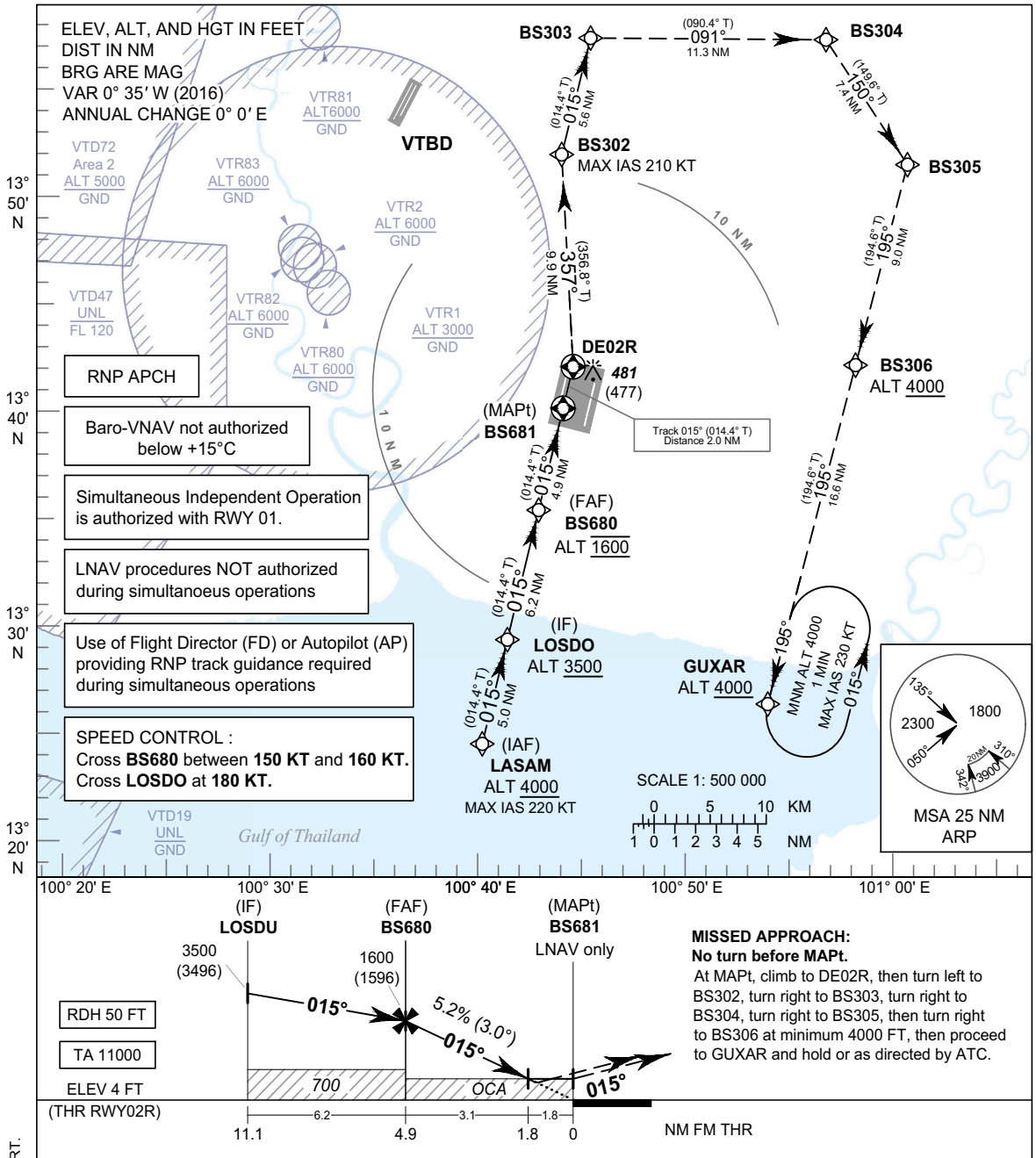
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY02R - ELEV 4 FT

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY02R



CHANGE: REVISED CHART.

OCA/H	A	B	C	D	NM to NEXT WPT	FAF	4 NM	3 NM	2 NM	1.8 NM
LNAV / VNAV	540 (536)				Altitude (Height)	1600 (1596)	1320 (1316)	1005 (1001)	690 (686)	620 (616)
LNAV	620 (616)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

TABULAR DESCRIPTION

RNP RWY02R

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) LASAM	-	-	+0.60	-	-	+4000	-220	-	RNP APCH
020	TF	(IF) LOSDO	-	015°(014.4°)	+0.60	5.0	-	+3500	-	-	RNP APCH
030	TF	(FAF) BS680	-	015°(014.4°)	+0.60	6.2	-	@1600	-	-	RNP APCH
040	TF	(MAPt @ THR02R) BS681	Y	015°(014.4°)	+0.60	4.9	-	@54	-	-3.0/50	RNP APCH
050	TF	DE02R	Y	015°(014.4°)	+0.60	2.0	-	-	-	-	RNP APCH
060	TF	BS302	-	357°(356.8°)	+0.60	9.9	-	-	-210	-	RNP APCH
070	TF	BS303	-	015°(014.4°)	+0.60	5.6	-	-	-	-	RNP APCH
080	TF	BS304	-	091°(090.4°)	+0.60	11.3	-	-	-	-	RNP APCH
090	TF	BS305	-	150°(149.6°)	+0.60	7.4	-	-	-	-	RNP APCH
100	TF	BS306	-	195°(194.6°)	+0.60	9.0	-	+4000	-	-	RNP APCH
110	TF	GUXAR	-	195°(194.6°)	+0.60	16.6	-	+4000	-	-	RNP APCH
120	HM	GUXAR	Y	195°(194.6°)	+0.60	1 minute	L	+4000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY02R

Waypoint Identifier	Coordinates
LASAM	13° 24' 36.87" N 100° 39' 58.11" E
LOSDO	13° 29' 28.72" N 100° 41' 14.66" E
BS680	13° 35' 30.85" N 100° 42' 49.82" E
BS681	13° 40' 16.60" N 100° 44' 04.79" E
DE02R	13° 42' 13.21" N 100° 44' 35.44" E
BS302	13° 52' 08.34" N 100° 44' 00.95" E
BS303	13° 57' 33.10" N 100° 45' 26.43" E
BS304	13° 57' 27.77" N 100° 57' 05.85" E
BS305	13° 51' 04.56" N 101° 00' 55.88" E
BS306	13° 42' 21.17" N 100° 58' 36.57" E
GUXAR	13° 26' 13.00" N 100° 54' 19.34" E

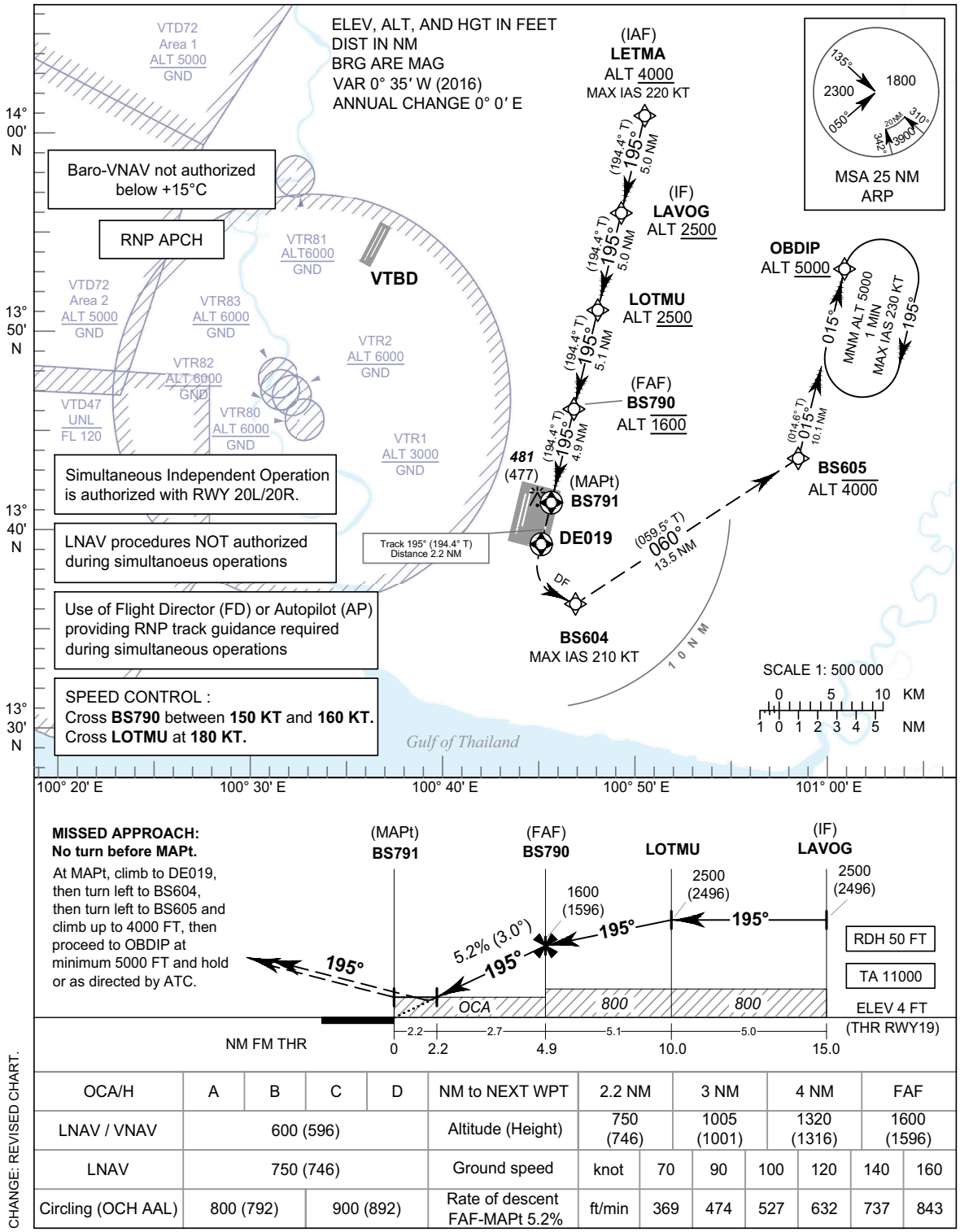
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY19 - ELEV 4 FT

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY19



MISSED APPROACH:
No turn before MAPt.
At MAPt, climb to DE019, then turn left to BS604, then turn left to BS605 and climb up to 4000 FT, then proceed to OBDIP at minimum 5000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	NM to NEXT WPT	2.2 NM	3 NM	4 NM	FAF
LNAV / VNAV	600 (596)				Altitude (Height)	750 (746)	1005 (1001)	1320 (1316)	1600 (1596)
LNAV	750 (746)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: REVISED CHART.

TABULAR DESCRIPTION

RNP RWY19

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) LETMA	-	-	+0.60	-	-	+4000	-220	-	RNP APCH
020	TF	(IF) LAVOG	-	195°(194.4°)	+0.60	5.0	-	+2500	-	-	RNP APCH
030	TF	LOTMU	-	195°(194.4°)	+0.60	5.0	-	+2500	-	-	RNP APCH
040	TF	(FAF) BS790	-	195°(194.4°)	+0.60	5.1	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR19) BS791	Y	195°(194.4°)	+0.60	4.9	-	@54	-	-3.0/50	RNP APCH
060	CF	DE019	Y	195°(194.4°)	+0.60	2.2	-	-	-	-	RNP APCH
070	DF	BS604	-	-	+0.60	-	L	-	-210	-	RNP APCH
080	TF	BS605	-	060°(059.5°)	+0.60	13.5	-	-4000	-	-	RNP APCH
090	TF	OBDIP	-	015°(014.6°)	+0.60	10.1	-	+5000	-	-	RNP APCH
100	HM	OBDIP	Y	015°(014.6°)	+0.60	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY19

Waypoint Identifier	Coordinates
LETMA	14° 00' 57.99" N 100° 50' 47.13" E
LAVOG	13° 56' 06.19" N 100° 49' 30.23" E
LOTMU	13° 51' 14.39" N 100° 48' 13.38" E
BS790	13° 46' 14.41" N 100° 46' 54.45" E
BS791	13° 41' 30.17" N 100° 45' 39.72" E
DE019	13° 39' 24.11" N 100° 45' 06.59" E
BS604	13° 36' 23.96" N 100° 46' 55.46" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

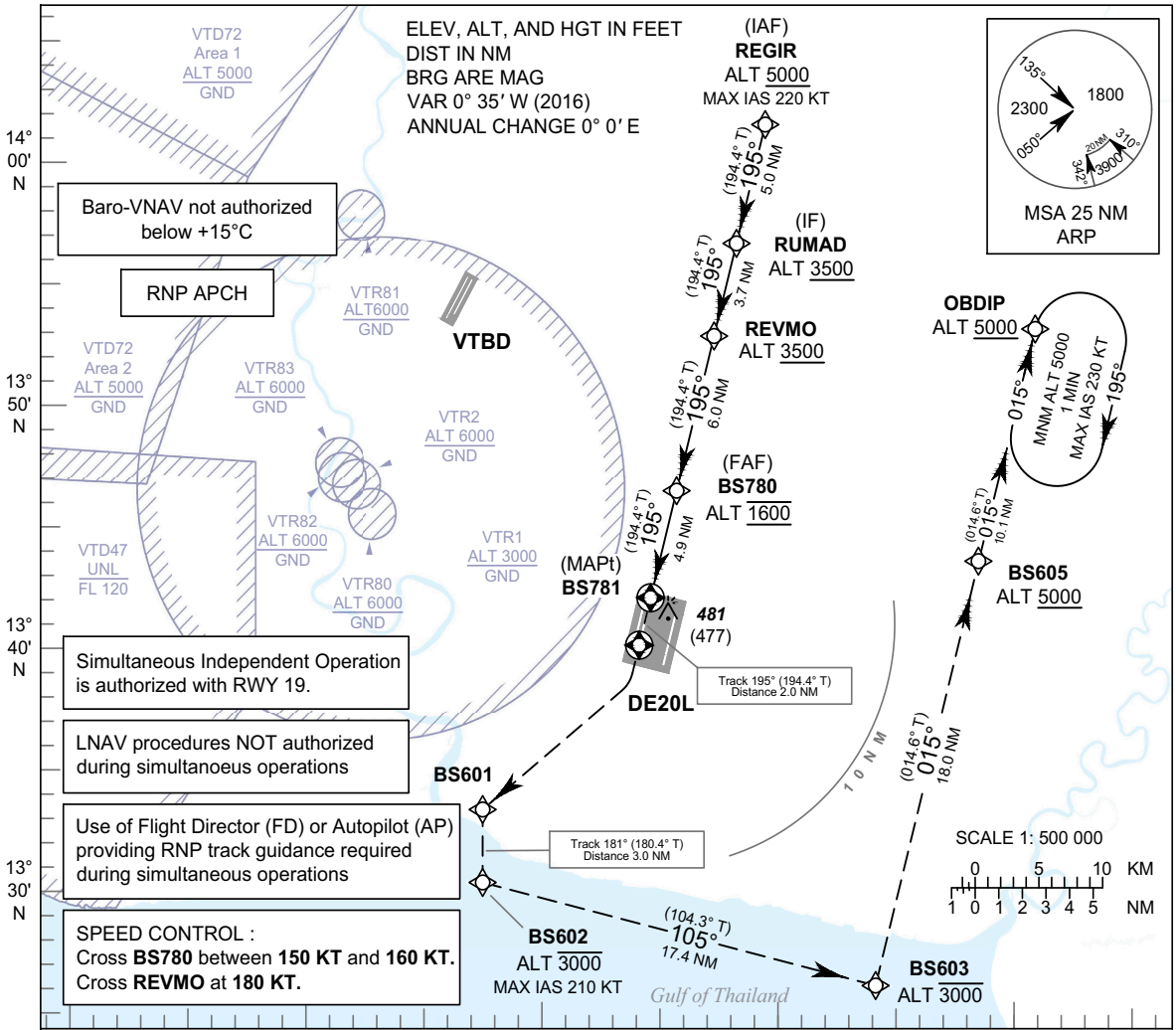
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY20L - ELEV 4 FT

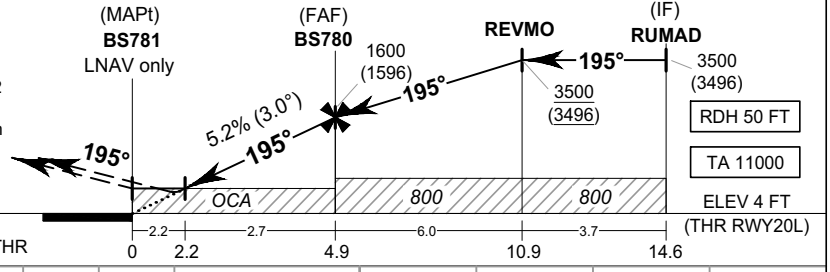
APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY20L



MISSED APPROACH:
No turn before MAPt.
At MAPt, climb to DE20L, then turn right to BS601, turn left to BS602 and climb up to 3000 FT, turn left to BS603, turn left to BS605 at minimum 5000 FT, then proceed to OBDIP at minimum 5000 FT and hold or as directed by ATC.



OCA/H	A	B	C	D	NM to NEXT WPT	2.2 NM	3 NM	4 NM	FAF
LNAV / VNAV	600 (596)				Altitude (Height)	750 (746)	1005 (1001)	1320 (1316)	1600 (1596)
LNAV	750 (746)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: REVISED CHART.

TABULAR DESCRIPTION

RNP RWY20L

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) REGIR	-	-	+0.60	-	-	+5000	-220	-	RNP APCH
020	TF	(IF) RUMAD	-	195°(194.4°)	+0.60	5.0	-	+3500	-	-	RNP APCH
030	TF	REVMO	-	195°(194.4°)	+0.60	3.7	-	+3500	-	-	RNP APCH
040	TF	(FAF) BS780	-	195°(194.4°)	+0.60	6.0	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR20L) BS781	Y	195°(194.4°)	+0.60	4.9	-	@54	-	-3.0/50	RNP APCH
060	CF	DE20L	Y	195°(194.4°)	+0.60	2.0	-	-	-	-	RNP APCH
070	DF	BS601	-	-	+0.60	-	R	-	-	-	RNP APCH
080	TF	BS602	-	181°(180.4°)	+0.60	3.0	-	-3000	-210	-	RNP APCH
090	TF	BS603	-	105°(104.3°)	+0.60	17.4	-	-3000	-	-	RNP APCH
100	TF	BS605	-	015°(014.6°)	+0.60	18.0	-	+5000	-	-	RNP APCH
110	TF	OBDIP	-	015°(014.6°)	+0.60	10.1	-	+5000	-	-	RNP APCH
120	HM	OBDIP	Y	015°(014.6°)	+0.60	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY20L

Waypoint Identifier	Coordinates
REGIR	14° 01' 17.67" N 100° 49' 36.72" E
RUMAD	13° 56' 25.87" N 100° 48' 19.81" E
REVMO	13° 52' 48.77" N 100° 47' 22.64" E
BS780	13° 46' 59.12" N 100° 45' 50.66" E
BS781	13° 42' 13.21" N 100° 44' 35.44" E
DE20L	13° 40' 16.60" N 100° 44' 04.79" E
BS601	13° 33' 07.17" N 100° 36' 56.80" E
BS602	13° 30' 06.39" N 100° 36' 55.58" E
BS603	13° 25' 46.90" N 100° 54' 12.14" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY20R - ELEV 8 FT

APP	: 119.1, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
ARR	: 121.1, 262.5
	: 126.3, 262.5
TWR	: 118.2, 274.5
	: 119.0
ARR ATIS	: 133.6, 278.6

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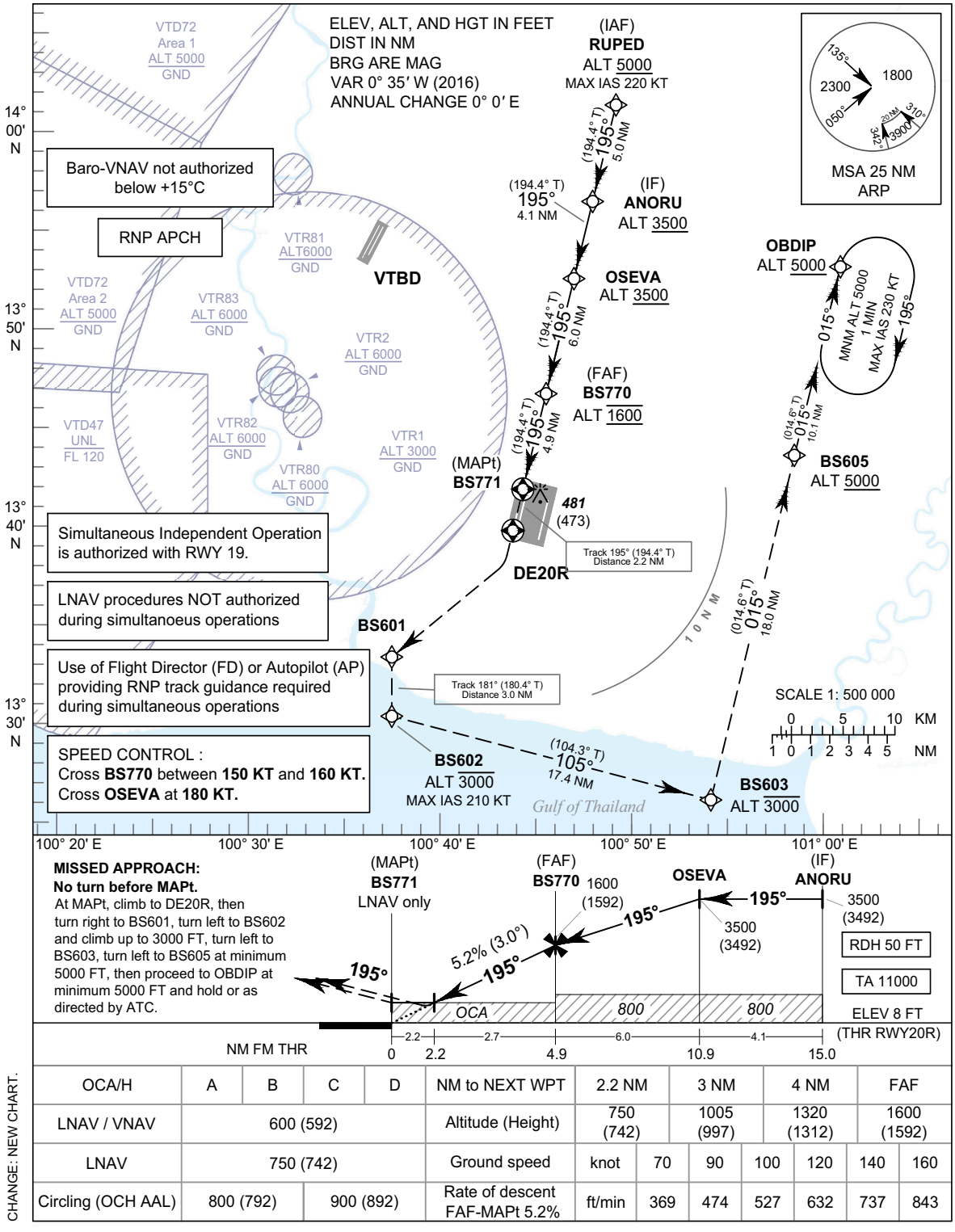
RNP RWY20R



OCA/H	A	B	C	D	NM to NEXT WPT	2.2 NM	3 NM	4 NM	FAF
LNAV / VNAV	600 (592)				Altitude (Height)	750 (742)	1005 (997)	1320 (1312)	1600 (1592)
LNAV	750 (742)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	800 (792)		900 (892)		Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: NEW CHART.

TABULAR DESCRIPTION

RNP RWY20R

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) RUPED	-	-	+0.60	-	-	+5000	-220	-	RNP APCH
020	TF	(IF) ANORU	-	195°(194.4°)	+0.60	5.0	-	+3500	-	-	RNP APCH
030	TF	OSEVA	-	195°(194.4°)	+0.60	4.1	-	+3500	-	-	RNP APCH
040	TF	(FAF) BS770	-	195°(194.4°)	+0.60	6.0	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR20R) BS771	Y	195°(194.4°)	+0.60	4.9	-	@58	-	-3.0/50	RNP APCH
060	CF	DE20R	Y	195°(194.4°)	+0.60	2.2	-	-	-	-	RNP APCH
070	DF	BS601	-	-	+0.60	-	R	-	-	-	RNP APCH
080	TF	BS602	-	181°(180.4°)	+0.60	3.0	-	-3000	-210	-	RNP APCH
090	TF	BS603	-	105°(104.3°)	+0.60	17.4	-	-3000	-	-	RNP APCH
100	TF	BS605	-	015°(014.6°)	+0.60	18.0	-	+5000	-	-	RNP APCH
110	TF	OBDIP	-	015°(014.6°)	+0.60	10.1	-	+5000	-	-	RNP APCH
120	HM	OBDIP	Y	015°(014.6°)	+0.60	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY20R

Waypoint Identifier	Coordinates
RUPED	14° 01' 23.89" N 100° 49' 24.59" E
ANORU	13° 56' 32.10" N 100° 48' 07.70" E
OSEVA	13° 52' 35.66" N 100° 47' 05.44" E
BS770	13° 46' 44.92" N 100° 45' 33.15" E
BS771	13° 42' 00.68" N 100° 44' 18.41" E
DE20R	13° 39' 54.63" N 100° 43' 45.28" E
BS601	13° 33' 07.17" N 100° 36' 56.80" E
BS602	13° 30' 06.39" N 100° 36' 55.58" E
BS603	13° 25' 46.90" N 100° 54' 12.14" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

- END -