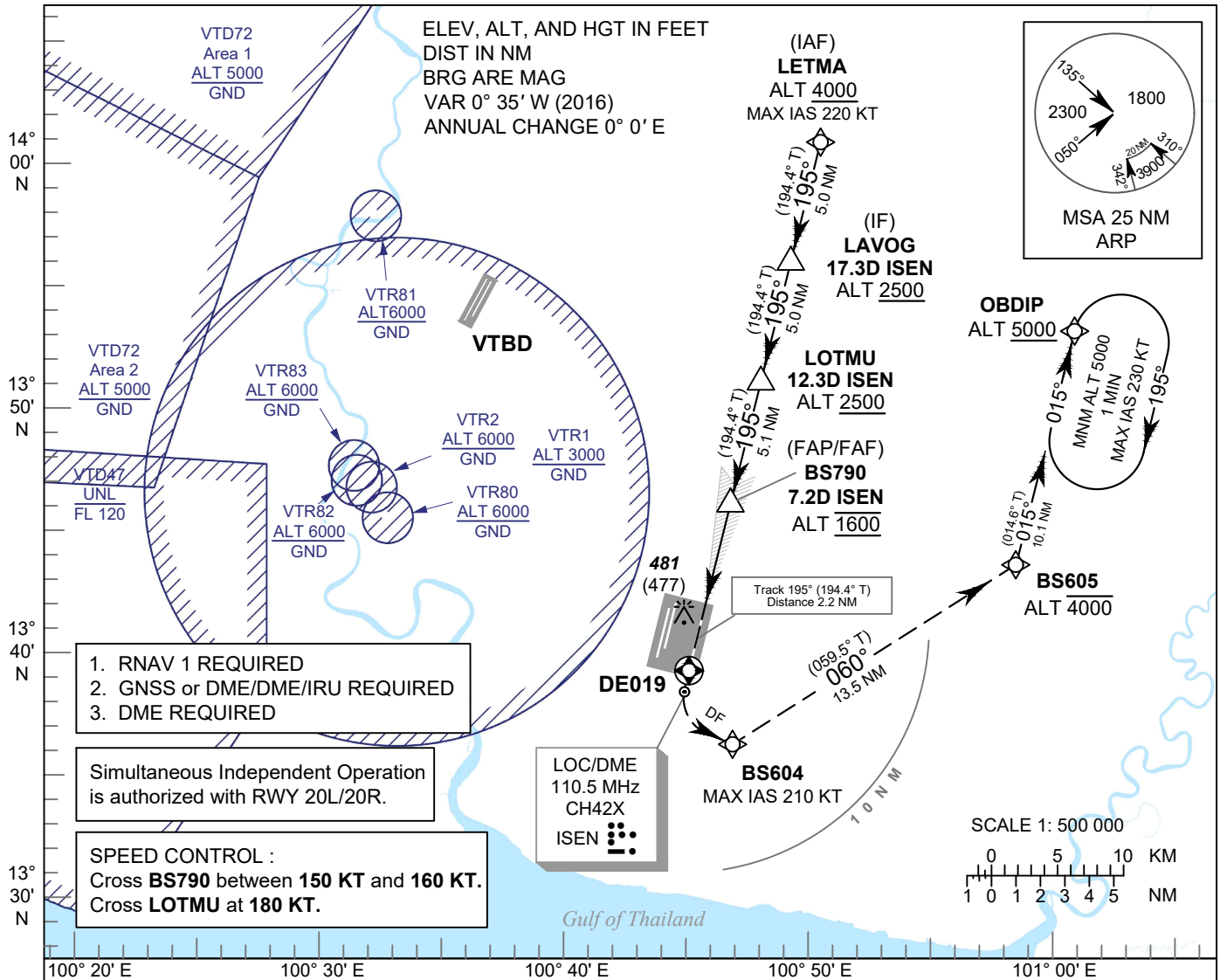


INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 8 FT**
 HEIGHTS RELATED TO
 THR RWY19 - ELEV 4 FT

| | |
|----------|-----------------|
| 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



1. RNAV 1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. DME REQUIRED

Simultaneous Independent Operation is authorized with RWY 20L/20R.

SPEED CONTROL :
 Cross **BS790** between **150 KT** and **160 KT**.
 Cross **LOTMU** at **180 KT**.

CHANGE: REVISED APPROACH INSTRUCTION.

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

| | (MAPt) LOC only | (FAP/FAF) BS790 | LOTMU | (IF) LAVOG | | | | |
|------------------------|-------------------|-----------------|-----------|------------------|-------------|-------------|-----|-----|
| DME FM LOC/DME | 0 | 2.3 | 7.2 | 17.3 (THR RWY19) | | | | |
| NM FM THR | 0 | 1.7 | 4.9 | 15.0 | | | | |
| 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) | | | | | |
| | | | | | | | | |
| G S O U T | 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 |