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AIRAC AIP - THAILAND
Amendment 07/25
29 MAY 25

This AIRAC AIP AMDT 07/25 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
GEN 1.1	DESIGNATED AUTHORITIES
GEN 2.5	LIST OF RADIO NAVIGATION AIDS
GEN 3.2	AERONAUTICAL CHARTS
GEN 3.3	AIR TRAFFIC SERVICES
GEN 3.5	METEOROLOGICAL SERVICES
ENR 1.6	ATS SURVEILLANCE SERVICES AND PROCEDURES
ENR 1.8	REGIONAL SUPPLEMENTARY PROCEDURES
ENR 1.10	FLIGHT PLANNING
ENR 2.1	FIR, UIR, AND CTA
ENR 3.1	LOWER AND UPPER ATS ROUTES
ENR 3.3	AREA NAVIGATION (RNAV) ROUTES
ENR 4.1	RADIO NAVIGATION AIDS - EN-ROUTE
ENR 4.4	NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS
ENR 6	EN-ROUTE CHARTS
AD 1.5	STATUS OF CERTIFICATION OF AERODROMES
AD 2-VTBD-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.22 FLIGHT PROCEDURES
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBD-6	Standard Departure Chart - Instrument (SID)- ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3COLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C
	Standard Departure Chart - Instrument (SID)- ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3COLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Radio communication failure table)
	Standard Departure Chart - Instrument (SID)- ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3COLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Tabular description 1)
	Standard Departure Chart - Instrument (SID)- ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3COLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Tabular description 2)
	Standard Departure Chart - Instrument (SID)- ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3COLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Tabular description 3)
	Standard Departure Chart - Instrument (SID)- ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3COLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Tabular description 4)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3COLVUK3C PASTO3C RIVDU3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Waypoint list table)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A

	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Radio communication failure table)
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	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Tabular description 3)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Tabular description 4)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Waypoint list table)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Radio communication failure table)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L- ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Tabular description 1)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L- ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Tabular description 2)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L- ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Tabular description 3)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Waypoint list table)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D
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	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Tabular description 1)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Tabular description 2)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Tabular description 3)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Waypoint list table)
AD 2-VTBD-8	Instrument Approach Chart - ICAO – VOR RWY 21L
	Instrument Approach Chart - ICAO – VOR RWY 21R
	Instrument Approach Chart - ICAO – VOR RWY 03R
	Instrument Approach Chart - ICAO – ILS or LOC y RWY 03L
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 21L (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 21R CAT II
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 03L (Fix and point list table)
AD 2-VTSP-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTSP-6	Standard Departure Chart - Instrument (SID) - ICAO - RWY 09/27
	Standard Departure Chart - Instrument (SID) - ICAO - RWY 09/27 (Tabular description 1)

	Standard Departure Chart - Instrument (SID) - ICAO - RWY 09/27 (Tabular description 2)
AD 2-VTSP-8	Instrument Approach Chart - ICAO – VOR Y RWY 09
	Instrument Approach Chart - ICAO – VOR Y RWY 27
	Instrument Approach Chart - ICAO – VOR Z RWY 09
	Instrument Approach Chart - ICAO – VOR Z RWY 27
	Instrument Approach Chart - ICAO - ILS or LLZ RWY 27
AD 2-VTBS-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.22 FLIGHT PROCEDURES
	AD 2.24 CHARTS RELATED TO AN AERODROME
AD 2-VTBS-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01- ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Verso)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01- ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Radio communication failure table)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01- ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description 1)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01- ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description 2)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01- ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description 3)
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	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01- ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description 6)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01- ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description 7)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01- ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description 8)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01- ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description 9)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01- ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Waypoint list table)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Verso)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Radio communication failure table)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description 1)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description 2)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description 3)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description 4)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description 5)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description 6)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description 7)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description 8)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description 9)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Waypoint list table)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H

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Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Radio communication failure table)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 1)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 2)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 3)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 4)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 5)

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Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 7)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 8)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R- ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Waypoint list table)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Verso)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19- ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Radio communication failure table)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description 1)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description 2)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description 3)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description 4)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description 5)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description 6)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description 7)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description 8)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description 9)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description 10)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19- ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Waypoint list table)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Verso)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Radio communication failure table)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 1)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 2)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 3)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 4)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 5)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 6)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 7)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description 8)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Waypoint list table)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Verso)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Radio communication failure table)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R- ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 1)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R- ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 2)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R- ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 3)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R- ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 4)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R- ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 5)

	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R- ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 6)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R- ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 7)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R- ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 8)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Waypoint list table)
AD 2-VTBS-8	Instrument Approach Chart - ICAO – ILS or LOC z RWY 01 CAT II (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 02R CAT II (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II (Fix and point list table)
AD 2-VTBU-1	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTBU-8	Instrument Approach Chart - ICAO – NDB RWY 36
	Instrument Approach Chart - ICAO – VOR RWY 18 (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR RWY 36 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 18 (Tabular description)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 18 (Tabular description)
AD 2-VTSS-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTSS-6	Standard Departure Chart – Instrument (SID) - ICAO - RNAV RWY08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PADPA1D PIMER1D TAXEB1D
	Standard Departure Chart – Instrument (SID) - ICAO - RNAV RWY08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PADPA1D PIMER1D TAXEB1D (Tabular description 1)
	Standard Departure Chart – Instrument (SID) - ICAO - RNAV RWY08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PADPA1D PIMER1D TAXEB1D (Tabular description 2)
	Standard Departure Chart – Instrument (SID) - ICAO - RNAV RWY26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C
	Standard Departure Chart – Instrument (SID) - ICAO - RNAV RWY26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C (Tabular description 1)
	Standard Departure Chart – Instrument (SID) - ICAO - RNAV RWY26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C (Tabular description 2)
	Standard Departure Chart – Instrument (SID) - ICAO - RNAV RWY26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C (Waypoint list table)
AD 2-VTSS-7	Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B
	Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B (Tabular description 1)
	Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B (Tabular description 2)
	Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A
	Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A (Tabular description 1)
	Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A (Tabular description 2)

AD 2-VTSS-8	Instrument Approach Chart - ICAO - VOR a
	Instrument Approach Chart - ICAO - VOR a (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR RWY26
	Instrument Approach Chart - ICAO - VOR RWY26 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 26
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 26 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 26 (Fix and point list table)
AD 2-VTSE-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTSE-8	Instrument Approach Chart - ICAO - NDB RWY 06
	Instrument Approach Chart - ICAO - NDB RWY 24
	Instrument Approach Chart - ICAO - VOR RWY 06 (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR RWY 24 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 24 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 24 (Fix and point list table)
AD 2-VTSG-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTSG-8	Instrument Approach Chart - ICAO – VOR RWY 32 (Fix and point list table)
	Instrument Approach Chart - ICAO – LOC RWY 32 (Fix and point list table)
	Instrument Approach Chart - ICAO – ILS RWY 32 (Fix and point list table)
AD 2-VTCH-1	AD 2.3 OPERATIONAL HOURS
AD 2-VTUN-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.3 OPERATIONAL HOURS
	AD 2.4 HANDLING SERVICES AND FACILITIES
	AD 2.6 RESCUE AND FIRE FIGHTING SERVICES
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
	AD 2.13 DECLARED DISTANCES
	AD 2.14 APPROACH AND RUNWAY LIGHTING
	AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY
	AD 2.16 HELICOPTER LANDING AREA
	AD 2.18 ATS COMMUNICATION FACILITIES
	AD 2.20 LOCAL AERODROME REGULATIONS
	AD 2.22 FLIGHT PROCEDURES
	AD 2.23 ADDITIONAL INFORMATION
AD 2-VTSF-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTSF-8	Instrument Approach Chart - ICAO - VOR RWY 01
	Instrument Approach Chart - ICAO - VOR RWY 01 (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR y RWY 19

	Instrument Approach Chart - ICAO - VOR y RWY 19 (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR z RWY 19
	Instrument Approach Chart - ICAO - VOR z RWY 19 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 19
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 19 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 19
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 (Fix and point list table)
AD 2-VTSC-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTSC-8	Instrument Approach Chart - ICAO - VOR RWY 02 (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR RWY 20 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 02
	Instrument Approach Chart - ICAO - ILS or LOC y RWY 02 (Fix and point list table)
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 02
	Instrument Approach Chart - ICAO - ILS or LOC z RWY 02 (Fix and point list table)
AD 2-VTSK-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTSK-8	Instrument Approach Chart - ICAO - NDB RWY 08 CAT A, B
	Instrument Approach Chart - ICAO - NDB RWY 26 CAT A, B
	Instrument Approach Chart - ICAO - RNP RWY 08 CAT A, B
	Instrument Approach Chart - ICAO - RNP RWY 26 CAT A, B
AD 2-VTCP-1	AD 2.3 OPERATIONAL HOURS
	AD 2.11 METEOROLOGICAL INFORMATION PROVIDED
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTCP-6	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - AIZAK1E IDKOR1E OTBAD1E SUNGO1E
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - AIZAK1E IDKOR1E OTBAD1E SUNGO1E (Tabular description)
AD 2-VTBP-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
AD 2-VTPH-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTPH-8	Instrument Approach Chart - ICAO – NDB RWY 16
	Instrument Approach Chart - ICAO – VOR RWY 16
	Instrument Approach Chart - ICAO - VOR RWY 16 (Fix and point list table)
AD 2-VTSR-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTSR-8	Instrument Approach Chart - ICAO – VOR RWY 02
	Instrument Approach Chart - ICAO – VOR RWY 02 (Fix and point list table)
	Instrument Approach Chart - ICAO – ILS RWY 02

	Instrument Approach Chart - ICAO – ILS RWY 02 (Fix and point list table)
	Instrument Approach Chart - ICAO – LOC RWY 02
	Instrument Approach Chart - ICAO – LOC RWY 02 (Fix and point list table)
AD 2-VTUI-1	AD 2.11 METEOROLOGICAL INFORMATION PROVIDED
AD 2-VTSB-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTSB-8	Instrument Approach Chart - ICAO - ILS or LOC z RWY 22 (Fix and point list table)
AD 2-VTSM-1	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTSM-8	Instrument Approach Chart - ICAO - VOR RWY 17 - CAT A, B (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR RWY 17 - CAT C (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR RWY 35 - CAT A, B (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR RWY 35 - CAT C (Fix and point list table)
AD 2-VTPT-1	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTPT-8	Instrument Approach Chart - ICAO - NDB a
AD 2-VTST-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTST-8	Instrument Approach Chart - ICAO - VOR RWY 08
	Instrument Approach Chart - ICAO - ILS or LOC RWY 08
AD 2-VTBO-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2-VTUU-1	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
	AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
	AD 2.24 CHART RELATED TO AN AERODROME
AD 2-VTUU-2	Aerodrome Chart - ICAO
	Aircraft Parking/Docking Chart - ICAO
	Aerodrome Ground Movement Chart - ICAO
AD 2-VTUU-6	Standard Departure Chart - Instrument (SID) - ICAO - RWY 05 - RAMBU1B ROT1B CMP1B BUTRA1B PAKSE1B
	Standard Departure Chart - Instrument (SID) - ICAO - RWY 23 - RAMBU1A ROT1A CMP1A BUTRA1A PAKSE1A
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 05 - ARARE1B BAMBO1B CHETA1B PACER1B ROONY1B
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 05 - ARARE1B BAMBO1B CHETA1B PACER1B ROONY1B (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 23 - ARARE1A BAMBO1A CHETA1A PACER1A ROONY1A
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 23 - ARARE1A BAMBO1A CHETA1A PACER1A ROONY1A (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 05 – ASABO1B ENLEP1B POTEV1B SAGAL1B VENPO1B
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 05 – ASABO1B ENLEP1B POTEV1B SAGAL1B VENPO1B (Tabular description)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 23 – ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A

	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 23 – ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A (Tabular description)
AD 2-VTUU-7	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 05 – ASABO1C ENLEP1C POTEV1C VENPO1C VESUD1C
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 05 – ASABO1C ENLEP1C POTEV1C VENPO1C VESUD1C (Tabular description)
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 23 – ASABO1D ENLEP1D OBKIB1D POTEV1D VENPO1D
	Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 23 – ASABO1D ENLEP1D OBKIB1D POTEV1D VENPO1D (Tabular description)
AD 2-VTUU-8	Instrument Approach Chart - ICAO - VOR RWY 05
	Instrument Approach Chart - ICAO - VOR RWY 05 (Fix and point list table)
	Instrument Approach Chart - ICAO - VOR RWY 23
	Instrument Approach Chart - ICAO - VOR RWY 23 (Fix and point list table)
	Instrument Approach Chart - ICAO - LOC y RWY 23
	Instrument Approach Chart - ICAO - LOC y RWY 23 (Fix and point list table)
	Instrument Approach Chart - ICAO - LOC z RWY 23
	Instrument Approach Chart - ICAO - LOC z RWY 23 (Tabular description)
	Instrument Approach Chart - ICAO - LOC z RWY 23 (Fix and point list table)
	Instrument Approach Chart - ICAO - RNP RWY 05
	Instrument Approach Chart - ICAO - RNP RWY 05 (Tabular description)
	Instrument Approach Chart - ICAO - RNP RWY 23
	Instrument Approach Chart - ICAO - RNP RWY 23 (Tabular description)
AD 2-VTSY-1	AD 2.17 ATS AIRSPACE
	AD 2.19 RADIO NAVIGATION AND LANDING AIDS
	AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
AD 2-VTSY-8	Instrument Approach Chart - ICAO - VOR a (Fix and point list table)

1.

DESTROY			INSERT		
GEN	0.2-3	12 JUN 2025	GEN	0.2-3	10 JUL 2025
	0.4-1	12 JUN 2025		0.4-1	10 JUL 2025
	0.4-2	12 JUN 2025		0.4-2	10 JUL 2025
	0.4-3	12 JUN 2025		0.4-3	10 JUL 2025
	0.4-4	12 JUN 2025		0.4-4	10 JUL 2025
	0.4-5	12 JUN 2025		0.4-5	10 JUL 2025
	0.4-6	12 JUN 2025		0.4-6	10 JUL 2025
	0.4-7	12 JUN 2025		0.4-7	10 JUL 2025
	0.4-8	12 JUN 2025		0.4-8	10 JUL 2025
	0.4-9	12 JUN 2025		0.4-9	10 JUL 2025
	0.4-10	12 JUN 2025		0.4-10	10 JUL 2025
	0.4-11	12 JUN 2025		0.4-11	10 JUL 2025
	1.1-1	20 FEB 2025		1.1-1	10 JUL 2025
	2.5-1	12 JUN 2025		2.5-1	10 JUL 2025

DESTROY			INSERT		
	2.5-2	12 JUN 2025		2.5-2	10 JUL 2025
	2.5-3	12 JUN 2025		2.5-3	10 JUL 2025
	2.5-4	12 JUN 2025		-	-
	3.2-3	15 MAY 2025		3.2-3	10 JUL 2025
	3.2-4	12 JUN 2025		3.2-4	10 JUL 2025
	3.2-5	12 JUN 2025		3.2-5	10 JUL 2025
	3.2-7	20 FEB 2025		3.2-7	10 JUL 2025
	3.2-8	26 DEC 2024		3.2-8	10 JUL 2025
	3.2-9	26 DEC 2024		3.2-9	10 JUL 2025
	3.2-10	31 OCT 2024		3.2-10	10 JUL 2025
	3.2-11	20 FEB 2025		3.2-11	10 JUL 2025
	3.2-12	26 DEC 2024		3.2-12	10 JUL 2025
	3.2-13	26 DEC 2024		3.2-13	10 JUL 2025
	3.2-14	26 DEC 2024		3.2-14	10 JUL 2025
	3.2-15	20 FEB 2025		3.2-15	10 JUL 2025
	3.2-16	26 DEC 2024		3.2-16	10 JUL 2025
	3.2-17	26 DEC 2024		3.2-17	10 JUL 2025
	3.2-18	15 MAY 2025		3.2-18	10 JUL 2025
	3.2-19	15 MAY 2025		3.2-19	10 JUL 2025
	3.2-20	15 MAY 2025		3.2-20	10 JUL 2025
	3.2-21	15 MAY 2025		3.2-21	10 JUL 2025
	3.2-22	15 MAY 2025		3.2-22	10 JUL 2025
	3.3-1	23 JAN 2025		3.3-1	10 JUL 2025
	3.3-2	23 JAN 2025		3.3-2	10 JUL 2025
	3.3-3	23 JAN 2025		3.3-3	10 JUL 2025
	3.3-4	18 JUL 2019		3.3-4	10 JUL 2025
	-	-		3.3-5	10 JUL 2025
	-	-		3.3-6	10 JUL 2025
	-	-		3.3-7	10 JUL 2025
	-	-		3.3-8	10 JUL 2025
	-	-		3.3-9	10 JUL 2025
	-	-		3.3-10	10 JUL 2025
	-	-		3.3-11	10 JUL 2025
	3.5-1	3 OCT 2024		3.5-1	10 JUL 2025
	3.5-2	28 DEC 2023		3.5-2	10 JUL 2025
ENR	1.6-4	12 JUN 2025	ENR	1.6-4	10 JUL 2025
	1.8-9	18 APR 2024		1.8-9	10 JUL 2025
	-	-		1.8-10	10 JUL 2025
	1.10-18	23 JAN 2025		1.10-18	10 JUL 2025
	1.10-22	23 JAN 2025		1.10-22	10 JUL 2025
	1.10-26	23 JAN 2025		1.10-26	10 JUL 2025

DESTROY		INSERT	
2.1-4	15 JUL 2021	2.1-4	10 JUL 2025
2.1-9	31 OCT 2024	2.1-9	10 JUL 2025
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2.1-13	26 DEC 2024	2.1-13	10 JUL 2025
2.1-14	31 OCT 2024	2.1-14	10 JUL 2025
2.1-15	15 MAY 2025	2.1-15	10 JUL 2025
2.1-16	26 DEC 2024	2.1-16	10 JUL 2025
2.1-17	15 MAY 2025	2.1-17	10 JUL 2025
2.1-18	26 DEC 2024	2.1-18	10 JUL 2025
2.1-19	26 DEC 2024	2.1-19	10 JUL 2025
2.1-20	15 MAY 2025	2.1-20	10 JUL 2025
2.1-21	26 DEC 2024	2.1-21	10 JUL 2025
2.1-22	26 DEC 2024	2.1-22	10 JUL 2025
2.1-23	26 DEC 2024	2.1-23	10 JUL 2025
2.1-24	15 MAY 2025	2.1-24	10 JUL 2025
2.1-25	15 MAY 2025	2.1-25	10 JUL 2025
2.1-26	31 OCT 2024	2.1-26	10 JUL 2025
2.1-27	15 MAY 2025	2.1-27	10 JUL 2025
2.1-28	26 DEC 2024	2.1-28	10 JUL 2025
2.1-29	31 OCT 2024	2.1-29	10 JUL 2025
2.1-30	15 MAY 2025	2.1-30	10 JUL 2025
2.1-31	15 MAY 2025	-	-
2.1-32	31 OCT 2024	-	-
2.1-33	31 OCT 2024	-	-
3.1-1	15 MAY 2025	3.1-1	10 JUL 2025
3.1-3	16 MAY 2024	3.1-3	10 JUL 2025
3.1-4	2 NOV 2023	3.1-4	10 JUL 2025
3.1-6	16 MAY 2024	3.1-6	10 JUL 2025
3.1-10	16 MAY 2024	3.1-10	10 JUL 2025
3.1-14	16 MAY 2024	3.1-14	10 JUL 2025
3.1-15	16 MAY 2024	3.1-15	10 JUL 2025
3.1-16	16 MAY 2024	3.1-16	10 JUL 2025
3.1-18	15 MAY 2025	3.1-18	10 JUL 2025
3.1-19	16 MAY 2024	3.1-19	10 JUL 2025
3.1-20	16 MAY 2024	3.1-20	10 JUL 2025
3.1-22	16 MAY 2024	3.1-22	10 JUL 2025
3.1-25	16 MAY 2024	3.1-25	10 JUL 2025
3.1-26	16 MAY 2024	3.1-26	10 JUL 2025
3.1-28	16 MAY 2024	3.1-28	10 JUL 2025
3.1-29	15 MAY 2025	3.1-29	10 JUL 2025
3.1-30	16 MAY 2024	3.1-30	10 JUL 2025

DESTROY		INSERT	
3.1-31	16 MAY 2024	3.1-31	10 JUL 2025
3.1-32	16 MAY 2024	3.1-32	10 JUL 2025
3.1-33	15 MAY 2025	3.1-33	10 JUL 2025
3.1-34	15 MAY 2025	3.1-34	10 JUL 2025
3.1-35	15 MAY 2025	3.1-35	10 JUL 2025
3.1-43	28 NOV 2024	3.1-43	10 JUL 2025
3.1-46	16 MAY 2024	3.1-46	10 JUL 2025
3.1-47	5 SEP 2024	3.1-47	10 JUL 2025
3.1-56	16 MAY 2024	3.1-56	10 JUL 2025
3.1-59	23 JAN 2025	3.1-59	10 JUL 2025
3.1-60	23 JAN 2025	3.1-60	10 JUL 2025
3.1-61	16 MAY 2024	3.1-61	10 JUL 2025
3.1-62	23 JAN 2025	3.1-62	10 JUL 2025
3.1-67	16 MAY 2024	3.1-67	10 JUL 2025
3.1-68	16 MAY 2024	3.1-68	10 JUL 2025
3.1-69	16 MAY 2024	3.1-69	10 JUL 2025
3.1-71	16 MAY 2024	3.1-71	10 JUL 2025
3.3-3	23 APR 2020	3.3-3	10 JUL 2025
3.3-4	23 APR 2020	3.3-4	10 JUL 2025
3.3-5	23 APR 2020	3.3-5	10 JUL 2025
3.3-6	2 NOV 2023	3.3-6	10 JUL 2025
3.3-8	8 OCT 2020	3.3-8	10 JUL 2025
3.3-9	2 NOV 2023	3.3-9	10 JUL 2025
3.3-12	23 JAN 2025	3.3-12	10 JUL 2025
3.3-17	18 APR 2024	3.3-17	10 JUL 2025
3.3-18	23 JAN 2025	3.3-18	10 JUL 2025
3.3-19	2 NOV 2023	3.3-19	10 JUL 2025
3.3-20	28 JAN 2021	3.3-20	10 JUL 2025
3.3-25	2 NOV 2023	3.3-25	10 JUL 2025
3.3-26	2 NOV 2023	3.3-26	10 JUL 2025
3.3-27	23 JAN 2025	3.3-27	10 JUL 2025
3.3-29	23 JAN 2025	3.3-29	10 JUL 2025
3.3-30	23 JAN 2025	3.3-30	10 JUL 2025
3.3-31	23 JAN 2025	3.3-31	10 JUL 2025
3.3-38	23 JAN 2025	3.3-38	10 JUL 2025
3.3-39	23 JAN 2025	3.3-39	10 JUL 2025
3.3-41	15 MAY 2025	3.3-41	10 JUL 2025
3.3-42	15 MAY 2025	3.3-42	10 JUL 2025
3.3-43	15 MAY 2025	3.3-43	10 JUL 2025
3.3-48	23 JAN 2025	3.3-48	10 JUL 2025
3.3-63	23 JAN 2025	3.3-63	10 JUL 2025

DESTROY			INSERT		
	4.1-1	15 MAY 2025		4.1-1	10 JUL 2025
	4.1-3	23 JAN 2025		4.1-3	10 JUL 2025
	4.1-4	15 MAY 2025		4.1-4	10 JUL 2025
	4.1-6	15 MAY 2025		4.1-6	10 JUL 2025
	4.1-7	23 JAN 2025		4.1-7	10 JUL 2025
	4.1-8	23 JAN 2025		4.1-8	10 JUL 2025
	4.1-9	15 MAY 2025		4.1-9	10 JUL 2025
	4.1-10	23 JAN 2025		4.1-10	10 JUL 2025
	4.1-11	15 MAY 2025		4.1-11	10 JUL 2025
	4.4-1	23 JAN 2025		4.4-1	10 JUL 2025
	4.4-2	23 JAN 2025		4.4-2	10 JUL 2025
	4.4-3	23 JAN 2025		4.4-3	10 JUL 2025
	4.4-4	23 JAN 2025		4.4-4	10 JUL 2025
	6-3	20 FEB 2025		6-3	10 JUL 2025
AD	1.5-1	23 JAN 2025	AD	1.5-1	10 JUL 2025
	2-VTBD-1-10	18 MAY 2023		2-VTBD-1-10	10 JUL 2025
	2-VTBD-1-11	7 OCT 2021		2-VTBD-1-11	10 JUL 2025
	2-VTBD-1-35	28 NOV 2024		2-VTBD-1-35	10 JUL 2025
	2-VTBD-1-40	20 FEB 2025		2-VTBD-1-40	10 JUL 2025
	2-VTBD-1-41	26 DEC 2024		2-VTBD-1-41	10 JUL 2025
	2-VTBD-1-42	20 MAR 2025		2-VTBD-1-42	10 JUL 2025
	2-VTBD-1-43	28 NOV 2024		2-VTBD-1-43	10 JUL 2025
	2-VTBD-6-1	26 DEC 2024		2-VTBD-6-1	10 JUL 2025
	2-VTBD-6-2	26 DEC 2024		2-VTBD-6-2	10 JUL 2025
	2-VTBD-6-3	26 DEC 2024		2-VTBD-6-3	10 JUL 2025
	2-VTBD-6-4	26 DEC 2024		2-VTBD-6-4	10 JUL 2025
	2-VTBD-6-5	26 DEC 2024		2-VTBD-6-5	10 JUL 2025
	2-VTBD-6-6	26 DEC 2024		2-VTBD-6-6	10 JUL 2025
	2-VTBD-6-7	18 MAY 2023		2-VTBD-6-7	10 JUL 2025
	2-VTBD-6-8	8 OCT 2020		-	-
	2-VTBD-6-9	8 OCT 2020		2-VTBD-6-9	10 JUL 2025
	2-VTBD-6-10	8 OCT 2020		2-VTBD-6-10	10 JUL 2025
	2-VTBD-6-11	8 OCT 2020		2-VTBD-6-11	10 JUL 2025
	2-VTBD-6-12	8 OCT 2020		2-VTBD-6-12	10 JUL 2025
	2-VTBD-6-13	26 DEC 2024		2-VTBD-6-13	10 JUL 2025
	2-VTBD-6-14	26 DEC 2024		2-VTBD-6-14	10 JUL 2025
	2-VTBD-6-15	26 DEC 2024		2-VTBD-6-15	10 JUL 2025
	2-VTBD-6-16	26 DEC 2024		2-VTBD-6-16	10 JUL 2025
	2-VTBD-6-17	26 DEC 2024		2-VTBD-6-17	10 JUL 2025
	2-VTBD-6-18	26 DEC 2024		2-VTBD-6-18	10 JUL 2025
	2-VTBD-6-19	18 MAY 2023		2-VTBD-6-19	10 JUL 2025

DESTROY		INSERT	
2-VTBD-6-20	8 OCT 2020	2-VTBD-6-20	10 JUL 2025
2-VTBD-6-21	8 OCT 2020	2-VTBD-6-21	10 JUL 2025
2-VTBD-6-22	8 OCT 2020	-	-
2-VTBD-6-23	8 OCT 2020	2-VTBD-6-23	10 JUL 2025
2-VTBD-6-24	8 OCT 2020	2-VTBD-6-24	10 JUL 2025
2-VTBD-6-25	26 DEC 2024	2-VTBD-6-25	10 JUL 2025
2-VTBD-6-26	26 DEC 2024	2-VTBD-6-26	10 JUL 2025
2-VTBD-6-27	26 DEC 2024	2-VTBD-6-27	10 JUL 2025
2-VTBD-6-28	26 DEC 2024	2-VTBD-6-28	10 JUL 2025
2-VTBD-6-29	26 DEC 2024	2-VTBD-6-29	10 JUL 2025
2-VTBD-6-30	26 DEC 2024	2-VTBD-6-30	10 JUL 2025
2-VTBD-6-31	18 MAY 2023	2-VTBD-6-31	10 JUL 2025
2-VTBD-6-32	8 OCT 2020	2-VTBD-6-32	10 JUL 2025
2-VTBD-6-33	8 OCT 2020	2-VTBD-6-33	10 JUL 2025
2-VTBD-6-34	8 OCT 2020	2-VTBD-6-34	10 JUL 2025
2-VTBD-6-35	8 OCT 2020	2-VTBD-6-35	10 JUL 2025
2-VTBD-6-36	8 OCT 2020	2-VTBD-6-36	10 JUL 2025
2-VTBD-6-37	8 OCT 2020	2-VTBD-6-37	10 JUL 2025
-	-	2-VTBD-6-38	10 JUL 2025
2-VTBD-6-39	26 DEC 2024	2-VTBD-6-39	10 JUL 2025
2-VTBD-6-40	26 DEC 2024	2-VTBD-6-40	10 JUL 2025
2-VTBD-6-41	26 DEC 2024	2-VTBD-6-41	10 JUL 2025
2-VTBD-6-42	26 DEC 2024	-	-
2-VTBD-6-43	26 DEC 2024	2-VTBD-6-43	10 JUL 2025
2-VTBD-6-44	26 DEC 2024	2-VTBD-6-44	10 JUL 2025
2-VTBD-6-45	18 MAY 2023	2-VTBD-6-45	10 JUL 2025
2-VTBD-6-46	8 OCT 2020	2-VTBD-6-46	10 JUL 2025
2-VTBD-6-47	8 OCT 2020	2-VTBD-6-47	10 JUL 2025
2-VTBD-6-48	8 OCT 2020	2-VTBD-6-48	10 JUL 2025
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2-VTBD-6-50	8 OCT 2020	2-VTBD-6-50	10 JUL 2025
2-VTBD-6-51	8 OCT 2020	2-VTBD-6-51	10 JUL 2025
-	-	2-VTBD-6-52	10 JUL 2025
-	-	2-VTBD-6-53	10 JUL 2025
-	-	2-VTBD-6-54	10 JUL 2025
-	-	2-VTBD-6-55	10 JUL 2025
2-VTBD-8-1	18 MAY 2023	2-VTBD-8-1	10 JUL 2025
2-VTBD-8-3	18 MAY 2023	2-VTBD-8-3	10 JUL 2025
2-VTBD-8-5	15 JUN 2023	2-VTBD-8-5	10 JUL 2025
2-VTBD-8-7	18 MAY 2023	2-VTBD-8-7	10 JUL 2025
2-VTBD-8-10	18 JUL 2019	2-VTBD-8-10	10 JUL 2025

DESTROY		INSERT	
2-VTBD-8-11	18 MAY 2023	2-VTBD-8-11	10 JUL 2025
2-VTBD-8-15	18 JUL 2019	2-VTBD-8-15	10 JUL 2025
2-VTBD-8-19	18 JUL 2019	2-VTBD-8-19	10 JUL 2025
2-VTBD-8-23	4 NOV 2021	2-VTBD-8-23	10 JUL 2025
2-VTSP-1-8	28 NOV 2024	2-VTSP-1-8	10 JUL 2025
2-VTSP-1-9	30 DEC 2021	2-VTSP-1-9	10 JUL 2025
2-VTSP-1-24	28 NOV 2024	2-VTSP-1-24	10 JUL 2025
2-VTSP-1-25	31 OCT 2024	2-VTSP-1-25	10 JUL 2025
2-VTSP-6-1	20 MAY 2021	2-VTSP-6-1	10 JUL 2025
2-VTSP-6-2	18 JUL 2019	2-VTSP-6-2	10 JUL 2025
2-VTSP-6-3	18 JUL 2019	2-VTSP-6-3	10 JUL 2025
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2-VTSP-6-6	18 JUL 2019	2-VTSP-6-6	10 JUL 2025
2-VTSP-6-7	18 JUL 2019	2-VTSP-6-7	10 JUL 2025
2-VTSP-6-8	18 JUL 2019	2-VTSP-6-8	10 JUL 2025
2-VTSP-6-9	20 MAY 2021	2-VTSP-6-9	10 JUL 2025
2-VTSP-6-10	18 JUL 2019	-	-
2-VTSP-6-11	18 JUL 2019	-	-
2-VTSP-6-12	18 JUL 2019	-	-
2-VTSP-8-1	2 NOV 2023	2-VTSP-8-1	10 JUL 2025
2-VTSP-8-3	2 NOV 2023	2-VTSP-8-3	10 JUL 2025
2-VTSP-8-5	2 NOV 2023	2-VTSP-8-5	10 JUL 2025
2-VTSP-8-7	2 NOV 2023	2-VTSP-8-7	10 JUL 2025
2-VTSP-8-9	2 NOV 2023	2-VTSP-8-9	10 JUL 2025
2-VTBS-1-20	26 DEC 2024	2-VTBS-1-20	10 JUL 2025
2-VTBS-1-21	28 NOV 2024	2-VTBS-1-21	10 JUL 2025
2-VTBS-1-22	28 NOV 2024	2-VTBS-1-22	10 JUL 2025
2-VTBS-1-58	12 JUN 2025	2-VTBS-1-58	10 JUL 2025
2-VTBS-1-65	12 JUN 2025	2-VTBS-1-65	10 JUL 2025
2-VTBS-1-66	12 JUN 2025	2-VTBS-1-66	10 JUL 2025
2-VTBS-1-67	12 JUN 2025	2-VTBS-1-67	10 JUL 2025
2-VTBS-1-68	12 JUN 2025	2-VTBS-1-68	10 JUL 2025
2-VTBS-1-69	12 JUN 2025	2-VTBS-1-69	10 JUL 2025
2-VTBS-1-70	12 JUN 2025	2-VTBS-1-70	10 JUL 2025
2-VTBS-1-71	12 JUN 2025	2-VTBS-1-71	10 JUL 2025
2-VTBS-1-72	12 JUN 2025	2-VTBS-1-72	10 JUL 2025
2-VTBS-1-73	12 JUN 2025	2-VTBS-1-73	10 JUL 2025
2-VTBS-1-74	12 JUN 2025	2-VTBS-1-74	10 JUL 2025
2-VTBS-1-75	12 JUN 2025	2-VTBS-1-75	10 JUL 2025
2-VTBS-1-76	12 JUN 2025	2-VTBS-1-76	10 JUL 2025
2-VTBS-1-77	12 JUN 2025	2-VTBS-1-77	10 JUL 2025

DESTROY		INSERT	
2-VTBS-1-78	12 JUN 2025	2-VTBS-1-78	10 JUL 2025
2-VTBS-1-79	12 JUN 2025	2-VTBS-1-79	10 JUL 2025
-	-	2-VTBS-1-80	10 JUL 2025
-	-	2-VTBS-1-81	10 JUL 2025
-	-	2-VTBS-1-82	10 JUL 2025
2-VTBS-6-1	26 DEC 2024	2-VTBS-6-1	10 JUL 2025
2-VTBS-6-2	26 DEC 2024	2-VTBS-6-2	10 JUL 2025
2-VTBS-6-3	26 DEC 2024	2-VTBS-6-3	10 JUL 2025
2-VTBS-6-4	20 MAR 2025	2-VTBS-6-4	10 JUL 2025
2-VTBS-6-5	26 DEC 2024	2-VTBS-6-5	10 JUL 2025
2-VTBS-6-6	26 DEC 2024	2-VTBS-6-6	10 JUL 2025
2-VTBS-6-7	20 MAR 2025	2-VTBS-6-7	10 JUL 2025
2-VTBS-6-8	26 DEC 2024	2-VTBS-6-8	10 JUL 2025
2-VTBS-6-9	26 DEC 2024	2-VTBS-6-9	10 JUL 2025
2-VTBS-6-10	26 DEC 2024	2-VTBS-6-10	10 JUL 2025
2-VTBS-6-11	26 DEC 2024	2-VTBS-6-11	10 JUL 2025
2-VTBS-6-12	26 DEC 2024	2-VTBS-6-12	10 JUL 2025
2-VTBS-6-13	26 DEC 2024	2-VTBS-6-13	10 JUL 2025
2-VTBS-6-14	26 DEC 2024	-	-
2-VTBS-6-15	26 DEC 2024	2-VTBS-6-15	10 JUL 2025
2-VTBS-6-16	26 DEC 2024	2-VTBS-6-16	10 JUL 2025
2-VTBS-6-17	26 DEC 2024	2-VTBS-6-17	10 JUL 2025
2-VTBS-6-18	26 DEC 2024	2-VTBS-6-18	10 JUL 2025
2-VTBS-6-19	20 MAR 2025	2-VTBS-6-19	10 JUL 2025
2-VTBS-6-20	26 DEC 2024	2-VTBS-6-20	10 JUL 2025
2-VTBS-6-21	26 DEC 2024	2-VTBS-6-21	10 JUL 2025
2-VTBS-6-22	26 DEC 2024	2-VTBS-6-22	10 JUL 2025
2-VTBS-6-23	26 DEC 2024	2-VTBS-6-23	10 JUL 2025
2-VTBS-6-24	26 DEC 2024	2-VTBS-6-24	10 JUL 2025
2-VTBS-6-25	26 DEC 2024	2-VTBS-6-25	10 JUL 2025
-	-	2-VTBS-6-26	10 JUL 2025
2-VTBS-6-27	26 DEC 2024	2-VTBS-6-27	10 JUL 2025
2-VTBS-6-28	26 DEC 2024	-	-
2-VTBS-6-29	26 DEC 2024	2-VTBS-6-29	10 JUL 2025
2-VTBS-6-30	26 DEC 2024	2-VTBS-6-30	10 JUL 2025
2-VTBS-6-31	26 DEC 2024	2-VTBS-6-31	10 JUL 2025
2-VTBS-6-32	26 DEC 2024	2-VTBS-6-32	10 JUL 2025
2-VTBS-6-33	20 MAR 2025	2-VTBS-6-33	10 JUL 2025
2-VTBS-6-34	26 DEC 2024	2-VTBS-6-34	10 JUL 2025
2-VTBS-6-35	26 DEC 2024	2-VTBS-6-35	10 JUL 2025
2-VTBS-6-36	26 DEC 2024	2-VTBS-6-36	10 JUL 2025

DESTROY		INSERT	
2-VTBS-6-37	26 DEC 2024	2-VTBS-6-37	10 JUL 2025
2-VTBS-6-38	26 DEC 2024	2-VTBS-6-38	10 JUL 2025
2-VTBS-6-39	26 DEC 2024	2-VTBS-6-39	10 JUL 2025
2-VTBS-6-40	26 DEC 2024	2-VTBS-6-40	10 JUL 2025
2-VTBS-6-41	26 DEC 2024	2-VTBS-6-41	10 JUL 2025
2-VTBS-6-42	26 DEC 2024	2-VTBS-6-42	10 JUL 2025
2-VTBS-6-43	26 DEC 2024	2-VTBS-6-43	10 JUL 2025
2-VTBS-6-44	26 DEC 2024	2-VTBS-6-44	10 JUL 2025
2-VTBS-6-45	26 DEC 2024	2-VTBS-6-45	10 JUL 2025
2-VTBS-6-46	26 DEC 2024	2-VTBS-6-46	10 JUL 2025
2-VTBS-6-47	26 DEC 2024	2-VTBS-6-47	10 JUL 2025
2-VTBS-6-48	26 DEC 2024	2-VTBS-6-48	10 JUL 2025
2-VTBS-6-49	26 DEC 2024	2-VTBS-6-49	10 JUL 2025
2-VTBS-6-50	26 DEC 2024	2-VTBS-6-50	10 JUL 2025
2-VTBS-6-51	26 DEC 2024	2-VTBS-6-51	10 JUL 2025
-	-	2-VTBS-6-52	10 JUL 2025
2-VTBS-6-53	26 DEC 2024	2-VTBS-6-53	10 JUL 2025
2-VTBS-6-54	26 DEC 2024	2-VTBS-6-54	10 JUL 2025
2-VTBS-6-55	26 DEC 2024	2-VTBS-6-55	10 JUL 2025
2-VTBS-6-56	26 DEC 2024	2-VTBS-6-56	10 JUL 2025
2-VTBS-6-57	26 DEC 2024	2-VTBS-6-57	10 JUL 2025
2-VTBS-6-58	26 DEC 2024	2-VTBS-6-58	10 JUL 2025
2-VTBS-6-59	26 DEC 2024	2-VTBS-6-59	10 JUL 2025
2-VTBS-6-60	26 DEC 2024	2-VTBS-6-60	10 JUL 2025
2-VTBS-6-61	26 DEC 2024	2-VTBS-6-61	10 JUL 2025
2-VTBS-6-62	26 DEC 2024	2-VTBS-6-62	10 JUL 2025
2-VTBS-6-63	26 DEC 2024	2-VTBS-6-63	10 JUL 2025
2-VTBS-6-64	26 DEC 2024	2-VTBS-6-64	10 JUL 2025
2-VTBS-6-65	26 DEC 2024	2-VTBS-6-65	10 JUL 2025
2-VTBS-6-66	26 DEC 2024	2-VTBS-6-66	10 JUL 2025
2-VTBS-6-67	26 DEC 2024	2-VTBS-6-67	10 JUL 2025
2-VTBS-6-68	26 DEC 2024	2-VTBS-6-68	10 JUL 2025
2-VTBS-6-69	26 DEC 2024	2-VTBS-6-69	10 JUL 2025
2-VTBS-6-70	26 DEC 2024	2-VTBS-6-70	10 JUL 2025
2-VTBS-6-71	26 DEC 2024	2-VTBS-6-71	10 JUL 2025
2-VTBS-6-72	26 DEC 2024	2-VTBS-6-72	10 JUL 2025
2-VTBS-6-73	26 DEC 2024	2-VTBS-6-73	10 JUL 2025
2-VTBS-6-74	26 DEC 2024	2-VTBS-6-74	10 JUL 2025
2-VTBS-6-75	26 DEC 2024	2-VTBS-6-75	10 JUL 2025
2-VTBS-6-76	26 DEC 2024	2-VTBS-6-76	10 JUL 2025
2-VTBS-6-77	31 OCT 2024	2-VTBS-6-77	10 JUL 2025

DESTROY		INSERT	
2-VTBS-6-78	31 OCT 2024	2-VTBS-6-78	10 JUL 2025
2-VTBS-6-79	31 OCT 2024	2-VTBS-6-79	10 JUL 2025
2-VTBS-6-80	31 OCT 2024	2-VTBS-6-80	10 JUL 2025
2-VTBS-6-81	31 OCT 2024	2-VTBS-6-81	10 JUL 2025
2-VTBS-6-82	31 OCT 2024	2-VTBS-6-82	10 JUL 2025
2-VTBS-6-83	31 OCT 2024	2-VTBS-6-83	10 JUL 2025
2-VTBS-6-84	31 OCT 2024	2-VTBS-6-84	10 JUL 2025
2-VTBS-6-85	31 OCT 2024	2-VTBS-6-85	10 JUL 2025
2-VTBS-6-86	31 OCT 2024	2-VTBS-6-86	10 JUL 2025
2-VTBS-6-87	31 OCT 2024	2-VTBS-6-87	10 JUL 2025
2-VTBS-6-88	31 OCT 2024	2-VTBS-6-88	10 JUL 2025
2-VTBS-6-89	31 OCT 2024	2-VTBS-6-89	10 JUL 2025
2-VTBS-6-90	31 OCT 2024	2-VTBS-6-90	10 JUL 2025
2-VTBS-6-91	31 OCT 2024	2-VTBS-6-91	10 JUL 2025
2-VTBS-6-92	31 OCT 2024	2-VTBS-6-92	10 JUL 2025
2-VTBS-6-93	31 OCT 2024	2-VTBS-6-93	10 JUL 2025
2-VTBS-6-94	31 OCT 2024	2-VTBS-6-94	10 JUL 2025
2-VTBS-6-95	31 OCT 2024	2-VTBS-6-95	10 JUL 2025
2-VTBS-6-96	31 OCT 2024	2-VTBS-6-96	10 JUL 2025
2-VTBS-6-97	31 OCT 2024	2-VTBS-6-97	10 JUL 2025
2-VTBS-6-98	31 OCT 2024	2-VTBS-6-98	10 JUL 2025
2-VTBS-6-99	31 OCT 2024	2-VTBS-6-99	10 JUL 2025
2-VTBS-6-100	31 OCT 2024	2-VTBS-6-100	10 JUL 2025
2-VTBS-6-101	31 OCT 2024	2-VTBS-6-101	10 JUL 2025
2-VTBS-6-102	31 OCT 2024	2-VTBS-6-102	10 JUL 2025
2-VTBS-6-103	31 OCT 2024	2-VTBS-6-103	10 JUL 2025
2-VTBS-6-104	31 OCT 2024	2-VTBS-6-104	10 JUL 2025
2-VTBS-6-105	31 OCT 2024	2-VTBS-6-105	10 JUL 2025
2-VTBS-6-106	31 OCT 2024	2-VTBS-6-106	10 JUL 2025
2-VTBS-6-107	31 OCT 2024	2-VTBS-6-107	10 JUL 2025
2-VTBS-6-108	31 OCT 2024	2-VTBS-6-108	10 JUL 2025
2-VTBS-6-109	31 OCT 2024	2-VTBS-6-109	10 JUL 2025
2-VTBS-6-110	31 OCT 2024	2-VTBS-6-110	10 JUL 2025
2-VTBS-6-111	31 OCT 2024	2-VTBS-6-111	10 JUL 2025
2-VTBS-6-112	31 OCT 2024	2-VTBS-6-112	10 JUL 2025
2-VTBS-6-113	31 OCT 2024	2-VTBS-6-113	10 JUL 2025
2-VTBS-6-114	31 OCT 2024	2-VTBS-6-114	10 JUL 2025
2-VTBS-6-115	31 OCT 2024	2-VTBS-6-115	10 JUL 2025
2-VTBS-6-116	31 OCT 2024	2-VTBS-6-116	10 JUL 2025
2-VTBS-6-117	31 OCT 2024	2-VTBS-6-117	10 JUL 2025
2-VTBS-6-118	31 OCT 2024	2-VTBS-6-118	10 JUL 2025

DESTROY		INSERT	
2-VTBS-6-119	31 OCT 2024	2-VTBS-6-119	10 JUL 2025
2-VTBS-6-120	31 OCT 2024	2-VTBS-6-120	10 JUL 2025
2-VTBS-6-121	31 OCT 2024	2-VTBS-6-121	10 JUL 2025
2-VTBS-6-122	31 OCT 2024	2-VTBS-6-122	10 JUL 2025
2-VTBS-6-123	31 OCT 2024	2-VTBS-6-123	10 JUL 2025
2-VTBS-6-124	31 OCT 2024	2-VTBS-6-124	10 JUL 2025
-	-	2-VTBS-6-125	10 JUL 2025
-	-	2-VTBS-6-126	10 JUL 2025
2-VTBS-8-3	20 MAR 2025	2-VTBS-8-3	10 JUL 2025
2-VTBS-8-7	20 MAR 2025	2-VTBS-8-7	10 JUL 2025
2-VTBS-8-11	20 MAR 2025	2-VTBS-8-11	10 JUL 2025
2-VTBS-8-15	20 MAR 2025	2-VTBS-8-15	10 JUL 2025
2-VTBU-1-9	23 JAN 2025	2-VTBU-1-9	10 JUL 2025
2-VTBU-1-10	23 JAN 2025	2-VTBU-1-10	10 JUL 2025
2-VTBU-8-1	23 MAR 2023	2-VTBU-8-1	10 JUL 2025
2-VTBU-8-4	18 JUL 2019	2-VTBU-8-4	10 JUL 2025
2-VTBU-8-6	18 JUL 2019	2-VTBU-8-6	10 JUL 2025
2-VTBU-8-8	16 JUN 2022	2-VTBU-8-8	10 JUL 2025
2-VTBU-8-10	16 JUN 2022	2-VTBU-8-10	10 JUL 2025
2-VTSS-1-6	28 NOV 2024	2-VTSS-1-6	10 JUL 2025
2-VTSS-1-7	28 NOV 2024	2-VTSS-1-7	10 JUL 2025
2-VTSS-1-8	28 NOV 2024	2-VTSS-1-8	10 JUL 2025
2-VTSS-1-9	28 NOV 2024	2-VTSS-1-9	10 JUL 2025
2-VTSS-1-14	20 FEB 2025	2-VTSS-1-14	10 JUL 2025
2-VTSS-1-15	20 FEB 2025	2-VTSS-1-15	10 JUL 2025
2-VTSS-1-16	28 NOV 2024	2-VTSS-1-16	10 JUL 2025
2-VTSS-1-17	20 FEB 2025	2-VTSS-1-17	10 JUL 2025
2-VTSS-1-18	20 FEB 2025	-	-
2-VTSS-6-1	16 MAY 2024	2-VTSS-6-1	10 JUL 2025
2-VTSS-6-2	16 MAY 2024	2-VTSS-6-2	10 JUL 2025
2-VTSS-6-3	16 MAY 2024	2-VTSS-6-3	10 JUL 2025
2-VTSS-6-5	16 MAY 2024	2-VTSS-6-5	10 JUL 2025
2-VTSS-6-6	16 MAY 2024	2-VTSS-6-6	10 JUL 2025
2-VTSS-6-7	16 MAY 2024	2-VTSS-6-7	10 JUL 2025
2-VTSS-6-8	16 MAY 2024	2-VTSS-6-8	10 JUL 2025
2-VTSS-7-1	16 MAY 2024	2-VTSS-7-1	10 JUL 2025
2-VTSS-7-2	16 MAY 2024	2-VTSS-7-2	10 JUL 2025
2-VTSS-7-3	16 MAY 2024	2-VTSS-7-3	10 JUL 2025
2-VTSS-7-5	16 MAY 2024	2-VTSS-7-5	10 JUL 2025
2-VTSS-7-6	16 MAY 2024	2-VTSS-7-6	10 JUL 2025
2-VTSS-7-7	16 MAY 2024	2-VTSS-7-7	10 JUL 2025

DESTROY		INSERT	
2-VTSS-8-1	16 MAY 2024	2-VTSS-8-1	10 JUL 2025
2-VTSS-8-2	16 MAY 2024	2-VTSS-8-2	10 JUL 2025
2-VTSS-8-3	16 MAY 2024	2-VTSS-8-3	10 JUL 2025
2-VTSS-8-4	16 MAY 2024	2-VTSS-8-4	10 JUL 2025
2-VTSS-8-5	16 MAY 2024	2-VTSS-8-5	10 JUL 2025
2-VTSS-8-6	16 MAY 2024	2-VTSS-8-6	10 JUL 2025
2-VTSS-8-9	16 MAY 2024	2-VTSS-8-9	10 JUL 2025
2-VTSE-1-6	31 OCT 2024	2-VTSE-1-6	10 JUL 2025
2-VTSE-1-7	16 MAY 2024	2-VTSE-1-7	10 JUL 2025
2-VTSE-1-9	20 APR 2023	2-VTSE-1-9	10 JUL 2025
2-VTSE-8-1	17 JUN 2021	2-VTSE-8-1	10 JUL 2025
2-VTSE-8-3	17 JUN 2021	2-VTSE-8-3	10 JUL 2025
2-VTSE-8-6	18 JUL 2019	2-VTSE-8-6	10 JUL 2025
2-VTSE-8-8	18 JUL 2019	2-VTSE-8-8	10 JUL 2025
2-VTSE-8-10	18 JUL 2019	2-VTSE-8-10	10 JUL 2025
2-VTSE-8-13	18 JUL 2019	2-VTSE-8-13	10 JUL 2025
2-VTSG-1-5	28 NOV 2024	2-VTSG-1-5	10 JUL 2025
2-VTSG-1-6	31 OCT 2024	2-VTSG-1-6	10 JUL 2025
2-VTSG-1-7	28 NOV 2024	2-VTSG-1-7	10 JUL 2025
2-VTSG-8-2	18 JUL 2019	2-VTSG-8-2	10 JUL 2025
2-VTSG-8-4	18 JUL 2019	2-VTSG-8-4	10 JUL 2025
2-VTSG-8-6	18 JUL 2019	2-VTSG-8-6	10 JUL 2025
2-VTCH-1-1	7 OCT 2021	2-VTCH-1-1	10 JUL 2025
2-VTUN-1-1	30 NOV 2023	2-VTUN-1-1	10 JUL 2025
2-VTUN-1-2	12 SEP 2019	2-VTUN-1-2	10 JUL 2025
2-VTUN-1-3	12 SEP 2019	2-VTUN-1-3	10 JUL 2025
2-VTUN-1-4	30 NOV 2023	2-VTUN-1-4	10 JUL 2025
2-VTUN-1-5	30 NOV 2023	2-VTUN-1-5	10 JUL 2025
2-VTUN-1-6	15 MAY 2025	2-VTUN-1-6	10 JUL 2025
2-VTUN-1-7	23 APR 2020	2-VTUN-1-7	10 JUL 2025
-	-	2-VTUN-1-8	10 JUL 2025
-	-	2-VTUN-1-9	10 JUL 2025
-	-	2-VTUN-1-10	10 JUL 2025
-	-	2-VTUN-1-11	10 JUL 2025
-	-	2-VTUN-1-12	10 JUL 2025
-	-	2-VTUN-1-13	10 JUL 2025
2-VTSF-1-6	20 MAR 2025	2-VTSF-1-6	10 JUL 2025
2-VTSF-1-7	18 APR 2024	2-VTSF-1-7	10 JUL 2025
2-VTSF-1-9	18 APR 2024	2-VTSF-1-9	10 JUL 2025
2-VTSF-8-1	13 AUG 2020	2-VTSF-8-1	10 JUL 2025
2-VTSF-8-2	18 JUL 2019	2-VTSF-8-2	10 JUL 2025

DESTROY		INSERT	
2-VTSF-8-3	13 AUG 2020	2-VTSF-8-3	10 JUL 2025
2-VTSF-8-4	18 JUL 2019	2-VTSF-8-4	10 JUL 2025
2-VTSF-8-5	13 AUG 2020	2-VTSF-8-5	10 JUL 2025
2-VTSF-8-6	18 JUL 2019	2-VTSF-8-6	10 JUL 2025
2-VTSF-8-7	13 AUG 2020	2-VTSF-8-7	10 JUL 2025
2-VTSF-8-8	18 JUL 2019	2-VTSF-8-8	10 JUL 2025
2-VTSF-8-9	13 AUG 2020	2-VTSF-8-9	10 JUL 2025
2-VTSF-8-10	18 JUL 2019	2-VTSF-8-10	10 JUL 2025
2-VTSC-1-4	8 AUG 2024	2-VTSC-1-4	10 JUL 2025
2-VTSC-1-5	8 AUG 2024	2-VTSC-1-5	10 JUL 2025
2-VTSC-1-6	8 AUG 2024	2-VTSC-1-6	10 JUL 2025
2-VTSC-1-7	8 AUG 2024	2-VTSC-1-7	10 JUL 2025
2-VTSC-1-8	5 SEP 2024	2-VTSC-1-8	10 JUL 2025
2-VTSC-8-2	5 SEP 2024	2-VTSC-8-2	10 JUL 2025
2-VTSC-8-4	8 AUG 2024	2-VTSC-8-4	10 JUL 2025
2-VTSC-8-5	5 SEP 2024	2-VTSC-8-5	10 JUL 2025
2-VTSC-8-6	5 SEP 2024	2-VTSC-8-6	10 JUL 2025
2-VTSC-8-7	5 SEP 2024	2-VTSC-8-7	10 JUL 2025
2-VTSC-8-9	8 AUG 2024	2-VTSC-8-9	10 JUL 2025
2-VTSK-1-5	26 DEC 2024	2-VTSK-1-5	10 JUL 2025
2-VTSK-1-6	23 MAR 2023	-	-
2-VTSK-8-1	18 JUL 2019	2-VTSK-8-1	10 JUL 2025
-	-	2-VTSK-8-2	10 JUL 2025
2-VTSK-8-3	23 MAR 2023	2-VTSK-8-3	10 JUL 2025
-	-	2-VTSK-8-4	10 JUL 2025
2-VTSK-8-5	3 DEC 2020	-	-
2-VTSK-8-6	3 DEC 2020	-	-
2-VTSK-8-7	3 DEC 2020	-	-
2-VTSK-8-8	3 DEC 2020	-	-
2-VTCP-1-1	23 JAN 2025	2-VTCP-1-1	10 JUL 2025
2-VTCP-1-5	17 APR 2025	2-VTCP-1-5	10 JUL 2025
2-VTCP-1-10	26 DEC 2024	2-VTCP-1-10	10 JUL 2025
2-VTCP-6-1	26 DEC 2024	2-VTCP-6-1	10 JUL 2025
2-VTCP-6-2	26 DEC 2024	2-VTCP-6-2	10 JUL 2025
2-VTBP-1-1	22 FEB 2024	2-VTBP-1-1	10 JUL 2025
2-VTPH-1-8	13 JUN 2024	2-VTPH-1-8	10 JUL 2025
2-VTPH-1-9	15 MAY 2025	2-VTPH-1-9	10 JUL 2025
2-VTPH-1-11	28 NOV 2024	2-VTPH-1-11	10 JUL 2025
2-VTPH-8-1	26 MAR 2020	2-VTPH-8-1	10 JUL 2025
2-VTPH-8-3	26 MAR 2020	2-VTPH-8-3	10 JUL 2025
2-VTPH-8-4	18 JUL 2019	2-VTPH-8-4	10 JUL 2025

DESTROY		INSERT	
2-VTSR-1-5	2 DEC 2021	2-VTSR-1-5	10 JUL 2025
2-VTSR-1-6	7 OCT 2021	2-VTSR-1-6	10 JUL 2025
2-VTSR-1-7	2 NOV 2023	2-VTSR-1-7	10 JUL 2025
2-VTSR-8-1	2 NOV 2023	2-VTSR-8-1	10 JUL 2025
2-VTSR-8-2	2 NOV 2023	2-VTSR-8-2	10 JUL 2025
2-VTSR-8-3	2 NOV 2023	2-VTSR-8-3	10 JUL 2025
2-VTSR-8-4	20 MAY 2021	2-VTSR-8-4	10 JUL 2025
2-VTSR-8-5	2 NOV 2023	2-VTSR-8-5	10 JUL 2025
2-VTSR-8-6	2 NOV 2023	2-VTSR-8-6	10 JUL 2025
2-VTUI-1-7	17 APR 2025	2-VTUI-1-7	10 JUL 2025
2-VTSB-1-5	31 OCT 2024	2-VTSB-1-5	10 JUL 2025
2-VTSB-1-6	31 OCT 2024	2-VTSB-1-6	10 JUL 2025
2-VTSB-1-9	31 OCT 2024	2-VTSB-1-9	10 JUL 2025
2-VTSB-8-3	23 MAR 2023	2-VTSB-8-3	10 JUL 2025
2-VTSM-1-7	12 JUN 2025	2-VTSM-1-7	10 JUL 2025
2-VTSM-1-10	12 JUN 2025	2-VTSM-1-10	10 JUL 2025
2-VTSM-8-2	18 JUN 2020	2-VTSM-8-2	10 JUL 2025
2-VTSM-8-4	18 JUN 2020	2-VTSM-8-4	10 JUL 2025
2-VTSM-8-6	18 JUN 2020	2-VTSM-8-6	10 JUL 2025
2-VTSM-8-8	18 JUN 2020	2-VTSM-8-8	10 JUL 2025
2-VTPT-1-1	7 OCT 2021	2-VTPT-1-1	10 JUL 2025
2-VTPT-1-2	7 OCT 2021	2-VTPT-1-2	10 JUL 2025
2-VTPT-1-3	3 NOV 2022	2-VTPT-1-3	10 JUL 2025
2-VTPT-1-4	12 SEP 2019	2-VTPT-1-4	10 JUL 2025
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2. Hand amendments

NIL

3. Record entry of AIRAC AMDT on the page GEN 0.2-1.

4. The following publications have been incorporated in this AIRAC AMDT:

AIP SUP	AIP SUP A04/11, AIP SUP A16/11, AIRAC AIP SUP A31/16, AIP SUP A08/21, AIRAC AIP SUP A44/24, AIRAC AIP SUP B10/00 AND AIRAC AIP SUP B02/17
AIC	NIL

NOTAM A3727/24 (C5476/24), A3728/24 (C5477/24) AND C2096/22

- END -

AIP AMENDMENT					AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Date inserted	Inserted by		NR/ Year	Publication date	Effective date	Inserted by
					3/25	06 FEB 2025	20 MAR 2025	
					4/25	06 MAR 2025	17 APR 2025	
					5/25	03 APR 2025	15 MAY 2025	
					6/25	01 MAY 2025	12 JUN 2025	
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2-VTBD-9-29	28 NOV 24

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2-VTCC-8-14	26 DEC 24

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2-VTSP-1-2	25 JAN 24
2-VTSP-1-3	17 JUN 21
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2-VTSP-1-5	28 NOV 24
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2-VTSP-8-17	17 JUN 21
2-VTSP-8-19	2 NOV 23
2-VTSP-8-20	2 NOV 23
2-VTSP-8-21	17 JUN 21

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2-VTBS-1-1	15 MAY 25
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2-VTBS-1-3	12 JUN 25
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2-VTBS-6-77	**10 JUL 25**
2-VTBS-6-78	**10 JUL 25**
2-VTBS-6-79	**10 JUL 25**
2-VTBS-6-80	**10 JUL 25**
2-VTBS-6-81	**10 JUL 25**
2-VTBS-6-82	**10 JUL 25**
2-VTBS-6-83	**10 JUL 25**
2-VTBS-6-84	**10 JUL 25**
2-VTBS-6-85	**10 JUL 25**
2-VTBS-6-86	**10 JUL 25**
2-VTBS-6-87	**10 JUL 25**
2-VTBS-6-88	**10 JUL 25**
2-VTBS-6-89	**10 JUL 25**
2-VTBS-6-90	**10 JUL 25**
2-VTBS-6-91	**10 JUL 25**
2-VTBS-6-92	**10 JUL 25**
2-VTBS-6-93	**10 JUL 25**
2-VTBS-6-94	**10 JUL 25**
2-VTBS-6-95	**10 JUL 25**
2-VTBS-6-96	**10 JUL 25**
2-VTBS-6-97	**10 JUL 25**
2-VTBS-6-98	**10 JUL 25**
2-VTBS-6-99	**10 JUL 25**
2-VTBS-6-100	**10 JUL 25**
2-VTBS-6-101	**10 JUL 25**
2-VTBS-6-102	**10 JUL 25**
2-VTBS-6-103	**10 JUL 25**
2-VTBS-6-104	**10 JUL 25**
2-VTBS-6-105	**10 JUL 25**
2-VTBS-6-106	**10 JUL 25**
2-VTBS-6-107	**10 JUL 25**
2-VTBS-6-108	**10 JUL 25**
2-VTBS-6-109	**10 JUL 25**
2-VTBS-6-110	**10 JUL 25**
2-VTBS-6-111	**10 JUL 25**
2-VTBS-6-112	**10 JUL 25**
2-VTBS-6-113	**10 JUL 25**
2-VTBS-6-114	**10 JUL 25**
2-VTBS-6-115	**10 JUL 25**
2-VTBS-6-116	**10 JUL 25**
2-VTBS-6-117	**10 JUL 25**
2-VTBS-6-118	**10 JUL 25**
2-VTBS-6-119	**10 JUL 25**
2-VTBS-6-120	**10 JUL 25**
2-VTBS-6-121	**10 JUL 25**
2-VTBS-6-122	**10 JUL 25**
2-VTBS-6-123	**10 JUL 25**
2-VTBS-6-124	**10 JUL 25**
2-VTBS-6-125	**10 JUL 25**
2-VTBS-6-126	**10 JUL 25**
2-VTBS-7-1	26 DEC 24
2-VTBS-7-2	31 OCT 24
2-VTBS-7-3	31 OCT 24
2-VTBS-7-4	31 OCT 24
2-VTBS-7-5	31 OCT 24
2-VTBS-7-6	26 DEC 24
2-VTBS-7-7	31 OCT 24
2-VTBS-7-8	31 OCT 24
2-VTBS-7-9	31 OCT 24
2-VTBS-7-10	31 OCT 24
2-VTBS-7-11	26 DEC 24
2-VTBS-7-12	31 OCT 24
2-VTBS-7-13	31 OCT 24
2-VTBS-7-14	31 OCT 24
2-VTBS-7-15	31 OCT 24
2-VTBS-7-16	26 DEC 24
2-VTBS-7-17	31 OCT 24
2-VTBS-7-18	31 OCT 24
2-VTBS-7-19	31 OCT 24
2-VTBS-7-20	31 OCT 24
2-VTBS-8-1	26 DEC 24
2-VTBS-8-2	20 MAR 25
2-VTBS-8-3	**10 JUL 25**
2-VTBS-8-5	20 MAR 25
2-VTBS-8-6	20 MAR 25
2-VTBS-8-7	**10 JUL 25**
2-VTBS-8-9	20 MAR 25
2-VTBS-8-10	20 MAR 25
2-VTBS-8-11	**10 JUL 25**
2-VTBS-8-13	20 MAR 25
2-VTBS-8-14	20 MAR 25
2-VTBS-8-15	**10 JUL 25**
2-VTBS-8-17	20 MAR 25
2-VTBS-8-18	20 MAR 25
2-VTBS-8-19	20 MAR 25
2-VTBS-8-20	20 MAR 25
2-VTBS-8-21	20 MAR 25
2-VTBS-8-22	20 MAR 25
2-VTBS-8-23	20 MAR 25
2-VTBS-8-24	20 MAR 25
2-VTBS-8-25	20 MAR 25
2-VTBS-8-26	20 MAR 25
2-VTBS-8-27	20 MAR 25
2-VTBS-8-28	20 MAR 25
2-VTBS-9-1	28 NOV 24
2-VTBS-9-2	28 NOV 24
2-VTBS-9-3	28 NOV 24
2-VTBS-9-5	28 NOV 24
2-VTBS-9-6	28 NOV 24
2-VTBS-9-7	28 NOV 24
2-VTBS-9-8	28 NOV 24
2-VTBS-9-9	28 NOV 24
2-VTBS-9-11	28 NOV 24
2-VTBS-9-12	28 NOV 24
2-VTBS-9-13	15 MAY 25

RAYONG / U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT

2-VTBU-1-1	23 JAN 25
2-VTBU-1-2	17 JUN 21
2-VTBU-1-3	12 AUG 21
2-VTBU-1-4	20 FEB 25
2-VTBU-1-5	23 JAN 25
2-VTBU-1-6	23 JAN 25
2-VTBU-1-7	23 JAN 25
2-VTBU-1-8	23 JAN 25
2-VTBU-1-9	**10 JUL 25**
2-VTBU-1-10	**10 JUL 25**
2-VTBU-2-1	16 JUN 22
2-VTBU-2-3	16 JUN 22
2-VTBU-2-4	18 JUL 19
2-VTBU-3-1	18 JUL 19
2-VTBU-6-1	16 JUN 22
2-VTBU-6-2	18 JUL 19
2-VTBU-6-3	16 JUN 22
2-VTBU-6-4	18 JUL 19
2-VTBU-8-1	**10 JUL 25**
2-VTBU-8-3	16 JUN 22
2-VTBU-8-4	**10 JUL 25**
2-VTBU-8-5	23 MAR 23
2-VTBU-8-6	**10 JUL 25**
2-VTBU-8-7	16 JUN 22
2-VTBU-8-8	**10 JUL 25**
2-VTBU-8-9	14 JUL 22
2-VTBU-8-10	**10 JUL 25**
2-VTBU-8-11	16 JUN 22
2-VTBU-8-12	16 JUN 22
2-VTBU-8-13	16 JUN 22
2-VTBU-8-14	16 JUN 22

SONGKHLA / HAT YAI INTERNATIONAL AIRPORT

2-VTSS-1-1	18 APR 24
2-VTSS-1-2	28 NOV 24
2-VTSS-1-3	28 NOV 24
2-VTSS-1-4	15 MAY 25
2-VTSS-1-5	28 NOV 24
2-VTSS-1-6	**10 JUL 25**
2-VTSS-1-7	**10 JUL 25**
2-VTSS-1-8	**10 JUL 25**
2-VTSS-1-9	**10 JUL 25**
2-VTSS-1-10	12 SEP 19
2-VTSS-1-11	12 SEP 19
2-VTSS-1-12	12 SEP 19
2-VTSS-1-13	12 SEP 19
2-VTSS-1-14	**10 JUL 25**
2-VTSS-1-15	**10 JUL 25**
2-VTSS-1-16	**10 JUL 25**
2-VTSS-1-17	**10 JUL 25**
2-VTSS-2-1	28 NOV 24
2-VTSS-2-3	7 NOV 19
2-VTSS-2-5	28 NOV 24
2-VTSS-3-1	7 NOV 19
2-VTSS-5-1	20 FEB 25
2-VTSS-6-1	**10 JUL 25**
2-VTSS-6-2	**10 JUL 25**
2-VTSS-6-3	**10 JUL 25**
2-VTSS-6-5	**10 JUL 25**
2-VTSS-6-6	**10 JUL 25**
2-VTSS-6-7	**10 JUL 25**
2-VTSS-6-8	**10 JUL 25**
2-VTSS-7-1	**10 JUL 25**
2-VTSS-7-2	**10 JUL 25**
2-VTSS-7-3	**10 JUL 25**
2-VTSS-7-5	**10 JUL 25**
2-VTSS-7-6	**10 JUL 25**
2-VTSS-7-7	**10 JUL 25**
2-VTSS-8-1	**10 JUL 25**
2-VTSS-8-2	**10 JUL 25**
2-VTSS-8-3	**10 JUL 25**
2-VTSS-8-4	**10 JUL 25**
2-VTSS-8-5	**10 JUL 25**
2-VTSS-8-6	**10 JUL 25**
2-VTSS-8-7	16 MAY 24
2-VTSS-8-8	16 MAY 24
2-VTSS-8-9	**10 JUL 25**
2-VTSS-8-11	16 MAY 24
2-VTSS-8-12	16 MAY 24
2-VTSS-8-13	16 MAY 24
2-VTSS-8-14	16 MAY 24
2-VTSS-9-1	16 MAY 24

BURIRAM / BURI RAM AIRPORT

2-VTUO-1-1	13 JUN 24
2-VTUO-1-2	13 JUN 24
2-VTUO-1-3	13 JUN 24
2-VTUO-1-4	17 APR 25

Page	Date
2-VTUO-1-5	26 DEC 24
2-VTUO-1-6	15 MAY 25
2-VTUO-1-7	26 DEC 24
2-VTUO-1-8	15 MAY 25
2-VTUO-2-1	21 MAR 24
2-VTUO-2-2	29 DEC 22
2-VTUO-2-3	29 DEC 22
2-VTUO-2-4	29 DEC 22
2-VTUO-2-5	29 DEC 22
2-VTUO-3-1	29 DEC 22
2-VTUO-8-1	17 JUN 21
2-VTUO-8-3	17 JUN 21
2-VTUO-8-4	15 MAY 25
2-VTUO-8-5	17 JUN 21
2-VTUO-8-6	15 MAY 25
2-VTUO-8-7	26 DEC 24
2-VTUO-8-8	26 DEC 24
2-VTUO-8-9	26 DEC 24
2-VTUO-8-10	26 DEC 24
2-VTUO-8-11	26 DEC 24
2-VTUO-8-12	26 DEC 24

CHUMPHON / CHUMPHON AIRPORT

2-VTSE-1-1	20 APR 23
2-VTSE-1-2	20 APR 23
2-VTSE-1-3	20 APR 23
2-VTSE-1-4	17 APR 25
2-VTSE-1-5	31 OCT 24
2-VTSE-1-6	**10 JUL 25**
2-VTSE-1-7	**10 JUL 25**
2-VTSE-1-8	16 MAY 24
2-VTSE-1-9	**10 JUL 25**
2-VTSE-2-1	20 APR 23
2-VTSE-2-2	20 APR 23
2-VTSE-2-3	20 APR 23
2-VTSE-2-4	20 APR 23
2-VTSE-2-5	20 APR 23
2-VTSE-2-6	20 APR 23
2-VTSE-3-1	20 APR 23
2-VTSE-8-1	**10 JUL 25**
2-VTSE-8-3	**10 JUL 25**
2-VTSE-8-5	17 JUN 21
2-VTSE-8-6	**10 JUL 25**
2-VTSE-8-7	17 JUN 21
2-VTSE-8-8	**10 JUL 25**
2-VTSE-8-9	17 JUN 21
2-VTSE-8-10	**10 JUL 25**
2-VTSE-8-11	17 JUN 21
2-VTSE-8-12	18 JUL 19
2-VTSE-8-13	**10 JUL 25**
2-VTSE-8-15	4 NOV 21
2-VTSE-8-16	15 JUL 21
2-VTSE-8-17	4 NOV 21
2-VTSE-8-18	15 JUL 21
2-VTSE-9-1	17 JUN 21
2-VTSE-9-2	31 DEC 20
2-VTSE-9-3	17 JUN 21
2-VTSE-9-4	31 DEC 20
2-VTSE-9-5	17 JUN 21
2-VTSE-9-6	31 DEC 20

KHON KAEN / KHON KAEN AIRPORT

2-VTUK-1-1	29 DEC 22
2-VTUK-1-2	29 DEC 22
2-VTUK-1-3	17 APR 25
2-VTUK-1-4	29 DEC 22
2-VTUK-1-5	15 MAY 25
2-VTUK-1-6	15 MAY 25
2-VTUK-1-7	30 NOV 23
2-VTUK-1-8	15 MAY 25
2-VTUK-2-1	29 DEC 22
2-VTUK-2-3	29 DEC 22
2-VTUK-6-1	21 APR 22
2-VTUK-6-2	4 NOV 21
2-VTUK-6-3	4 NOV 21
2-VTUK-6-5	21 APR 22
2-VTUK-6-6	21 APR 22
2-VTUK-6-7	4 NOV 21
2-VTUK-8-1	4 NOV 21
2-VTUK-8-3	4 NOV 21
2-VTUK-8-5	21 APR 22
2-VTUK-8-6	15 MAY 25
2-VTUK-8-7	21 APR 22
2-VTUK-8-8	15 MAY 25
2-VTUK-8-9	21 APR 22
2-VTUK-8-10	21 APR 22
2-VTUK-8-11	4 NOV 21
2-VTUK-8-13	21 APR 22
2-VTUK-8-14	4 NOV 21
2-VTUK-8-15	4 NOV 21
2-VTUK-9-1	13 AUG 20
2-VTUK-9-2	15 MAY 25
2-VTUK-9-3	13 AUG 20
2-VTUK-9-4	15 MAY 25
2-VTUK-9-5	13 AUG 20
2-VTUK-9-6	15 MAY 25
2-VTUK-9-7	13 AUG 20
2-VTUK-9-8	15 MAY 25
2-VTUK-9-9	13 AUG 20
2-VTUK-9-10	15 MAY 25
2-VTUK-9-11	13 AUG 20
2-VTUK-9-12	15 MAY 25

KRABI / KRABI AIRPORT

2-VTSG-1-1	31 OCT 24
2-VTSG-1-2	28 NOV 24
2-VTSG-1-3	17 APR 25
2-VTSG-1-4	28 NOV 24
2-VTSG-1-5	**10 JUL 25**
2-VTSG-1-6	**10 JUL 25**
2-VTSG-1-7	**10 JUL 25**
2-VTSG-2-1	28 NOV 24
2-VTSG-3-1	31 OCT 24
2-VTSG-6-1	20 MAY 21
2-VTSG-6-3	20 MAY 21
2-VTSG-6-5	17 JUN 21
2-VTSG-6-6	18 JUL 19
2-VTSG-6-7	17 JUN 21
2-VTSG-6-8	18 JUL 19
2-VTSG-6-9	18 JUL 19
2-VTSG-7-1	17 JUN 21
2-VTSG-7-2	18 JUL 19
2-VTSG-8-1	17 JUN 21
2-VTSG-8-2	**10 JUL 25**
2-VTSG-8-3	17 JUN 21
2-VTSG-8-4	**10 JUL 25**
2-VTSG-8-5	17 JUN 21
2-VTSG-8-6	**10 JUL 25**
2-VTSG-8-7	17 JUN 21
2-VTSG-8-8	17 JUN 21
2-VTSG-9-1	31 OCT 24

LAMPANG / LAMPANG AIRPORT

2-VTCL-1-1	26 DEC 24
2-VTCL-1-2	20 MAR 25
2-VTCL-1-3	26 DEC 24
2-VTCL-1-4	8 AUG 24
2-VTCL-1-5	8 AUG 24
2-VTCL-1-6	17 APR 25
2-VTCL-1-7	23 JAN 25
2-VTCL-1-8	20 FEB 25
2-VTCL-1-9	20 MAR 25
2-VTCL-1-10	20 MAR 25
2-VTCL-1-11	20 MAR 25
2-VTCL-2-1	26 DEC 24
2-VTCL-2-3	20 MAR 25
2-VTCL-2-5	20 MAR 25
2-VTCL-3-1	26 DEC 24
2-VTCL-6-1	20 FEB 25
2-VTCL-6-2	20 FEB 25
2-VTCL-6-3	26 DEC 24
2-VTCL-6-5	20 FEB 25
2-VTCL-6-6	20 FEB 25
2-VTCL-6-7	26 DEC 24
2-VTCL-7-1	20 FEB 25
2-VTCL-7-2	26 DEC 24
2-VTCL-7-3	26 DEC 24
2-VTCL-7-5	20 FEB 25
2-VTCL-7-6	20 FEB 25
2-VTCL-7-7	26 DEC 24
2-VTCL-8-1	20 FEB 25
2-VTCL-8-2	20 FEB 25
2-VTCL-8-3	20 FEB 25
2-VTCL-8-4	26 DEC 24
2-VTCL-8-5	20 FEB 25
2-VTCL-8-6	20 FEB 25
2-VTCL-8-7	20 FEB 25
2-VTCL-8-8	20 FEB 25
2-VTCL-8-9	20 FEB 25
2-VTCL-8-11	20 FEB 25
2-VTCL-8-12	20 FEB 25
2-VTCL-8-13	26 DEC 24
2-VTCL-8-15	20 FEB 25
2-VTCL-8-16	20 FEB 25
2-VTCL-8-17	26 DEC 24

LOEI / LOEI AIRPORT

2-VTUL-1-1	7 OCT 21
2-VTUL-1-2	2 NOV 23
2-VTUL-1-3	2 NOV 23
2-VTUL-1-4	2 NOV 23
2-VTUL-1-5	17 APR 25
2-VTUL-1-6	2 NOV 23
2-VTUL-1-7	15 MAY 25
2-VTUL-1-8	15 MAY 25
2-VTUL-1-9	30 NOV 23
2-VTUL-1-10	15 MAY 25
2-VTUL-2-1	2 NOV 23
2-VTUL-6-1	26 DEC 24
2-VTUL-6-2	26 DEC 24
2-VTUL-6-3	26 DEC 24
2-VTUL-6-5	26 DEC 24
2-VTUL-6-6	26 DEC 24
2-VTUL-6-7	26 DEC 24
2-VTUL-8-1	20 MAY 21
2-VTUL-8-2	15 MAY 25
2-VTUL-8-3	26 DEC 24
2-VTUL-8-4	26 DEC 24
2-VTUL-8-5	22 APR 21

LOP BURI / KHOK KATHIAM AIRPORT

2-VTBL-1-1	17 APR 25
2-VTBL-1-2	17 APR 25
2-VTBL-1-3	17 APR 25
2-VTBL-1-4	17 APR 25
2-VTBL-1-5	17 APR 25
2-VTBL-1-6	17 APR 25
2-VTBL-1-7	17 APR 25
2-VTBL-1-8	17 APR 25
2-VTBL-1-9	17 APR 25
2-VTBL-1-10	17 APR 25
2-VTBL-2-1	17 APR 25
2-VTBL-8-1	17 APR 25

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2-VTBL-8-2	17 APR 25

MAE HONG SON / MAE HONG SON AIRPORT

2-VTCH-1-1	**10 JUL 25**
2-VTCH-1-2	13 JUN 24
2-VTCH-1-3	28 NOV 24
2-VTCH-1-4	13 JUN 24
2-VTCH-1-5	17 APR 25
2-VTCH-1-6	8 AUG 24
2-VTCH-1-7	13 JUN 24
2-VTCH-1-8	20 FEB 25
2-VTCH-1-9	26 DEC 24
2-VTCH-1-10	8 AUG 24
2-VTCH-1-11	8 AUG 24
2-VTCH-1-12	20 FEB 25
2-VTCH-2-1	18 JUL 19
2-VTCH-6-1	20 FEB 25
2-VTCH-6-2	23 APR 20
2-VTCH-8-1	20 FEB 25
2-VTCH-8-2	20 FEB 25

MAE HONG SON / PAI AIRPORT

2-VTCI-1-1	26 DEC 24
2-VTCI-1-2	12 SEP 19
2-VTCI-1-3	12 SEP 19
2-VTCI-1-4	12 SEP 19
2-VTCI-1-5	12 SEP 19
2-VTCI-1-6	12 SEP 19
2-VTCI-2-1	18 JUL 19

NAKHON PATHOM/KAMPHAENG SAEN AIRPORT

2-VTBK-1-1	12 SEP 19
2-VTBK-1-2	12 SEP 19
2-VTBK-1-3	12 SEP 19
2-VTBK-1-4	12 SEP 19
2-VTBK-1-5	12 SEP 19
2-VTBK-1-6	12 SEP 19

NAKHON PHANOM / NAKHON PHANOM AIRPORT

2-VTUW-1-1	21 MAR 24
2-VTUW-1-2	21 MAR 24
2-VTUW-1-3	5 SEP 24
2-VTUW-1-4	17 APR 25
2-VTUW-1-5	21 MAR 24
2-VTUW-1-6	15 MAY 25
2-VTUW-1-7	15 MAY 25
2-VTUW-1-8	15 MAY 25
2-VTUW-1-9	21 MAR 24
2-VTUW-1-10	21 MAR 24
2-VTUW-1-11	15 MAY 25
2-VTUW-2-1	5 SEP 24
2-VTUW-8-1	15 MAY 25
2-VTUW-8-2	15 MAY 25
2-VTUW-8-3	15 MAY 25
2-VTUW-8-4	15 MAY 25
2-VTUW-8-5	15 MAY 25
2-VTUW-8-6	15 MAY 25
2-VTUW-8-7	2 NOV 23
2-VTUW-8-8	8 SEP 22
2-VTUW-8-9	21 APR 22
2-VTUW-8-10	8 SEP 22

NAKHON RATCHASIMA / NAKHON RATCHASIMA AIRPORT

2-VTUQ-1-1	13 JUN 24
2-VTUQ-1-2	7 OCT 21
2-VTUQ-1-3	17 APR 25
2-VTUQ-1-4	23 MAR 23
2-VTUQ-1-5	15 MAY 25
2-VTUQ-1-6	15 MAY 25
2-VTUQ-1-7	15 MAY 25
2-VTUQ-1-8	15 MAY 25
2-VTUQ-2-1	23 MAR 23
2-VTUQ-2-2	23 MAR 23
2-VTUQ-6-1	21 APR 22
2-VTUQ-6-2	17 JUN 21
2-VTUQ-6-3	21 APR 22
2-VTUQ-6-4	17 JUN 21
2-VTUQ-6-5	17 JUN 21
2-VTUQ-8-1	15 MAY 25
2-VTUQ-8-3	15 MAY 25
2-VTUQ-8-5	15 MAY 25
2-VTUQ-8-7	15 MAY 25
2-VTUQ-8-9	21 APR 22
2-VTUQ-8-10	20 MAY 21
2-VTUQ-8-11	21 APR 22
2-VTUQ-8-12	20 MAY 21
2-VTUQ-9-1	17 JUN 21
2-VTUQ-9-2	17 JUN 21
2-VTUQ-9-3	17 JUN 21
2-VTUQ-9-4	17 JUN 21

NAKHON RATCHASIMA / KHORAT AIRPORT

2-VTUN-1-1	**10 JUL 25**
2-VTUN-1-2	**10 JUL 25**
2-VTUN-1-3	**10 JUL 25**
2-VTUN-1-4	**10 JUL 25**
2-VTUN-1-5	**10 JUL 25**
2-VTUN-1-6	**10 JUL 25**
2-VTUN-1-7	**10 JUL 25**
2-VTUN-1-8	**10 JUL 25**
2-VTUN-1-9	**10 JUL 25**
2-VTUN-1-10	**10 JUL 25**
2-VTUN-1-11	**10 JUL 25**
2-VTUN-1-12	**10 JUL 25**
2-VTUN-1-13	**10 JUL 25**
2-VTUN-2-1	18 JUL 19
2-VTUN-8-1	23 APR 20
2-VTUN-8-2	23 APR 20

NAKHON SAWAN /NAKHON SAWAN AIRPORT

2-VTPN-1-1	16 JUL 20
2-VTPN-1-2	12 SEP 19
2-VTPN-1-3	12 SEP 19
2-VTPN-1-4	12 SEP 19
2-VTPN-1-5	12 SEP 19

NAKHON SAWAN/TAKHLI AIRPORT

2-VTPI-1-1	12 SEP 19
2-VTPI-1-2	2 JAN 20
2-VTPI-1-3	12 SEP 19
2-VTPI-1-4	12 SEP 19
2-VTPI-1-5	12 SEP 19
2-VTPI-1-6	7 NOV 19
2-VTPI-2-1	18 JUL 19
2-VTPI-8-1	7 NOV 19
2-VTPI-8-2	7 NOV 19
2-VTPI-8-3	7 NOV 19
2-VTPI-8-5	7 NOV 19
2-VTPI-8-6	7 NOV 19
2-VTPI-8-7	5 DEC 19
2-VTPI-8-8	7 NOV 19
2-VTPI-8-9	5 DEC 19
2-VTPI-8-10	5 DEC 19

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NAKHON SI THAMMARAT / NAKHON SI THAMMARAT AIRPORT

2-VTSF-1-1	18 APR 24
2-VTSF-1-2	18 APR 24
2-VTSF-1-3	18 APR 24
2-VTSF-1-4	17 APR 25
2-VTSF-1-5	18 APR 24
2-VTSF-1-6	**10 JUL 25**
2-VTSF-1-7	**10 JUL 25**
2-VTSF-1-8	18 APR 24
2-VTSF-1-9	**10 JUL 25**
2-VTSF-2-1	18 JUL 19
2-VTSF-6-1	13 AUG 20
2-VTSF-6-2	18 JUL 19
2-VTSF-6-3	13 AUG 20
2-VTSF-6-4	18 JUL 19
2-VTSF-8-1	**10 JUL 25**
2-VTSF-8-2	**10 JUL 25**
2-VTSF-8-3	**10 JUL 25**
2-VTSF-8-4	**10 JUL 25**
2-VTSF-8-5	**10 JUL 25**
2-VTSF-8-6	**10 JUL 25**
2-VTSF-8-7	**10 JUL 25**
2-VTSF-8-8	**10 JUL 25**
2-VTSF-8-9	**10 JUL 25**
2-VTSF-8-10	**10 JUL 25**
2-VTSF-8-11	15 JUL 21
2-VTSF-8-12	15 JUL 21
2-VTSF-8-13	15 JUL 21
2-VTSF-8-14	15 JUL 21

NAKHON SI THAMMARAT / CHA - IAN AIRPORT

2-VTSN-1-1	18 JUL 19
2-VTSN-1-2	18 JUL 19
2-VTSN-1-3	18 JUL 19
2-VTSN-1-4	18 JUL 19
2-VTSN-1-5	18 JUL 19

NAN / NAN NAKHON AIRPORT

2-VTCN-1-1	7 OCT 21
2-VTCN-1-2	7 OCT 21
2-VTCN-1-3	17 APR 25
2-VTCN-1-4	30 NOV 23
2-VTCN-1-5	15 MAY 25
2-VTCN-1-6	15 MAY 25
2-VTCN-1-7	15 MAY 25
2-VTCN-2-1	15 JUL 21
2-VTCN-8-1	26 DEC 24
2-VTCN-8-2	23 MAR 23
2-VTCN-8-3	26 DEC 24
2-VTCN-8-4	26 DEC 24
2-VTCN-8-5	26 DEC 24
2-VTCN-8-6	26 DEC 24
2-VTCN-8-7	26 DEC 24
2-VTCN-8-8	23 MAR 23
2-VTCN-8-9	26 DEC 24
2-VTCN-8-10	23 MAR 23

NARATHIWAT / NARATHIWAT AIRPORT

2-VTSC-1-1	26 DEC 24
2-VTSC-1-2	5 SEP 24
2-VTSC-1-3	17 APR 25
2-VTSC-1-4	**10 JUL 25**
2-VTSC-1-5	**10 JUL 25**
2-VTSC-1-6	**10 JUL 25**
2-VTSC-1-7	**10 JUL 25**
2-VTSC-1-8	**10 JUL 25**
2-VTSC-2-1	8 AUG 24

Page	Date
2-VTSC-6-1	8 AUG 24
2-VTSC-6-2	8 AUG 24
2-VTSC-6-3	8 AUG 24
2-VTSC-6-4	5 SEP 24
2-VTSC-8-1	5 SEP 24
2-VTSC-8-2	**10 JUL 25**
2-VTSC-8-3	8 AUG 24
2-VTSC-8-4	**10 JUL 25**
2-VTSC-8-5	**10 JUL 25**
2-VTSC-8-6	**10 JUL 25**
2-VTSC-8-7	**10 JUL 25**
2-VTSC-8-8	5 SEP 24
2-VTSC-8-9	**10 JUL 25**
2-VTSC-8-11	5 SEP 24
2-VTSC-8-12	5 SEP 24
2-VTSC-8-13	8 AUG 24
2-VTSC-8-14	8 AUG 24

PATTANI / PATTANI AIRPORT

2-VTSK-1-1	12 SEP 19
2-VTSK-1-2	12 SEP 19
2-VTSK-1-3	12 SEP 19
2-VTSK-1-4	12 SEP 19
2-VTSK-1-5	**10 JUL 25**
2-VTSK-2-1	18 JUL 19
2-VTSK-8-1	**10 JUL 25**
2-VTSK-8-2	**10 JUL 25**
2-VTSK-8-3	**10 JUL 25**
2-VTSK-8-4	**10 JUL 25**

PHETCHABUN / PHETCHABUN AIRPORT

2-VTPB-1-1	7 OCT 21
2-VTPB-1-2	7 OCT 21
2-VTPB-1-3	17 APR 25
2-VTPB-1-4	7 OCT 21
2-VTPB-1-5	2 DEC 21
2-VTPB-1-6	26 DEC 24
2-VTPB-1-7	26 DEC 24
2-VTPB-1-8	26 DEC 24
2-VTPB-2-1	18 JUL 19
2-VTPB-8-1	2 NOV 23
2-VTPB-8-2	26 DEC 24
2-VTPB-8-3	26 DEC 24
2-VTPB-8-4	26 DEC 24
2-VTPB-8-5	26 DEC 24
2-VTPB-8-6	26 DEC 24
2-VTPB-8-7	26 DEC 24
2-VTPB-8-8	26 DEC 24

PHITSANULOK / PHITSANULOK AIRPORT

2-VTPP-1-1	28 NOV 24
2-VTPP-1-2	7 OCT 21
2-VTPP-1-3	12 JUN 25
2-VTPP-1-4	8 AUG 24
2-VTPP-1-5	8 AUG 24
2-VTPP-1-6	28 NOV 24
2-VTPP-1-7	8 AUG 24
2-VTPP-1-8	15 MAY 25
2-VTPP-1-9	17 APR 25
2-VTPP-1-10	17 APR 25
2-VTPP-1-11	17 APR 25
2-VTPP-1-12	12 JUN 25
2-VTPP-2-1	31 OCT 24
2-VTPP-2-2	23 MAR 23
2-VTPP-2-3	12 JUN 25
2-VTPP-2-5	12 JUN 25
2-VTPP-2-6	12 JUN 25
2-VTPP-6-1	26 DEC 24
2-VTPP-6-2	26 DEC 24
2-VTPP-6-3	26 DEC 24
2-VTPP-6-5	26 DEC 24
2-VTPP-6-6	26 DEC 24
2-VTPP-6-7	26 DEC 24
2-VTPP-8-1	15 MAY 25
2-VTPP-8-2	15 MAY 25
2-VTPP-8-3	15 MAY 25
2-VTPP-8-4	15 MAY 25
2-VTPP-8-5	15 MAY 25
2-VTPP-8-6	15 MAY 25
2-VTPP-8-7	15 MAY 25
2-VTPP-8-8	15 MAY 25
2-VTPP-8-9	15 MAY 25
2-VTPP-8-10	15 MAY 25
2-VTPP-8-11	15 MAY 25
2-VTPP-8-12	15 MAY 25
2-VTPP-8-13	15 MAY 25
2-VTPP-8-15	15 MAY 25
2-VTPP-8-16	15 MAY 25
2-VTPP-8-17	15 MAY 25
2-VTPP-9-1	21 APR 22
2-VTPP-9-2	21 APR 22
2-VTPP-9-3	21 APR 22
2-VTPP-9-4	21 APR 22
2-VTPP-9-5	21 APR 22
2-VTPP-9-6	21 APR 22

PHRAE / PHRAE AIRPORT

2-VTCP-1-1	**10 JUL 25**
2-VTCP-1-2	21 MAR 24
2-VTCP-1-3	21 MAR 24
2-VTCP-1-4	21 MAR 24
2-VTCP-1-5	**10 JUL 25**
2-VTCP-1-6	8 AUG 24
2-VTCP-1-7	8 AUG 24
2-VTCP-1-8	26 DEC 24
2-VTCP-1-9	8 AUG 24
2-VTCP-1-10	**10 JUL 25**
2-VTCP-2-1	26 DEC 24
2-VTCP-6-1	**10 JUL 25**
2-VTCP-6-2	**10 JUL 25**
2-VTCP-6-3	26 DEC 24
2-VTCP-6-4	26 DEC 24
2-VTCP-8-1	26 DEC 24
2-VTCP-8-2	26 DEC 24
2-VTCP-8-3	26 DEC 24
2-VTCP-8-4	26 DEC 24
2-VTCP-8-5	26 DEC 24
2-VTCP-8-6	26 DEC 24
2-VTCP-8-7	26 DEC 24
2-VTCP-8-8	26 DEC 24

PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT

2-VTBP-1-1	**10 JUL 25**
2-VTBP-1-2	22 FEB 24
2-VTBP-1-3	12 SEP 19
2-VTBP-1-4	12 SEP 19
2-VTBP-1-5	12 SEP 19
2-VTBP-1-6	22 FEB 24

PRACHUAP KHIRI KHAN / HUA HIN AIRPORT

2-VTPH-1-1	7 OCT 21
2-VTPH-1-2	22 FEB 24
2-VTPH-1-3	13 JUN 24
2-VTPH-1-4	13 JUN 24
2-VTPH-1-5	13 JUN 24
2-VTPH-1-6	17 APR 25
2-VTPH-1-7	13 JUN 24
2-VTPH-1-8	**10 JUL 25**
2-VTPH-1-9	**10 JUL 25**
2-VTPH-1-10	15 MAY 25
2-VTPH-1-11	**10 JUL 25**
2-VTPH-2-1	18 JUL 19
2-VTPH-8-1	**10 JUL 25**
2-VTPH-8-3	**10 JUL 25**
2-VTPH-8-4	**10 JUL 25**
2-VTPH-8-5	12 AUG 21
2-VTPH-8-6	12 AUG 21
2-VTPH-9-1	27 FEB 20
2-VTPH-9-2	27 FEB 20
2-VTPH-9-3	27 FEB 20
2-VTPH-9-4	27 FEB 20
2-VTPH-9-5	27 FEB 20
2-VTPH-9-6	27 FEB 20
2-VTPH-9-7	27 FEB 20
2-VTPH-9-8	27 FEB 20
2-VTPH-9-9	27 FEB 20
2-VTPH-9-10	27 FEB 20
2-VTPH-9-11	27 FEB 20
2-VTPH-9-12	27 FEB 20

RANONG / RANONG AIRPORT

2-VTSR-1-1	7 OCT 21
2-VTSR-1-2	7 OCT 21
2-VTSR-1-3	17 APR 25
2-VTSR-1-4	7 OCT 21
2-VTSR-1-5	**10 JUL 25**
2-VTSR-1-6	**10 JUL 25**
2-VTSR-1-7	**10 JUL 25**
2-VTSR-2-1	18 JUL 19
2-VTSR-6-1	20 MAY 21
2-VTSR-6-2	20 MAY 21
2-VTSR-6-3	20 MAY 21
2-VTSR-6-4	20 MAY 21
2-VTSR-6-5	20 MAY 21
2-VTSR-6-6	20 MAY 21
2-VTSR-6-7	20 MAY 21
2-VTSR-6-8	20 MAY 21
2-VTSR-8-1	**10 JUL 25**
2-VTSR-8-2	**10 JUL 25**
2-VTSR-8-3	**10 JUL 25**
2-VTSR-8-4	**10 JUL 25**
2-VTSR-8-5	**10 JUL 25**
2-VTSR-8-6	**10 JUL 25**
2-VTSR-8-7	2 NOV 23
2-VTSR-8-8	2 NOV 23

ROI ET / ROI ET AIRPORT

2-VTUV-1-1	11 AUG 22
2-VTUV-1-2	7 OCT 21
2-VTUV-1-3	17 APR 25
2-VTUV-1-4	26 MAR 20
2-VTUV-1-5	15 MAY 25
2-VTUV-1-6	30 NOV 23
2-VTUV-1-7	15 MAY 25
2-VTUV-2-1	7 OCT 21
2-VTUV-6-1	21 APR 22
2-VTUV-6-2	16 JUL 20
2-VTUV-6-3	16 JUL 20
2-VTUV-6-5	21 APR 22
2-VTUV-6-6	16 JUL 20
2-VTUV-6-7	16 JUL 20
2-VTUV-8-1	21 APR 22
2-VTUV-8-2	15 MAY 25
2-VTUV-8-3	21 APR 22
2-VTUV-8-4	15 MAY 25
2-VTUV-8-5	21 APR 22
2-VTUV-8-6	15 MAY 25
2-VTUV-8-7	21 APR 22
2-VTUV-8-8	16 JUL 20

Page	Date
2-VTUV-8-9	15 MAY 25
2-VTUV-8-10	16 JUL 20
2-VTUV-8-11	21 APR 22
2-VTUV-8-12	20 MAY 21
2-VTUV-8-13	20 MAY 21
2-VTUV-8-15	21 APR 22
2-VTUV-8-16	20 MAY 21
2-VTUV-8-17	20 MAY 21
2-VTUV-9-1	21 APR 22
2-VTUV-9-2	21 APR 22
2-VTUV-9-3	21 APR 22
2-VTUV-9-4	21 APR 22

SA KAEO / WATTHANA NAKHON AIRPORT

2-VTBW-1-1	11 AUG 22
2-VTBW-1-2	28 DEC 23
2-VTBW-1-3	11 AUG 22
2-VTBW-1-4	28 DEC 23
2-VTBW-1-5	28 DEC 23
2-VTBW-1-6	28 DEC 23

SAKON NAKHON / SAKON NAKHON AIRPORT

2-VTUI-1-1	8 SEP 22
2-VTUI-1-2	7 OCT 21
2-VTUI-1-3	31 OCT 24
2-VTUI-1-4	15 JUN 23
2-VTUI-1-5	15 JUN 23
2-VTUI-1-6	15 JUN 23
2-VTUI-1-7	**10 JUL 25**
2-VTUI-1-8	15 MAY 25
2-VTUI-1-9	15 MAY 25
2-VTUI-1-10	30 NOV 23
2-VTUI-1-11	15 MAY 25
2-VTUI-2-1	31 OCT 24
2-VTUI-8-1	2 NOV 23
2-VTUI-8-2	15 MAY 25
2-VTUI-8-3	2 NOV 23
2-VTUI-8-4	15 MAY 25
2-VTUI-8-5	15 MAY 25
2-VTUI-8-6	15 MAY 25
2-VTUI-8-7	15 MAY 25
2-VTUI-8-8	15 MAY 25
2-VTUI-8-9	2 NOV 23
2-VTUI-8-10	28 JAN 21
2-VTUI-8-11	2 NOV 23
2-VTUI-8-12	28 JAN 21

SONGKHLA / SONGKHLA AIRPORT

2-VTSH-1-1	12 SEP 19
2-VTSH-1-2	12 SEP 19
2-VTSH-1-3	12 SEP 19
2-VTSH-1-4	12 SEP 19
2-VTSH-1-5	12 SEP 19
2-VTSH-2-1	18 JUL 19

SUKHOTHAI / SUKHOTHAI AIRPORT

2-VTPO-1-1	11 JUL 24
2-VTPO-1-2	2 NOV 23
2-VTPO-1-3	2 NOV 23
2-VTPO-1-4	2 NOV 23
2-VTPO-1-5	12 JUN 25
2-VTPO-1-6	26 DEC 24
2-VTPO-1-7	2 NOV 23
2-VTPO-1-8	20 MAR 25
2-VTPO-2-1	18 JUL 19
2-VTPO-2-3	18 JUL 19
2-VTPO-3-1	18 JUL 19
2-VTPO-6-1	26 DEC 24
2-VTPO-6-2	26 DEC 24
2-VTPO-6-3	26 DEC 24
2-VTPO-6-4	26 DEC 24
2-VTPO-8-1	20 MAR 25
2-VTPO-8-3	26 DEC 24
2-VTPO-8-4	26 DEC 24
2-VTPO-8-5	26 DEC 24
2-VTPO-8-7	26 DEC 24
2-VTPO-8-8	26 DEC 24
2-VTPO-8-9	26 DEC 24
2-VTPO-8-10	26 DEC 24

SURAT THANI / SURAT THANI AIRPORT

2-VTSB-1-1	31 OCT 24
2-VTSB-1-2	28 NOV 24
2-VTSB-1-3	17 APR 25
2-VTSB-1-4	28 NOV 24
2-VTSB-1-5	**10 JUL 25**
2-VTSB-1-6	**10 JUL 25**
2-VTSB-1-7	31 OCT 24
2-VTSB-1-8	28 NOV 24
2-VTSB-1-9	**10 JUL 25**
2-VTSB-2-1	26 DEC 24
2-VTSB-3-1	31 OCT 24
2-VTSB-6-1	18 JUL 19
2-VTSB-6-2	18 JUL 19
2-VTSB-6-3	18 JUL 19
2-VTSB-6-5	30 JAN 20
2-VTSB-6-6	18 JUL 19
2-VTSB-6-7	18 JUL 19
2-VTSB-6-8	18 JUL 19
2-VTSB-7-1	18 JUL 19
2-VTSB-7-2	18 JUL 19
2-VTSB-7-3	18 JUL 19
2-VTSB-7-5	18 JUL 19
2-VTSB-7-6	18 JUL 19
2-VTSB-7-7	18 JUL 19
2-VTSB-7-8	18 JUL 19
2-VTSB-8-1	23 MAR 23
2-VTSB-8-2	23 MAR 23
2-VTSB-8-3	**10 JUL 25**
2-VTSB-8-5	23 MAR 23
2-VTSB-8-6	23 MAR 23
2-VTSB-8-7	23 MAR 23
2-VTSB-8-8	23 MAR 23
2-VTSB-9-1	31 OCT 24

SURAT THANI / SAMUI AIRPORT

2-VTSM-1-1	10 AUG 23
2-VTSM-1-2	2 NOV 23
2-VTSM-1-3	2 NOV 23
2-VTSM-1-4	18 APR 24
2-VTSM-1-5	25 JAN 24
2-VTSM-1-6	15 MAY 25
2-VTSM-1-7	**10 JUL 25**
2-VTSM-1-8	12 JUN 25
2-VTSM-1-9	12 JUN 25
2-VTSM-1-10	**10 JUL 25**
2-VTSM-2-1	18 JUL 19
2-VTSM-2-3	18 JUL 19
2-VTSM-2-5	18 JUL 19
2-VTSM-3-1	18 JUL 19
2-VTSM-6-1	18 JUN 20
2-VTSM-6-2	18 JUN 20
2-VTSM-6-3	18 JUN 20
2-VTSM-6-5	18 JUN 20
2-VTSM-6-6	18 JUN 20
2-VTSM-6-7	18 JUN 20
2-VTSM-8-1	18 JUN 20
2-VTSM-8-2	**10 JUL 25**
2-VTSM-8-3	18 JUN 20
2-VTSM-8-4	**10 JUL 25**
2-VTSM-8-5	18 JUN 20
2-VTSM-8-6	**10 JUL 25**
2-VTSM-8-7	18 JUN 20
2-VTSM-8-8	**10 JUL 25**
2-VTSM-8-9	15 JUL 21
2-VTSM-8-10	15 JUL 21
2-VTSM-8-11	15 JUL 21
2-VTSM-8-13	15 JUL 21
2-VTSM-8-14	15 JUL 21
2-VTSM-8-15	15 JUL 21
2-VTSM-8-17	15 JUL 21
2-VTSM-8-18	15 JUL 21
2-VTSM-8-19	15 JUL 21
2-VTSM-8-21	15 JUL 21
2-VTSM-8-22	15 JUL 21
2-VTSM-8-23	15 JUL 21

TAK / TAK AIRPORT

2-VTPT-1-1	**10 JUL 25**
2-VTPT-1-2	**10 JUL 25**
2-VTPT-1-3	**10 JUL 25**
2-VTPT-1-4	**10 JUL 25**
2-VTPT-1-5	**10 JUL 25**
2-VTPT-1-6	**10 JUL 25**
2-VTPT-2-1	18 JUL 19
2-VTPT-6-1	**10 JUL 25**
2-VTPT-7-1	**10 JUL 25**
2-VTPT-8-1	**10 JUL 25**
2-VTPT-9-1	**10 JUL 25**

TAK / MAE SOT AIRPORT

2-VTPM-1-1	1 DEC 22
2-VTPM-1-2	26 JAN 23
2-VTPM-1-3	26 JAN 23
2-VTPM-1-4	26 JAN 23
2-VTPM-1-5	17 APR 25
2-VTPM-1-6	26 JAN 23
2-VTPM-1-7	26 JAN 23
2-VTPM-1-8	26 DEC 24
2-VTPM-1-9	26 DEC 24
2-VTPM-1-10	26 DEC 24
2-VTPM-2-1	1 DEC 22
2-VTPM-2-2	1 DEC 22
2-VTPM-2-3	26 JAN 23
2-VTPM-2-4	1 DEC 22
2-VTPM-2-5	1 DEC 22
2-VTPM-2-6	1 DEC 22
2-VTPM-3-1	1 DEC 22
2-VTPM-6-1	26 DEC 24
2-VTPM-6-2	26 DEC 24
2-VTPM-7-1	26 DEC 24
2-VTPM-7-2	26 DEC 24
2-VTPM-8-1	26 DEC 24
2-VTPM-8-2	26 DEC 24
2-VTPM-8-3	26 DEC 24
2-VTPM-8-4	26 DEC 24

TRANG / TRANG AIRPORT

2-VTST-1-1	7 OCT 21
2-VTST-1-2	21 MAR 24
2-VTST-1-3	17 APR 25
2-VTST-1-4	7 OCT 21
2-VTST-1-5	**10 JUL 25**
2-VTST-1-6	**10 JUL 25**
2-VTST-1-7	21 MAR 24
2-VTST-2-1	17 JUN 21
2-VTST-8-1	**10 JUL 25**
2-VTST-8-2	18 JUL 19
2-VTST-8-3	**10 JUL 25**
2-VTST-8-4	18 JUL 19

Page	Date
2-VTST-8-5	15 JUN 23
2-VTST-8-6	3 DEC 20
TRAT (KHAO SMING) / TRAT AIRPORT	
2-VTBO-1-1	17 APR 25
2-VTBO-1-2	17 APR 25
2-VTBO-1-3	17 APR 25
2-VTBO-1-4	17 APR 25
2-VTBO-1-5	**10 JUL 25**
2-VTBO-1-6	**10 JUL 25**
2-VTBO-1-7	17 APR 25
2-VTBO-2-1	17 APR 25
2-VTBO-3-1	17 APR 25
2-VTBO-6-1	17 APR 25
2-VTBO-7-1	17 APR 25
2-VTBO-8-1	23 MAR 23
2-VTBO-8-2	15 JUL 21
2-VTBO-9-1	17 APR 25
UBON RATCHATHANI / UBON RATCHATHANI AIRPORT	
2-VTUU-1-1	**10 JUL 25**
2-VTUU-1-2	**10 JUL 25**
2-VTUU-1-3	**10 JUL 25**
2-VTUU-1-4	13 JUN 24
2-VTUU-1-5	13 JUN 24
2-VTUU-1-6	**10 JUL 25**
2-VTUU-1-7	**10 JUL 25**
2-VTUU-1-8	28 NOV 24
2-VTUU-1-9	15 MAY 25
2-VTUU-1-10	15 MAY 25
2-VTUU-1-11	13 JUN 24
2-VTUU-1-12	13 JUN 24
2-VTUU-1-13	**10 JUL 25**
2-VTUU-2-1	**10 JUL 25**
2-VTUU-2-3	**10 JUL 25**
2-VTUU-2-5	**10 JUL 25**
2-VTUU-6-1	**10 JUL 25**
2-VTUU-6-2	**10 JUL 25**
2-VTUU-6-3	**10 JUL 25**
2-VTUU-6-4	**10 JUL 25**
2-VTUU-7-1	**10 JUL 25**
2-VTUU-7-2	**10 JUL 25**
2-VTUU-7-3	**10 JUL 25**
2-VTUU-7-4	**10 JUL 25**
2-VTUU-8-1	**10 JUL 25**
2-VTUU-8-2	**10 JUL 25**
2-VTUU-8-3	**10 JUL 25**
2-VTUU-8-4	**10 JUL 25**
2-VTUU-8-5	**10 JUL 25**
2-VTUU-8-6	**10 JUL 25**
2-VTUU-8-7	**10 JUL 25**
2-VTUU-8-8	**10 JUL 25**
2-VTUU-8-9	**10 JUL 25**
2-VTUU-8-11	**10 JUL 25**
2-VTUU-8-12	**10 JUL 25**
2-VTUU-8-13	**10 JUL 25**
2-VTUU-8-14	**10 JUL 25**
UDON THANI / UDON THANI AIRPORT	
2-VTUD-1-1	29 DEC 22
2-VTUD-1-2	25 JAN 24
2-VTUD-1-3	13 JUL 23
2-VTUD-1-4	13 JUL 23
2-VTUD-1-5	13 JUL 23
2-VTUD-1-6	13 JUL 23
2-VTUD-1-7	13 JUL 23
2-VTUD-1-8	17 APR 25
2-VTUD-1-9	15 MAY 25
2-VTUD-1-10	15 MAY 25
2-VTUD-1-11	28 NOV 24
2-VTUD-1-12	28 NOV 24
2-VTUD-1-13	15 MAY 25
2-VTUD-2-1	21 APR 22
2-VTUD-2-3	13 JUN 24
2-VTUD-6-1	21 APR 22
2-VTUD-6-2	28 JAN 21
2-VTUD-6-3	28 JAN 21
2-VTUD-6-5	21 APR 22
2-VTUD-6-6	28 JAN 21
2-VTUD-6-7	28 JAN 21
2-VTUD-7-1	21 APR 22
2-VTUD-7-2	28 JAN 21
2-VTUD-7-3	28 JAN 21
2-VTUD-7-5	21 APR 22
2-VTUD-7-6	28 JAN 21
2-VTUD-7-7	28 JAN 21
2-VTUD-8-1	15 MAY 25
2-VTUD-8-2	15 MAY 25
2-VTUD-8-3	11 JUL 24
2-VTUD-8-4	15 MAY 25
2-VTUD-8-5	11 JUL 24
2-VTUD-8-6	15 MAY 25
2-VTUD-8-7	25 MAR 21
2-VTUD-8-8	25 MAR 21
2-VTUD-8-9	15 MAY 25
2-VTUD-8-11	25 MAR 21
2-VTUD-8-12	25 MAR 21
2-VTUD-8-13	25 MAR 21
2-VTUD-8-14	25 MAR 21
YALA/BETONG AIRPORT	
2-VTSY-1-1	21 APR 22
2-VTSY-1-2	21 MAY 20
2-VTSY-1-3	21 APR 22
2-VTSY-1-4	17 APR 25
2-VTSY-1-5	21 APR 22
2-VTSY-1-6	**10 JUL 25**
2-VTSY-1-7	**10 JUL 25**
2-VTSY-1-8	**10 JUL 25**
2-VTSY-2-1	21 APR 22
2-VTSY-3-1	21 APR 22
2-VTSY-3-3	21 APR 22
2-VTSY-6-1	29 DEC 22
2-VTSY-6-2	3 DEC 20
2-VTSY-6-3	29 DEC 22
2-VTSY-6-4	3 DEC 20
2-VTSY-8-1	29 DEC 22
2-VTSY-8-2	**10 JUL 25**
2-VTSY-8-3	29 DEC 22
2-VTSY-8-4	3 DEC 20
KHON-KAEN / NAM PHONG	
2-VTUZ-1-1	30 NOV 23
2-VTUZ-1-2	30 NOV 23
2-VTUZ-1-3	30 NOV 23
2-VTUZ-1-4	30 NOV 23
2-VTUZ-1-5	26 DEC 24
2-VTUZ-1-6	30 NOV 23

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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

INTRODUCTION

The requirements for entry and departure of aircraft engaged in international flights, the standard procedure for clearance of these aircraft at all international airports, are given for the information and guidance of operators conducting international flights.

The postal and telegraphic addresses of the designated authorities concerned with the entry, transit and departure of international air navigation, and for the collection of fees therefrom, are as follows:

1. The Civil Aviation Authority Of Thailand

Aeronautical Information Management Department
The Civil Aviation Authority of Thailand
222 Soi Vibhavadi Rangsit 28,
Vibhavadi Rangsit Rd., Chatuchak,
Chatuchak

Bangkok 10900
Thailand

Tel:	+662 568 8831
Fax:	+662 568 8848
Telex:	NIL
AFS:	VTBAYAYD

2. Meteorology

Thai Meteorological Department
4353 Sukhumvit Road, Bangna
Bangkok 10260
Thailand

Tel:	+662 399 4566-75
Fax:	+662 399 1613
	+662 399 4011
E-mail:	saraban@tmd.mail.go.th
AFS:	VTBBYMYX
Website:	www.tmd.go.th

Military: Royal Thai Navy
(Base Operations Division Naval Air Station Royal Thai Naval Air Division)
70 moo.2 Sukhumvit Rd, Phla, Ban Chang, Rayong 21130

Tel:	+663 824 5489
Fax:	+663 824 5489
AFS:	VTBUYMYX
Website:	www.aeromet-utapao.com

3. Customs

Director General
Customs Department
Suntornkosa Road, Klongtoei
Bangkok 10110
Thailand

Tel:	+662 267 7600
	+662 267 1164
Fax:	NIL
Telex:	NIL
AFS:	NIL
E-mail:	prcustoms@gmail.com
Website:	www.customs.go.th

4. Immigration

Commissioner Immigration Bureau
Immigration Bureau
507 Soi Suan Phlu
Bangkok 10120
Thailand

Tel:	+662 287 3101-10
Fax:	+662 287 1310
	+662 287 1516
Telex:	NIL
AFS:	NIL
E-mail:	NIL
Website:	https://www.immigration.go.th/

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
BET	BETONG	DVOR/DME	AE	BANGKOK	BKK	DVOR/DME	AE
BKK	BANGKOK	DVOR/DME	AE	BANGKOK RWY03L	IBKD	ILS/DME	A
BR	BURI RAM	NDB	A	BANGKOK RWY21R	IBKK	ILS/DME	A
BRM	BURI RAM	DVOR/DME	AE	BANGKOK RWY21L	IDMG	ILS/DME	A
BUT	U-TAPAO	DVOR/DME	AE	BETONG	BET	DVOR/DME	AE
CMA	CHIANG MAI	DVOR/DME	AE	BURI RAM	BR	NDB	A
CMP	CHUM PHAE	DVOR/DME	E	BURI RAM	BRM	DVOR/DME	AE
CP	CHUM PHON	NDB	A	CHIANG MAI	CMA	DVOR/DME	AE
CPN	CHUM PHON	DVOR/DME	AE	CHIANG MAI RWY36	ICMA	ILS/DME	A
CT	CHIANG RAI	NDB	A	CHIANG RAI	CT	NDB	A
CTR	CHIANG RAI	DVOR/DME	AE	CHIANG RAI	CTR	DVOR/DME	AE
HHN	HUA HIN	DVOR/DME	AE	CHIANG RAI RWY03	ICTR	ILS/DME	A
HN	HUA HIN	NDB	A	CHUM PHAE	CMP	DVOR/DME	E
HTY	HAT YAI	DVOR/DME	AE	CHUM PHON	CP	NDB	A
IBKD	BANGKOK RWY03L	ILS/DME	A	CHUM PHON	CPN	DVOR/DME	AE
IBKK	BANGKOK RWY21R	ILS/DME	A	CHUM PHON RWY24	ICPN	ILS/DME	A
IBUT	U-TAPAO RWY18	ILS/DME	A	HAT YAI	HTY	DVOR/DME	AE
ICMA	CHIANG MAI RWY36	ILS/DME	A	HAT YAI RWY26	IHTY	ILS/DME	A
ICPN	CHUM PHON RWY24	ILS/DME	A	HUA HIN	HN	NDB	A
ICTR	CHIANG RAI RWY03	ILS/DME	A	HUA HIN	HHN	DVOR/DME	AE
IDMG	BANGKOK RWY21L	ILS/DME	A	KAMPHAENG SAEN	KPS	NDB	A
IHTY	HAT YAI RWY26	ILS/DME	A	KAMPHAENG SAEN	KPS	VOR/DME	A
IKBI	KRABI RWY32	ILS/DME	A	KHON KAEN	KKN	DVOR/DME	AE
ILOB	LOP BURI RWY05	ILS/DME	A	KHON KAEN	KN	NDB	A
ILPN	LAMPANG RWY36	LOC/DME	A	KHORAT	KRT	DVOR/DME	E
INKP	NAKHON PHANOM RWY15	ILS/DME	A				
INKR	NAKHON RATCHASIMA RWY06	ILS/DME	A	KRABI	KBI	DVOR/DME	AE
INKS	NAKHON SI THAMARAT RWY19	ILS/DME	A	KRABI RWY32	IKBI	ILS/DME	A
INTW	NARATHIWAT RWY02	ILS/DME	A	LAMPANG	LP	NDB	A
IPCB	PHETCHABUN RWY36	ILS/DME	A	LAMPANG	LPN	DVOR/DME	AE
IPKT	PHUKET RWY27	ILS/DME	A	LAMPANG RWY36	ILPN	LOC/DME	A
IPSL	PHITSANULOK RWY32	ILS/DME	A	LOEI	LOY	DVOR/DME	AE
IRAN	RANONG RWY02	ILS/DME	A	LOEI	LY	NDB	A
IROT	ROI ET RWY36	ILS/DME	A	LOP BURI	LB	NDB	A
ISEN	SUVARNABHUMI RWY19	ILS/DME	A	LOP BURI RWY 05	ILOB	ILS/DME	A

ID	Station name	Aid	Purpose A=Aerodrome E=Enroute AE=Both	Station name	ID	Aid	Purpose A=Aerodrome E=Enroute AE=Both
ISES	SUVARNABHUMI RWY01	ILS/DME	A	MAE HONG SON	MH	NDB	A
ISKN	SAKON NAKHON RWY23	ILS/DME	A	MAE HONG SON	MHS	DVOR/DME	AE
ISKT	SUKHOTHAI RWY36	ILS/DME	A	MAE SOT	MS	NDB	A
ISTN	SURAT THANI RWY22	ILS/DME	A	MAE SOT	MST	DVOR/DME	AE
ISWN	SUVARNABHUMI RWY20L	ILS/DME	A	NAKHON PHANOM	NP	NDB	A
ISWS	SUVARNABHUMI RWY02R	ILS/DME	A	NAKHON PHANOM	NKP	DVOR/DME	AE
ITRN	TRANG RWY08	ILS/DME	A	NAKHON PHANOM RWY15	INKP	ILS/DME	A
IUBL	UBON RATCHATHANI RWY23	ILS/DME	A	NAKHON RATCHASIMA	KR	NDB	A
IUDN	UDON THANI RWY30	ILS/DME	A	NAKHON RATCHASIMA	NKR	DVOR/DME	A
				NAKHON RATCHASİMA RWY06	INKR	ILS/DME	A
KBI	KRABI	DVOR/DME	AE	NAKHON SI THAMMARAT	NKS	DVOR/DME	AE
KKN	KHON KAEN	DVOR/DME	AE	NAKHON SI THAMMARAT RWY19	INKS	ILS/DME	A
KN	KHON KAEN	NDB	A	NAN	NN	NDB	A
KPS	KAMPHAENG SAEN	NDB	A	NAN	NAN	DVOR/DME	AE
KPS	KAMPHAENG SAEN	VOR/DME	A	NARATHIWAT	NT	NDB	A
KR	NAKHON RATCHASIMA	NDB	A	NARATHIWAT	NTW	DVOR/DME	AE
KRT	KHORAT	DVOR/DME	E	NARATHIWAT RWY02	INTW	ILS/DME	A
LB	LOP BURI	NDB	A				
LOY	LOEI	DVOR/DME	AE	PHETCHABUN	PH	NDB	A
LP	LAMPANG	NDB	A	PHETCHABUN	PCB	DVOR/DME	AE
LPN	LAMPANG	DVOR/DME	AE	PHETCHABUN RWY36	IPCB	ILS/DME	A
LY	LOEI	NDB	A	PHITSANULOK	PSL	DVOR/DME	AE
MH	MAE HONG SON	NDB	A	PHITSANULOK RWY32	IPSL	ILS/DME	A
MHS	MAE HONG SON	DVOR/DME	AE	PHRAE	PR	NDB	A
MS	MAE SOT	NDB	A	PHRAE	PAE	DVOR/DME	AE
MST	MAE SOT	DVOR/DME	AE	PHUKET	PUT	DVOR/DME	AE
NAN	NAN	DVOR/DME	AE	PHUKET RWY27	IPKT	ILS/DME	A
NKP	NAKHON PHANOM	DVOR/DME	AE	PRACHUAP KHIRI KHAN	PCK	NDB	A
NKR	NAKHON RATCHASIMA	DVOR/DME	A	RANONG	RN	NDB	A
NKS	NAKHON SI THAMMARAT	DVOR/DME	AE	RANONG	RAN	DVOR/DME	AE
NN	NAN	NDB	A	RANONG RWY02	IRAN	ILS/DME	A
NP	NAKHON PHANOM	NDB	A	RAYONG	RYN	DVOR/DME	E
NT	NARATHIWAT	NDB	A	ROI ET	RE	NDB	A

ID	Station name	Aid	Purpose A=Aerodrome E=Enroute AE=Both	Station name	ID	Aid	Purpose A=Aerodrome E=Enroute AE=Both
NTW	NARATHIWAT	DVOR/DME	AE	ROI ET	ROT	DVOR/DME	AE
PAE	PHRAE	DVOR/DME	AE	ROI ET RWY36	IROT	ILS/DME	A
PCB	PHETCHABUN	DVOR/DME	AE	SAKON NAKHON	SN	NDB	A
PCK	PRACHUAP KHIRI KHAN	NDB	A	SAKON NAKHON	SKN	DVOR/DME	AE
PH	PHETCHABUN	NDB	A	SAKON NAKHON	ISKN	ILS/LOC/DME/ RWY23	A
PR	PHRAE	NDB	A	SAMUI	SMU	DVOR/DME	AE
PSL	PHITSANULOK	DVOR/DME	AE	SONGKHLA	SK	NDB	A
				SONGKHLA	SKL	VOR/DME	A
PUT	PHUKET	DVOR/DME	AE	SUKHOTHAI RWY36	ISKT	ILS/DME	A
RAN	RANONG	DVOR/DME	AE	SUKHOTHAI	THS	NDB	AE
RE	ROI ET	NDB	A	SURAT THANI	STN	DVOR/DME	AE
RN	RANONG	NDB	A	SURAT THANI RWY22	ISTN	ILS/DME	A
ROT	ROI ET	DVOR/DME	AE	SUVARNABHUMI	SVB	DVOR/DME	A
RYN	RAYONG	DVOR/DME	E	SUVARNABHUMI RWY19	ISEN	ILS/DME	A
SK	SONGKHLA	NDB	A	SUVARNABHUMI RWY01	ISES	ILS/DME	A
SKL	SONGKHLA	VOR/DME	A	SUVARNABHUMI RWY20L	ISWN	ILS/DME	A
SKN	SAKON NAKHON	DVOR/DME	AE	SUVARNABHUMI RWY02R	ISWS	ILS/DME	A
SMU	SAMUI	DVOR/DME	AE	TAK	TK	NDB	AE
SN	SAKON NAKHON	NDB	A	TAKHLI	TL	NDB	AE
STN	SURAT THANI	DVOR/DME	AE	TRANG	TRN	DVOR/DME	AE
SVB	SUVARNABHUMI	DVOR/DME	A	TRANG RWY08	ITRN	ILS/DME	A
THS	SUKHOTHAI	NDB	AE	TRAT	TRT	NDB/DME	AE
TK	TAK	NDB	AE	UBON RATCHATHANI	UB	NDB	A
TL	TAKHLI	NDB	AE	UBON RATCHATHANI	UBL	DVOR/DME	AE
TRN	TRANG	DVOR/DME	AE	UBON RATCHATHANI RWY23	IUBL	ILS/DME	A
TRT	TRAT	NDB/DME	AE	UDON THANI	UDN	DVOR/DME	AE
UB	UBON RATCHATHANI	NDB	A	UDON THANI RWY30	IUDN	ILS/DME	A
UBL	UBON RATCHATHANI	DVOR/DME	AE	U-TAPAO	UP	NDB	A
UDN	UDON THANI	DVOR/DME	AE	U-TAPAO	BUT	DVOR/DME	AE
UP	U-TAPAO	NDB	A	U-TAPAO RWY18	IBUT	ILS/DME	A

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5. List of Aeronautical Charts Available

5.1 Aerodrome Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-1	In AIP	20 FEB 2025
		Chiang Mai Intl	AD 2-VTCC-2-1	In AIP	28 NOV 2024
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-1	In AIP	20 FEB 2025
		Phuket Intl	AD 2-VTSP-2-1	In AIP	28 NOV 2024
		Suvarnabhumi Intl	AD 2-VTBS-2-1	In AIP	15 MAY 2025
		U-Tapao Rayong Pattaya Intl	AD 2-VTBU-2-1	In AIP	16 JUN 2022
		Hat Yai Intl	AD 2-VTSS-2-1	In AIP	28 NOV 2024
		Buri Ram	AD 2-VTUO-2-1	In AIP	21 MAR 2024
		Chumphon	AD 2-VTSE-2-1	In AIP	20 APR 2023
		Khon Kaen	AD 2-VTUK-2-1	In AIP	29 DEC 2022
		Krabi	AD 2-VTSG-2-1	In AIP	28 NOV 2024
		Lampang	AD 2-VTCL-2-1	In AIP	26 DEC 2024
		Loei	AD 2-VTUL-2-1	In AIP	2 NOV 2023
		Mae Hong Son	AD 2-VTCH-2-1	In AIP	18 JUL 2019
		Pai	AD 2-VTCI-2-1	In AIP	18 JUL 2019
		Nakhon Phanom	AD 2-VTUW-2-1	In AIP	5 SEP 2024
		Nakhon Ratchasima	AD 2-VTUQ-2-1	In AIP	23 MAR 2023
		Nakhon Si Thammarat	AD 2-VTSF-2-1	In AIP	18 JUL 2019
		Nan Nakhon	AD 2-VTCN-2-1	In AIP	15 JUL 2021
		Narathiwat	AD 2-VTSC-2-1	In AIP	8 AUG 2024
		Pattani	AD 2-VTSK-2-1	In AIP	18 JUL 2019
		Phatchabun	AD 2-VTPB-2-1	In AIP	18 JUL 2019
		Phitsanulok	AD 2-VTPP-2-1	In AIP	31 OCT 2024
		Phrae	AD 2-VTCP-2-1	In AIP	26 DEC 2024
		Hua Hin	AD 2-VTPH-2-1	In AIP	18 JUL 2019
		Ranong	AD 2-VTSR-2-1	In AIP	18 JUL 2019
		Raoi Et	AD 2-VTUV-2-1	In AIP	7 OCT 2021
		Sakon Nakhon	AD 2-VTUI-2-1	In AIP	31 OCT 2024
		Songkhla	AD 2-VTSH-2-1	In AIP	18 JUL 2019
	1 : 20,000	**Sukhothai**	AD 2-VTPO-2-1	In AIP	18 JUL 2019
		Surat Thani	AD 2-VTSB-2-1	In AIP	26 DEC 2024
	1 : 20,000	**Samui**	AD 2-VTSM-2-1	In AIP	18 JUL 2019
		Tak	AD 2-VTPT-2-1	In AIP	18 JUL 2019
		Mae Sot	AD 2-VTPM-2-1	In AIP	1 DEC 2022
		Trang	AD 2-VTST-2-1	In AIP	17 JUN 2021
		Trat	AD 2-VTBO-2-1	In AIP	17 APR 2025
		Ubon Ratchathani	AD 2-VTUU-2-1	In AIP	10 JUL 2025
		Udon Thani	AD 2-VTUD-2-1	In AIP	21 APR 2022
		Betong	AD 2-VTSY-2-1	In AIP	21 APR 2022

5.2 Aircraft Parking/Docking Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aircraft Parking/ Docking Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-3	In AIP	20 MAY 2021
		Chiang Mai Intl	AD 2-VTCC-2-3	In AIP	28 NOV 2024
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-3	In AIP	28 NOV 2024
		Phuket Intl	AD 2-VTSP-2-3	In AIP	28 NOV 2024
		Suvarnabhumi Intl	AD 2-VTBS-2-3	In AIP	15 MAY 2025
		Hat Yai Intl	AD 2-VTSS-2-3	In AIP	7 NOV 2019
		Buri Ram	AD 2-VTUO-2-3	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-3	In AIP	20 APR 2023
		Khon Kaen	AD 2-VTUK-2-3	In AIP	29 DEC 2022
		Lampang	AD 2-VTCL-2-3	In AIP	20 MAR 2025
		Phitsanulok	AD 2-VTPP-2-3	In AIP	12 JUN 2025
	1 : 20,000	**Samui**	AD 2-VTSM-2-3	In AIP	18 JUL 2019
		Mae Sot	AD 2-VTPM-2-3	In AIP	26 JAN 2023
		Ubon Ratchathani	AD 2-VTUU-2-3	In AIP	10 JUL 2025
		Udon Thani	AD 2-VTUD-2-3	In AIP	13 JUN 2024

5.3 Aerodrome Ground Movement Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Ground Movement Chart - ICAO		**Don Mueang Intl**	AD 2-VTBD-2-5	In AIP	20 FEB 2025
		Chiang Mai Intl	AD 2-VTCC-2-5	In AIP	28 NOV 2024
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-5	In AIP	20 FEB 2025
		Phuket Intl	AD 2-VTSP-2-5	In AIP	28 NOV 2024
	1 : 15,000	**U-Tapao Rayong Pattaya Intl**	AD 2-VTBU-2-3	In AIP	16 JUN 2022
	1 : 10,000	**Hat Yai Intl**	AD 2-VTSS-2-5	In AIP	28 NOV 2024
		Buri Ram	AD 2-VTUO-2-5	In AIP	29 DEC 2022
		Chumphon	AD 2-VTSE-2-5	In AIP	20 APR 2023
		Lampang	AD 2-VTCL-2-5	In AIP	20 MAR 2025
	1 : 10,000	**Sukhothai**	AD 2-VTPO-2-3	In AIP	18 JUL 2019
	1 : 10,000	**Samui**	AD 2-VTSM-2-5	In AIP	18 JUL 2019
		Phitsanulok	AD 2-VTPP-2-5	In AIP	12 JUN 2025
	1 : 10,000	**Mae Sot**	AD 2-VTPM-2-5	In AIP	1 DEC 2022
		Ubon Ratchathani	AD 2-VTUU-2-5	In AIP	10 JUL 2025

5.4 Aerodrome Obstacle Chart - ICAO Type A

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Obstacle Chart - ICAO Type A		**Don Mueang Intl**			
	1 : 15,000	RWY 21R/03L	AD 2-VTBD-3-3	In AIP	18 JUL 2019
	1 : 20,000	RWY 21L/03R	AD 2-VTBD-3-5	In AIP	3 OCT 2024
		Chiang Mai Intl			
	1 : 20,000	RWY 18/36	AD 2-VTCC-3-1	In AIP	21 MAR 2024
		Mae Fah Luang-Chiang Rai Intl			
	1 : 12,500	RWY 03/21	AD 2-VTCT-3-1	In AIP	18 JUL 2019
		Phuket Intl			
	1 : 20,000	RWY 09/27	AD 2-VTSP-3-1	In AIP	18 JUL 2019
		Suvarnabhumi Intl			
	1 : 20,000	RWY 01/19	AD 2-VTBS-3-1	In AIP	15 MAY 2025
	1 : 20,000	RWY 02R/20L	AD 2-VTBS-3-3	In AIP	15 MAY 2025
	1 : 20,000	RWY 02L/20R	AD 2-VTBS-3-5	In AIP	15 MAY 2025
		U-Tapao Rayong Pattaya Intl			
		RWY 18/36	AD 2-VTBU-3-1	In AIP	18 JUL 2019
		Hat Yai Intl			
	1 : 20,000	RWY 08/26	AD 2-VTSS-3-1	In AIP	7 NOV 2019
		Lampang			
	1 : 20,000	RWY 18/36	AD 2-VTCL-3-1	In AIP	26 DEC 2024
		Buri Ram			
	1 : 20,000	RWY 04/22	AD 2-VTUO-3-1	in AIP	29 DEC 2022
		Chumphon			
	1 : 20,000	RWY 06/24	AD 2-VTSE-3-1	In AIP	20 APR 2023
		Krabi			
	1 : 2,000	RWY 14/32	AD 2-VTSG-3-1	In AIP	31 OCT 2024
		Sukhothai			
	1 : 15,000	RWY 18/36	AD 2-VTPO-3-1	In AIP	18 JUL 2019
		Surat Thani			
	1 : 2,000	RWY 04/22	AD 2-VTSB-3-1	In AIP	31 OCT 2024
		Samui			
	1 : 15,000	RWY 17/35	AD 2-VTSM-3-1	In AIP	18 JUL 2019
		Betong			
	1 : 20,000	RWY 07/25	AD 2-VTSY-3-1	In AIP	21 APR 2022
		Mae Sot			
	1 : 20,000	RWY 09/27	AD 2-VTPM-3-1	In AIP	1 DEC 2022

5.5 Aerodrome Obstacle Chart - ICAO Type B

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Aerodrome Obstacle Chart - ICAO Type B	1 : 100,000	**Betong**	AD 2-VTSY-3-1	In AIP	21 APR 2022

5.6 Precision Approach Terrain Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Precision Approach Terrain Chart - ICAO		**Don Mueang Intl**			
	1 : 2,500	RWY 21L	AD 2-VTBD-3-1	In AIP	18 JUL 2019
		Suvarnabhumi Intl			
	1 : 2,500	RWY 01/19	AD 2-VTBS-3-7	In AIP	31 OCT 2024
	1 : 2,500	RWY 02R/20L	AD 2-VTBS-3-9	In AIP	31 OCT 2024
	1 : 2,500	RWY 02L/20R	AD 2-VTBS-3-11	In AIP	31 OCT 2024

5.7 Area Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date

5.8 Standard Departure Chart - Instrument (SID) - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		**Don Mueang Intl**			
		RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C	AD 2-VTBD-6-1	In AIP	10 JUL 2025
		RNAV RWY21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	AD 2-VTBD-6-9	In AIP	10 JUL 2025
		RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A	AD 2-VTBD-6-15	In AIP	10 JUL 2025
		RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	AD 2-VTBD-6-23	In AIP	10 JUL 2025
		RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B	AD 2-VTBD-6-29	In AIP	10 JUL 2025
		RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	AD 2-VTBD-6-35	In AIP	10 JUL 2025
		RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D	AD 2-VTBD-6-43	In AIP	10 JUL 2025

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		RNAV RWY 03R - BONVO1D DOS-BU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	AD 2-VTBD-6-49	In AIP	10 JUL 2025
		Chiang Mai Intl			
		RWY 18	AD 2-VTCC-6-1	In AIP	18 JUL 2019
		RWY 36	AD 2-VTCC-6-5	In AIP	18 JUL 2019
	1 : 750,000	RNAV RWY 18 - ENBAT2S PANTA2S PUMAM2S	AD 2-VTCC-6-9	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 18 - KABMU2S MONLO2S	AD 2-VTCC-6-11	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S	AD 2-VTCC-6-13	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 18 - LAMUN2W VISES2W	AD 2-VTCC-6-17	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N	AD 2-VTCC-6-19	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C	AD 2-VTCC-6-23	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 36 - LAMUN2N VISES2N	AD 2-VTCC-6-27	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 36 - ADLUS2N	AD 2-VTCC-6-29	In AIP	26 DEC 2024
Standard Departure Chart - Instrument (SID) - ICAO		**Mae Fah Luang-Chiang Rai Intl**			
	1 : 750,000	RNAV RWY 03 - BENVI1A DUBEN1A NUMDO1A PONUK1A	AD 2-VTCT-6-1	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B	AD 2-VTCT-6-3	In AIP	26 DEC 2024
		Phuket			
	1 : 800,000	RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A	AD 2-VTSP-6-1	In AIP	10 JUL 2025
	1 : 800,000	RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B	AD 2-VTSP-6-6	In AIP	10 JUL 2025
		Suvarnabhumi Intl			
		RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUN-LI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K	AD 2-VTBS-6-1	In AIP	10 JUL 2025
		RNAV RWY 02L - ALBOS1F BON-VO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEM-BO2F TARED1F UKERA1F UGUVO1F VANKO1F	AD 2-VTBS-6-15	In AIP	10 JUL 2025

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H	AD 2-VTBS-6-29	In AIP	10 JUL 2025
		RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J	AD 2-VTBS-6-41	In AIP	10 JUL 2025
		RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G	AD 2-VTBS-6-55	In AIP	10 JUL 2025
		RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E	AD 2-VTBS-6-67	In AIP	10 JUL 2025
		RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U S EMBO1U TL1U	AD 2-VTBS-6-79	In AIP	10 JUL 2025
		RNAV RWY 02L(PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q	AD 2-VTBS-6-87	In AIP	10 JUL 2025
		RNAV RWY 02R (PROPELLER) - ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S	AD 2-VTBS-6-95	In AIP	10 JUL 2025
		RNAV RWY 19 (PROPELLER) - ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T	AD 2-VTBS-6-103	In AIP	10 JUL 2025
		RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R	AD 2-VTBS-6-111	In AIP	10 JUL 2025

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P	AD 2-VTBS-6-119	In AIP	10 JUL 2025
		U-Tapao Rayong Pattaya Intl			
	1 : 700,000	RNAV RWY 18 - BKK1A	AD 2-VTBU-6-1	In AIP	16 JUN 2022
	1 : 700,000	RNAV RWY 36 - BKK1B	AD 2-VTBU-6-3	In AIP	16 JUN 2022

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		Hat Yai Intl			
Standard Departure Chart - Instrument (SID) - ICAO	1 : 600,000	RNAV RWY08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PAD-PA1D PIMER1D TAXEB1D	AD 2-VTSS-6-1	In AIP	10 JUL 2025
	1 : 600,000	RNAV RWY26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PAD-PA1C PIMER1C TAXEB1C	AD 2-VTSS-6-5	In AIP	10 JUL 2025
		Khon Kaen			
	1 : 600,000	RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SED-NO1C	AD 2-VTUK-6-1	In AIP	21 APR 2022
	1 : 600,000	RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SED-NO1D	AD 2-VTUK-6-5	In AIP	21 APR 2022
		Krabi			
	1 : 500,000	RWY 14 - SURAT2H TRANG2D PHUKET2F	AD 2-VTSG-6-1	In AIP	20 MAY 2021
	1 : 500,000	RWY 32 - SURAT2G TRANG2C PHUKET2E	AD 2-VTSG-6-3	In AIP	20 MAY 2021
	1 : 600,000	RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G	AD 2-VTSG-6-5	In AIP	17 JUN 2021
	1 : 600,000	RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F	AD 2-VTSG-6-7	In AIP	17 JUN 2021
		Lampang			
	1 : 500,000	RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D	AD 2-VTCL-6-1	In AIP	20 FEB 2025
	1 : 500,000	RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C	AD 2-VTCL-6-5	In AIP	20 FEB 2025
		Loei			
	1 : 500,000	RNAV RWY 01 - ANLUR1A BARCE1A BOVGO1A DUBOL1A NOGAD1A RIBDO1A SWENI1A	AD 2-VTUL-6-1	In AIP	26 DEC 2024
	1 : 500,000	RNAV RWY 19 - ANLUR1B BARCE1B BOVGO1B DUBOL1B NOGAD1B RIBDO1B SWENI1B	AD 2-VTUL-6-5	In AIP	26 DEC 2024
		Mae Hong Son			
	1 : 500,000	RNAV RWY 29 - BOKIB1L BOKIB1R DOMKA1L DOMKA1R	AD 2-VTCH-6-1	In AIP	20 FEB 2025
		Nakhon Ratchasima			
	1 : 600,000	RNAV RWY 06 - SAMBY1A SITTA1A VOBOT1A	AD 2-VTUQ-6-1	In AIP	21 APR 2022
	1 : 600,000	RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B	AD 2-VTUQ-6-3	In AIP	21 APR 2022
		Nakhon Si Thammarat			
	1 : 500,000	RNAV RWY 01 - GIFBY1A TAWIT1A PEDOR1A PUYOL1A WADEZ1A	AD 2-VTSF-6-1	In AIP	13 AUG 2020
	1 : 500,000	RNAV RWY 19 - GIFBY1B TAWIT1B PEDOR1B PUYOL1B WADEZ1B	AD 2-VTSF-6-3	In AIP	13 AUG 2020

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		**Narathiwat**			
	1 : 500,000	RNAV RWY 02 – ERVES1A NUBKA1A	AD 2-VTSC-6-1	In AIP	8 AUG 2024
	1 : 500,000	RNAV RWY 20 - ERVES1B NUBKA1B	AD 2VTSC-6-3	In AIP	8 AUG 2024
		Phitsanulok			
	1 : 700,000	RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBLI1A PIBIK1A POLOB1A REMER1A	AD 2-VTPP-6-1	In AIP	26 DEC 2024
	1 : 700,000	RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBLI1B PIBIK1B POLOB1B REMER1B	AD 2-VTPP-6-5	In AIP	26 DEC 2024
		Phrae			
	1 : 600,000	RNAV RWY 01 - AIZAK1E IDKOR1E OTBAD1E SUNGO1E	AD 2-VTCP-6-1	In AIP	10 JUL 2025
	1 : 600,000	RNAV RWY 19 - AIZAK1A IDKOR1A OTBAD1A SUNGO1A	AD 2-VTCP-6-3	In AIP	26 DEC 2024
		Ranong			
	1 : 500,000	RNAV RWY 02 - PAYUN1A	AD 2-VTSR-6-1	In AIP	20 MAY 2021
	1 : 500,000	RNAV RWY 02 - KAOYA1A NEETA1A	AD 2-VTSR-6-3	In AIP	20 MAY 2021
	1 : 500,000	RNAV RWY 20 - PAYUN1B	AD 2-VTSR-6-5	In AIP	20 MAY 2021
	1 : 500,000	RNAV RWY 20 - KAOYA1B NEETA1B	AD 2-VTSR-6-7	In AIP	20 MAY 2021
		Roi Et			
	1 : 500,000	RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A RURAR1A SED-NO1A	AD 2-VTUV-6-1	In AIP	21 APR 2022
	1 : 500,000	RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B RURAR1B SED-NO1B	AD 2-VTUV-6-5	In AIP	21 APR 2022
		Sukhothai			
	1 : 700,000	RNAV RWY 18 - PEBLI1C TOPAS1C	AD 2-VTPO-6-1	In AIP	26 DEC 2024
	1 : 700,000	RNAV RWY 36 - PEBLI1D TOPAS1D	AD 2-VTPO-6-3	In AIP	26 DEC 2024
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1D EMVEL1D IDNAR1D LAMUL1D NIXET1D SEG-RA1D TAVAT1D TOGIM1D	AD 2-VTSB-6-1	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 22 - ADLAL1D EMVEL1C IDNAR1C LAMUL1C NIXET1C NIX-ET1X SEGRA1C TAVAT1C TOGIM1C	AD 2-VTSB-6-3	In AIP	30 JAN 2020
		Samui			
	1 : 550,000	RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UP-NEP1A	AD 2-VTSM-6-1	In AIP	18 JUN 2020
	1 : 550,000	RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B	AD 2-VTSM-6-5	In AIP	18 JUN 2020
		Mae Sot			
	1 : 400,000	RNAV RWY 09 - KADAV1A KADAV1B KADAV1C VEGRA1A	AD 2-VTPM-6-1	In AIP	26 DEC 2024

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Departure Chart - Instrument (SID) - ICAO		**Ubon Ratchathani**			
	1 : 750,000	RNAV RWY 05 - ASABO1B ENLEP1B POTEV1B SAGAL1B VENPO1B	AD 2-VTUU-6-1	In AIP	10 JUL 2025
	1 : 750,000	RNAV RWY 23 - ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A	AD 2-VTUU-6-3	In AIP	10 JUL 2025
		Udon Thani			
	1 : 500,000	RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SUR-GU1B TERCO1B	AD 2-VTUD-6-1	In AIP	21 APR 2022
	1 : 500,000	RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SUR-GU1D TERCO1D	AD 2-VTUD-6-5	In AIP	21 APR 2022
		Betong			
	1 : 500,000	RNAV RWY 07 - ERVES1A PETAC1A	AD 2-VTSY-6-1	In AIP	29 DEC 2022
	1 : 500,000	RNAV RWY 25 - ERVES1B PETAC1B	AD 2-VTSY-6-3	In AIP	29 DEC 2022

5.9 Standard Arrival Chart - Instrument (STAR) - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Arrival Chart - Instrument (STAR) - ICAO		**Don Mueang Intl**			
		RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A	AD 2-VTBD-7-1	In AIP	26 DEC 2024
		RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B	AD 2-VTBD-7-9	In AIP	26 DEC 2024
		Chiang Mai Intl			
	1 : 750,000	RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B	AD 2-VTCC-7-1	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 18 - ADLUS2X LAMUN2X VISES2X	AD 2-VTCC-7-7	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 36 - ENBAT2A MARNI2A PANTA2A PUMAM2A	AD 2-VTCC-7-11	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A	AD 2-VTCC-7-15	In AIP	26 DEC 2024
	1 : 750,000	RNAV RWY 36 - LAMUN2A VISES2A	AD 2-VTCC-7-19	In AIP	26 DEC 2024
		Phuket Intl			
	1 : 800,000	RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C UR-GAD1C	AD 2-VTSP-7-1	In AIP	20 MAY 2021
	1 : 800,000	RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D UR-GAD1D	AD 2-VTSP-7-7	In AIP	20 MAY 2021
		Suvarnabhumi Intl			
		RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D	AD 2-VTBS-7-1	In AIP	26 DEC 2024
		RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C	AD 2-VTBS-7-11	In AIP	26 DEC 2024
		Hat Yai Intl			
	1 : 600,000	RNAV RWY08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIM-ER1B TAMOS1B TAXEB1B	AD 2-VTSS-7-1	In AIP	10 JUL 2025
	1 : 600,000	RNAV RWY26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIM-ER1A TAMOS1A TAXEB1A	AD 2-VTSS-7-5	In AIP	10 JUL 2025
		Krabi			
	1 : 600,000	RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E	AD 2-VTSG-7-1	In AIP	17 JUN 2021

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Standard Arrival Chart - Instrument (STAR) - ICAO		**Lampang**			
	1 : 500,000	RNAV RWY 18 - IBIRI1B MEMAN1B OMDIL1B OTBAD1B VENAG1B	AD 2-VTCL-7-1	In AIP	20 FEB 2025
	1 : 500,000	RNAV RWY 36 - IBIRI1A IGNAX1A OMDIL1A VENAG1A	AD 2-VTCL-7-5	In AIP	20 FEB 2025
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1B EMVEL1B IDNAR1B IKERA1B LAMUL1B SEGRA1B TAVAT1B TOGIM1B	AD 2-VTSB-7-1	In AIP	18 JUL 2019
	1 : 500,000	RNAV RWY 22 - ADLAL1A EMVEL1A IDNAR1A IKERA1A LAMUL1A SEGRA1A TAVAT1A TOGIM1A	AD 2-VTSB-7-5	In AIP	18 JUL 2019
		Ubon Ratchathani			
	1 : 750,000	RNAV RWY 05 – ASABO1C ENLEP1C POTEV1C VENPO1C VESUD1C	AD 2-VTUU-7-1	In AIP	10 JUL 2025
	1 : 750,000	RNAV RWY 23 – ASABO1D ENLEP1D OBKIB1D POTEV1D VENPO1D	AD 2-VTUU-7-3	In AIP	10 JUL 2025
		Udon Thani			
	1 : 500,000	RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POVEX1A SURGU1A	AD 2-VTUD-7-1	In AIP	28 JAN 2021
	1 : 500,000	RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C	AD 2-VTUD-7-5	In AIP	25 MAR 2021
		Mae Sot			
	1 : 400,000	RNAV RWY 27 - KADAV1W TORAN1W URGUM1W VEGRA1W	AD 2-VTPM-7-1	In AIP	26 DEC 2024

5.10 Instrument Approach Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Don Mueang Intl**			
	1 : 500,000	VOR RWY 21L	AD 2-VTBD-8-1	In AIP	10 JUL 2025
	1 : 500,000	VOR RWY 21R	AD 2-VTBD-8-3	In AIP	10 JUL 2025
	1 : 500,000	VOR RWY 03R	AD 2-VTBD-8-5	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC y RWY 03L	AD 2-VTBD-8-7	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC y RWY 21L	AD 2-VTBD-8-9	In AIP	18 MAY 2023
	1 : 500,000	ILS or LOC y RWY 21R CAT II	AD 2-VTBD-8-11	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC z RWY 21L	AD 2-VTBD-8-13	In AIP	18 MAY 2023
	1 : 500,000	ILS or LOC z RWY 21R CAT II	AD 2-VTBD-8-17	In AIP	18 MAY 2023
	1 : 500,000	ILS or LOC z RWY 03L	AD 2-VTBD-8-21	In AIP	18 MAY 2023
	1 : 500,000	RNP RWY 21L	AD 2-VTBD-8-25	In AIP	18 MAY 2023
	1 : 500,000	RNP RWY 21R	AD 2-VTBD-8-27	In AIP	18 MAY 2023
	1 : 500,000	RNP RWY 03L	AD 2-VTBD-8-29	In AIP	18 MAY 2023
	1 : 500,000	RNP RWY 03R	AD 2-VTBD-8-31	In AIP	18 MAY 2023
		Chiang Mai Intl			
	1 : 500,000	VOR a RWY 18	AD 2-VTCC-8-1	In AIP	26 DEC 2024
	1 : 500,000	VOR RWY 36	AD 2-VTCC-8-3	In AIP	26 DEC 2024
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTCC-8-5	In AIP	26 DEC 2024
	1 : 500,000	ILS or LOC z RWY 36	AD 2-VTCC-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 18	AD 2-VTCC-8-11	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 36	AD 2-VTCC-8-13	In AIP	26 DEC 2024
		Mae Fah Luang-Chiang Rai Intl			
	1 : 550,000	VOR RWY 03	AD 2-VTCT-8-1	In AIP	8 OCT 2020
	1 : 550,000	VOR RWY 21	AD 2-VTCT-8-3	In AIP	8 OCT 2020
	1 : 550,000	ILS or LOC y RWY 03	AD 2-VTCT-8-5	In AIP	3 DEC 2020
	1 : 750,000	ILS or LOC z RWY 03	AD 2-VTCT-8-7	In AIP	8 OCT 2020
	1 : 750,000	RNP RWY 03	AD 2-VTCT-8-11	In AIP	8 OCT 2020
	1 : 750,000	RNP RWY 21	AD 2-VTCT-8-13	In AIP	8 OCT 2020
		Phuket Intl			
	1 : 600,000	VOR Y RWY 09	AD 2-VTSP-8-1	In AIP	10 JUL 2025
	1 : 600,000	VOR Y RWY 27	AD 2-VTSP-8-3	In AIP	10 JUL 2025
	1 : 700,000	VOR Z RWY 09	AD 2-VTSP-8-5	In AIP	10 JUL 2025
	1 : 500,000	VOR Z RWY 27	AD 2-VTSP-8-7	In AIP	10 JUL 2025
	1 : 500,000	ILS or LLZ RWY 27	AD 2-VTSP-8-9	In AIP	10 JUL 2025
	1 : 500,000	RNP z RWY 09	AD 2-VTSP-8-11	In AIP	2 NOV 2023
	1 : 500,000	RNP z RWY 27	AD 2-VTSP-8-13	In AIP	2 NOV 2023
	1 : 500,000	RNP y RWY 09 (AR)	AD 2-VTSP-8-15	In AIP	2 NOV 2023

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO	1 : 500,000	RNP y RWY 27 (AR)	AD 2-VTSP-8-19	In AIP	2 NOV 2023
		Suvarnabhumi Intl			
	1 : 500,000	ILS or LOC z RWY 01 CAT II	AD 2-VTBS-8-1	In AIP	26 DEC 2024
	1 : 500,000	ILS or LOC z RWY 02R CAT II	AD 2-VTBS-8-5	In AIP	26 DEC 2024
	1 : 500,000	ILS or LOC z RWY 19 CAT II	AD 2-VTBS-8-9	In AIP	26 DEC 2024
	1 : 500,000	ILS or LOC z RWY 20L CAT II	AD 2-VTBS-8-13	In AIP	31 OCT 2024
	1 : 500,000	RNP RWY 01	AD 2-VTBS-8-17	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 02L	AD 2-VTBS-8-19	In AIP	31 OCT 2024
	1 : 500,000	RNP RWY 02R	AD 2-VTBS-8-21	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 19	AD 2-VTBS-8-23	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 20L	AD 2-VTBS-8-25	In AIP	31 OCT 2024
	1 : 500,000	RNP RWY 20R	AD 2-VTBS-8-27	In AIP	31 OCT 2024
		U-Tapao Rayong Pattaya Intl			
	1 : 500,000	NDB RWY 36	AD 2-VTBU-8-1	In AIP	10 JUL 2025
	1 : 500,000	VOR RWY 18	AD 2-VTBU-8-3	In AIP	10 JUL 2025
	1 : 500,000	VOR RWY 36	AD 2-VTBU-8-5	In AIP	23 MAR 2023
	1 : 500,000	ILS or LOC y RWY 18	AD 2-VTBU-8-7	In AIP	16 JUN 2022
	1 : 500,000	ILS or LOC z RWY 18	AD 2-VTBU-8-9	In AIP	14 JUL 2022
	1 : 500,000	RNP RWY 18	AD 2-VTBU-8-11	In AIP	16 JUN 2022
	1 : 500,000	RNP RWY 36	AD 2-VTBU-8-13	In AIP	16 JUN 2022
		Hat Yai Intl			
	1 : 500,000	VOR A	AD 2-VTSS-8-1	In AIP	10 JUL 2025
	1 : 500,000	VOR RWY 26	AD 2-VTSS-8-3	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC y RWY 26	AD 2-VTSS-8-5	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC z RWY 26	AD 2-VTSS-8-7	In AIP	16 MAY 2024
	1 : 500,000	RNP RWY 08	AD 2-VTSS-8-9	In AIP	16 MAY 2024
	1 : 500,000	RNP RWY 26	AD 2-VTSS-8-11	In AIP	16 MAY 2024
		Buri Ram			
	1 : 500,000	NDB RWY 04	AD 2-VTUO-8-1	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 04	AD 2-VTUO-8-3	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 22	AD 2-VTUO-8-5	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 04	AD 2-VTUO-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 22	AD 2-VTUO-8-10	In AIP	26 DEC 2024

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		Chumphon			
	1 : 500,000	NDB RWY 06	AD 2-VTSE-8-1	In AIP	10 JUL 2025
	1 : 500,000	NDB RWY 24	AD 2-VTSE-8-3	In AIP	10 JUL 2025
	1 : 500,000	VOR RWY 06	AD 2-VTSE-8-5	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 24	AD 2-VTSE-8-7	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC y RWY 24	AD 2-VTSE-8-9	In AIP	17 JUN 2021
	1 : 500,000	ILS or LOC z RWY 24	AD 2-VTSE-8-11	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 06	AD 2-VTSE-8-15	In AIP	4 NOV 2021
	1 : 500,000	RNP RWY 24	AD 2-VTSE-8-17	In AIP	4 NOV 2021
		Khon Kaen			
	1 : 500,000	NDB z RWY 03	AD 2-VTUK-8-1	In AIP	4 NOV 2021
	1 : 500,000	NDB RWY 21	AD 2-VTUK-8-3	In AIP	4 NOV 2021
	1 : 600,000	VOR RWY 03	AD 2-VTUK-8-5	In AIP	21 APR 2022
	1 : 600,000	VOR RWY 21	AD 2-VTUK-8-7	In AIP	21 APR 2022
	1 : 600,000	RNP RWY 03	AD 2-VTUK-8-9	In AIP	21 APR 2022
	1 : 600,000	RNP RWY 21	AD 2-VTUK-8-13	In AIP	21 APR 2022
		Krabi			
	1 : 400,000	VOR RWY 32	AD 2-VTSG-8-1	In AIP	17 JUN 2021
	1 : 400,000	LOC RWY 32	AD 2-VTSG-8-3	In AIP	17 JUN 2021
	1 : 400,000	ILS RWY 32	AD 2-VTSG-8-5	In AIP	17 JUN 2021
Instrument Approach Chart - ICAO	1 : 400,000	RNP RWY 32	AD 2-VTSG-8-7	In AIP	17 JUN 2021
		Lampang			
	1 : 500,000	VOR RWY 18	AD 2-VTCL-8-1	In AIP	20 FEB 2025
	1 : 500,000	VOR RWY 36	AD 2-VTCL-8-3	In AIP	20 FEB 2025
	1 : 500,000	LOC y RWY 36	AD 2-VTCL-8-5	In AIP	20 FEB 2025
	1 : 500,000	LOC z RWY 36	AD 2-VTCL-8-7	In AIP	20 FEB 2025
	1 : 500,000	RNP RWY 18	AD 2-VTCL-8-11	In AIP	20 FEB 2025
	1 : 500,000	RNP RWY 36	AD 2-VTCL-8-15	In AIP	20 FEB 2025
		Loei			
	1 : 500,000	VOR RWY 19	AD 2-VTUL-8-1	In AIP	20 MAY 2021
	1 : 500,000	RNP RWY 19	AD 2-VTUL-8-3	In AIP	26 DEC 2024
		Lop Buri			
	1 : 300,000	ILS or LOC RWY 05 CAT A, B	AD 2-VTBL-8-1	In AIP	17 APR 2025
		Mae Hong Son			
	1 : 500,000	RNP a RWY 11	AD 2-VTCH-8-1	In AIP	20 FEB 2025
		Nakhon Phanom			
	1 : 400,000	VOR RWY 15	AD 2-VTUW-8-1	In AIP	15 MAY 2025
	1 : 400,000	VOR RWY 33	AD 2-VTUW-8-3	In AIP	15 MAY 2025
	1 : 400,000	ILS or LOC RWY 15	AD 2-VTUW-8-5	In AIP	15 MAY 2025

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Nakhon Ratchasima**			
	1 : 500,000	VOR/DME RWY 06	AD 2-VTUQ-8-1	In AIP	15 MAY 2025
	1 : 500,000	VOR/DME RWY 24	AD 2-VTUQ-8-3	In AIP	15 MAY 2025
	1 : 500,000	ILS/DME RWY 06	AD 2-VTUQ-8-5	In AIP	15 MAY 2025
	1 : 500,000	LLZ/DME RWY 06	AD 2-VTUQ-8-7	In AIP	15 MAY 2025
	1 : 400,000	RNP RWY 06	AD 2-VTUQ-8-9	In AIP	21 APR 2022
	1 : 400,000	RNP RWY 24	AD 2-VTUQ-8-11	In AIP	21 APR 2022
		Khorat			
	1 : 400,000	ILS or LOC RWY 24	AD 2-VTUN-8-1	In AIP	23 APR 2020
		Takhli			
	1 : 500,000	ILS or LOC y RWY 18	AD 2-VTPI-8-1	In AIP	7 NOV 2019
	1 : 500,000	ILS or LOC z RWY 18	AD 2-VTPI-8-5	In AIP	7 NOV 2019
	1 : 500,000	RNAV (GNSS) RWY 18	AD 2-VTPI-8-7	In AIP	5 DEC 2019
	1 : 500,000	RNAV (GNSS) RWY 36	AD 2-VTPI-8-9	In AIP	5 DEC 2019
		Nakhon Si Thammarat			
	1 : 500,000	VOR RWY 01	AD 2-VTSF-8-1	In AIP	10 JUL 2025
	1 : 500,000	VOR y RWY 19	AD 2-VTSF-8-3	In AIP	10 JUL 2025
	1 : 500,000	VOR z RWY 19	AD 2-VTSF-8-5	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC y RWY 19	AD 2-VTSF-8-7	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC z RWY 19	AD 2-VTSF-8-9	In AIP	10 JUL 2025
		RNP RWY 01	AD 2-VTSF-8-11	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 19	AD 2-VTSF-8-13	In AIP	15 JUL 2021
		Nan Nakhon			
	1 : 500,000	NDB RWY 02 CAT C, D	AD 2-VTCN-8-1	In AIP	26 DEC 2024
	1 : 500,000	VOR RWY 02	AD 2-VTCN-8-3	In AIP	26 DEC 2024
	1 : 500,000	VOR RWY 20	AD 2-VTCN-8-5	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 02	AD 2-VTCN-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 20	AD 2-VTCN-8-9	In AIP	26 DEC 2024
		Narathiwat			
	1 : 500,000	VOR RWY 02	AD 2-VTSC-8-1	In AIP	5 SEP 2024
	1 : 500,000	VOR RWY 20	AD 2-VTSC-8-3	In AIP	8 AUG 2024
	1 : 500,000	ILS or LOC y RWY 02	AD 2-VTSC-8-5	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC z RWY 02	AD 2-VTSC-8-7	In AIP	10 JUL 2025
	1 : 500,000	RNP RWY 02	AD 2-VTSC-8-11	In AIP	5 SEP 2024
	1 : 500,000	RNP RWY 20	AD 2-VTSC-8-13	In AIP	8 AUG 2024

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Pattani**			
	1 : 400,000	RNP RWY 08 CAT A, B	AD 2-VTSK-8-1	In AIP	10 JUL 2025
	1 : 400,000	RNP RWY 26 CAT A, B	AD 2-VTSK-8-3	In AIP	10 JUL 2025
		Phetchabun			
	1 : 500,000	VOR RWY 36	AD 2-VTPB-8-1	In AIP	18 JUL 2019
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTPB-8-3	In AIP	18 JUL 2019
	1 : 500,000	RNP RWY 18	AD 2-VTPB-8-6	In AIP	8 OCT 2020
	1 : 500,000	RNP RWY 36	AD 2-VTPB-8-8	In AIP	8 OCT 2020
		Phitsanulok			
	1 : 500,000	VOR RWY 14	AD 2-VTPP-8-1	In AIP	15 MAY 2025
	1 : 500,000	VOR RWY 32	AD 2-VTPP-8-3	In AIP	15 MAY 2025
	1 : 500,000	ILS or LOC y RWY 32	AD 2-VTPP-8-5	In AIP	15 MAY 2025
	1 : 700,000	ILS or LOC z RWY 32	AD 2-VTPP-8-7	In AIP	15 MAY 2025
	1 : 700,000	RNP RWY 14	AD 2-VTPP-8-11	In AIP	15 MAY 2025
	1 : 700,000	RNP RWY 32	AD 2-VTPP-8-15	In AIP	15 MAY 2025
		Phrae			
	1 : 600,000	VOR RWY 01	AD 2-VTCP-8-1	In AIP	26 DEC 2024
	1 : 600,000	VOR RWY 19	AD 2-VTCP-8-3	In AIP	26 DEC 2024
	1 : 600,000	RNP RWY 01	AD 2-VTCP-8-5	In AIP	26 DEC 2024
	1 : 600,000	RNP RWY 19	AD 2-VTCP-8-7	In AIP	26 DEC 2024
		Hua Hin			
	1 : 400,000	NDB RWY 16	AD 2-VTPH-8-1	In AIP	10 JUL 2025
	1 : 400,000	VOR RWY 16	AD 2-VTPH-8-3	In AIP	10 JUL 2025
	1 : 400,000	RNP RWY 16	AD 2-VTPH-8-5	In AIP	12 AUG 2021
		Ranong			
	1 : 500,000	VOR RWY 02	AD 2-VTSR-8-1	In AIP	10 JUL 2025
	1 : 500,000	ILS RWY 02	AD 2-VTSR-8-3	In AIP	10 JUL 2025
	1 : 500,000	LOC RWY 02	AD 2-VTSR-8-5	In AIP	10 JUL 2025
	1 : 500,000	RNP RWY 02	AD 2-VTSR-8-7	In AIP	2 NOV 2023
		Roi Et			
	1 : 500,000	VOR RWY 18	AD 2-VTUV-8-1	In AIP	21 APR 2022
	1 : 500,000	VOR RWY 36	AD 2-VTUV-8-3	In AIP	21 APR 2022
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTUV-8-5	In AIP	21 APR 2022
	1 : 500,000	ILS or LOC z RWY 36	AD 2-VTUV-8-7	In AIP	21 APR 2022
	1 : 500,000	RNP RWY 18	AD 2-VTUV-8-11	In AIP	21 APR 2022
	1 : 500,000	RNP RWY 36	AD 2-VTUV-8-15	In AIP	21 APR 2022

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
		Sakon Nakhon			
	1 : 500,000	VOR RWY 05	AD 2-VTUI-8-1	In AIP	2 NOV 2023
	1 : 500,000	VOR RWY 23	AD 2-VTUI-8-3	In AIP	2 NOV 2023
	1 : 500,000	ILS RWY 23	AD 2-VTUI-8-5	In AIP	15 MAY 2025
	1 : 500,000	LOC RWY 23	AD 2-VTUI-8-7	In AIP	15 MAY 2025
	1 : 500,000	RNP RWY 05	AD 2-VTUI-8-9	In AIP	2 NOV 2023
	1 : 500,000	RNP RWY 23	AD 2-VTUI-8-11	In AIP	2 NOV 2023
		Sukhothai			
	1 : 500,000	NDB RWY 36	AD 2-VTPO-8-1	In AIP	20 MAR 2025
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTPO-8-3	In AIP	26 DEC 2024
	1 : 600,000	RNP RWY 18	AD 2-VTPO-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 36	AD 2-VTPO-8-9	In AIP	26 DEC 2024
		Surat Thani			
	1 : 500,000	ILS or LOC z RWY 22	AD 2-VTSB-8-1	In AIP	23 MAR 2023
	1 : 500,000	RNP RWY 04	AD 2-VTSB-8-5	In AIP	23 MAR 2023
	1 : 500,000	RNP RWY 22	AD 2-VTSB-8-7	In AIP	23 MAR 2023
		Samui			
Instrument Approach Chart - ICAO	1 : 500,000	VOR RWY 17 - CAT A, B	AD 2-VTSM-8-1	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 17 - CAT C	AD 2-VTSM-8-3	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 35 - CAT A, B	AD 2-VTSM-8-5	In AIP	18 JUN 2020
	1 : 500,000	VOR RWY 35 - CAT C	AD 2-VTSM-8-7	In AIP	18 JUN 2020
	1 : 500,000	RNP RWY 17 - CAT A, B	AD 2-VTSM-8-9	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 17 - CAT C	AD 2-VTSM-8-13	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 35 - CAT A, B	AD 2-VTSM-8-17	In AIP	15 JUL 2021
	1 : 500,000	RNP RWY 35 - CAT C	AD 2-VTSM-8-21	In AIP	15 JUL 2021
		Tak			
	1 : 300,000	NDB a	AD 2-VTPT-8-1	In AIP	10 JUL 2025
		Mae Sot			
	1 : 500,000	VOR RWY 27	AD 2-VTPM-8-1	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 27	AD 2-VTPM-8-3	In AIP	26 DEC 2024
		Trang			
	1 : 500,000	VOR RWY 08	AD 2-VTST-8-1	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC RWY 08	AD 2-VTST-8-3	In AIP	10 JUL 2025
	1 : 500,000	RNP RWY 08	AD 2-VTST-8-5	In AIP	15 JUN 2023
		Trat			
	1 : 400,000	RNP RWY 23	AD 2-VTBO-8-1	In AIP	23 MAR 2023

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Instrument Approach Chart - ICAO		**Ubon Ratchathani**			
	1 : 500,000	VOR RWY 05	AD 2-VTUU-8-1	In AIP	10 JUL 2025
	1 : 500,000	VOR RWY 23	AD 2-VTUU-8-3	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC y RWY 23	AD 2-VTUU-8-5	In AIP	10 JUL 2025
	1 : 500,000	ILS or LOC z RWY 23	AD 2-VTUU-8-7	In AIP	10 JUL 2025
	1 : 600,000	RNP RWY 05	AD 2-VTUU-8-11	In AIP	10 JUL 2025
	1 : 600,000	RNP RWY 23	AD 2-VTUU-8-13	In AIP	10 JUL 2025
		Udon Thani			
	1 : 500,000	VOR RWY 12	AD 2-VTUD-8-1	In AIP	15 MAY 2025
	1 : 500,000	VOR RWY 30	AD 2-VTUD-8-3	In AIP	16 MAY 2024
	1 : 500,000	ILS or LOC y RWY 30	AD 2-VTUD-8-5	In AIP	16 MAY 2024
	1 : 500,000	ILS or LOC z RWY 30	AD 2-VTUD-8-7	In AIP	28 JAN 2021
	1 : 500,000	RNP RWY 12	AD 2-VTUD-8-11	In AIP	28 JAN 2021
	1 : 500,000	RNP RWY 30	AD 2-VTUD-8-13	In AIP	28 JAN 2021
		Betong			
	1 : 500,000	VOR a	AD 2-VTSY-8-1	In AIP	29 DEC 2022
	1 : 500,000	RNP a	AD 2-VTSY-8-3	In AIP	29 DEC 2022

5.11 Enroute Chart - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
Enroute Chart - ICAO		ENROUTE CHART	ENR 6-3	In AIP	10 JUL 2025

5.12 World Aeronautical Chart (WAC) - ICAO

Title of series	Scale	Name and/or number	Reference	Price ($US)	Date
World Aeronautical Chart - ICAO	1: 1,000,000	WORLD AERONAUTICAL CHART-WAC 2677	ENR 6-5	In AIP	11 JUL 2024
	1: 1,000,000	WORLD AERONAUTICAL CHART-WAC 2678	ENR 6-7	In AIP	11 JUL 2024
	1: 1,000,000	WORLD AERONAUTICAL CHART-WAC 2799	ENR 6-9	In AIP	11 JUL 2024

GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible services

1.1 The Civil Aviation Authority of Thailand is the responsible authority for the supervision and maintaining Air Traffic Services in the area of responsibility of the Kingdom of Thailand in accordance with ICAO Standard, Recommended Practices and Procedures.

1.2 The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2	- Rules of the Air
Annex 11	- Air Traffic Services
Doc 4444	- Procedures for Air Navigation Services – Air Traffic Management (PANS – ATM)
Doc 8168	- Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)
Doc 7030	- Regional Supplementary Procedures

1.3 Differences to these provisions are detailed in subsection **GEN 1.7**.

2. Area of responsibility

2.1 Air Traffic services are provided for the entire territory of the Kingdom of Thailand, including its territorial waters as well as the airspace over the high seas within the Bangkok FIR.

2.2 In some case, in accordance with the regional air navigation agreement, air traffic services are provided, under the delegated authority, in the airspace within another bordering FIR. Details of such services are provided in section **ENR 2**.

3. Types of services

3.1 The following types of services are provided:

- Flight Information Services (FIS) and Alerting Service (ALRS);
- Area control service; and
- Radar service.

3.2 With the exception of services provided at military air bases, the following types of services are provided at aerodromes:

- Aerodrome Control (TWR);
- Aerodrome Flight Information Services (AFIS); and
- Automatic Terminal Information Service (ATIS) at certain aerodromes.

4. Coordination between the operator and ATS

4.1 Coordination between the operators and ATS is effected in accordance with ICAO Annex 11. When so requested by an international operator, messages (including position reports) received by ATS units and relating to the operation of aircraft for which operational control service is provided by that operator are, so far as is practicable, made available to the operator.

5. Minimum flight altitude

The minimum flight altitudes on the ATS routes listed in section ENR 3, have been determined to ensure at least 1 000 ft (300 m) vertical clearance above the highest known obstacle and the operational capability of the flight support equipment, within the lateral limits of the route within Bangkok FIR and the adjacent areas of adjoining FIRs.

6. ATS units address list

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
1	2	3	4	5	6
Bangkok ACC	Bangkok Area Control Centre 102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9111-2	+662 285 9910	bacc @aerothai.co.th	VTBBZRZX
Bangkok APP	Bangkok Approach Control Centre ATC Complex, Suvarnabhumi Airport, Bang Na-Trad Rd., K.M.15, RajaTheva, Bang-Phli, Samutprakarn 10540	+662 131 3621 +662 131 3622	+662 131 3769 +662 131 3771	bt.safety @aerothai.co.th	-
Suvarnabhumi Air Traffic Control Tower	Suvarnabhumi Air Traffic Control Tower ATC Complex, Suvarnabhumi Airport, Bang Na-Trad Rd., K.M.15, RajaTheva, Bang-Phli, Samutprakarn 10540	+662 131 3610-12	+662 131 3609	bt.safety @aerothai.co.th	VTBSZTZX
Don Mueang Air Traffic Control Tower	Don Mueang Air Traffic Control Tower, Vibhavadi Rangsit Road, Sanambin, Don Mueang, Bangkok 10210	+662 515 3282 +662 515 3288	+662 515 3286	bt.safety @aerothai.co.th	VTBDZTZX
Group of Provincial Approach Air Traffic Control (Chiang Rai Sector) - Chiang Rai Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	chiangraisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Chiang Rai Sector) - Nan Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	chiangraisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Chiang Rai Sector) - Phetchabun Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	chiangraisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Chiang Rai Sector) - Phrae Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	chiangraisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Khon Kaen Sector) - Khon Kaen Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	khonkaensector @gmail.com	VTBBZAZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Group of Provincial Approach Air Traffic Control (Khon Kaen Sector) - Sakon Nakhon Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	khonkaensector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Khon Kaen Sector) - Loei Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	khonkaensector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Khon Kaen Sector) - Udon Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	khonkaensector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Samui Sector) - Chumphon Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	samuisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Samui Sector) - Nakhon Si Tham-marat Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	samuisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Samui Sector) - Surat Thani Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	samuisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Samui Sector) - Samui Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	samuisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Samui Sector) - Trat Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	samuisector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Ubon Sector) - Buri Ram Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	ubonsector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Ubon Sector) - Roi Et Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	ubonsector @gmail.com	VTBBZAZX
Group of Provincial Approach Air Traffic Control (Ubon Sector) - Ubon Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	ubonsector @gmail.com	VTBBZAZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Group of Provincial Approach Air Traffic Control (Ubon Sector) - Ratchasima Approach	102 Ngamduplee, Rama IV, Tungmahamek Bangkok 10120	+662 285 9695 +668 9787 2831	+662 285 9610	ubonsector @gmail.com	VTBBZAZX
Chiang Mai APP	Chiang Mai Approach Chiang Mai Air Traffic Control Centre 60 Sanambin Road Suthep Subdistrict Mueang District Chiang Mai 50200	+665 327 7516	+665 327 7600	cmatcapp @gmail.com	VTCCZAZX
Chiang Mai APP (Chiang Mai Sector) - Lampang APP	Lampang Approach Chiang Mai Air Traffic Control Centre 60 Sanambin Road Suthep Subdistrict Mueang District Chiang Mai 50200	+665 327 7516	+665 327 7600	cmatcapp @gmail.com	VTCCZAZX
Chiang Mai APP (Chiang Mai Sector) - Mae Sot APP	Mae Sot Approach Chiang Mai Air Traffic Control Centre 60 Sanambin Road Suthep Subdistrict Mueang District Chiang Mai 50200	+665 327 7516	+665 327 7600	cmatcapp @gmail.com	VTCCZAZX
Chiang Mai APP (Chiang Mai Sector) - Mae Hong Son APP	Mae Hong Son Approach Chiang Mai Air Traffic Control Centre 60 Sanambin Road Suthep Subdistrict Mueang District Chiang Mai 50200	+665 327 7516	+665 327 7600	cmatcapp @gmail.com	VTCCZAZX
Chiang Mai Tower	Chiang Mai Air Traffic Control Tower Chiang Mai Air Traffic Control Centre 60 Sanambin Road Suthep Subdistrict Mueang District Chiang Mai 50200	+665 327 7776	+665 327 7600	vtcctwr @gmail.com	VTCCZTZX
Mae Sot Tower	Mae Sot Air Traffic Control Tower Mae Sot Airport, Amphoe Mae Sot, Tak 63110	+665 556 3334	+665 556 3335 Ext. 4702	vtpmatc @gmail.com	VTPMZTZX
Lampang Tower	Lampang Air Traffic Control Tower 175 Sanambin 1 Road, Phrabat Subdistrict Mueang District, Lampang 52000	+665 482 1525	+665 482 1524 Ext. 4405	vtcltwr @gmail.com	VTCLZTZX
Mae Hong Son Tower	Mae Hong Son Air Traffic Control Tower Nivatephisan Road, Jong Kam Subdistrict, Mueang District, Mae Hong Son 58000	+665 361 2903	+665 361 2904 Ext. 4201	vtchtwr @gmail.com	VTCHZTZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Chiang Rai Tower	Chiang Rai Air Traffic Control Tower 404 Moo 10, Phaholyothin Road Ban Du Subdistrict, Mueang District, Chiang Rai 57100	+665 379 3972	+665 379 3973 Ext. 4312	vtcttwr @gmail.com	VTCTZTZX
Phrae Tower	Phrae Air Traffic Control Tower Phrae Airport, Chohae Rd, Tambol Nachak, Mueangphrae District, Phrae 54000	+665 453 1306	+665 453 1307 Ext. 4502	vtcptwr @gmail.com	VTCPZTZX
Nan Tower	Nan Air Traffic Control Tower Nan Nakhon Airport, Nan – Thung Chang Road, Moo2, Tambon Pasing, Amphoe Mueang, Nan 55000	+665 477 4185-6	+665 477 4186 Ext. 4604	vtcntwr @gmail.com	VTCNZTZX
Hat Yai APP	Hat Yai Approach Hat Yai Air Traffic Control Centre 100 Moo 3, Khlong La, Klong Hoi Khong, Songkhla 90115	+667 425 1073 +668 1371 0267	+667 425 1339	vtsstwr @gmail.com	VTSSZAZX
Hat Yai APP (Hat Yai Sector) - Trang APP	Trang Approach Hat Yai Air Traffic Control Centre 100 Moo 3, Khlong La, Klong Hoi Khong, Songkhla 90115	+667 425 1073 +668 1371 0267	+667 425 1339	vtsstwr @gmail.com	VTSSZAZX
Hat Yai APP (Hat Yai Sector) - Narathiwat APP	Narathiwat Approach Hat Yai Air Traffic Control Centre 100 Moo 3, Khlong La, Klong Hoi Khong, Songkhla 90115	+667 425 1073 +668 1371 0267	+667 425 1339	vtsstwr @gmail.com	VTSSZAZX
Hat Yai APP (Hat Yai Sector) - Pattani APP	Pattani Approach Hat Yai Air Traffic Control Centre 100 Moo 3, Khlong La, Klong Hoi Khong, Songkhla 90115	+667 425 1073 +668 1371 0267	+667 425 1339	vtsstwr @gmail.com	VTSSZAZX
Hat Yai Tower	Hat Yai Air Traffic Control Tower Hat Yai Air Traffic Control Centre 100 Moo 3, Khlong La, Klong Hoi Khong, Songkhla 90115	+667 425 1074 +668 9876 4352	-	vtsstwr @gmail.com	VTSSZTZX
Trang Tower	Trang Air Traffic Control Tower Trang Airport Trang-Palian Road Mueang District, Trang 92000	+667 557 2160 +668 1894 7207	+667 557 2163	vtsstwr @gmail.com	VTSTZTZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Narathiwat Tower	Narathiwat Air Traffic Control Tower Narathiwat Airport Mueang district Narathiwat 96000	+667 356 5077 Ext. 6600 +668 1896 9837	+667 356 5161 Ext. 6602	vtsstwr @gmail.com	VTSCZTZX
Betong Tower	Betong Air Traffic Control Tower 125 Yarom Subdistrict, Betong District, Yala 95110	+667 323 4900-1 Ext. 6501	+667 323 4902	vtsstwr @gmail.com	VTSYZTZX
Hua Hin APP	Hua Hin Approach Hua Hin Air Traffic Control Center Aeronautical Radio of Thailand Company Limited Phetkasem Road, Amphoe Hua Hin Phachuapkhirikhan 77110	+663 252 0830-1	+663 252 0831 Ext. 5291	aerothaihuahin@ gmail.com	VTPHZAZX
Hua Hin Tower	Hua Hin Air Traffic Control Tower Hua Hin Air Traffic Control Center Aeronautical Radio of Thailand Company Limited Phetkasem Road, Amphoe Hua Hin Phachuapkhirikhan 77110	+663 252 0830-1	+663 252 0831 Ext. 5201	aerothaihuahin@ gmail.com	VTPHZTZX
Trat Tower	Trat Air Traffic Control Tower Aeronautical Radio of Thailand Company Limited 99 Moo3, Tambon Tasom, Khao Saming District Trat 23150	+663 952 5761 +663 952 5763 +668 1936 7805	+663 952 5762 Ext. 5291	aerothaihuahin@ gmail.com	VTBOZTZX
Phetchabun Tower	Phetchabun Air Traffic Control Tower Phetchabun Airport, Tambon Lanbah, Amphoe Lomsak, Phetchabun 67110	+665 671 3700	+665 671 3701 Ext. 7302	vtpbtwr @gmail.com	VTPBZTZX
Phuket APP	Phuket Approach Phuket Air Traffic Control Center 200 Village No.6, Mai Khao Sub District, Thalang District Phuket 83110	+667 656 3041-3 +668 5123 6253	+667 656 3038	phuketatc1 @gmail.com	VTSPZAZX
Phuket APP (Phuket Sector) - Krabi APP	Krabi Approach Phuket Air Traffic Control Center 200 Village No.6, Mai Khao Sub District, Thalang District Phuket 83110	+667 656 3041-3 +668 5123 6253	+667 656 3038	phuketatc1 @gmail.com	VTSPZAZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Phuket APP (Phuket Sector) - Ranong APP	Ranong Approach Phuket Air Traffic Control Center 200 Village No.6, Mai Khao Sub District, Thalang District Phuket 83110	+667 656 3041-3 +668 5123 6253	+667 656 3038	phuketatc1 @gmail.com	VTSPZAZX
Phitsanulok APP	Phitsanulok Approach Phitsanulok Air Traffic Control Centre Sanambin Rd, Tambol Aranyik, Mueang District, Phitsanulok 65000	+665 530 1425	+665 530 1450	pslatc @gmail.com	VTPPZAZX
Phitsanulok APP (Phitsanulok Sector) - Sukhothai APP	Sukhothai Approach Phitsanulok Air Traffic Control Centre Sanambin Rd, Tambol Aranyik, Mueang District, Phitsanulok 65000	+665 530 1425	+665 530 1450	pslatc @gmail.com	VTPPZAZX
Phitsanulok APP (Phitsanulok Sector) - Tak APP	Tak Approach Phitsanulok Air Traffic Control Centre Sanambin Rd, Tambol Aranyik, Mueang District, Phitsanulok 65000	+665 530 1425	+665 530 1450	pslatc @gmail.com	VTPPZAZX
Phitsanulok Tower	Phitsanulok Air Traffic Control Tower Phitsanulok Air Traffic Control Centre Sanambin Rd, Tambol Aranyik, Mueang District, Phitsanulok 65000	+665 526 6381	+665 530 1450	pslatc @gmail.com	VTPPZTZX
Sukhothai Tower	Sukhothai Air Traffic Control Tower Sukhothai Airport, 99 Moo 4, Klong Krachong, Swankhalok District, Sukhothai 64110	+665 564 7227	+665 564 7222	vtpotwr @gmail.com	VTPOZTZX
Tak Tower	Tak Air Traffic Control Tower, Tak Airport, Amphoe Mueang, Tak 63000	+665 551 5312	+665 551 5311	vtpttwr @gmail.com	VTPTZTZX
Surat Thani Tower	Surat Thani Tower Surat Thani Air Traffic Control Centre Tambon Huatoei, Amphoe Phunphin Surat Thani 84130	+667 744 1130 +668 9873 9982 +668 9874 0768	+667 744 1130	surat.tower @gmail.com	VTSBZTZX
Samui Tower	Samui Air Traffic Control Tower Samui Airport Amphoe Koh Samui, Surat Thani 84320	+667 742 8519 +668 9874 0964 +668 1912 5933	+667 742 8519	samui.tower @gmail.com	VTSMZTZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Nakhon Si Thammarat Tower	Nakhon Si Thammarat Air Traffic Control Tower Tambon Pak Phun, Amphoe Mueang, Nakhon Si Thammarat 80000	+667 535 5637 +668 9874 1041 +669 0980 3475	+667 535 5637	nakhon.tower @gmail.com	VTSFZTZX
Chumphon Tower	Chumphon Air Traffic Control Tower Chumphon Airport Amphoe Pathiu, Chumphon 86160	+667 759 1311 +668 9874 0776 +666 5826 6890	+667 759 1311	chumphon.tower @gmail.com	VTSEZTZX
Phuket Tower	Phuket Air Traffic Control Tower 200 Village No.6, Mai Khao Sub District, Thalang District Phuket 83110	+667 656 3032-4 +668 1832 1826	+667 656 3029	vtsptower @gmail.com	VTSPZTZX
Krabi Tower	Krabi Air Traffic Control Tower, Krabi Airport, Amphoe Naua Khlong Krabi 81130	+667 570 1542 +668 1829 4972	+667 570 1541	kbi.twr @gmail.com	VTSGZTZX
Ranong Tower	Ranong Air Traffic Control Tower Ranong Airport Phetchakasem Road, Ranong 85000	+667 786 2265 +668 1935 1275	+667 782 2264 Ext. 5402	vtsrtwr @gmail.com	VTSRZTZX
Udon Thani Tower	Udon Thani Air Traffic Control Tower Udon Thani Airport, Mak Khaeng Subdistrict, Mueang District, Udon Thani 41000	+664 224 9735	+664 224 6803 Ext. 7109	udontower @gmail.com	VTUDZTZX
Khon Kaen Tower	Khon Kaen Air Traffic Control Tower Khon Kaen Airport, Ban Pet Subdistrict, Mueang District, Khon Kaen 40000	+664 346 8218	+664 346 8219	atc_kkn @hotmail.com	VTUKZTZX
Loei Tower	Loei Air Traffic Control Tower Loei Airport, Na An Subdistrict, Mueang District, Loei 42000	+664 281 4639	+664 281 5579	atc_loy @hotmail.com	VTULZTZX
Nakhon Phanom Tower	Nakhon Phanom Air Traffic Control Tower, Nakhon Phanom Airport, Nasai Subdistrict, Mueang District, Nakhon Phanom 48000	+664 253 1588	+664 253 1589	atc_nkp @hotmail.com	VTUWZTZX
Sakon Nakhon Tower	Sakon Nakhon Air Traffic Control Tower Sakon Nakhon Airport, That Na Weng Subdistrict, Mueang District, Sakon Nakhon 47000	+664 271 6573	+664 271 6574 Ext. 7602	atc_skn @hotmail.com	VTUIZTZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
Ubon Tower	Ubon Air Traffic Control Tower Ubon Ratchathani Air Traffic Control Centre Ubon Ratchathani Airport, Mueang District, Ubon Ratchathani 34000	+664 524 0460	+664 525 6553	vtuutwr @gmail.com	VTUUZTZX
Roi Et Tower	Roi Et Air Traffic Control Tower, Roi Et Airport Roi Et-Phonthong Road, Nongphok, Thawatburi, Roi Et 45170	+664 351 8408	+664 351 8409	vtuvtower @gmail.com	VTUVZTZX
Ratchasima Tower	Nakhon Ratchasima Air Traffic Control Centre Nakhon Ratchasima Airport Chaloem Phra Kiat, Nakhon Ratchasima 30230	+664 425 5662	+664 425 6576	nr.pm2atc @gmail.com	VTUQZTZX
Buri Ram Tower	Buri Ram Air Traffic Control Tower Buri Ram Airport, Satuk, Buri Ram 31150	+664 466 6360	+664 466 6361	nr.pm2atc @gmail.com	VTUOZTZX

7. Air Traffic Services

7.1 The Aeronautical Radio of Thailand Limited provides, operates and maintains the equipment and services for provision of:

- Area control service within Bangkok FIR as detailed in ENR 2.1-1
- Aerodrome control and approach control at all civil airports.

7.2 IFR flights operating into Bangkok International Airport remain under the jurisdiction of the Area Control Centre until reaching a predetermined point agreed by the ATC units, after which Bangkok Approach Control assumes jurisdiction; outbound flights will remain under the jurisdiction of Bangkok Approach Control while in the control zone or until such time as the aircraft has been instructed to change over to the Area Control Centre radiotelephony frequency.

7.3 The airspace of Thai territory, including adjacent territorial waters, comprises a single FIR (Bangkok FIR). Air Traffic Control services are exercised only in controlled airspace.

7.4 The description of the airspace designated for air traffic purposes is found in several tables, all forming part of **ENR 2**.

8. Special Communication Procedures

In order to ensure appropriate separation planning by Bangkok Area Control Centre, pilots of all eastbound traffics shall contact Bangkok control at least 15 minutes prior to entering the FIR on the following frequencies;

airways L507, G463, P646, L524, L877, L301 and M502 on frequency 120.95 MHz and airways M626 on frequency 118.35 MHz.

Avoidance of Unnecessary TCAS RA Warning: Aircraft shall strictly use rate of climb or rate of descent at 1500 FPM or less within 2000ft to the assigned altitude or flight level, then use rate of climb or rate of descent at 1000 FPM or less within 1000ft 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.

9. Restricted Airspace and Danger Areas

Prohibited areas, restricted areas and danger areas within Bangkok FIR are listed in **ENR 5.1**. Activation of areas subject to intermittent activity is notified well in advance by NOTAM giving reference only to the designation of the area.

10. Thailand Air Defense Identification Zone (TADIZ)

10.1 The Thailand Air Defense Identification Zone (TADIZ) is hereby established to cover the airspace over the land and sea areas starting on the Thai border at 100000N thence along the national border between the Kingdom of Thailand and Myanmar, Laos, Cambodia to the coast 113900N1025500E then to 094830N1014630E 085200N1021300E 082900N1024300E 074930N1030530E 072200N1034230E 072000N1033900E 070300N1030600E 065300N1023400E 065000N1022112E 062748N1020936E 062730N1021000E 061430N1020536E thence westward along the national border between the Kingdom of Thailand and Malaysia to 062524N100000E 063200N0995300E 062830N0993912E 063012N0993324E 062854N0993042E 061824N0992730E 061618N0991918E 061800N0990642E 071500N0980000E 094500N0963830E 094035N0972636E 093215N0975620E 093015N0980600E 093520N0981300E 094300N0981610E 094910N0981950E 095400N0982430E 095700N0982730E 095510N0983200E 095610N0983305E then to the starting point (see GEN 3.3-4).

10.2 Since Bangkok Area Control Centre (VTBBZRZX) requires flight plans for all aircraft, IFR or VFR, operating into Bangkok FIR, it is compulsory that all aircraft, destined for an aerodrome within TADIZ or overflying TADIZ to submit flight plans at the point of departure for relaying to Bangkok Area Control Centre.

10.3 Aircraft flying along the airways shall report at the normal reporting points. Aircraft approaching TADIZ off airways shall report the estimated time over TADIZ boundary at least 10 minutes in advance.

10.4 If unable to establish and maintain radio communication with appropriate ATC agency, the pilot may contact the nearest Ground Control Intercept (GCI) frequency 127.0 and 331.3 MHz site for positive identification prior to entering TADIZ.

10.5 Aircraft will be intercepted by Royal Thai Air Force interceptors if:

- They do not adhere to the Air Defense Identification Procedures or the Air Traffic Control Regulations and Procedures.
- They deviate from their current flight plan, fail to passing over a point, or operate 10 NM over land or 20 NM over sea from the centre line of the airway assigned.

10.6 The aircraft which is intercepted by RTAF interceptors shall strictly comply with the interception procedure in accordance with Annex 2, Chapter 3 paragraph 3.8. The visual signal in accordance with Appendix 1 paragraph 2 will be used if direct communication between interceptors and intercepted aircraft can not be established. (see ENR 1.12-3).

10.7 Aircraft under interception will be attacked if they fail to obey any instructions given by RTAF interceptors.

10.8 The authority of the RTAF will not be responsible for any damage caused to aircraft by the interceptors of other devices.

10.9 The owner of the aircraft will be charged for expenditures used by the interceptors sent up to investigate and identify.

11. VIP Flight

11.1 In order to facilitate the movement of VIP flight into and out of Bangkok and to conform to the times shown in the Ceremonial Reception Schedule, the Air Traffic Service Units concerned are authorized to provide special priority for all VIP flights over all other normal traffic within their spheres of responsibility.

11.2 The term “VIP flight” refers to the flights of the following persons:

- His Majesty the King;
- Her Majesty the Queen;
- The Royal Family; and
- Prime Minister or Heads of Foreign Government.

11.3 A NOTAM showing the schedule of the VIP flight movement will be issued in advance.

11.4 Other flights will be subjected to approximately 15 minutes delay prior to or after, the scheduled movement of the VIP aircraft, “except military escort aircraft which is under RTAF Escort Regulations”.

11.5 When a VIP flight is made within Bangkok FIR either inside or outside controlled airspace, special temporary airway normally 10 NM wide will be established for that part of the route designated as PINK Airways, procedures are as follows:

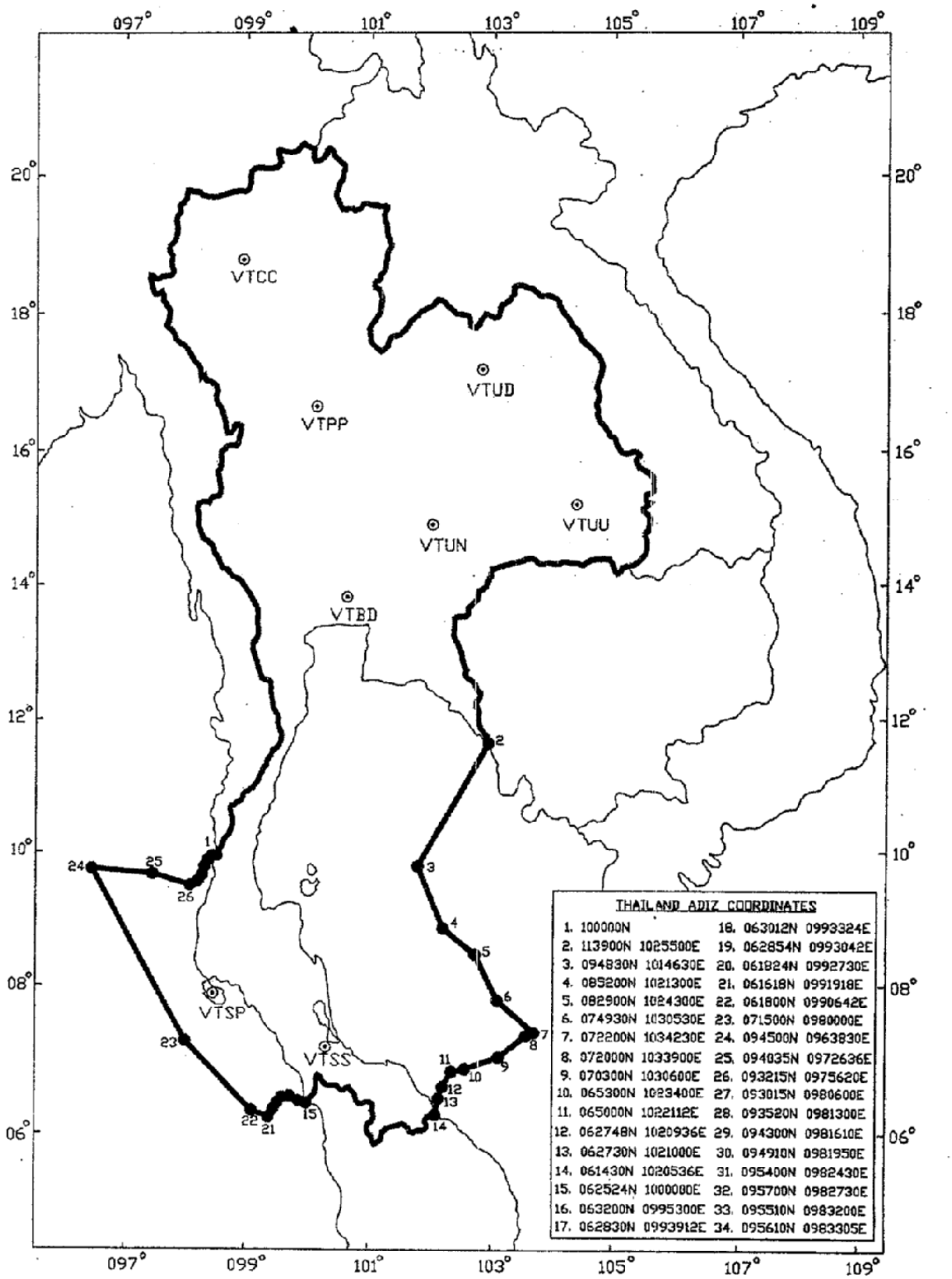
- PINK Airways will be notified by NOTAM consisting of:

  a) Airways expressed the point of departure and destination;
  b) Period of operation 15 minutes before estimated time of departure and 15 minutes after the VIP aircraft has passed the known position on the established route; and
  c) Blocked altitude 2000 ft above and below flight level specified by flight plan.

Remarks:“The commander of the escort flight shall have final authority for conduction flight in and out of the PINK Airways as necessary to fulfill the RTAF Escort Regulations”.

- Delay of flight will be notified every 10 minutes by unit concerned.
- Flight plan of VIP flight, irrespective of weather condition, must be filed in IFR as much as practicable.
- No clearance given to aircraft in the vicinity of a VIP flight.

12. **THAILAND AIR DEFENSE IDENTIFICATION ZONE**



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GEN 3.5 METEOROLOGICAL SERVICES

1. Responsible services

1.1 The meteorological services for civil aviation are provided by the Meteorological Department of the Ministry of Digital Economy and Society:

Thai Meteorological Department 4353 Sukhumvit Road
Bangkok 10260
Thailand
Tel: +662 399 4566-74
Fax: +662 399 4597-8
AFS: VTBBYMYX

1.2 The meteorological services for civil aviation are provided by the Royal Thai Navy weather Section, Base Operation, Naval Air Staion Subdivision, Royal Thai Naval Air Division:
Rayong 21130 Thailand

Tel: +663 824-5489
Fax: +663 824-5489
AFS: VTBUYMYX

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 3 – Meteorological Service for International Air Navigation

Doc 7030 – Regional Supplementary Procedures

Differences to these provisions are detailed in subsection **GEN 1.7**.

2. Area of responsibility

Meteorological services are provided within Bangkok FIR.

3. Meteorological observations and reports

Table **GEN 3.5.3** Meteorological observations and reports

Name of Station / Location indicator	Type & frequency of observation/ automatic observation equipment	Type of MET report & Supplementary Information included	Observation System & Site (s)	Hours of operation	Climatological information
1	2	3	4	5	6
Bangkok/ SUVARNABHUMI International / VTBS	Half hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: - 350 m from THR 01, THR 02R, THR 19 and THR 20L - 371 m from THR 20R, and THR 02L	H24	Climatological table AVBL
Bangkok / DON MUEANG International VTBD	Half hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 390 m from THR 21R and 160 m from THR 03L	H24	Climatological table AVBL
CHIANG MAI International VTCC	Half hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 300 m from THR 18 and 402 m from THR 36	H24	Climatological table AVBL
CHIANGRAI / MAE FAH LUANG-CHIANG RAI International VTCT	Hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 436 m from THR 03 and 445 m from THR 21	H24	Climatological table AVBL

Name of Station / Location indicator	Type & frequency of observation/ automatic observation equipment	Type of MET report & Supplementary Information included	Observation System & Site (s)	Hours of operation	Climatological information
1	2	3	4	5	6
PHUKET International VTSP	Half hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 205 m from THR 09 and 405 m from THR 27	H24	Climatological table AVBL
SONGKHLA / HAT YAI International VTSS	Half hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 425 m from THR 08 and 399 m from THR 26	H24	Climatological table AVBL
RAYONG/ U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT VTBU	Half hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 583 m from THR 18 and 587 m from THR 36	H24	Climatological table AVBL
KRABI/ VTSG	Hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 300 m from THR 14 and 360 m from THR 32	H24	Climatological table AVBL
SURAT THANI / Samui VTSM	Hourly routine plus special observations/ Automatic: NIL	METAR, SPECI TREND	Cup Anemometer: 90 m FM MID RWY Thermometer and Barometer: 130 m FM TDZ 17	2200-1500	NIL
SURAT THANI / Surat Thani VTSB	Hourly routine plus special observations/ Automatic: NIL	METAR, SPECI, MET REPORT, SPECIAL TREND	Complete observation station: 300 m FM THR 04 and 370 m FM THR 22	2200-1500	NIL

4. Types of services

Personal briefing and consultation for flight crew members are provided only at the Aerodrome Meteorological Offices as following:

4.1 The Aerodrome Meteorological Offices (BANGKOK / Suvarnabhumi Intl, CHIANG MAI / Chiang Mai Intl, PHUKET / Phuket Intl, SONGKHLA / Hat Yai Intl, UBON RATCHATHANI / Ubon Ratchathani, and KHON KAEN / KhonKaen). For all other international aerodromes, consultation is available by telephone as requested.

4.1.1 The Aerodrome Meteorological Office and Meteorological Watch Office at Bangkok/Suvarnabhumi International Airport operate throughout 24 hours and provide the following services for civil aviation:

a) Flight documentation is provided for domestic flights and international flights, the flight documentation comprises significant weather charts, upper wind and upper air temperature charts and the latest available aerodrome forecasts for the destination and its alternate. Whenever possible the pilot-in-command or his representative is given personal briefing by a forecaster at the Aerodrome Meteorological Office, otherwise briefing may be carried out by telephone;
b) Area meteorological watch over Bangkok FIR with the supply of meteorological information including SIGMET information to aircraft in flight through the Bangkok ATS radio channels; and
c) Meteorological information for Air Traffic Service.

4.1.2 The Aerodrome Meteorological Office at CHIANG MAI International Airport (VTCC), SONGKHLA / HAT YAI International Airport (VTSS), PHUKET International Airport (VTSP), KHON KAEN Airport (VTUK) and UBON RATCHATHANI Airport (VTUU) operate throughout 24 hours and provide the following services for civil aviation:

a) Meteorological documentation for current operational planning for all flights operating out of the international airports, whenever possible the pilot-in-command or his representative is given personal briefing by a forecaster at the Aerodrome Meteorological Office, otherwise briefing may be carried out by telephone;
b) Meteorological information including SIGMET information to aircraft in flight through the Bangkok ATS radio channels; and
c) Meteorological information for Air Traffic Services.

4.1.3 Details of documentation supplied for each flight are determined by agreement between operator and aerodrome meteorological

Phitsanulok Terminal Control Area

Name	: UNITE
Position	: 20 DME radial 050 PSL DVOR/DME (165907.21N 1003327.88E)
Lower Limit	: 6 000 feet QNH
Upper Limit	: 11 000 feet QNH
Holding Axis	: 050/230 (Inbound Track 230, Outbound Track 050)
Pattern	: 1 minute, right hand race-track pattern.

Hat Yai Terminal Control Area

Name	: KOYAW (KYN)
Position	: 20 DME radial 040 HTY DVOR/DME (0711.0N 10036.7E)
Lower Limit	: 3 000 feet QNH
Upper Limit	: 7 000 feet QNH
Holding Axis	: 040/220 (Inbound Track 220, Outbound Track 040)
Pattern	: 1 minute, right hand race-track pattern.

1.3 In order to maximize use of ATS Surveillance Systems located at Don Mueang, Suvarnabhumi, Chiang Mai, Chiang Rai, Chumphon, Hat Yai, Hua Hin, Phuket, Phitsanulok, Roi Et, Surat Thani, Ubon Ratchathani and Udon Thani airport, where available, surveillance is used to maximum extent practicable in the provision of approach control services. Accordingly, when within surveillance cover, identified controlled flights may expect to be under radar control.

ATC units providing approach radar control service within Bangkok, Chiang Mai, Hat Yai, Hua Hin, Krabi, Nakhon Si Thammarat, Phitsanulok, Phuket, Sukhothai, Surat Thani, Samui and Ubon Ratchathani TMAs/CTRs use the word “Bangkok Approach”, “Chiang Mai Approach”, “Hat Yai Approach”, “Hua Hin Approach”, “Krabi Approach”, “Nakhon Si Thammarat Approach”, “Phitsanulok Approach”, “Phuket Approach”, “Sukhothai Approach”, “Surat Thani Approach”, “Samui Approach” and “Ubon Approach” in his/her callsign respectively.

In addition to the application of Radar Control Service and Procedures as mentioned above, the following procedures also be applied when Secondary Surveillance Radar (SSR) may be used alone in the provision of air traffic services, including in the provision of separation between aircraft provided:

1.3.1 Regardless of weather conditions, an ATC authorization is required prior to operate within the TMAs/CTRs.

1.3.2 Unless otherwise authorized by appropriate approach control units, each aircraft must be equipped as follows:

a) TWO-WAY radio capable of communications with approach control units on appropriate frequency.
b) Operable radar beacon transponder.
c) Request for deviation from the 4096 transponder equipment must be submitted to appropriate approach control units at least one hour before the proposed operation.
d) An operable VOR, ADF or TACAN receiver.

1.3.3 Pilot of arriving aircraft should contact the appropriate approach control units on the publicized frequency and give their position, altitude, radar beacon code and destination; radio contact should be initiated far enough from the TMA boundary to preclude entering the TMA before radio communication is established.

1.3.4 IFR operation: aircraft within the TMAs/CTRs are required to operate in accordance with current IFR procedures as prescribed in Annex 2. AIP-Thailand or NOTAM and Amendment thereto.

1.3.5 VFR operation: Arriving aircraft must obtain authorization prior to entering the TMAs/CTRs and must contact appropriate approach control units on appropriate frequency. Departing aircraft require a clearance to depart the TMA and should advise the appropriate Tower of their intended cruising altitude and route of flight. ATC will normally advise VFR aircraft when leaving the geographical limit of TMA. Radar service is not automatically terminate with this advisory unless specifically state by ATC.

1.3.6 VFR aircraft outside TMAs/CTRs are cautioned against operating to closely to TMA boundaries especially when the floor of that TMA is 3000 ft or less or when VFR cruise altitude are at or near the floor of higher level. Observance at this precaution will reduce the potential for encountering TMA aircraft operation at TMA floor altitude.

1.3.7 This programme is not to be interpreted as a relief to the pilot of their responsibilities to see and avoid other traffic operating in basic VFR weather conditions and to adjust their operating in basic VFR weather conditions and to adjust their operations and flight path as necessary to preclude serious wake encounters and to or better than VMC. The appropriate approach control units should be advised and a revised clearance or instruction obtained when compliance with an assigned route, heading, and or/altitude is likely to compromise pilot responsibilities with respect to terrain and obstruction clearance, VORTEX exposure, and weather minimum.

1.3.8 ATC clearance and separation, an ATC authorization is required to enter and operate within the TMAs/CTRs for the following services:

a) Sequencing of all arriving ATS Surveillance controlled aircraft.
b) 5 NM ATS Surveillance separation between IFR aircraft.
c) 5 NM ATS Surveillance separation between IFR and VFR or Special VFR aircraft.
d) Between VFR aircraft – Traffic advisories and as appropriate safety alert, and also information to enable them to fit into the landing sequence.

1.3.9 ATS Surveillance approach control service to aircraft proceeding to the airports in this programme will be terminated at a sufficient distance to allow time to change to the appropriate tower frequency.

1.4 Radio Communication Failure

1.4.1 If two-way communication is lost with an aircraft, ATC should first determine whether or not the aircraft's receiver is functioning by instructing the aircraft on frequency so far used to acknowledge by making a specified manoeuvre and by observing the aircraft's track or by instructing the aircraft to operate the Special Position Identification (SPI) feature or to make the code changes. Where it has been established by the action mentioned above that the aircraft's radio receiver is functioning, ATC will continue to provide radar services to the aircraft.

1.4.2 If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, ATC will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover.

1.5 ATS Surveillance Failure

1.5.1 In the event of ATS Surveillance failure or loss of ATS Surveillance identification, instructions will be issued to restore standard procedural separation.

1.5.2 The use of fight levels separated by 500 feet below FL290 or 1 000 feet at or above FL290 may be resorted to temporarily if standard procedural separation cannot be provided immediately.

1.5.3 ATC shall continue to control the traffic by using procedural separation.

2. PRIMARY SURVEILLANCE RADAR

2.1 Area of Radar Coverage

2.1.1 PSRs are located at position with maximum range in accordance with the following table:

Primary Surveillance Radar Station	Latitude	Longitude	Range
Suvarnabhumi International Airport	134122.63N	1004613.05E	40 nm

2.1.2 Hours of operation will be 24 hours except for notice for maintenance by NOTAM.

3. SECONDARY SURVEILLANCE RADAR

3.1 Area of Radar Coverage

3.1.1 SSRs are located at position with maximum range in accordance with the following table:

Secondary Surveillance Radar Stations	Latitude	Longitude	Range
Don Mueang International Airport	135532.82N	1003620.14E	256 nm
Suvarnabhumi International Airport	134149.90N	1004615.44E	256 nm
Chiang Mai International Airport	184534.76N	0985801.44E	256 nm
Mae Fah Luang-Chiang Rai International Airport	195734.62N	0995257.56E	256 nm
Chumphon Airport	104304.39N	0992156.76E	256 nm
Phitsanulok Airport	164559.34N	1001642.26E	256 nm
Roi Et Airport	160639.74N	1034639.87E	256 nm
Surat Thani Airport	090800.77N	0990843.50E	256 nm
Ubon Ratchathani Airport	151441.65N	1045204.87E	256 nm
Udon Thani Airport	172315.59N	1024611.72E	256 nm
Hat Yai International Airport	065608.15N	1002300.20E	256 nm
Bang Duk Hill, Phuket	080801.67N	0981946.52E	256 nm

3.1.2 Hours of operation will be 24 hours except for notice for maintenance by NOTAM.

3.1.3 Graphic portrayal of area of theoretical SSR and/or SSR/ADS-B coverage as shown in Figure ENR 1.6-A to Figure ENR 1.6-O.

3.2 Emergency Procedures

3.2.1 If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintain until otherwise advised. In all other circumstances. The transponder shall be set to mode A/3 code 7700.

3.2.2 Notwithstanding the procedure in 3.2.1 above, a pilot may select mode A/3 code 7700 whenever the nature of the emergency is such

c) At the time of a change in flight level:

ALL STATIONS (call sign) (direction) (ATS route) [or DIRECT FROM (position) TO (position)] LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number) followed by: ALL STATIONS (call sign) MAINTAINING FLIGHT LEVEL (number)

d) When reporting a temporary flight level change to avoid an imminent collision risk:

ALL STATIONS (call sign) LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number) followed as soon as practicable by: ALL STATIONS (call sign) RETURNING TO FLIGHT LEVEL (number) NOW

11.4 Acknowledgement of the Broadcasts

TIBA broadcasts should not be acknowledged unless a potential collision risk is perceived.

11.5 Cruising Level Changes

11.5.1 Cruising level changes should not be made within the designated airspace, unless considered necessary by pilots to avoid traffic conflicts, to climb to minimum en-route or safe altitudes, to overcome operational limitations, to avoid adverse weather, or in response to an operational emergency

11.5.2 When cruising level changes are unavoidable, all available aircraft lighting which would improve the visual detection of the aircraft should be displayed while changing levels.

11.6 Collision Avoidance

If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2 to the Chicago Convention, the pilot should:

a) unless an alternative manoeuvre appears more appropriate, immediately descend 150 m (500 ft), or 300 m (1 000 ft) if above FL 290 in an area where a vertical separation minimum of 600 m (2 000 ft) is applied:
b) display all available aircraft lighting which would improve the visual detection of the aircraft;
c) as soon as possible, reply to the broadcast advising action being taken;
d) notify the action taken on the appropriate ATS frequency and
e) as soon as practicable, resume normal flight level, notifying the action on the appropriate ATS frequency.

11.7 Operation of Transponders

When implementing TIBA procedures, pilots shall operate aircraft transponders on Mode A and C at all time. In the absence of alternative instructions from the appropriate ATS unit, aircraft not assigned a discrete code should squawk code 3300.

11.8 Operation of TCAS

Unless otherwise directed by an appropriate authority, pilots should operate TCAS in TA/RA Mode at maximum range setting during the cruise phase of flight and at a range setting appropriate to the traffic situation when in the departure or terminal phases of flight.

11.9 Special Operations

Specific aircraft may need to be involved in special operations during the period when a FIR is an activated contingency zone. These aircraft may therefore be unable to utilize the contingency route structure for a significant period of their flights, Aircraft that will be classified as special operations are as follows:

a) Special operations of State aircraft
b) Aircraft in emergency situations or operating with significant reduction in operating efficiency
c) Mercy flights and aircraft engaged in search and rescue, medical evacuation, and
d) coastal surveillance operations.

11.10 Activation and Cancellation of TIBA Procedures

This procedure shall be included in AIP Supplements or NOTAM on TIBA procedures and will be cancelled by NOTAM.

12. OPERATING PROCEDURES FOR WESTBOUND FLIGHTS BETWEEN BANGKOK FIR AND YANGON FIR ON ROUTES L507, P646, N895, L524, L301, L301 DWI P762, M502 LALIT P762, M626, L515 AND L759

12.1 For a pair of outbound aircraft from the Bangkok FIR and transiting into the Yangon FIR, 50 NM longitudinal separation minima may be applied between suitably equipped aircraft which are approved for RNP10 operations utilizing ADS-C/CPDLC or VHF communications under the following conditions:

12.1.1 50 NM longitudinal separation may be applied between RNP10 approved aircraft with DCPC (VHF or CPDLC) operating on L507.

12.1.2 50 NM longitudinal separation may be applied between RNP10 approved aircraft, equipped with serviceable ADS-C/CPDLC, operating on L507, P646, N895, L524, L301, L301 DWI P762, M502 LALIT P762, M626 L515 AND L759.

a) To ensure ADS-C/CPDLC serviceability before applying 50 NM longitudinal separation, pilot of westbound traffic intending to operate on P646, N895, L524, L301, L301 DWI P762 AND M502 LALIT P762 shall log on to Yangon CPDLC (VYYF) at least 50 NM before entering Yangon FIR and inform Bangkok ATC upon CPDLC is successfully established with VYYF.

b) 50 NM longitudinal separation using ADS-C/CPDLC between a pair of aircraft may be applied, both aircraft shall ensure their ADS-C/CPDLC serviceability and successfully log on to Yangon CPDLC (VYYF).

c) For flights intended to land within Yangon FIR, ADS-C/CPDLC will not be required.

12.2 Pilots are to advise ATC of any deterioration or failure of navigation system below the navigation requirements for RNP10 or unavailability of CPDLC. ATC shall then provide alternate separation and/or alternative routing.

12.3 Aircraft meeting RNP10 navigation requirements shall indicate /R in item 10a and indicate PBN/A1 in item 18 of the ICAO flight plan format.

12.4 CPDLC-equipped aircraft shall indicate data link descriptors (/J1-7) in item 10a of ICAO flight plan format.

	FROM	TO	ROUTE
53	VTSF	VTBD	(1) NKS W94 GUPMO A464 GUTSO DCT SABAI or (2) NKS W35 UPNEP A464 GUTSO DCT SABAI (when VT D60 is not active)
54		VTBS	(1) NKS W94 GUPMO A464 GUTSO DCT LEBIM or (2) NKS W35 UPNEP A464 GUTSO DCT LEBIM (when VT D60 is not active)
55		Overfly BKK	(1) NKS W94 GUPMO A464 …or (2) NKS W35 UPNEP A464 BKK (when VT D60 is not active)
56	VTSS	VTBD	PIMER A464 GUTSO DCT SABAI
57		VTBS	PIMER A464 GUTSO DCT LEBIM
58		Overfly BKK	PIMER A464 BKK…
59	Overfly HTY	VTBD	… HTY A464 GUTSO DCT SABAI
60		VTBS	… HTY A464 GUTSO DCT LEBIM
61		Overfly BKK	… HTY A464 BKK …
62	VTSC	VTBD	NTW W19 GUTSO DCT SABAI
63		VTBS	NTW W19 GUTSO DCT LEBIM
64	Overfly PASVA	VTBD	PASVA A334 HTY A464 GUTSO DCT SABAI
65		VTBS	PASVA A334 HTY A464 GUTSO DCT LEBIM
66		Overfly BKK	PASVA A334 HTY A464 BKK…

b) Flight plan for Non RNAV capable aircraft departing and arriving VTBU, VTPH, VTSB, VTSG, VTSM, VTSP shall be filed as follows, and at FL250 or below.

	FROM	TO	ROUTE
1	VTSP	VTBU	SAVSA G458 MENEX W42 ASEKU DCT BUT
2	VTBU	VTSP	BUT DCT ASEKU W42 MENEX G458 SAVSA
3	VTSP	VTSB	SAVSA G458 LAMUL
4	VTSB	VTSP	LAMUL G458 SAVSA
5	VTSP	VTSM	(1) SAVSA G458 SAPUD W32 SMU or (2) ONETI W33 SMU (when VT D60 is not active)
6	VTSM	VTSP	DORNAW32 SAPUD G458 SAVSA
7	VTSM	VTBU	(1) OLBAG W99 TUSPU A464 REGOS W42 ASEKU DCT BUT or (2) ENRAG W32 REGOS W42 ASEKU DCT BUT (when VT D60 is not active)
8	VTBU	VTSM	BUT DCT ASEKU W42 REGOS A464 UPNEP W33 SMU
9	VTSM	VTPH	(1) OLBAG W99 APUSA DCT SUPOJ W31 HHN or (2) ENRAG W32 SUPOJ W31 HHN (when VT D60 is not active)
10	VTPH	VTSM	(1) HHN W31 SUPOJ DCT UPNEP W33 SMU or (2) HHN W31 SUPOJ W32 SMU (when VT D60 is not active)
11	VTSM	VTSG	DORNA W32 NULMA
12	VTSG	VTSM	SARER W32 SMU
13	VTSM	Overfly KARMI	RUMVA DCT APOBI A464 KARMI …
14	Overfly HTY	VTSM	… HTY A464 APOBI DCT SMU

4.1.2 For air traffic flow on Uni-directional ATS routes: B204, L880, M633, M751, M904, N506, P629, Y11, Y12 and Y25

4.1.2.1 Operating procedures

ATS routes	Direction	FL Allocation	Remark
B204	Eastbound	Odd	From Bangkok FIR to Phnom Penh FIR
L880	Eastbound	Odd	From Bangkok FIR to Phnom Penh FIR
M633	Westbound	Even	From Phnom Penh FIR to Bangkok FIR
M751 (between GOLUD-MUBAN)	Northbound	Even	(1) From Kuala Lumpur FIR to Bangkok FIR (2) Not available for aircraft destination VTBD and VTBS
M904 (between BKK-TONIK)	Southbound	Odd	Not available when VT D71 is active
N506	Eastbound	Odd	From Bangkok FIR to Phnom Penh FIR
P629	Westbound	Even	From Phnom Penh FIR to Bangkok FIR
Y11	Southbound	Odd	Not available when VT D71 is active
Y12	Northbound	Even	
Y25	Southbound	Odd	From Bangkok FIR to Kuala Lumpur FIR

4.1.2.2 Flight planning procedures

a) Flight plan for RNAV capable aircraft departing and arriving VTBD, VTBS, overflying BKK and overfly Bangkok FIR

	FROM	TO	ROUTE
1	VTBD	Overfly OMURO	DOSBU L880 OMURO
2		Overfly AGEDO	GORSI N506 GOMES B204 AGEDO
3		Overfly BOKAK	GORSI N506 BOKAK
4		Overfly TIDAR	(1) KIGOB M904 TIDAR or (2) RYN M644 TONIK M904 TIDAR (when VT D71 is active)
5		Overfly PASVA	(1) KIGOB Y11 PASVA or (2) RYN M644 TONIK Y25 PASVA (when VT D71 is active)
6	VTBS	Overfly OMURO	DOSBU L880 OMURO
7		Overfly AGEDO	GOMES B204 AGEDO
8		Overfly BOKAK	GOMES N506 BOKAK
9		Overfly TIDAR	(1) BUT M904 TIDAR or (2) RYN M644 TONIK M904 TIDAR (when VT D71 is active)
10		Overfly PASVA	(1) BUT Y11 PASVA or (2) BUT M904 PIDEL Y11 PASVA or (3) RYN M644 TONIK Y25 PASVA (when VT D71 is active)
11	Overfly BKK	Overfly OMURO	…BKK L880 OMURO
12		Overfly AGEDO	…BKK N506 GOMES B204 AGEDO
13		Overfly BOKAK	…BKK N506 BOKAK
14		Overfly TIDAR	(1) …BKK M904 TIDAR or (2) …BKK N891 RYN M644 TONIK M904 TIDAR (when VT D71 is active)
15		Overfly PASVA	(1) …BKK M904 BUT Y11 PASVA or (2) …BKK N891 RYN M644 TONIK Y25 PASVA (when VT D71 is active)

	FROM	TO	ROUTE
2	VTBS	Overfly BUTRA	LIPLI Y16 BUTRA A1 …
		Overfly SAV	SELKA A1 SANOT Y15 GUROK A202 SAV…
		VTUU	SELKA A1
		VTUN/VTUK/VTUD/ VTUI/VTUW	SELKA Y14 KRT Y23 KKN Y23/Y22
		VTUV/VTUO	SELKA A1 TOPER W42 RAMEI W38
		Westbound (traffic joining L524)	PASTO L301 DWI M506 KAMKO L524
3	Overfly BUTRA	VTBD	A1 UBL Y20 UBLOD DCT ENDUU
		Overfly BKK	A1 UBL Y20
		VTBS	A1 UBL Y20 GRASO Y13 RUKSA DCT EASTE
4	Overfly SAV	VTBD	A202 RAMEI Y20 UBLOD DCT ENDUU
		Overfly BKK	…SAV A202 RAMEI Y20 BKK…
		VTBS	A202 RAMEI W42 PAKRI Y13 RUKSA DCT EASTE
5	VTUU	VTBD	Y20 UBLOD DCT ENDUU
		Overfly BKK	Y20 BKK…
		VTBS	Y20 GRASO Y13 RUKSA DCT EASTE
6	VTUN/VTUK/VTUD/ VTUI/VTUW	VTBD	Y22/Y23 KKN Y23 KRT Y20 UBLOD DCT ENDUU
		Overfly BKK	Y22/Y23 KKN Y23 KRT Y20 BKK…
		VTBS	Y22/Y23 KKN Y23 KRT Y20 UBLOD DCT EASTE
7	VTUV	VTBD	W38 RAMEI Y20 UBLOD DCT ENDUU
		Overfly BKK	W38 RAMEI Y20 BKK…
		VTBS	W38 RAMEI W42 PAKRI Y13 RUKSA DCT EASTE
8	VTUO	VTBD	W38 RAMEI Y20 UBLOD DCT ENDUU
		Overfly BKK	W38 RAMEI Y20 BKK…
		VTBS	W38 RAMEI W42 PAKRI Y13 RUKSA DCT EASTE
9	VTUD	VTBD	Y1 UBLOD DCT ENDUU
		Overfly BKK	Y1 UBLOD Y20 BKK…
		VTBS	Y1 UBLOD DCT EASTE
10	VTUK	VTBD	Y2 UBLOD DCT ENDUU
		Overfly BKK	Y2 UBLOD Y20 BKK…
		VTBS	Y2 UBLOD DCT EASTE
11	Overfly DWI	VTBD	L301 DWI L877 MIGAR L524 IBETO DCT WEHHA
			M502 LALIT P762 DWI L877 MIGAR L524 IBETO DCT WEH-HA
		VTBS	L301 DWI L877 MIGAR L524 IBETO DCT WILLA
			M502 LALIT P762 DWI L877 MIGAR L524 IBETO DCT WIL-LA
		Overfly BKK	… DWI L301 BKK …

b) Flight planning procedures for Non-RNAV capable aircraft departing and arriving VTBD, VTBS and overfly BKK.

	FROM	TO	ROUTE
1	VTBS	Overfly BUTRA	SELKA A1 BUTRA…
		Overfly SAV	SELKA A1 TOPER W42 RAMEI A202 SAV…
		VTUU	SELKA A1
		VTUN/VTUK/VTUD/ VTUI/VTUW	SELKA DCT KRT W6 KKN W6/W5
		VTUV/VTUO	SELKA A1 TOPER W42 RAMEI W38
2	VTBD	Overfly BUTRA	ROBKA A1 BUTRA…
		Overfly SAV	ROBKA A1 TOPER W42 RAMEI A202 SAV…
		VTUU	ROBKA A1
		VTUN/VTUK/VTUD/ VTUI/VTUW	ROBKA A1 SELKA DCT KRT W6 KKN W6/W5
		VTUV/VTUO	ROBKA A1 TOPER W42 RAMEI W38
3	Overfly BUTRA	VTBD	A1 UBL W1 UBLOD DCT ENDUU
		VTBS	A1 UBL W1 UBLOD DCT EASTE
		Overfly BKK	…BUTRA A1 UBL W1 BKK…
4	Overfly SAV	VTBD	…SAV A202 RAMEI W1 UBLOD DCT ENDUU
		VTBS	…SAV A202 RAMEI W1 UBLOD DCT EASTE
		Overfly BKK	…SAV A202 RAMEI W1 BKK…
5	VTUU	VTBD	W1 UBLOD DCT ENDUU
		VTBS	W1 UBLOD DCT EASTE
		Overfly BKK	W1 BKK…
6	VTUN/VTUK/VTUD/ VTUI/VTUW	VTBD	W5/W6 KKN W6 KRT W1 UBLOD DCT ENDUU
		VTBS	W5/W6 KKN W6 KRT W1 UBLOD DCT EASTE
		Overfly BKK	W5/W6 KKN W6 KRT W1 BKK…
7	VTUV/VTUO	VTBD	W38 RAMEI W1 UBLOD DCT ENDUU
		VTBS	W38 RAMEI W1 UBLOD DCT EASTE
		Overfly BKK	W38 RAMEI W1 BKK…

4.2.2 For air traffic flow on uni-directional ATS routes Y26, Y27, Y7, Y28, Y29, Y30, Y31, Y32, Y33, Y34, Y35, Y36, Y37, B346/ W39, W21, R474

4.2.2.1 Operating procedures

ATS routes	Direction	FL Allocation	Remark
Y26	Northbound	Even	-
Y27	Northbound	BKK to IKISU – Even	-
		IKISU to DUBEN – Odd	
	Bi-directional	-	DUBEN - PONUK
Y7	Southbound	Odd	-
Y28	Southbound	DUBEN to CRIST-EVEN	-
		CRIST- BKK - Odd	-
Y29	North-eastbound	Even	-

FROM	TO	ROUTE
VTCP	VTBD	W22 PSL Y28 TL DCT NAKON
	VTBS	W22 PSL Y28 TL DCT NORTA
	Overfly BKK	W22 PSL Y28 BKK…
VTCN/NAN	VTBD	W29 PSL Y28 TL DCT NAKON
	VTBS	W29 PSL Y28 TL DCT NORTA
	Overfly BKK	W29 PSL Y28 BKK…
VLLB/LPB/SAGAG	VTBD	(1) YAKUA B346 NOBER DCT NAKON (available when VT D34 not active) or (2) VTN R474 CMP W21 NOBER DCT NAKON (when VT D34 active)
	VTBS	(1) YAKUA B346 NOBER DCT NORTA (available when VT D34 not active) or (2) VTN R474 CMP W21 NOBER DCT NORTA (when VT D34 active)
	Overfly BKK	(1) YAKUA B346 BKK… (available when VT D34 not active) or (2) VTN R474 CMP W21 BKK… (when VT D34 active)
VTPP	VTBD	PEBLI Y28 TL DCT NAKON
	VTBS	PEBLI Y28 TL DCT NORTA
	Overfly BKK	PEBLI Y28 BKK…
VTPB	VTBD	W26 PSL Y28 TL DCT NAKON
	VTBS	W26 PSL Y28 TL DCT NORTA
	Overfly BKK	W26 PSL Y28 BKK…
VTPO	VTBD	PEBLI Y28 TL DCT NAKON
	VTBS	PEBLI Y28 TL DCT NORTA
	Overfly BKK	PEBLI Y28 BKK…
VTPT/VTPM	VTBD	KADAV W26 IGPOP Y7 TL DCT NAKON
	VTBS	KADAV W26 IGPOP Y7 TL DCT NORTA
	Overfly BKK	KADAV W26 IGPOP Y7 BKK…
VTUL	VTBD	(1) W39 NAKON (available when VT D34 not active) or (2) B218 CMP W21 NAKON (available when VT D34 active)
	VTBS	(1) W39 NORTA (available when VT D34 not active) or (2) B218 CMP W21 NORTA (available when VT D34 active)
	Overfly BKK	(1) W39 BKK (available when VT D34 not active) or (2) B218 CMP W21 BKK (available when VT D34 active)
VTUD	VTBD	SURGU W21 NOBER DCT NAKON
	VTBS	SURGU W21 NOBER DCT NORTA or ANPUS Y22 KKN Y23 KRT Y20 UBLOD DCT EASTE
	Overfly BKK	SURGU W21 BKK…
VLVT/VTN	VTBD	R474 CMP W21 NOBER DCT NAKON
	VTBS	R474 CMP W21 NOBER DCT NORTA
	Overfly BKK	R474 CMP W21 BKK...
VTCC	VTUD	KABMU W15 ESGIB
VTUD	VTCC	ESGIB W15 KABMU
VTCC	VTUK	KABMU W15 PANKU W16
VTUK	VTCC	ONUVI W16 PANKU W15 KABMU

FROM	TO	ROUTE
VTCC	VTUU	KABMU W15 PANKU W16 CMP G473
VTUU	VTCC	CHETA G473 CMP W16 PANKU W15 KABMU

b) Flight planning procedures for Non RNAV capable aircraft

Flight level limitation: FL250 and below are available for flight planning.

FROM	TO	ROUTE
VTBD/VTBS/ Overfly BKK	VTCC/CMA	SEMBO A464 ENBAT
	VTCL	SEMBO A464 TOPAS DCT
	VTPT/ VTPM	SEMBO A464 BEKOD DCT TAK/ W26
	VTCT	SEMBO A464 BEKOD DCT KIMET DCT THS W25 PAE W22
	VTCP	SEMBO A464 BEKOD DCT KIMET DCT THS W25
	VTCN	SEMBO A464 BEKOD DCT KIMET DCT THS W25
	VTPP	SEMBO A464 BEKOD DCT
	VTUD	(1) NOBER W21 SURGU (available when VT D34 not active but VT D43 active) or (2) ALBOS R474 CMP W21 SURGU (available when VT D43 not active) or (3) A464 BEKOD PSL W26 CMP W21 SURGU (when VT D 34 and VT D43 active)
	VTUL	(1) NOBER W39 (available when VT D34 not active) or (2) ALBOS R474 CMP B218 (available when VT D34 active but VT D43 not active) or (3) A464 BEKOD PSL W27 (when VT D 34 and VT D43 active)
	VLVT/VTN	(1) NOBER W21 CMP R474 (available when VT D34 not active but VT D43 active) or (2) ALBOS R474 (available when VT D43 not active) or (3) A464 BEKOD PSL W26 CMP R474 (when VT D 34 and VT D43 active)
	VLLB/LPB	(1) NOBER B346 YAKUA (available when VT D34 not active) or (2) ALBOS R474 VTN (available when VT D34 active but VTD 43 not active) or (3) A464 BEKOD KIMET THS W25 NAN R215 TOMIP (when VT D 34 and VT D43 active)
	VTPB	(1) NOBER W39 (available when VT D34 not active) or (2) ALBOS R474 CMP W26 (available when VT D34 active but VT D43 not active) or (3) A464 BEKOD PSL W26 (when VT D 34 and VT D43 active)
	VTPO	SEMBO A464 BEKOD DCT KIMET DCT
VTCC	VTBD	PANTA W9 TL DCT NAKON
	VTBS	PANTA W9 TL DCT NORTA
	Overfly BKK	PANTA W9 BKK…
	VTPP	PANTA W9
VTCL	VTBD	VENAG W23 PSL W9 TL DCT NAKON
	VTBS	VENAG W23 PSL W9 TL DCT NORTA
	Overfly BKK	VENAG W23 PSL W9 BKK…

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
SECTOR 5N An area bounded by 141302.00N 1030000.00E - 160948.00N 1030000.00E - 175851.00N 1030000.00E - then clockwise along Bangkok/Vientiane FIR boundary and Bangkok/Phnom Penh FIR boundary to 141302.00N 1030000.00E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	132.1 MHZ 268.5 MHZ 121.5 MHZ/EMERG	
SECTOR 6N An area bounded by 135506.00N 1003548.10E - 161329.40N 1020259.40E - 160948.00N 1030000.00E - 141302.00N 1030000.00E - 135506.00N 1003548.10E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	133.1 MHZ 285.3 MHZ 121.5 MHZ/EMERG	
SECTOR 1S An area bounded by 114006.50N 0993448.70E - then clockwise along Bangkok/Yangon FIR boundary to 133006.00N 0991248.80E - 135506.00N 1003548.10E - 132006.10N 1004948.10E - 124106.30N 1004948.10E - 122500.00N 1005105.00E - 104130.00N 1012502.00E - 110006.80N 1005948.10E - 112906.60N 0995948.50E - 114006.50N 0993448.70E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	120.5 MHZ 256.6 MHZ 121.5 MHZ/EMERG	
SECTOR 2S An area bounded by 102334.00N 0984513.60E - then clockwise along Bangkok/Yangon FIR boundary to 114006.50N 0993448.70E - 112906.60N 0995948.50E - 110006.80N 1005948.10E - 104130.00N 1012502.00E - 100244.00N 1013740.60E - 090239.80N 1000012.90E - 102334.00N 0984513.60E FL460 FL270	Bangkok ACC	Bangkok Control (English, Thai) H24	118.35 MHZ 121.5 MHZ/EMERG	

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
SECTOR 3S An area bounded by 100006.90N 0974918.00E - 100006.90N 0983849.20E - then clockwise along Bangkok/Yangon FIR boundary to 102334.00N 0984513.60E - 090239.80N 1000012.90E - 064716.80N 1000000.00E - 080650.3N 0981825.2E (PUT DVOR/DME) - 100006.90N 0974918.00E FL460 GND and an area bounded by 102334.00N 0984513.60E - then clockwise along Bangkok/Yangon FIR boundary to 114006.50N 0993448.70E - 112906.60N 0995948.50E - 090239.80N 1000012.90E - 102334.00N 0984513.60E up to but not including FL270 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	125.7 MHz 268.5 MHz 121.5 MHz/EMERG	
SECTOR 4S An area bounded by 100006.90N 0962950.10E - 100006.90N 0974918.00E - 080650.3N 0981825.2E (PUT DVOR/DME) - 064716.80N 1000000.00E - 063844.42N 1001050.18E - then clockwise along Bangkok/Kuala Lumpur FIR boundary to 063007.90N 0992948.90E - 071507.70N 0975949.50E - 100006.90N 0962950.10E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	133.9 MHz 121.5 MHz/EMERG	
SECTOR 5S An area bounded by 100244.00N 1013740.60E - 104130.00N 1012502.00E - 122500.00N 1005105.00E - 124106.30N 1004948.10E - 132006.10N 1004948.10E - 135506.00N 1003548.10E - 141302.00N 1030000.00E - then clockwise along Bangkok/Phnom Penh FIR boundary to 113654.00N 1030000.00E - 100000.00N 1021500.00E - 100244.00N 1013740.60E FL460 GND	Bangkok ACC	Bangkok Control (English, Thai) H24	135.5MHz 285.5MHz 121.5 MHz/EMERG	

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 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 (135451.74N1003620.49E) 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
BETONG CONTROLLED AIRSPACES				
A. BETONG CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point located at 055646.66N 1010551.38E then along Bangkok FIR/Kuala Lumpur FIR boundary to 054809.13N 1011837.28E and then counter clockwise along 10 NM radius centred on BET DVOR/DME (054707.7N 1010838.7E) to the starting point. up to but not including 4000 FT AGL GND Class of airspace: D	Hat Yai APP (Hat Yai Sector)	Narathiwat Approach (English, Thai) 2300-1100*	125.55 MHz** 121.5 MHz/EMERG	*TWR hours of services: 0130-0930 other than this period and holiday 3 HR PN to Hat Yai Approach Control Centre via AFTN VTSSZAZX VTSYZTZX Tel: +667 323 4900 VTSSZTZX Tel: +667 425 1074 VTSCZTZX Tel: +667 356 5077 **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency

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
BURI RAM CONTROLLED AIRSPACES **A. BURI RAM CONTROL ZONE** The airspace within a circle of 10 NM radius centred on BRM DVOR/DME (151422.4N1031531.6E) up to but not including 2000 FT AGL GND Class of airspace: C	Group of Provincial Approach Air Traffic Control (Ubon Sector)	Buri Ram Approach (English, Thai) As AD OPR HR	125.55 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9612 Fax: +662 285 9610
B. BURI RAM TERMINAL CONTROL AREA The airspace enclosed by the following boundaries beginning at a point 152840N 1033030E then clockwise along 20 NM arc from BRM DVOR/DME (151422.4N1031531.6E) to 151633N 1033522E then clockwise along 25 NM arc radius centred on 145209.4N 1032920.0E to 145132N 1035548E - 144953N 1035055E then clockwise along 20 NM arc radius centred on 145209.4N 1032920.0E to 143830N 1031416E - 143652N 1030924E then clockwise along 25 NM arc radius centred on 145209.4N 1032920.0E to 145620N 1030434E - 145300N 1024000E then counter clockwise along 35 NM arc from KHORAT TACAN (145606.0N1020421.8E) 151135N 1023700E - 151224N 1030024E then clockwise along 15 NM arc from BRM DVOR/DME to 152918N 1031751E - 154407N 1032620E then counter clockwise along 30 NM arc from ROT DVOR/DME (160700.6N1034619.5E) then direct to starting point. ALT 11000 FT 2000 FT AGL Class of airspace: C				
CHIANG MAI CONTROLLED AIRSPACES				

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
A. CHIANG MAI CONTROL ZONE Starting from 184604.4N 0984748.7E then clockwise along an arc of 10 NM radius from CMA DVOR/DME (184558.1N 0985740.4E) to 185516.4N 0985754.6E - 191204.3N 0991048.5E - from this point make an arc of 30 NM radius from CMA DVOR/DME clockwise to 190640.4N 0991848.4E - 184904.4N 0990718.5E - 184958.4N 0991754.4E - from this point make an arc of 20 NM radius from CMA DVOR/DME clockwise to 183216.5N 0984248.7E then direct to the starting point. Excluding airspace extending upward from ground to and including 2 000 FT above mean sea level enclosed by boundaries beginning at 184206.71N 0990436.34E - 184159.10N 0991209.38E - 183648.33N 0991108.95E - 183645.32N 0990441.37E then direct to starting point. UP TO BUT NOT INCLUDING 5000 FT AGL GND Class of airspace: C	Chiang Mai APP	Chiang Mai Approach (English, Thai) H24	129.6 MHZ 305.4 MHZ 121.5 MHZ/EMERG 243.0 MHZ/EMERG	
B. CHIANG MAI TERMINAL CONTROL AREA The airspace enclosed by the following boundaries, beginning at 185355.53N 0983239.89E then clockwise along an arc of 25 NM radius from CMA DVOR/DME (184558.1N 0985740.4E) to 184832.29N 0992353.72E - 184804.79N 0993740.73E - from this point make an arc of 38 NM radius from CMA DVOR/DME clockwise to 181444.64N 0983440.27E - 184604.43N 0984748.53E - and direct to the starting point ALT 11000 FT 2000 FT Class of airspace: C	Chiang Mai APP	Chiang Mai/Radar Approach (English, Thai) H24	129.6 MHZ 305.4 MHZ 121.5 MHZ/EMERG 243.0 MHZ/EMERG	
CHIANG RAI CONTROLLED AIRSPACES				

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
A. CHIANG RAI CONTROL ZONE The airspace within a circle of 10 NM radius centred on CTR DVOR/DME (195655.9N 0995259.3E) up to but not including 2000 FT AGL GND Class of airspace: C **B. CHIANG RAI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: starting from a point 194456.49N 1002417.97E - 193556.99N 1001551.49E - then clockwise along 30 NM arc radius centred on CTR DVOR/DME (195655.9N 0995259.3E) to 193515.48N 0993052.64E - 194810.65N 0994001.50E - then clockwise along 15 NM arc radius centred on CTR DVOR/DME to 201155.25N 0995400.00E - 202611.39N 0995400.00E - and then along BKK FIR to the starting point. ALT 11000 FT 2000 FT AGL Class of airspace: C	Group of Provincial Approach Air Traffic Control (Chiang Rai Sector)	Chiang Rai Approach (English, Thai) As AD OPR HR	120.05 MHz 257.8 MHz 121.5 MHz/EMERG	VTBBZAZX: Tel: +662 285 9614 Fax: +662 285 9610
CHUMPHON CONTROLLED AIRSPACES				
A. CHUMPHON CONTROL ZONE A circle of 15 NM radius centred on CPN DVOR/DME (104240.3N0992156.1E) up to but not including 2000 FT AGL GND Class of airspace: D **B. CHUMPHON TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 105612.7N 0994154.7E then clockwise along 25 NM arc radius centred on CPN DVOR/DME to 101524.9N 0991500.9E - 101324.9N 0991500.9E - then clockwise along 30 NM arc radius centred on CPN DVOR/DME to 101718.9N 0990701.0E - 102154.9N 0990842.9E - then clockwise along 30 NM arc radius centred on CPN DVOR/DME to 110124.7N 0994530.6E then direct to the starting point. Excluding the Myanmar territory. ALT 7000 FT 2000 FT AGL Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Chumphon Approach (English, Thai) As AD OPR HR	122.6 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610
HAT YAI CONTROLLED AIRSPACES				

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
A. HAT YAI CONTROL ZONE A Circle of 15 NM radius cent red on HTY DVOR/ DME (065602.8N1002316.6E) up to but not including 3000 FT GND Class of airspace: C **B. HAT YAI TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries beginning at 070301.7N 0994912.7E then clockwise along 35 NM arc from HTY DVOR/ DME to (065602.8N1002316.6E) 071507.7N 1005248.3E - 065601.8N 1004836.3E then clockwise along 25 NM arc from HTY DVOR/ DME to 064607.8N 0994630.8E - 064655.8N 1004242.4E - 063607.9N 1003848.4E - 062737.9N 1003830.4E - then follow westward along the Bangkok FIR boundary to 064331.8N 1001148.6E - 064507.8N 1000648.6E - 070007.81N 1000448.6E then direct to the starting point. ALT 11000FT 3000 FT Class of airspace: C	Hat Yai APP	Hat Yai Approach (English, Thai) H24	126.7 MHz 301.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG 133.2 MHz	Except the airspace overlapped VTD50 ALT 8000 FT 3000 FT Backup frequency
HUA HIN CONTROLLED AIRSPACES				
A. HUA HIN CONTROL ZONE The airspace within a circle of 10 NM radius centre on HHN DVOR/DME (123803.9N 0995704.2E) up to but not including 2000FT GND Class of airspace: D **B. HUA HIN TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: beginning at a point 124200N 1001200E from this point make an arc of 15 NM from HHN DVOR/DME (123803.9N 0995704.2E) clockwise to 122444N 1000408E - 121431N 1000515E - then clockwise along 25 NM from HHN DVOR/ DME to 121316N 0995533E - 122339N 0995332E - then clockwise along arc 15 NM from HHN DVOR/ DME to 124300N 0994310E - then make a straight line north ward 125600N 0994100E - then make an arc of 25 NM from HHN DVOR/DME clockwise to 125000N 1001830E - then southward to the starting point. Excluding VTR3 and VTR8 and G458. ALT 11000FT 2000FT Class of airspace: D	Hua Hin APP	Hua Hin Approach (English, Thai) As AD OPR HR	126.2 MHz 121.5 MHz/EMERG	RMK / Aircraft inadvertent penetrate R3 (Royal Palace) located at HHN 178R/ 2.7 NM have become a matter of serious concerned to alleviate the situation. All pilot are urged to anticipate his/her flight path and follow ATC instruction to avoid this area. VTPHZTZX Tel: +668 1572 4878

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
KAMPHAENG SAEN CONTROL ZONE The airspace within a circle of 25 NM radius centred on KPS TACAN (channel 98, 140522N0995456E) ALT 6000 FT GND Class of airspace: C	Kamphaeng Saen APP	Kamphaeng Saen Approach (English, Thai) H24	134.1 MHZ 308.6 MHZ	Excluding Bangkok Control Zone
KHON KAEN CONTROLLED AIRSPACES				
A. KHON KAEN CONTROL ZONE The airspace within a circle of 10 NM radius centred on KKN DVOR/DME (162815.3N1024716.8E) up to but not including 2000 FT AGL GND Class of airspace: C **B. KHON KAEN TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 165549.06N 1025943.25E then clockwise along 30 NM arc radius centred on KKN DVOR/DME (162815.3N1024716.8E) to 162237.63N 1031752.28E - 162204.42N 1031924.64E - then counter clockwise along 30 NM arc radius centred on ROT DVOR/DME (160700.6N1034619.5E) to 161241.05N 1031547.42E - 161314.24N 1031415.12E - then clockwise along 30 NM arc radius centred on KKN DVOR/DME to 165529.09N 1023401.97E - then counter clockwise along 30 NM arc radius centred on UDN DVOR/DME (172305.2N1024629.8E) to the starting point ALT 11000 FT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Khon Kaen Approach (English, Thai) As AD OPR HR	123.4 MHZ 240.0 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610
KHORAT CONTROL ZONE The airspace enclosed by the following boundaries beginning at a point 150735.7N 1022135.3E - 151135.7N 1023647.2E - and clockwise along a 35 NM arc radius centred on KRT TACAN (145606.0N1020421.8E) to 145305.8N 1023947.2E - 145105.8N 1022447.3E - and clockwise along 20 NM arc radius centred on KRT TACAN to 143605.8N 1020147.5E - 143005.8N 1014047.6E - and clockwise along a 35 NM arc radius centred on KRT TACAN to 144705.8N 1012947.7E - 145353.7N 1014347.6E - and clockwise along a 20 NM arc radius centred on KRT TACAN to the starting point. ALT 11000 FT GND Class of airspace: C	Khorat APP	Khorat Approach (English, Thai) H24	129.75 MHZ 349.0 MHZ	All inbound traffic to Khorat CTR shall contact Khorat APP on freq 349.0 MHz or 129.75 MHZ before entering CTR.

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
KRABI CONTROLLED AIRSPACES				
A. KRABI CONTROL ZONE The airspace within a circle of 10 NM radius centred on KBI DVOR/DME (080627.0N 0985839.0E) up to but not including 2000 FT GND Class of airspace: C **B. KRABI TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 073617.95N 0991303.04E - 074956.18N 0984322.54E - then counter clockwise along 30 NM arc radius centred on PUT DVOR/DME (080650.3N 0981825.2E) to 082115.49N 0984500.06E - then clockwise along 20 NM arc radius centred on KBI DVOR/DME (080627.0N 0985839.0E) to 082623.61N 0985605.57E - 083636.11N 0985805.68E - then clockwise along 30 NM arc radius centred on KBI DVOR/DME to 083509.81N 0990754.38E - 082507.75N 0990607.06E - then clockwise along 20 NM arc radius centred on KBI DVOR/DME to 075717.53N 0991636.23E - 075117.86N 0992322.29E - then counter clockwise along 25 NM arc radius centred on TRN DVOR/DME (073032.1N 0993733.7E) to the starting point ALT 11000 FT 2000 FT Class of airspace: C	Phuket APP (Phuket Sector)	Krabi Approach* (English, Thai) As AD OPR HR	120.05 MHz** 121.5 MHz/EMERG	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
LAMPANG CONTROLLED AIRSPACES				
A.LAMPANG CONTROL ZONE The airspace within a circle of 10 NM radius centre on LPN DVOR/DME (181635.9N 0993008.4E) up to but not including 2000 FT GND Class of airspace: C **B. LAMPANG TERMINAL CONTOL AREA** The airspace enclosed by a circle of 25 NM radius centred on LPN DVOR/DME (181635.9N0993008.4E) excluding CHIANG MAI Terminal Control Area and ATS route A464 ALT 11000 FT 2000 FT Class of airspace: C	Chiang Mai APP (Chiang Mai Sector)	Lampang Approach (English, Thai) As AD OPR HR	119.3 MHz* 121.5 MHz/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.

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
LOEI CONTROLLED AIRSPACES				
A. LOEI CONTROL ZONE The airspace within a circle of 10 NM radius centred on LOY DVOR/DME (172649.4N1014323.2E) up to but not including 2000 FT GND Class of airspace: C **B. LOEI TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 172903.41N 1012236.19E - and then clockwise along 20 NM arc radius centred on LOY DVOR/DME (172649.4N1014323.2E) to 173039.85N 1020354.41E - 172957.00N 1021559.60E - then counter clockwise along 30 NM arc radius centred on UDN DVOR/DME (172305.2N1024629.8E) to 171956.38N 1021520.80E - 172039.09N 1020316.26E - then clockwise along 20 NM arc radius centred on LOY DVOR/DME to 171341.88N 1012734.57E - 170942.48N 1011736.03E - then clockwise along 30 NM arc radius centred on LOY DVOR/DME to 172734.43N 1011201.63E - then direct to the starting point ALT 11000 FT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Loei Approach (English Thai) As AD OPR HR	122.55 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610
MAE HONG SON CONTROLLED AIRSPACES				
A. MAE HONG SON CONTROL ZONE The airspace within a circle of 10 NM radius on MHS DVOR/DME (191911.1N 0975443.6E) Excluding the Myanmar territory. up to but not including 2000 FT GND Class of airspace: D **B. MAE HONG SON TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on MHS DVOR/DME (191911.1N 0975443.6E) Excluding the Myanmar territory. ALT 11000 FT 2000 FT Class of airspace: D	Chiang Mai APP (Chiang Mai Sector)	Mae Hong Son Approach (English, Thai) As AD OPR HR	126.2 MHZ* 121.5 MHZ/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
MAE SOT CONTROLLED AIRSPACES				

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
A. MAE SOT CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point 165147.0N 0983218.9E and then clockwise along 10 NM arc radius centred on MST DVOR/DME (164152.1N 0983229.7E) to 163205.1N 0983612.9E and then along BKK FIR to the starting point. up to but not including 2000 FT GND Class of airspace: C **B. MAE SOT TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 170104.9N 098249.0E and then clockwise along 20 NM arc radius centred on MST DVOR/DME (164152.1N 0983229.7E) to 170134.9N 0983118.9E - 171152.9N 0983300.9E and then clockwise along 30 NM arc radius centred on MST DVOR/DME to 170958.9N 0984348.8E - 170005.0N 0984148.80E and then clockwise along 20 NM arc radius centred on MST DVOR/DME to 165205.0N 0985048.8E - 165305.0N 0985348.8E and then counter clockwise along 20 NM arc radius centred on TK NDB (165358.2N 0991508.0E) to 064305.1N 0985648.7E - 164235.1N 0985348.8E and then clockwise along 20 NM arc radius centred on MST DVOR/DME to 162235.1N 0983918.9E and then along BKK FIR to the starting point. ALT 11000 FT 2000 FT Class of airspace: C	Chiang Mai APP (Chiang Mai Sector)	Mae Sot Approach* (English, Thai) As AD OPR HR	120.65 MHZ** 121.5 MHZ/EMERG	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace. **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
NARATHIWAT CONTROLLED AIRSPACES				

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
A. NARATHIWAT CONTROL ZONE The airspace within a circle of 10 NM radius centred on NTW DVOR/DME (063138.2N 1014442.5E) up to but not including 2000 FT AGL GND Class of airspace: C **B. NARATHIWAT TERMINAL CONTROL AREA** 1. A circle of 25 NM radius centred on NTW DVOR/DME (063138.2N 1014442.5E) ALT 11000 FT 2000 FT 2. The airspace enclosed by the following boundaries: Starting from a point located at 061836.84N 1012314.09E - 061402.73N 1010630.29E then along Bangkok FIR/Kuala Lumpur FIR boundary to 055441.43N 1013651.39E - 060745.40N 1013655.15E and then clockwise along 25 NM radius centred on NTW DVOR/DME to the starting point. ALT 11000 FT 4000 FT Class of airspace: C	Hat Yai APP (Hat Yai Sector)	Narathiwat Approach (English, Thai) As AD OPR HR	125.55 MHz* 121.5 MHz/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
NAN CONTROLLED AIRSPACES				
A. NAN CONTROL ZONE The airspace within a circle of 10 NM radius centred on NAN DVOR/DME (184832.8N1004657.4E) up to but not including 2000 FT AGL GND Class of airspace: C **B. NAN TERMINAL CONTROL AREA** The airspace enclosed by the following boundary : Starting from a point 185713.85N 1011714.96E - 182342.02N 1010448.43E then clockwise along 30 NM arc radius centred on NAN DVOR/DME (184832.8N1004657.4E) to 182234.95N 1003056.94E - 181854.45N 1002738.69E from this point then counter clockwise along 20 NM arc radius centred on PAE DVOR/DME (180802.9N1000958.5E) to 182552.98N 1001937.46E - 182915.55N 1002241.38E from this point clockwise along 30 NM arc radius centred on NAN DVOR/DME to the starting point. Excluding the Laos territory. ALT11000 FT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Chiang Rai Sector)	Nan Approach (English, Thai) As AD OPR HR	120.25 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9614 Fax: +662 285 9610
NAKHON PHANOM CONTROLLED AIRSPACES				

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
A. NAKHON PHANOM CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point 173305.2N 1043846.1E - 171905.3N 1044728E and then clockwise along 10 NM arc radius centred on NKP DVOR/DME (172317.9N1043818.1E) to the starting point Excluding the Laos territory. up to but not including 2000 FT AGL GND Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Sakon Nakhon Approach* (English, Thai) As AD OPR HR	123.35 MHz 284.0 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610
NAKHON SI THAMMARAT CONTROLLED AIR-SPACES				
A.NAKHON SI THAMMARAT CONTROL ZONE The airspace within a circle of 10 NM radius centred on NKS DVOR/DME (083230.0N 0995648.7E) up to but not including 2000 FT AGL GND Class of airspace: C **B.NAKHON SI THAMMARAT TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 085315.48N 0993440.19E - 084641.65N 0994230.63E - then clockwise along 20 NM arc radius centred on NKS DVOR/DME (083230.0N 0995648.7E) to 084227.08N 1001421.39E - 084227.57N 1002524.11E - then clockwise along 30 NM arc radius centred on NKS DVOR/DME to 080526.44N 0994327.40E - 081513.69N 0994629.07E - then clockwise along 20NM arc radius centred on NKS DVOR/DME to 083729.54N 0993714.95E - 084538.48N 0992840.93E - then counter clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.2N 0990805.1E) to the starting point. ALT 11000 FT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Nakhon Si Thammarat Approach (English, Thai) As AD OPR HR	119.75 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610
PATTANI CONTROLLED AIRSPACES				

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
A. PATTANI CONTROL ZONE The airspace within a circle of 10 NM radius centred on 064718.45N1010852.51E up to but not including 2000 FT AGL GND Class of airspace: C **B. PATTANI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 070819.7N 1005000.3E - 065431.8N 1013524.0E - 062807.9N 1011936.1E - 064019.9N 1004018.4E - then direct to a starting point ALT 11000 FT 2000 FT Excluding Hat Yai TMA, Narathiwat TMA Class of airspace: C	Hat Yai APP (Hat Yai Sector)	Pattani Approach* (English, Thai) 2300–1100*	126.0 MHz**	*Approach control unit shall accordingly maintain close co-ordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace TWR hours of services: 3 HR PN in advance to Hat Yai Approach Control Centre via AFTN VTSSZAZX VTSSZTZX Fax: +667 425 1070 VTSSZTZX Tel: +667 425 1074 VTSKZTZX Tel: +661 988 3274 **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency
PHETCHABUN CONTROLLED AIRSPACES				

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
A. PHETCHABUN CONTROL ZONE The airspace within a circle of 10 NM radius centred on PCB DVOR/DME (164033.6N1011147.9E) up to but not including 2000 FT AGL GND Class of airspace: C **B. PHETCHABUN TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 170242.63N 1004957.84E - then clockwise along 30 NM arc radius from PCB DVOR/DME (164033.6N1011147.9E) to 170819.51N 1005837.17E - 165959.98N 1010427.29E - from this point clockwise along 20 NM arc radius centred on PCB DVOR/DME to 170001.30N 1011857.39E - 170823.73N 1012443.06E - then clockwise along 20 NM arc radius centred on PCB DVOR/DME to 170255.62N 1013328.43E - 165433.23N 1012742.93E - then clockwise along 20 NM arc radius centred on PCB DVOR/DMEto 161957.83N 1010934.85E - 161031.71N 1010601.45E - then clockwise along 30 NM arc radius centred on PCB DVOR/DMEto 161357.78N 1005615.51E - 162323.90N 1005948.97E - then clockwise along 20 NM arc radius from PCB DVOR/DME to 163745.48N 1005031.20E - 163801.69N 1004759.02E and counter clockwise along 30 NM arc radius centred on PSL DVOR/DME (164613.3N1001729.0E) to 164800.50N 1004907.60E - 164744.29N 1005139.91E - then clockwise along 20 NM arc radius centred on PCB DVOR/DME to 165423.10N 1005547.78E - then direct to the starting point. ALT 11000 FT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Chiang Rai Sector)	Phetchabun Approach (English, Thai) As AD OPR HR	126.7 MHZ	VTBBZAZX Tel: +662 285 9614 Fax: +662 285 9610
PHITSANULOK CONTROLLED AIRSPACES				

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
A. PHITSANULOK CONTROL ZONE The airspace within a circle of 15 NM radius centred on PSL DVOR/DME (164613.3N 1001729.0E) up to but not including 2000 FT AGL GND Class of airspace: C **B. PHITSANULOK TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on PSL DVOR/DME (164613.3N 1001729.0E) ALT 11000 FT 2000 FT Class of airspace: C	Phitsanulok APP	Phitsanulok Approach (English, Thai) As AD OPR HR	120.7 MHz/284.0MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	
PHRAE CONTROLLED AIRSPACES **A. PHRAE CONTROL ZONE** The airspace within a circle of 10 NM radius centred on PAE DVOR/DME (180802.9N1000958.5E) up to but not including 2000 FT AGL GND Class of airspace: C **B. PHRAE TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 182634.6N 1000218.1E - 183634.6N 0993948.1E - then clockwise along 30 NM arc radius centred on PAE DVOR/DME (180802.9N1000958.5E) to 183804.4N 1001048.0E - 182804.6N 1001212.0E - then clockwise along 20 NM arc radius centred on PAE DVOR/DME to 175704.8N 1002748.0E - 174934.8N 1003447.9E - then clockwise along 30 NM arc radius centred on PAE DVOR/DME to 173804.9N 1000718.1E - 174822.8N 1000642.1E - and then clockwise along 20 NM arc radius the centred on PAE DVOR/DME to the starting point ALT 11000 FT 2000 FT Excluding LAMPANG TMA Class of airspace: C	Group of Provincial Approach Air Traffic Control (Chiang Rai Sector)	Phrae Approach (English, Thai) As AD OPR HR	120.1 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9614 Fax: +662 285 9610
PHUKET CONTROLLED AIRSPACES **A. PHUKET CONTROL ZONE** A circle of 10 NM centres on PUT DVOR/DME (080650.3N 0981825.2E) up to but not including 2000 FT AGL GND Class of airspace: C **B. PHUKET TERMINAL CONTROL AREA** The airspace within a circle of 30 NM radius centres on PUT DVOR/DME (080650.3N 0981825.2E) ALT 11000 FT 2000 FT Class of airspace: C	Phuket APP	Phuket Approach (English, Thai) H24	124.7 MHz 284.0 MHz 120.7 MHz/ARR 121.5 MHz/EMERG 243.0 MHz/EMERG	

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
RANONG CONTROLLED AIRSPACES **A. RANONG CONTROL ZONE** The airspace within a circle of 10 NM radius centred on RAN DVOR/DME (094640.7N 0983501.4E) up to but not including 2000 FT GND Class of airspace: C **B. RANONG TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 093117.14N 0985500.96E - 092955.95N 0985609.83E - then counter clockwise along 25 NM arc radius centred on STN DVOR/DME (090746.24N0990805.09E) to 092313.08N 0984808.19E - 092434.24N 0984659.31E - then clockwise along 25 NM arc radius centred on RAN DVOR/DME (094640.7N 0983501.4E) to the starting point. Excluding the portion of area produced in Yangon FIR. ALT 11000 FT 2000 FT Class of airspace: C	Phuket APP (Phuket Sector)	Ranong Approach (English, Thai) As AD OPR HR*	125.1 MHz** 121.5 MHz/EMERG	*Approach control unit shall accordingly maintain close coordination with the appropriate military unit for activities that may affect controlled flight within the joint-use airspace. **RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
ROI ET CONTROLLED AIRSPACES **A. ROIET CONTROL ZONE** The airspace within a circle of 10 NM radius centred on ROT DVOR/DME (160700.6N1034619.5E) up to but not including 2000 FT GND Class of airspace: C **B. ROI ET TERMINAL CONTROL AREA** The airspace within a circle of 30 NM radius centred on ROT DVOR/DME (160700.6N1034619.5E) ALT 11000 FT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Ubon Sector)	Roi Et Approach (English, Thai) As AD OPR HR	125.4 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9612 Fax: +662 285 9610

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
SAKON NAKHON CONTROLLED AIRSPACES **A. SAKON NAKHON CONTROL ZONE** The airspace within a circle of 10 NM radius centred on SKN DVOR/DME (171250.8N1040812.4E) up to but not including 2000 FT GND Class of airspace: C **B. SAKON NAKHON TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 174253.1N 1040758.4E - 174253.1N 1042406.2E - 164253.4N 1044446.1E - 164253.4N 1040758.4E - then clockwise along 30 NM arc radius centred on SKN DVOR/DME (171250.8N1040812.4E) to the starting point. Excluding the Laos territory. ALT 11000 FT 2000 FT Excluding Nakhon Phanom Control Zone Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Sakon Nakhon Approach (English, Thai) As AD OPR HR	123.35 MHz / 284.0 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610
SURAT THANI CONTROLLED AIRSPACES **A. SURAT THANI CONTROL ZONE** The airspace within a circle of 10 NM radius centred on STN DVOR/DME (090746.2N 0990805.1E) up to but not including 3000 FT GND Class of airspace: C **B. SURAT THANI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: Starting from a point 093307.1N 0991101.0E - 093737.1N 0991230.9E - then clockwise along 30 NM arc radius centred on STN DVOR/DME (090746.2N 0990805.1E) to 093443.1N 0992200.9E - 093019.1N 0992030.9E - then clockwise along 25 NM arc radius centred on STN DVOR/DME to 085607.3N 0993036.8E - 085307.3N 0993418.8E - then clockwise along 30 NM arc radius centred on STN DVOR/DME to 084031.3N 0991930.9E - 084467.3N 0991706.9E - then clockwise along 25 NM arc radius centred on STN DVOR/DME to 084549.3N 0985701.1E - 084207.03N 0985349.1E - then clockwise along 30 NM arc radius centred on STN DVOR/DME to 084837.3N 0984607.1E - 085225.2N 0984925.1E - then clockwise along 25 NM arc radius centred on STN DVOR/DME to the starting point. ALT 11000 FT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Surat Thani Approach (English, Thai) As AD OPR HR	123.35 MHz/ 240.0MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610

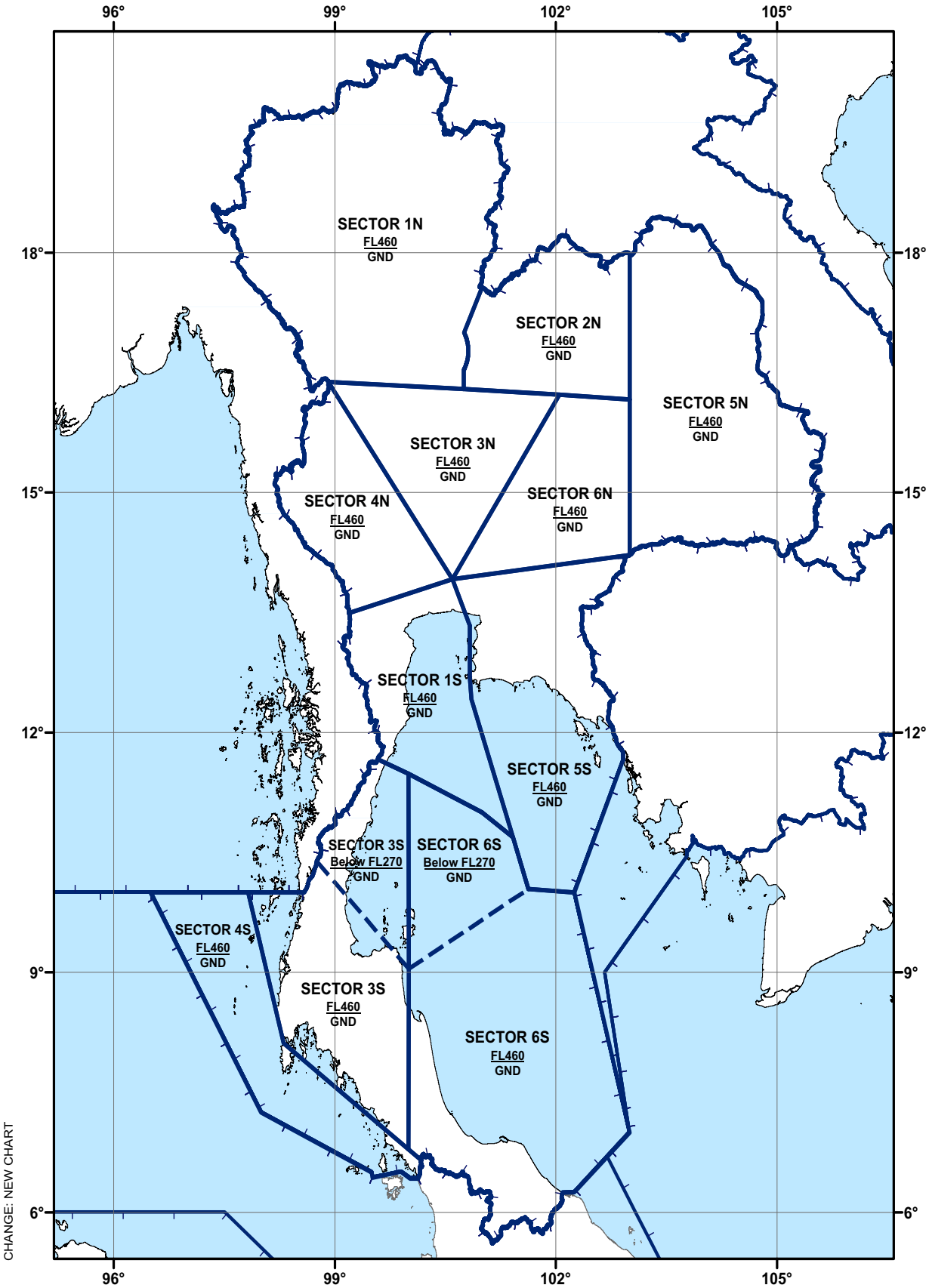
Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
SAMUI CONTROLLED AIRSPACES				VTBBZAZX Tel: +662 285 9613 Fax +662 285 9610
A.SAMUI CONTROL ZONE The airspace within a circle of 10 NM radius centred of VTSM ARP(093256N 1000345E) up to but not including 3000 FT AGL GND Class of airspace: C **B. SAMUI TERMINAL CONTROL AREA** The airspace enclosed by the following boundary: starting from a point 100256.00N 1000511.00E then clockwise along 30 NM arc radius on VTSM ARP (093256N 1000345E) to 093802N 1003338E - 093300N 1002357E then clockwise along 20 NM arc radius on VTSM ARP(093256N 1000345E) to 091346.00N 0995834.00E - 090459.00N 0995306.00E - clockwise along 30NM arc radius centred on VTSM ARP (093256N 1000345E) to 091000.00N 0994428.00E - 091851.00N 0994940.00E - then clockwise along 20 NM arc radius centred on VTSM ARP(093256N 1000345E) to 095256.00N 1000302.00E - then direct to starting point. Including B463 11000 FT AGL 2000 FT AGL Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Samui Approach (English, Thai) As AD OPR HR	129.6 MHZ/305.4 MHZ 121.5 MHZ/EMERG	

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
SUKHOTHAI CONTROLLED AIRSPACES **A. SUKHOTHAI AERODROME TRAFFIC ZONE** A circle of 5 NM radius centred on THS NDB (171406.8N 0994919.3E) 2000 FT AGL GND Class of airspace: C	Sukhothai TWR			
B. SUKHOTHAI CONTROL ZONE The airspace within a circle of 10 NM radius centred on THS NDB (171406.8N 0994919.3E) Excluding Phitsanulok TMA. up to but not including 2000 FT AGL GND **C. SUKHOTHAI TERMINAL CONTROL AREA** The airspace enclosed by the follow boundaries beginning at 174029N 1000432E - 172551N 0995909E then clockwise along 15 NM arc from THS NDB (171406.8N 0994919.3E) to 170000N 0995100E - 164454N 0995100E then clockwise along 30 NM arc from THS NDB to 164648N 0993848E - 170130N 0994154E then clockwise along 15 NM arc from THS NDB to 171348N 0993412E - 172442N 0992006E then clockwise along 30 NM arc from THS NDB to the starting point. Excluding Phitsanulok TMA. ALT 11000 FT 2000 FT Class of airspace: C **D. Transition Altitude: 11 000 FT**	Phitsanulok APP	Sukhothai Approach (English, Thai) As AD OPR HR	120.7 MHZ 121.5 MHZ/EMERG	
TAK CONTROLLED AIRSPACES **A. TAK CONTROL ZONE** The airspace within a circle of 10 NM radius centred on TK NDB (165358.2N 0991508.0E) up to but not including 2000 FT GND Class of airspace: C **B. TAK TERMINAL CONTROL AREA** The airspace enclosed by the following boundaries: Starting from a point 165629.81N 0993550.14E - 165553.24N 0994046.08E - 164601.66N 0993836.55E - 164632.03N 0993430.61E - then clockwise along 20 NM arc radius centred on TK NDB (165358.2N 0991508.0E) to the starting point Excluding A464, G473, VTD33 and VT D 56 ALT 11000 FT 2000 FT Class of airspace: C	Phitsanulok APP	Tak Approach* (English, Thai) As AD OPR HR	126.0 MHZ 121.5 MHZ/EMERG	* Approach control unit shall accordingly maintain close co-ordination with the appropriate military units for activities that may affect controlled flight within the joint-use airspace.

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
TAKHLI CONTROL ZONE The airspace enclosed by the following boundaries: beginning at 144511.7N 1003309.1E and clockwise along a 35 NM arc radius from TKL TACAN (151629.13N1001756.62E) to 145805.7N 1004848.0E then counter clockwise along a 12 NM arc radius from Khok Kathiam (centred on 145228.7N1003948.2E) to the starting point. ALT 11000 FT 2000 Class of airspace: C	Takhli APP	Takhli Approach (English, Thai) H24	122.3 MHz 236.6 MHz 253.5 MHz	Conventional Approach (Secondary) Excluding Alfa Control Area, VTD31 and Nakhon Sawan Aerodrome Traffic Zone.
TRANG CONTROLLED AIRSPACES **A. TRANG CONTROL ZONE** The airspace within a circle of 10 NM radius centred on TRN DVOR/DME (073032.1N 0993733.7E) up to but not including 2000 FT GND Class of airspace: C **B. TRANG TERMINAL CONTROL AREA** The airspace enclosed by a circle of 25 NM radius centred on TRN DVOR/DME (073032.1N 0993733.7E) Excluding Hat Yai TMA. ALT 11000 FT 2000 FT Class of airspace: C	Hat Yai APP (Hat Yai Sector)	Trang Approach (English, Thai) As AD OPR HR	125.3 MHz* 121.5 MHz/EMERG	*RCAG If unable to contact Approach Control Centre/Office attempt to contact tower on appropriate frequency.
TRAT CONTROLLED AIRSPACES **A. TRAT CONTROL ZONE** The airspace within a circle of 10 NM radius centred of TRT NDB (121628.1N 1021850.1E) up to but not including 2000 FT GND Class of airspace: C **B. TRAT TERMINAL CONTROL AREA** The airspace enclosed by the follow boundaries beginning at 123259.66N 1020609.45E then clockwise along 20 NM arc radius centred on TRT NDB to 115552.08N 1021639.12E - 114625.74N 1021309.78E - then clockwise along 30 NM arc radius centred on TRT NDB to 114951.88N 1020334.90E - 115918.21N 1020704.28E - then clockwise along 20 NM arc radius centred on TRT NDB to 122511.30N 1015943.07E - 123130.69N 1015146.64E - then clockwise along 30 NM arc radius centred on TRT NDB to 123919.05N 1015812.68E - then direct to starting point ALT 11000 FT ALT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Samui Sector)	Trat Approach (English, Thai) As AD OPR HR	120.25 MHz 121.5 MHz/EMERG	VTBBZAZX Tel: +662 285 9613 Fax: +662 285 9610

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
UBON CONTROLLED AIRSPACES **A. UBON CONTROL ZONE** The airspace within a circle of 10 NM radius centred on UBL DVOR/DME (151442.7N 1045157.2E) up to but not including 3000 FT AGL GND Class of airspace: C **B. UBON TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on UBL DVOR/DME (151442.7N1045157.2E) FL 200 2000FT AGL Class of airspace: C	Group of Provincial Approach Air Traffic Control (Ubon Sector)	Ubon Approach (English, Thai) As AD OPR HR	123.5 MHZ / 257.8 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9612 Fax: +662 285 9610
UDON CONTROLLED AIRSPACES **A. UDON CONTROL ZONE** The airspace within a circle of 10 NM radius centred on UDN DVOR/DME (172305.2N1024629.8E) up to but not including 3000 FT AGL GND Class of airspace: C **B. UDON TERMINAL CONTROL AREA** The airspace enclosed by a circle of 30 NM radius centred on UDN DVOR/DME (172305.2N1024629.8E) Excluding the Laos territory. ALT 11000 FT 2000 FT Class of airspace: C	Group of Provincial Approach Air Traffic Control (Khon Kaen Sector)	Udon Approach (English, Thai) As AD OPR HR	126.2 MHZ / 265.9 MHZ 119.45 MHZ 121.5 MHZ/EMERG	VTBBZAZX Tel: +662 285 9611 Fax: +662 285 9610 Backup frequency
U–TAPAO CONTROLLED AIRSPACES **A. U-TAPAO CONTROL ZONE** The airspace within a circle of 5 NM radius centred on U-Tapao aerodrome (124046.6N1010017.7E) up to but not including 2000 FT AGL GND Class of airspace: C **B. U-TAPAO TERMINAL CONTROL AREA** The airspace enclosed by a circle of 50 NM radius centred on U-Tapao aerodrome (124046.6N1010017.7E) 1. From 5 NM to 15 NM radius measured from the centre of the aerodrome, 700 FT above ground level to unlimited. 2. From 15 NM to 50 NM radius measured from the centre of the aerodrome, 2 000 FT above ground level to unlimited with the following exception: (i) U-Tapao Control Zone (ii) That portion overlapped by Bangkok Alfa Control Area and Hua Hin Terminal Control Area. (iii) All airspace on airways A464, R468, G463 and G458 from FL65 to FL460	U-Tapao APP	U-Tapao Approach (English, Thai) H24	119.7 MHZ/PRI 134.5 MHZ/SEC 273.3 MHZ/PRI 238.3 MHZ/SEC 121.5 MHZ/EMERG 243.0 MHZ/EMERG	VTBUZPZX Tel: +663 824 5196
AREA OUTSIDE CONTROL AIRSPACE The area outside control airspace (outside airways TMA and CTR), but within Bangkok FIR. Class of airspace: G	Bangkok ACC	Bangkok Control (English, Thai) H24		See frequency in use at appropriate sectors

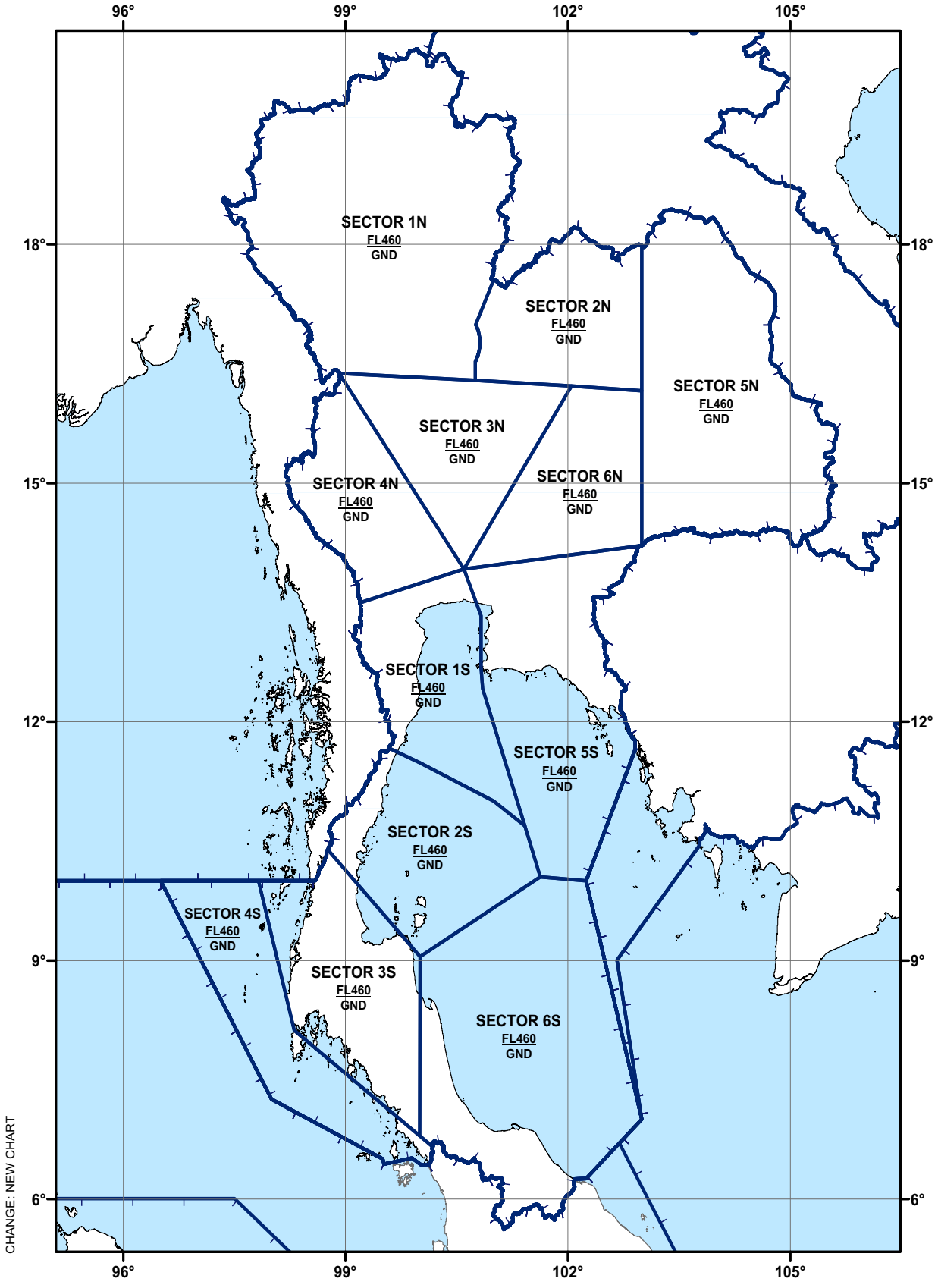
AREAS OF RESPONSIBILITY AND SECTORIZATION OF BANGKOK AREA CONTROL CENTRE (Below FL270)



CHANGE: NEW CHART

February 2020

AREAS OF RESPONSIBILITY AND SECTORIZATION OF BANGKOK AREA CONTROL CENTRE (FL 270 - FL 460)



CHANGE: NEW CHART

February 2020

ENR 3. ATS ROUTES

ENR 3.1 LOWER AND UPPER ATS ROUTES

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
A1					
▲ BANGKOK DVORDME (BKK) 135337N 1003546E	071° / 251° 51.0 NM	FL 460 / 7 500 FT Class A		↓	
▲ ROBKA 141043N 1012508E	071° / 251° 29.0 NM	8 000 FT			Uni-directional system will be applied for a portion between BKK DVOR/DME and UBL DVOR/DME as follows: - ATS route A1 will apply for eastbound traffic only - Westbound traffic shall filed flight plan via W1 after UBL - The available for westbound traffic on A1 or direct route will be subject to prior approval from ATC
▲ SELKA 142020N 1015311E	071° / 251° 54.0 NM				
▲ TOPER 143808N 1024538E	072° / 252° 41.0 NM				
△ SANOT 145134N 1032548E	075° / 255° 22.0 NM		10		
▲ PASAT 145727N 1034726E	076° / 256° 35.0 NM				
▲ VENPO 150645N 1042202E	076° / 256° 30.0 NM				
▲ UBON DVORDME (UBL) 151443N 1045157E	077° / 257° 30.0 NM	FL 460 / 9 500 FT Class A		↓	
▲ POTEV 152153N 1052206E	077° / 257° 14.0 NM	10 000 FT		↑	
▲ BUTRA 152506N 1053546E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
A202					
RAMEI ▲ 150240N 1030040E	049° 229° 91.0 NM	FL 460 12 500 FT/FL 125 Class A	(*)	↓	Pilot may expect ATC instruction to avoid VT D64, VT D54, VT D44 and VT D30 (*) For width of airways, see ENR 2.1-1
GUROK ▲ 160329N 1041106E	049° 229° 19.0 NM	13 000 FT/FL 125			
OKENA ▲ 161608N 1042533E	048° 228° 26.0 NM	FL 460 6 500 FT Class A 7 000 FT		↑	
SAVANNAKHET DVOR/DME (SAV) ▲ 163342N 1044556E					For continuation, see AIP Lao People's Democratic Republic.
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
A334					
▲ HAT YAI DVORDME (HTY) 065603N 1002317E	112° 292° 25.0 NM	FL 460 9 500 FT Class A	20	↓	
▲ TAXEB 064641N 1004645E	112° 292° 83.0 NM	10 000 FT		↑	
▲ PASVA 061529N 1020431E					For continuation, see AIP Malaysia.
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
A457					
HAT YAI DVOR/DME (HTY) 065603N 1002317E	178° 358° 24.0 NM	FL 460 9 500 FT Class A 10 000 FT	20	↓ ↑	
TAMOS 063208N 1002407E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
A464					
▲ CHIANG MAI DVORDME (CMA) 184558N 0985740E	163° 343°	FL 460 6 500 FT	20	↓	
	38.0 NM	Class A			
▲ ENBAT 180941N 0991004E	163° 343°	7 000 FT			
	42.0 NM				
△ TOPAS 172916N 0992358E	163° 343°				
	71.0 NM				
▲ BEKOD 162117N 0994636E	163° 343°				
	91.0 NM				
▲ SEMBO 145359N 1001548E	163° 343°				
	63.0 NM				
▲ BANGKOK DVORDME (BKK) 135337N 1003546E	182° 002°				
	32.0 NM				
△ POLAK 132106N 1003454E	181° 001°				
	33.0 NM				
▲ GUTSO 124820N 1003454E	181° 001°				
	48.0 NM				
▲ REGOS 120007N 1003454E	182° 002°				
	60.0 NM				
△ DIRAX 110007N 1003248E	183° 003°	FL 460 3 500 FT			
	40.0 NM	Class A			
▲ TUSPU 101948N 1003108E	183° 003°	4 000 FT			
	37.0 NM				
▲ UPNEP 094213N 1002936E	182° 002°				
	40.0 NM				
▲ APOBI 090147N 1002814E	182° 002°				
	12.0 NM				
▲ GUPMO 085012N 1002750E	182° 002°				
	46.0 NM				
▲ RELIP 080432N 1002619E	183° 003°			↑	
	33.0 NM				
▲ PIMER					

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper limits Lower limits or Airspace classification Minimum flight altitude	Lateral limits NM	Direction of cruising levels Odd | Even	Remarks Controlling unit Frequency
1	**2**	**3**	**4**	**5**	**6**
073045N 1002449E	183° 003° 35.0 NM	FL 460 3 500 FT Class A 4 000 FT	20	↓	
▲ HAT YAI DVORDME (HTY) 065603N 1002317E	163° 343° 27.0 NM	FL 460 8 500 FT Class A 9 000 FT			
▲ KARMI 062940N 1003121E				↑	

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
B204					
▲ GOMES 132406N 1013506E	090° 270° 45.0 NM	FL 460 FL 135 Class A FL 140	(*)	↓	(*) For width of airways, see ENR 2.1-1.
▲ AGEDO 132419N 1022139E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST(COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
B205					
▲ RAYONG DVOR/DME (RYN) 124643N 1014035E	078° 258° 33.0 NM	FL 460 FL 155 Class A	(*)	↓	(*) For width of airways, see ENR 2.1-1.
▲ OLDIR 125401N 1021325E	078° 258° 16.0 NM	FL 160		↑	
▲ BOKAK 125736N 1022947E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
B460					
▲ KHORAT DVOR/DME (KRT) 145502N 1020823E	054° 234° 89.0 NM	FL 460 6 500 FT Class A	20	↓	Conditional Route (CDR) Availability; Portion between KRT-ROT
▲ BODUR 154853N 1032127E	054° 234° 30.0 NM	7 000 FT			CDR1 1. Weekdays, Monday to Friday 1000-2300 UTC 2. From Friday 1000 UTC to Sunday 2300 UTC 3. Public Holidays
▲ ROI-ET DVOR/DME (ROT) 160701N 1034620E	066° 246° 30.0 NM				CDR2 Other periods, Availability will be Notified by Airspace use plan (AUP) Published in www.thaicmac.aerothai.aero
▲ RURAR 161943N 1041436E	066° 246° 33.0 NM			↑	
▲ SAVANNAKHET DVOR/DME (SAV) 163342N 1044556E					For continuation, see AIP Lao People's Democratic Republic.
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
B579					
PHUKET DVOR/DME (PUT)					
▲ 080650N 0981825E	141° / 321° 30.0 NM	FL 460 / 6 500 FT Class A 7 000 FT	20	↓	
REBED					
▲ 074332N 0983736E	141° / 321° 20.0 NM	FL 460 / 6 500 FT Class A 7 000 FT			
NUTGU					
▲ 072803N 0985020E	141° / 321° 77.0 NM	FL 460 / 9 500 FT Class A 10 000 FT		↑	
DALAN					
▲ 062808N 0993920E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
G331					
PADET					
▲ 100007N 0981719E	180° 000° 53.0 NM	FL 460 9 500 FT Class A 10 000 FT	10	↓	
DADSA					
▲ 090713N 0981749E	180° 000° 30.0 NM	FL 460 6 500 FT Class A 7 000 FT			
SUSID					
▲ 083659N 0981808E	180° 000° 30.0 NM			↑	
PHUKET DVOR/DME (PUT)					
▲ 080650N 0981825E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
G458					
BANGKOK DVOR/DME (BKK)					
135337N 1003546E	197° / 017°	FL 460 / 7 500 FT	10	↓	
MOTNA	44.0 NM	Class A			
131110N 1002306E	197° / 017°	8 000 FT			
HOTEL	12.0 NM				
130006N 1001948E	198° / 018°				
UKERA	61.0 NM				
120207N 1000110E	196° / 016°				
MENEX	56.0 NM				
110831N 0994543E	197° / 017°				
APRIL	9.0 NM				
110007N 0994307E	198° / 018°				
IKERA	92.0 NM				
093146N 0991532E	198° / 018°				
SURAT THANI DVOR/DME (STN)	25.0 NM				
090746N 0990805E	220° / 040°	FL 460 / 6 500 FT			
LAMUL	25.0 NM	Class A			
084818N 0985208E	219° / 039°	7 000 FT			
SAVSA	23.0 NM				
083016N 0983729E	220° / 040°			↑	
PHUKET DVOR/DME (PUT)	30.0 NM				
080650N 0981825E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
G463					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	298° 118° 70.0 NM	FL 460 9 500 FT Class A	(*)	↓	(*) For width of airways, see ENR 2.1-1.
▲ TARED 142620N 0993129E	298° 118° 86.0 NM	10 000 FT		↑	
▲ BETNO 150554N 0981231E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
G473					
MAKAS					
▲ 164947N 0982949E	093° / 273°	FL 460 / 9 000 FT	(*)	↓	(*) For width of airways, see ENR 2.1-1.
PHITSANULOK DVORDME (PSL)	103.0 NM	Class A			
▲ 164613N 1001729E	096° / 276°	10 000 FT			
CHUM PHAE DVORDME (CMP)	98.0 NM				
▲ 163807N 1015920E	118° / 298°				
VESUD	172.0 NM				
▲ 152108N 1043854E	118° / 298°				
OBKIB	4.0 NM				
▲ 151913N 1044249E	118° / 298°				
SAGAL	3.0 NM				
▲ 151757N 1044522E	118° / 298°			↑	
UBON DVORDME (UBL)	7.0 NM				
▲ 151443N 1045157E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST(COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
G474					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	092° 272° 51.0 NM	FL 460 10 500 FT Class A 11 000 FT	(*)	↓	(*) For width of airways, see ENR 2.1-1.
▲ ANKOS 135300N 1012742E	092° 272° 22.0 NM	FL 460 FL 145 Class A FL 150			
▲ DOSBU 135240N 1015002E	092° 272° 28.0 NM				
▲ ANREN 135212N 1021838E	092° 272° 27.0 NM			↑	
▲ OMURO 135143N 1024559E					For continuation, see AIP Kingdom of Cambodia.
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST(COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
R201					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	163° 343° 77.0 NM	FL 460 6 500 FT Class A 7 000 FT	20	↓ ↑	Excluding area of VTP7
▲ U-TAPAO DVOR/DME (BUT) 124000N 1010002E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST(COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
R202					
▲ BIGVO 172830N 0984154E	066° 246° 93.0 NM	FL 460 12 500 FT/FL 125 Class A FL 130	10	↓	
▲ PHRAE DVOR/DME (PAE) 180803N 1000958E	042° 222° 20.0 NM				
▲ SUNGO 182312N 1002346E	042° 222° 34.0 NM			↑	
▲ NAN DVOR/DME (NAN) 184833N 1004657E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type)* Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
R203					
PHUKET DVORDME (PUT)					
▲ 080650N 0981825E	268° 088° 30.0 NM	FL 460 6 500 FT Class A	(*)	↓	(*) For width of airways, see ENR 2.1-1.
UBNEN					
▲ 080520N 0974812E	268° 088° 15.0 NM	7 000 FT		↑	
SAPAM					
▲ 080434N 0973300E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
R325					
▲ IKULA 100007N 0972114E	154° 334° 66.0 NM	FL 460 9 000 FT Class A 10 000 FT	(*)	↓	(*) For width of airways, see ENR 2.1-1.
▲ MUDMA 090050N 0975115E	154° 334° 30.0 NM	FL 460 6 500 FT Class A 7 000 FT			
▲ UPSAB 083348N 0980452E	154° 334° 30.0 NM				
▲ PHUKET DVOR/DME (PUT) 080650N 0981825E	134° 314° 30.0 NM				
▲ URGAD 074615N 0984031E	133° 313° 5.0 NM				
▲ OSVIP 074253N 0984409E	134° 314° 62.0 NM	FL 460 9 500 FT Class A 10 000 FT			
▲ UTHAI 070008N 0992949E	132° 312° 51.0 NM			↑	
▲ DUBAX 062556N 1000737E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
R334					
▲ RAYONG DVOR/DME (RYN) 124643N 1014035E	133° 313° 103.0 NM	FL 460 FL 165 Class A FL 170	20	↓ ↑	
▲ SAKDA 113654N 1030000E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST(COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
R345					
ROI-ET DVOR/DME (ROT)					
▲ 160701N 1034620E	180° 000°	FL 460 FL 215	10	↓	
GRASO	58.0 NM	Class A			
▲ 150917N 1034714E	180° 000°	FL 220			
PASAT	12.0 NM				
▲ 145727N 1034726E	180° 000°				
PEKBA	9.0 NM				
▲ 144808N 1034733E	180° 000°			↑	
BIDEM	26.0 NM				
▲ 142154N 1034750E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
R468					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	118° / 298° 18.0 NM	FL 460 / 7 500 FT Class A	(*)	↓	(*) For width of airways, see ENR 2.1-1.
▲ UGIPA 134524N 1005221E	118° / 298° 32.0 NM	8 000 FT			
▲ GORSI 133055N 1012128E	118° / 298° 15.0 NM				
▲ GOMES 132406N 1013506E	117° / 297° 23.0 NM				
▲ BERLU 131350N 1015620E	117° / 297° 36.0 NM	FL 460 / FL 155 Class A FL 160		↑	
▲ BOKAK 125736N 1022947E					For continuation, see AIP Kingdom of Cambodia.
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
R470					For continuation, see AIP Lao People's Democratic Republic.
▲ VIENTIANE DVORDME (VTN) 180037N 1023226E	162° / 342° 15.0 NM	FL 460 / 3 500 FT Class A		↓	(*) For width of airways, see ENR 2.1-1.
▲ ELNET 174625N 1023746E	162° / 342° 25.0 NM	4 000 FT			
▲ UDON DVORDME (UDN) 172305N 1024630E	144° / 324° 30.0 NM	FL 460 / 6 500 FT Class A			
▲ POVEX 165905N 1030530E	144° / 324° 35.0 NM	7 000 FT			
▲ DOTUS 163103N 1032732E	144° / 324° 30.0 NM		(*)		
▲ ROI-ET DVORDME (ROT) 160701N 1034620E	131° / 311° 30.0 NM				
▲ ENTEK 154755N 1041024E	131° / 311° 22.0 NM				
▲ ENLEP 153353N 1042800E	131° / 311° 30.0 NM			↑	
▲ UBON DVORDME (UBL) 151443N 1045157E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST(COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
R474					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	027° 207° 57.0 NM	FL 460 6 500 FT Class A 7 000 FT	(*)	↓	(*) For width of airways, see ENR 2.1-1. Conditional Route (CDR) availability: Portion between 7,000 FT to FL350 CDR1 1.Weekdays,Monday to Friday 0900-0100 UTC. 2. Friday 0900 UTC to Monday 0100 UTC 3.Public Holidays CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaicmac.aerothai.aero
▲ ALBOS 144442N 1010142E	027° 207° 126.0 NM				
▲ CHUM PHAE DVOR/DME (CMP) 163807N 1015920E	022° 202° 78.0 NM	FL 460 3 500 FT Class A 4 000 FT			
▲ LEDER 175044N 1022825E	022° 202° 11.0 NM	FL 460 3 500 FT Class A 4 000 FT		↑	
▲ VIENTIANE DVOR/DME (VTN) 180037N 1023226E					For continuation, see AIP Lao People's Democratic Republic.
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
R575					
▲ PHUKET DVORDME (PUT) 080650N 0981825E	069° / 249° 30.0 NM	FL 460 / 8 500 FT Class A	10	↓	(*) For width of airways, see ENR 2.1-1.
▲ ONETI 081757N 0984633E	069° / 249° 45.0 NM	9 000 FT			
▲ RECNO 083425N 0992825E	031° / 211° 38.0 NM				
▲ MESEM 090719N 0994816E	032° / 212° 30.0 NM				
▲ SAMUI DVORDME (SMU) 093249N 1000342E	071° / 251° 15.0 NM	FL 460 / 6 500 FT Class A			
△ VININ 093754N 1001740E	070° / 250° 13.0 NM	7 000 FT			
▲ UPNEP 094213N 1002936E	051° / 231° 48.0 NM		(*)		
△ EMELA 101249N 1010729E	053° / 233° 15.0 NM	FL 460 / FL 155 Class A			
▲ ANBUX 102137N 1011908E	053° / 233° 40.0 NM	FL 160			
▲ ALUMO 104554N 1015123E	053° / 233° 29.0 NM				
△ ANOBO 110323N 1021442E	054° / 234° 56.0 NM			↑	
▲ SAKDA 113654N 1030000E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
R588					
▲ PHUKET DVORDME (PUT) 080650N 0981825E	092° / 272° 30.0 NM	FL 460 / 9 500 FT Class A	(*)	↓	(*) For width of airways, see ENR 2.1-1.
▲ EMRIT 080621N 0984840E	090° / 270° 10.0 NM	10 000 FT			
▲ KRABI DVORDME (KBI) 080627N 0985839E	092° / 272° 87.0 NM				
▲ RELIP 080432N 1002619E	052° / 232° 37.0 NM	FL 460 / FL 155 Class A			
▲ IDRUK 082724N 1005513E	052° / 232° 12.0 NM	FL 160			
△ SUPIN 083435N 1010419E	052° / 232° 32.0 NM				
△ MUBAN 085441N 1012952E	052° / 232° 6.0 NM				
▲ OSROG 085820N 1013431E	052° / 232° 31.0 NM				
△ TONIK 091736N 1015907E	052° / 232° 28.0 NM			↑	
▲ BASIT 093447N 1022108E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST(COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
W1					
▲ BANGKOK DVORDME (BKK) 135337N 1003546E	044° 224° 51.0 NM	FL 460 6 500 FT Class A	10	↓	
▲ MALKI 143111N 1011153E	067° 247° 15.0 NM	7 000 FT			
▲ UBLOD 143715N 1012612E	067° 247° 45.0 NM	FL 460 12 500 FT /FL125 Class A			
▲ KHORAT DVORDME (KRT) 145502N 1020823E	082° 262° 51.0 NM	13 000 FT/ FL130			
▲ RAMEI 150240N 1030040E	082° 262° 22.0 NM	FL 460 6 500 FT Class A			
△ RAMBU 150554N 1032319E	082° 262° 23.0 NM	7 000 FT			
▲ GRASO 150917N 1034714E	086° 266° 33.0 NM				
▲ ASABO 151209N 1042102E	086° 266° 30.0 NM			↑	
▲ UBON DVORDME (UBL) 151443N 1045157E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W4					
UDON DVORDME (UDN)					
▲ 172305N 1024630E	144° 324°	FL 460 6 500 FT	(*)	↓	(*) For width of airways, see ENR 2.1-1.
▲ POVEX	30.0 NM	Class A			
165905N 1030530E	144° 324°	7 000 FT			
▲ DOTUS	35.0 NM				
163103N 1032732E	144° 324°				
▲ ROI-ET DVORDME (ROT)	30.0 NM				
160701N 1034620E	131° 311°				
▲ ENTEK	30.0 NM				
154755N 1041024E	131° 311°				
▲ ENLEP	22.0 NM				
153353N 1042800E	131° 311°			↑	
▲ UBON DVORDME (UBL)	30.0 NM				
151443N 1045157E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W5					
▲ UDON DVORDME (UDN) 172305N 1024630E	180° / 000°	FL 460 / 6 500 FT	(*)	↓	(*) For width of airways, see ENR 2.1-1.
▲ ANPUS 165800N 1024651E	25.0 NM	Class A			
▲ ALGIT 165300N 1024655E	180° / 000°	7 000 FT			
▲ KHON KAEN DVORDME (KKN) 162815N 1024717E	5.0 NM				
▲ SEDNO 161733N 1031707E	180° / 000°				
▲ ROI-ET DVORDME (ROT) 160701N 1034620E	25.0 NM				
▲ ENTEK 154755N 1041024E	112° / 292°				
▲ ENLEP 153353N 1042800E	31.0 NM				
▲ UBON DVORDME (UBL) 151443N 1045157E	112° / 292°				
	30.0 NM				
	131° / 311°				
	30.0 NM				
	131° / 311°				
	22.0 NM				
	131° / 311°			↑	
	30.0 NM				

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification / Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W6					
▲ KHORAT DVOR/DME (KRT) 145502N 1020823E	023° / 203° 70.0 NM	FL 460 / 6 500 FT Class A	(*)	↓	(*) For width of airways, see ENR 2.1-1.
▲ EMRUT 160020N 1023533E	023° / 203° 30.0 NM	7 000 FT			
▲ KHON KAEN DVOR/DME (KKN) 162815N 1024717E	061° / 241° 24.0 NM				
▲ AKRET 164016N 1030856E	061° / 242° 65.0 NM				
▲ SAKON NAKHON DVOR/DME (SKN) 171251N 1040812E	071° / 252° 31.0 NM			↑	
▲ NAKHON PHANOM DVOR/DME (NKP) 172318N 1043818E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W14					
▲ PHUKET DVORDME (PUT) 080650N 0981825E	115° 295° 30.0 NM	FL 460 6 500 FT Class A	10	↓	
▲ EPGOT 075416N 0984555E	115° 295° 57.0 NM	7 000 FT			
▲ TRANG DVORDME (TRN) 073032N 0993734E	128° 308° 22.0 NM				
▲ PADPA 071700N 0995532E	128° 308° 35.0 NM			↑	
▲ HAT YAI DVORDME (HTY) 065603N 1002317E					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W15					
CHIANG MAI DVOR/DME (CMA)					
▲ 184558N 0985740E	120° / 300°	FL 460 / 6 500 FT	(*)	↓	(*) For width of airways, see ENR 2.1-1.
	23.0 NM	Class A			
MEMAN					
▲ 183452N 0991859E	120° / 300°	7 000 FT			
	15.0 NM				
KABMU					
▲ 182739N 0993247E	120° / 300°				
	26.0 NM				
OTBAD					
▲ 181514N 0995622E	120° / 300°				
	15.0 NM				
PHRAE DVOR/DME (PAE)					
▲ 180803N 1000958E	138° / 318°				
	65.0 NM				
PANKU					
△ 172035N 1005606E	083° / 263°				
	16.0 NM				
BARCE					
▲ 172245N 1011219E	083° / 264°				
	30.0 NM				
LOEI DVOR/DME (LOY)					
▲ 172649N 1014323E	095° / 275°				
	15.0 NM				
SWENI					
▲ 172555N 1015903E	095° / 275°				
	16.0 NM				
ESGIB					
▲ 172458N 1021514E	095° / 275°	FL 460 / 7 500 FT			
	30.0 NM	Class A			
		8 000 FT			
UDON DVOR/DME (UDN)					
▲ 172305N 1024630E	099° / 279°	FL 460 / 6 500 FT			
	30.0 NM	Class A			
GULNO					
▲ 171915N 1031735E	099° / 279°	7 000 FT			
	49.0 NM			↑	
SAKON NAKHON DVOR/DME (SKN)					
▲ 171251N 1040812E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W16					
△ PANKU 172035N 1005606E	126° 306° 74.0 NM	FL 460 6 500 FT Class A	(*)	↓	
▲ CHUM PHAE DVOR/DME (CMP) 163807N 1015920E	103° 283° 27.0 NM	7 000 FT			
▲ ONUVI 163228N 1022655E	103° 283° 20.0 NM			↑	
▲ KHON KAEN DVOR/DME (KKN) 162815N 1024717E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST(COP)	Upper limits / Lower limits or Airspace classification Minimum flight altitude	Lateral limits NM	Direction of cruising levels Odd | Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
W17					
RANONG DVORDME (RAN)					
094641N 0983501E	140° / 320°	FL 460 / 6 500 FT	10	↓	
	26.0 NM	Class A			
TOGIM					
092659N 0985148E	141° / 321°	7 000 FT			
	25.0 NM				
SURAT THANI DVORDME (STN)					
090746N 0990805E	151° / 331°	FL 460 / 7 500 FT			
	27.0 NM	Class A			
EMVEL					
084438N 0992122E	151° / 331°	8 000 FT			
	90.0 NM				
ELREM					
072616N 1000607E	151° / 331°			↑	
	35.0 NM				
HAT YAI DVORDME (HTY)					
065603N 1002317E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification / Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W19					
▲ BANGKOK DVORDME (BKK) 135337N 1003546E	182° / 002° 32.0 NM	FL 460 / 6 500 FT Class A 7 000 FT	(*)	↓	(*) For width of airways, see ENR 2.1-1.
△ POLAK 132106N 1003454E	181° / 001° 33.0 NM				
▲ GUTSO 124820N 1003454E	181° / 001° 48.0 NM				
▲ REGOS 120007N 1003454E	183° / 003° 60.0 NM				
△ DIRAX 110007N 1003248E	183° / 003° 40.0 NM				
▲ TUSPU 101948N 1003108E	183° / 003° 37.0 NM				
▲ UPNEP 094213N 1002936E	162° / 342° 17.0 NM				
▲ ROBDA 092558N 1003511E	162° / 342° 62.0 NM				
▲ IDRUK 082724N 1005513E	162° / 342° 25.0 NM				
△ ADNEP 080344N 1010318E	156° / 336° 75.0 NM				
▲ NUBKA 065434N 1013426E	156° / 336° 25.0 NM			↑	
▲ NARATHIWAT DVORDME (NTW) 063138N 1014442E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST(COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
W20					
▲ CHIANG MAI DVOR/DME (CMA)					
184558N 0985740E	038° 218° 25.0 NM	FL 350 7 500 FT Class A	10	↓	
▲ ADLUS					
190610N 0991320E	038° 218° 33.0 NM	8 000 FT			
▲ NUMDO					
193243N 0993402E	038° 218° 30.0 NM			↑	
▲ CHIANG RAI DVOR/DME (CTR)					
195656N 0995259E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W27					
▲ PHITSANULOK DVOR/DME (PSL) 164613N 1001729E	065° 245° 30.0 NM	FL 460 6 500 FT Class A	(*)	↓	(*) For width of airways, see ENR 2.1-1.
▲ REMER 165935N 1004531E	065° 245° 40.0 NM	7 000 FT			
▲ OMGIV 171709N 1012243E	065° 245° 7.0 NM				
▲ RIBDO 172014N 1012918E	065° 245° 15.0 NM			↑	
▲ LOEI DVOR/DME (LOY) 172649N 1014323E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W28					
▲ SURAT THANI DVORDME (STN) 090746N 0990805E	127° 307° 25.0 NM	FL 460 8 500 FT Class A	10	↓	
▲ SEGRA 085300N 0992831E	127° 307° 35.0 NM	9 000 FT			
▲ NAKHON SI THAMMARAT DVORDME (NKS) 083230N 0995649E	165° 345° 65.0 NM	FL 460 7 500 FT Class A			
▲ ENVON 072933N 1001406E	165° 345° 35.0 NM	8 000 FT		↑	
▲ HAT YAI DVORDME (HTY) 065603N 1002317E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification / Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W32					
▲ REGOS 120007N 1003454E	193° 013° 43.0 NM	FL 460 3 500 FT Class A 4 000 FT	10		Uni-directional northbound from GOKEX to REGOS Conditional Route (CDR) availability: Portion between REGOS-SMU
▲ GOKEX 111815N 1002544E	193° 013° 63.0 NM			↑	
▲ SUPOJ 101642N 1001220E	191° 011° 15.0 NM			↓	CDR1 1. Weekdays, Monday to Friday 1700 - 2300 UTC 2. From Friday 1700 UTC to Sunday 2300 UTC 3. Public Holidays CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaicmac.aerothai.aero
▲ ENRAG 100223N 1000931E	192° 012° 30.0 NM				
▲ SAMUI DVOR/DME (SMU) 093249N 1000342E	246° 066° 19.0 NM				
▲ DORNA 092459N 0994614E	246° 066° 16.0 NM				
△ ADLAL 091810N 0993106E	246° 066° 9.0 NM				
▲ VEGNA 091427N 0992251E	246° 066° 16.0 NM				
▲ SURAT THANI DVOR/DME (STN) 090746N 0990805E	189° 009° 19.0 NM	FL 460 7 500 FT Class A 8 000 FT			
▲ TEDOS 084834N 0990507E	189° 009° 6.0 NM				
▲ TAVAT 084257N 0990416E	189° 009° 12.0 NM				
▲ NULMA 083118N 0990228E	189° 009° 3.0 NM				
▲ LUXIR 082819N 0990200E	189° 009° 7.0 NM				
▲ SARER 082127N 0990057E	189° 009° 15.0 NM			↑	
▲ KRABI DVOR/DME (KBI) 080627N 0985839E	133° 313° 28.0 NM			↓	
▲ TUNRA 074737N 0991905E	133° 313° 25.0 NM			↑	
▲ TRANG DVOR/DME (TRN) 073032N 0993734E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W33					
PHUKET DVOR/DME (PUT)					
▲ 080650N 0981825E	069° / 249°	FL 460 / 9 500 FT	10	↓	Conditional Route (CDR) availability: Portion between PUT-SMU CDR1 1. Weekdays, Monday to Friday 1700 - 2300 UTC 2. From Friday 1700 UTC to Sunday 2300 UTC 3. Public Holidays CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaicmac.aerothai.aero
ONETI	30.0 NM	Class A			
▲ 081757N 0984633E	069° / 249°	10 000 FT			
RECNO	45.0 NM				
▲ 083425N 0992825E	031° / 211°	FL 460 / 6 500 FT			
MESEM	38.0 NM	Class A			
▲ 090719N 0994816E	032° / 212°	7 000 FT			
SAMUI DVOR/DME (SMU)	30.0 NM				
▲ 093249N 1000342E	071° / 251°				
VININ	15.0 NM				
△ 093754N 1001740E	070° / 250°				
UPNEP	13.0 NM				
▲ 094213N 1002936E	046° / 226°				
MABKO	8.0 NM				
▲ 094809N 1003543E	046° / 226°				
SURIX	103.0 NM				
▲ 105959N 1015015E	021° / 201°				
TRAT NDB (TRT)	81.0 NM				
▲ 121628N 1021850E	310° / 130°			↑	
RAYONG DVOR/DME (RYN)	48.0 NM				
▲ 124643N 1014035E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W34					
▲ MENEX 110831N 0994543E	223° 043°	FL 460 6 500 FT	10	↓	
▲ CHUM PHON DVOR/DME (CPN) 104240N 0992156E	35.0 NM 220° 040°	Class A 7 000 FT			
▲ RANONG DVOR/DME (RAN) 094641N 0983501E	72.0 NM 190° 010°				
▲ IGEVI 083640N 0982320E	71.0 NM 190° 010°			↑	
▲ PHUKET DVOR/DME (PUT) 080650N 0981825E	30.0 NM				
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST(COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
W35					
UPNEP					
▲ 094213N 1002936E	206° 026°	FL 460 7 500 FT	10	↓	Conditional Route (CDR) availability: Portion between UPNEP-NKS CDR1 1. Weekdays, Monday to Friday 1700 - 2300 UTC 2. From Friday 1700 UTC to Sunday 2300 UTC 3. Public Holidays CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaicmac.aerothai.aero
PINUN	15.0 NM	Class A			
▲ 092825N 1002306E	205° 025°	8 000 FT			
PAGLU	14.0 NM				
▲ 091549N 1001709E	206° 026°				
NAKHON SI THAMMARAT DVOR/DME (NKS)	48.0 NM				
▲ 083230N 0995649E	198° 018°			↑	
TRANG DVOR/DME (TRN)	65.0 NM				
▲ 073032N 0993734E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST(COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W42					
▲ MENEX 110831N 0994543E	044° 224° 28.0 NM	FL 460 FL 155 Class A FL 160	20	↓	
▲ EGUBO 112838N 1000450E	044° 224° 14.0 NM				
▲ UPVIL 113836N 1001421E	044° 224° 18.0 NM				
▲ SURMA 115122N 1002633E	044° 224° 12.0 NM				
▲ REGOS 120007N 1003454E	055° 235° 5.0 NM				
▲ ASEKU 120306N 1003905E	055° 235° 32.0 NM	FL 460 FL 285 Class A FL 290			
▲ PIDEL 122143N 1010514E	055° 235° 25.0 NM				
▲ ALEMI 123626N 1012600E	055° 235° 18.0 NM				
▲ RAYONG DVOR/DME (RYN) 124643N 1014035E	031° 211° 14.0 NM	FL 460 FL 125 Class A FL 130			
▲ RUPTA 125839N 1014733E	030° 210° 5.0 NM	FL 460 FL 155 Class A FL 160			
▲ NUGPA 130254N 1014959E	030° 210° 13.0 NM				
▲ BERLU 131350N 1015620E	030° 210° 35.0 NM	FL 460 FL 205 Class A FL 210			
▲ DULEM 134416N 1021400E	030° 210° 9.0 NM				
▲ ANREN 135212N 1021838E	030° 210° 35.0 NM				
▲ XIKMA 142236N 1023626E	031° 211° 18.0 NM				
▲ TOPER 143808N 1024538E	031° 211° 16.0 NM				
▲ PAKRI 145202N 1025409E	032° 212° 12.0 NM	FL 460 6 500 FT Class A 7 000 FT		↑	
▲ RAMEI 150240N 1030040E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST(COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
W43					
▲ CHUM PHAE DVOR/DME (CMP) 163807N 1015920E	099° 279° 142.0 NM	FL 460 6 500 FT Class A 7 000 FT	20	↓ ↑	
▲ OKENA 161608N 1042533E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type)* Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
W44					
▲ NARATHIWAT DVOR/DME (NTW) 063138N 1014442E	219° 039° 25.0 NM	FL 460 8 500 FT Class A 9 000 FT	10	↓	
▲ ERVES 061208N 1012853E	219° 039° 32.0 NM			↑	
▲ BETONG DVOR/DME (BET) 054708N 1010839E					

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W94					
NAKHON SI THAMMARAT DVOR/DME (NKS)					
▲ 083230N 0995649E	061° / 241° 35.0 NM	FL 460 / 4 500 FT Class A	10	↓ ↑	
GUPMO		5 000 FT			
▲ 085012N 1002750E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
W99					
SAMUI DVOR/DME (SMU)					
▲ 093249N 1000342E	031° / 211° 30.0 NM	FL 460 / 4 500 FT Class A	10	↓	Uni-directional northbound route
OLBAG					
▲ 095849N 1001852E	030° / 210° 2.0 NM	5 000 FT			
APUSA					
△ 100057N 1002007E	031° / 211° 8.0 NM	FL 460 / 6 500 FT Class A			
DONSI					
▲ 100738N 1002401E	031° / 211° 14.0 NM	7 000 FT			
TUSPU					
▲ 101948N 1003108E					
For flight planning procedure, see ENR 1.10.					

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Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
L515 **(RNAV 2)** **[GNSS]**					
IKULA					
100007N 0972114E	154° 334° 66.0 NM	FL 460 10 500 FT Class A 11 000 FT/FL 110		↓	
MUDMA					
090050N 0975115E	154° 334° 30.0 NM	FL 460 6 500 FT Class A 7 000 FT			
UPSAB					
083348N 0980452E	154° 334° 30.0 NM			↑	
PHUKET DVOR/DME (PUT)					
080650N 0981825E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
L524 **(RNAV 2)** **[GNSS]**					
BANGKOK DVOR/DME (BKK) ▲ 135337N 1003546E	286° 106° 66.0 NM	FL 460 9 500 FT Class A 10 000 FT			
IBETO ▲ 141036N 0992946E	285° 105° 31.0 NM				
MIGAR ▲ 141823N 0985907E	285° 105° 26.0 NM			↑	
NURDA ▲ 142451N 0983322E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
L645 **(RNAV 2)** **[GNSS]**					
PHUKET DVORDME (PUT) 080650N 0981825E	268° 088° 30.0 NM	FL 460 6 500 FT Class A		↓	
UBNEN 080520N 0974812E	268° 088° 15.0 NM	7 000 FT		↑	
SAPAM 080434N 0973300E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
L759 **(RNAV 2)** **[GNSS]**					
PHUKET DVOR/DME (PUT)					
▲ 080650N 0981825E	318° 138° 30.0 NM	FL 460 6 500 FT Class A		↓	
SATVA					
▲ 082902N 0975756E	318° 138° 30.0 NM	7 000 FT			
ANPAN					
▲ 085116N 0973720E	318° 138° 93.0 NM	FL 460 10 500 FT Class A 11 000 FT/FL 110		↑	
TAVUN					
▲ 100000N 0963312E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
L877 **(RNAV 2)** **[GNSS]**					
MIGAR ▲ 141823N 0985907E	256° 075° 15.0 NM	FL 460 9 500 FT Class A 10 000 FT		↑	Available for aircraft destination VTBD or VTBS only
PUMOR ▲ 141420N 0984348E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type)* Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper limits / Lower limits Airspace Classification	Lateral limits NM	Direction of cruising levels Odd | Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
L880 **(RNAV 2)** **[GNSS]**					
BANGKOK DVOR/DME (BKK)					
▲ 135337N 1003546E	092° / 272° 51.0 NM	FL 460 / 10 500 FT Class A		↓	
ANKOS		11 000 FT			
▲ 135300N 1012742E	092° / 272° 22.0 NM	FL 460 / FL 145 Class A			
DOSBU					
▲ 135240N 1015002E	092° / 272° 28.0 NM	FL 150			
ANREN					
▲ 135212N 1021838E	092° / 272° 27.0 NM				
OMURO					
▲ 135143N 1024559E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
M502 **(RNAV 2)** **[GNSS]**					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	260° 080° 49.0 NM	FL 460 10 000 FT Class A		↓	Conditional Route (CDR) availability: CDR1 1. Weekdays, Monday to Friday 1500 -2300 UTC 2. From Friday 1500 UTC to Sunday 2300 UTC 3. Public Holidays CDR2 Not applicable
▲ BONVO 134410N 0994607E	259° 079° 36.0 NM	11 000 FT/FL 110			
▲ AKATO 133716N 0991019E				↑	Route segment between AKATO and BKK available for overfly BKK (Bi-directional) and departing from VTBD or VTBS (Westbound)

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
M626 **(RNAV 2)** **[GNSS]**					
EKAVO ▲ 113737N 0993025E	153° 333° 33.0 NM	FL 460 9 500 FT Class A		↓	
MENEX ▲ 110831N 0994543E	154° 334° 17.0 NM	10 000 FT			
NONEL ▲ 105301N 0995337E	154° 334° 58.0 NM				
APUSA △ 100057N 1002007E	154° 334° 8.0 NM				
SORTO ▲ 095353N 1002342E	154° 334° 13.0 NM				
UPNEP ▲ 094213N 1002936E	153° 333° 12.0 NM				
VALSI ▲ 093108N 1003518E	153° 333° 63.0 NM				
SUPIN △ 083435N 1010419E	153° 333° 61.0 NM			↑	
IKOGA ▲ 073935N 1013235E	153° 333° 94.0 NM			↑	Uni-directional northbound, portion between KADAX-IKOGA For continuation, see AIP Malaysia
KADAX ▲ 061602N 1021542E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type)* Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper limits / Lower limits Airspace Classification	Lateral limits NM	Direction of cruising levels Odd | Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
M633 (RNAV 2) [GNSS]					
▲ TANEK					
140306N 0985819E	100° / 281°	FL 460 / FL 255			
	104.0 NM	Class A			
▲ MUBUS		FL 260			
134530N 1004342E	091° / 271°	FL 460 / 10 500 FT			
▲ UGIPA	8.0 NM	Class A			
134524N 1005221E	091° / 272°	11 000 FT			
▲ OLTUM	56.0 NM				
134439N 1014956E	092° / 272°	FL 460 / FL 145			
▲ DULEM	23.0 NM	Class A			
134416N 1021400E	092° / 272°	FL 150		↑	
▲ TUPGO	25.0 NM				
134349N 1023918E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
M644 **(RNAV 2)** **[GNSS]**					
▲ RAYONG DVORDME (RYN) 124643N 1014035E	176° 356° 121.0 NM	FL 460 FL 285 Class A		↓	
▲ ALUMO 104554N 1015123E	175° 355° 88.0 NM	FL 290		↑	
△ TONIK 091736N 1015907E	175° 355° 76.0 NM				Uni-directional northbound route portion between TONIK - ABTOK
△ DUGON 080125N 1020549E	174° 354° 103.0 NM			↑	
▲ ABTOK 061818N 1021744E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
M904 **(RNAV 2)** **[GNSS]**					Uni-directional southbound route, portion between BKK - TONIK
▲ BANGKOK DVORDME (BKK) 135337N 1003546E	163° 343° 49.0 NM	FL 460 6 500 FT Class A		↓	Between BKK and BUT, aircraft shall keep within the lateral limit for the route and close to the centreline as much as possible to avoid entering VT P7. When VT D71 is activated, M904 is not available for flight planning.
▲ KIGOB 130646N 1005106E	163° 343° 28.0 NM	7 000 FT			
▲ U-TAPAO DVORDME (BUT) 124000N 1010002E	165° 345° 19.0 NM	FL 460 FL 145 Class A FL 150			
▲ PIDEL 122143N 1010514E	164° 344° 17.0 NM	FL 460 FL 245 Class A			
△ DIPUN 120457N 1011011E	164° 344° 93.0 NM	FL 250			
△ SIRAT 103450N 1013640E	164° 344° 80.0 NM				
△ TONIK 091736N 1015907E	161° 341° 153.0 NM			↓ ↑	
▲ TIDAR 065230N 1025000E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits Airspace Classification 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
N506 **(RNAV 2)** **[GNSS]**					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	118° / 298° 18.0 NM	FL 460 / 7 500 FT Class A		↓	Uni-directional eastbound route
▲ UGIPA 134524N 1005221E	118° / 298° 32.0 NM	8 000 FT			
▲ GORSI 133055N 1012128E	118° / 298° 15.0 NM				
▲ GOMES 132406N 1013506E	117° / 297° 23.0 NM				
▲ BERLU 131350N 1015620E	117° / 297° 36.0 NM	FL 460 / FL 155 Class A			
▲ BOKAK 125736N 1022947E		FL160			
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
N891 **(RNAV 2)** **[GNSS]**					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	137° 317° 49.0 NM	FL 460 7 000 FT Class A		↓	
▲ DOLNI 131740N 1011048E	137° 317° 42.0 NM	8 000 FT			
▲ RAYONG DVORDME (RYN) 124643N 1014035E	163° 343° 108.0 NM	FL 460 FL 160 Class A			
△ ANOBO 110323N 1021442E	163° 343° 38.0 NM	FL 170		↑	
▲ BENSA 102631N 1022630E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
P627 **(RNAV 2)** **[GNSS]**					
PHUKET DVOR/DME (PUT) 080650N 0981825E	240° 060° 30.0 NM	FL 460 6 500 FT Class A		↓	
ANPUB 075141N 0975216E	240° 060° 11.0 NM	7 000 FT		↑	
RUSET 074616N 0974257E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y3 **(RNAV 2)** **[GNSS]**					
▲ MENEX 110831N 0994543E	180° 000°	FL 460 7 000 FT		↓	Uni-directional southbound route Conditional Route (CDR) availability: CDR1 Not applicable CDR2 1. Available when VTD58 is activated 2. Availability shall be notified by NOTAM or Airspace use plan (AUP) published in www.thaicmac.aerothai.aero Aircraft shall keep within the lateral limit 5 NM either side of the route and close to the centreline as much as possible to avoid entering VTD58
▲ DORNA 092459N 0994614E	103.0 NM 229° 049°	Class A 8 000 FT			
▲ TEDOS 084834N 0990507E	55.0 NM 229° 049°				
▲ MONBU 082659N 0984056E	32.0 NM 229° 049°				
▲ PHUKET DVOR/DME (PUT) 080650N 0981825E	30.0 NM				

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y4 **(RNAV 2)** **[GNSS]**					
NONEL					
▲ 105301N 0995337E	174° / 354°	FL 460 / 7 000 FT			Uni-directional northbound route Conditional Route (CDR) availability: CDR1 Not applicable CDR2 1. Available when VTD58 is activated 2. Availability shall be notified by NOTAM or Airspace use plan (AUP) published in www.thaicmac.aerothai.aero Aircraft shall keep within the lateral limit 5 NM either side of the route and close to the centreline as much as possible to avoid entering VTD58
SAMUI DVOR/DME (SMU)	80.0 NM	Class A			
▲ 093249N 1000342E	211° / 031°	8 000 FT			
MESEM	30.0 NM				
▲ 090719N 0994816E	211° / 031°				
RECNO	38.0 NM				
▲ 083425N 0992825E	227° / 047°				
BITEN	11.0 NM				
▲ 082659N 0992029E	227° / 047°				
OSPEX	10.0 NM				
▲ 082015N 0991319E	227° / 047°			↑	
KRABI DVOR/DME (KBI)	20.0 NM				
▲ 080627N 0985839E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y5 **(RNAV 2)** **[GNSS]**					
▲ PHUKET DVOR/DME (PUT) 080650N 0981825E	010° 190° 30.0 NM	FL 460 6 500 FT Class A		↓	Uni-directional northbound route Conditional Route (CDR) availability: CDR1 1. Weekdays, Monday to Friday 1700 - 2259 UTC 2. From Friday 1700 UTC to Sunday 2259 UTC 3. Public Holidays CDR2 Other Periods, Availability shall be notified by NOTAM or Airspace use plan (AUP) published in www.thaicmac.aerothai.aero
▲ IGEVI 083640N 0982320E	024° 204° 31.0 NM	7 000 FT			
△ ANDAX 090441N 0983545E	024° 204° 32.0 NM	FL 460 12 500 FT/FL 125 Class A			
▲ NOMEK 093404N 0984835E	026° 206° 76.0 NM	13 000 FT/FL 130			
▲ CHUM PHON DVOR/DME (CPN) 104240N 0992156E	043° 223° 35.0 NM				
▲ MENEX 110831N 0994543E	044° 224° 28.0 NM				
▲ EGUBO 112838N 1000450E	044° 224° 14.0 NM				
▲ UPVIL 113836N 1001421E	044° 224° 18.0 NM				
▲ SURMA 115122N 1002633E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y7 **(RNAV 2)** **[GNSS]**					
CHIANG MAI DVOR/ DME (CMA)					
▲ 184558N 0985740E	148° / 328°	FL 460 / 6 500 FT		↓	Uni-directional southbound route
PANTA	38.0 NM	Class A			
▲ 181351N 0991917E	163° / 343°	7 000 FT			
KEXIL	33.0 NM				
△ 174204N 0992954E	163° / 343°				
IGPOP	54.0 NM				
△ 165002N 0994708E	163° / 343°				
PAKMO	31.0 NM				
▲ 162013N 0995656E	163° / 343°	FL 460 / 12 500 FT/FL 125			
	67.0 NM	Class A			
TAKHLI NDB (TL)		13 000 FT/FL 130			
▲ 151633N 1001751E	169° / 349°	FL 460 / 6 500 FT			
	84.0 NM	Class A			
BANGKOK DVOR/ DME (BKK)		7 000 FT			
▲ 135337N 1003546E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y8 **(RNAV 2)** **[GNSS]**					
BANGKOK DVORDME (BKK)					Uni-directional southbound route
▲ 135337N 1003546E	197° 017° 44.0 NM	FL 460 12 500 FT/ FL 125 Class A		↓	
MOTNA ▲ 131110N 1002306E	226° 046° 16.0 NM	13 000 FT/FL 130			
SABIS ▲ 125959N 1001125E	226° 046° 35.0 NM				
VANKO ▲ 123511N 0994538E	180° 000° 51.0 NM				
BUXEL ▲ 114342N 0994540E	180° 000° 35.0 NM				
MENEX ▲ 110831N 0994543E	198° 018° 101.0 NM	FL 460 7 500 FT Class A			
IKERA ▲ 093146N 0991532E	198° 018° 25.0 NM	8 000 FT			
SURAT THANI DVORDME (STN) ▲ 090746N 0990805E	220° 040° 25.0 NM	FL 460 6 500 FT Class A		↓	Northbound direction between PUT and STN is available for flight departing VTSP and arriving VTSB only
LAMUL ▲ 084818N 0985208E	219° 039° 23.0 NM	7 000 FT			
SAVSA ▲ 083016N 0983729E	220° 040° 30.0 NM			↑	
PHUKET DVORDME (PUT) ▲ 080650N 0981825E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
Y9 **(RNAV 2)** **[GNSS]**					
▲ DANDO 073054N 1002024E	176° 356° 35.0 NM	FL 460 6 500 FT Class A 7 000 FT		↑	Uni-directional northbound route
▲ HAT YAI DVOR/DME (HTY) 065603N 1002317E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
Y10 **(RNAV 2)** **[GNSS]**					
▲ OBLEX 072948N 1003228E	196° 015° 35.0 NM	FL 460 6 500 FT Class A 7 000 FT		↓	Uni-directional southbound route
▲ HAT YAI DVOR/DME (HTY) 065603N 1002317E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y11 **(RNAV 2)** **[GNSS]**					Uni-directional southbound route
▲ KIGOB 130646N 1005106E	163° 343° 28.0 NM	FL 460 FL 155 Class A		↓	When VTD71 is activated, Y11 is not available for flight planning. Between KIGOB and BUT, aircraft shall fly on the centerline of the route as much as possible to avoid entering VTP7.
▲ U-TAPAO DVORDME (BUT) 124000N 1010002E	165° 345° 19.0 NM	FL 160			
▲ PIDEL 122143N 1010514E	181° 001° 43.0 NM				
△ NOMEP 113830N 1010454E	170° 350° 78.0 NM	FL 460 FL 245 Class A			
▲ ANBUX 102137N 1011908E	170° 350° 84.0 NM	FL 250			
▲ OSROG 085820N 1013431E	170° 350° 57.0 NM				
▲ TIKAL 080220N 1014448E	170° 350° 108.0 NM				
▲ PASVA 061529N 1020431E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type) Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels: Odd | Even 5	Remarks Controlling unit Frequency 6
Y16 **(RNAV 2)** **[GNSS]**					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E	079° / 259° 51.0 NM	FL 460 / 7 500 FT Class A		↓	Uni-directional eastbound route
▲ UPKUP 140353N 1012655E	078° / 258° 31.0 NM	8 000 FT			
▲ LIPLI 141028N 1015756E	073° / 253° 39.0 NM	FL 460 / FL 205 Class A			
▲ XIKMA 142236N 1023626E	070° / 251° 73.0 NM	FL 210			
▲ PEKBA 144808N 1034733E	071° / 252° 111.0 NM				
▲ BUTRA 152506N 1053546E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type) Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
Y17 **(RNAV 2)** **[GNSS]**					
▲ SAMUI DVORDME (SMU) 093249N 1000342E	031° 211° 30.0 NM	FL 460 4 500 FT Class A		↓	Uni-directional northbound route
▲ OLBAG 095849N 1001852E	030° 210° 2.0 NM	5 000 FT			
△ APUSA 100057N 1002007E	031° 211° 8.0 NM				
▲ DONSI 100738N 1002401E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits Airspace Classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y18 **(RNAV 2)** **[GNSS]**					
▲ HAT YAI DVORDME (HTY) 065603N 1002317E	125° / 305° 22.0 NM	FL 460 / 6 500 FT Class A		↓	ConditionalRoute (CDR) availability; CDR1 1. Weekdays, Monday to Friday 1100-2300 UTC 2. From Friday 1100 UTC to Sunday 2300 UTC 3. Public Holidays CDR2 Other period, Availability shall be notified by NOTAM or Airspace use plan (AUP) in www.thaicmac.aerothai.aero
▲ KENNE 064340N 1004132E	124° / 304° 36.0 NM	7 000 FT			
▲ TONUV 062319N 1011127E	124° / 304° 10.0 NM				
▲ PETAC 061740N 1011945E	200° / 020° 32.0 NM			↑	
▲ BETONG DVORDME (BET) 054708N 1010839E					

Route designator (RNP type)* Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits Airspace Classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
Y19 **(RNAV 2)** **[GNSS]**					
▲ PATTANI NDB (PT) 064718N 1010853E	160° 340° 21.0 NM	FL 460 6 500 FT Class A 7 000 FT		↓	Conditional Route (CDR)availability; CDR1 1. Weekdays, Monday to Friday 1100-2300 UTC 2. From Friday 1100 UTC to Sunday 2300 UTC 3. Public Holidays CDR2 Other period, Availability shall be notified by NOTAM or Airspace use plan (AUP) in www.thaicmac.aerothai.aero
▲ LERNI 062706N 1011618E	160° 340° 10.0 NM				
▲ PETAC 061740N 1011945E	200° 020° 32.0 NM			↑	
▲ BETONG DVOR/DME (BET) 054708N 1010839E					

Route designator (RNP type)* Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper limits / Lower limits Airspace Classification	Lateral limits NM	Direction of cruising levels Odd | Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
Y20 **(RNAV 2)** **[GNSS]**					
▲ BANGKOK DVORDME (BKK) 135337N 1003546E	044° / 224°	FL 460 / 6 500 FT		↓	
▲ MALKI 143111N 1011153E	51.0 NM 067° / 247°	Class A 7 000 FT			
▲ UBLOD 143715N 1012612E	15.0 NM 067° / 247°	FL 460 / 12 500 FT / FL 125			
▲ KHORAT DVORDME (KRT) 145502N 1020823E	45.0 NM 082° / 262°	Class A 13 000 FT/ FL130			
▲ RAMEI 150240N 1030040E	51.0 NM 082° / 262°	FL 460 / 6 500 FT			
▲ RAMBU 150554N 1032319E	22.0 NM 082° / 262°	Class A 7 000 FT			
▲ GRASO 150917N 1034714E	23.0 NM 086° / 266°				
▲ ASABO 151209N 1042102E	33.0 NM 086° / 266°			↑	
▲ UBON DVORDME (UBL) 151443N 1045157E	30.0 NM				
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits or Airspace classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y21 **(RNAV 2)** **[GNSS]**					
UDON DVORDME (UDN)					
▲ 172305N 1024630E	144° / 324°	FL 460 / 6 500 FT		↓	
POVEX	30.0 NM	Class A			
▲ 165905N 1030530E	144° / 324°	7 000 FT			
DOTUS	35.0 NM				
▲ 163103N 1032732E	144° / 324°				
ROI-ET DVORDME (ROT)	30.0 NM				
▲ 160701N 1034620E	131° / 311°				
ENTEK	30.0 NM				
▲ 154755N 1041024E	131° / 311°				
ENLEP	22.0 NM				
▲ 153353N 1042800E	131° / 311°			↑	
UBON DVORDME (UBL)	30.0 NM				
▲ 151443N 1045157E					

For flight planning procedure, see ENR 1.10.

Route designator (RNP type)* Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper limits / Lower limits or Airspace classification Minimum flight altitude	Lateral limits NM	Direction of cruising levels Odd | Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
Y22 **(RNAV 2)** **[GNSS]**					
UDON DVORDME (UDN) ▲ 172305N 1024630E	180° 000° 25.0 NM	FL 460 10 500 FT Class A		↓	
ANPUS ▲ 165800N 1024651E	180° 000° 5.0 NM	11 000 FT			
ALGIT ▲ 165300N 1024655E	180° 000° 25.0 NM				
KHON KAEN DVORDME (KKN) ▲ 162815N 1024717E	112° 292° 31.0 NM	FL 460 6 500 FT Class A			
SEDNO ▲ 161733N 1031707E	112° 292° 30.0 NM	7 000 FT			
ROI-ET DVORDME (ROT) ▲ 160701N 1034620E	131° 311° 30.0 NM				
ENTEK ▲ 154755N 1041024E	131° 311° 22.0 NM				
ENLEP ▲ 153353N 1042800E	131° 311° 30.0 NM			↑	
UBON DVORDME (UBL) ▲ 151443N 1045157E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type)* Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits or Airspace classification Minimum flight altitude **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
Y23 **(RNAV 2)** **[GNSS]**					
KHORAT DVOR/DME (KRT) 145502N 1020823E	023° 203° 70.0 NM	FL 460 6 500 FT Class A		↓	
EMRUT 160020N 1023533E	023° 203° 30.0 NM	7 000 FT			
KHON KAEN DVOR/DME (KKN) 162815N 1024717E	061° 241° 24.0 NM				
AKRET 164016N 1030856E	061° 242° 65.0 NM				
SAKON NAKHON DVOR/DME (SKN) 171251N 1040812E	071° 252° 31.0 NM			↑	
NAKHON PHANOM DVOR/DME (NKP) 172318N 1043818E					
For flight planning procedure, see ENR 1.10.					

Route designator (RNP type)* Name of significant points Coordinates **1**	Track MAG (GEO) VOR RDL DIST (COP) **2**	Upper limits Lower limits Airspace Classification **3**	Lateral limits NM **4**	Direction of cruising levels Odd | Even **5**	Remarks Controlling unit Frequency **6**
Y24 **(RNAV 2)**					
IKOGA 073935N 1013235E	160° 340° 90.0 NM	FL 460 FL 245 Class A	10	↓	Uni-direction southbound route
PASVA 061529N 1020431E					

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits Airspace Classification 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y27 **(RNAV 2)** **GNSS**					
BANGKOK DVOR/DME (BKK)					
▲ 135337N 1003546E	344° / 164°	FL 460 / 12 500 FT/FL 125		↓	Uni-directional northbound route
RIVDU	51.0 NM	Class A			
▲ 144236N 1002019E	343° / 163°	13 000 FT/FL 130			
UGUVO	27.0 NM				
▲ 150835N 1001141E	343° / 163°				
OVLEN	52.0 NM				
▲ 155804N 0995509E	005° / 185°				
PAKMO	22.0 NM				
▲ 162013N 0995656E	008° / 188°	FL 460 / 6 500 FT			
PIBAN	3.0 NM	Class A			
▲ 162314N 0995718E	008° / 188°	7 000 FT			
POLOB	50.0 NM				
▲ 171309N 1000328E	001° / 181°				
IBUBU	38.0 NM				
▲ 175128N 1000336E	001° / 181°				
IKISU	56.0 NM				
△ 184739N 1000349E	011° / 191°			↓	
DUBEN	45.0 NM				
▲ 193249N 1001207E	014° / 194°			↓ ↑	
PONUK	47.0 NM				
▲ 201858N 1002306E					

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits Airspace Classification 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y28 **(RNAV 2)** **GNSS**					
▲ DUBEN 193249N 1001207E	179° / 359° 45.0 NM	FL 460 / 8 500 FT Class A		↓	Uni-directional southbound route
△ CRIST 184752N 1001334E	179° / 359° 121.0 NM	9 000 FT		↓	
PHITSANULOK DVOR/DME (PSL) ▲ 164613N 1001729E	181° / 001° 30.0 NM	FL 460 / 6 500 FT Class A			
▲ PEBLI 161606N 1001736E	181° / 001° 59.0 NM	7 000 FT			
▲ TAKHLI NDB (TL) 151633N 1001751E	169° / 349° 84.0 NM				
BANGKOK DVOR/DME (BKK) ▲ 135337N 1003546E					

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits / Lower limits Airspace Classification Minimum flight altitude 3	Lateral limits NM 4	Direction of cruising levels Odd | Even 5	Remarks Controlling unit Frequency 6
Y99 **(RNAV 2)** **[GNSS]**					
▲ PHUKET DVOR/DME (PUT) 080650N 0981825E	092° / 272°	FL 460 / 6 500 FT Class A 7 000 FT		↓	Uni-directional northbound route
30.0 NM					
▲ EMRIT 080621N 0984840E	090° / 270°				
10.0 NM					
▲ KRABI DVORDME (KBI) 080627N 0985839E	047° / 227°	FL 460 / 7 500 FT Class A 8 000 FT			
20.0 NM					
▲ OSPEX 082015N 0991319E	047° / 227°				
10.0 NM					
▲ BITEN 082659N 0992029E	003° / 183°				
18.0 NM					
▲ EMVEL 084438N 0992122E	003° / 183°				
19.0 NM					
▲ AKVUG 090349N 0992219E	003° / 183°				
11.0 NM					
▲ VEGNA 091427N 0992251E	018° / 198°				
11.0 NM					
▲ NIXET 092517N 0992613E	018° / 198°				
91.0 NM					
▲ NONEL 105301N 0995337E	018° / 198°				
37.0 NM					
▲ EGUBO 112838N 1000450E	010° / 190°				
21.0 NM					
▲ EMTIX 114931N 1000814E	010° / 190°				
71.0 NM					
▲ HOTEL 130006N 1001948E	017° / 197°				
12.0 NM					
▲ MOTNA 131110N 1002306E	017° / 197°				
44.0 NM					
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E					

For flight planning procedure, see ENR 1.10.

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ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
BANGKOK DVOR/DME	BKK	117.7 MHz (CH 124X)	H24	135336.8N 1003546.3E	16.58 M	DVOR/DME restriction due to obstacles surround DVOR/DME station, coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: – Radial 321°-030° altitude should not below 2 500 FT – Radial 031°-060° altitude should not below 4 000 FT – Radial 061°-120° altitude should not below 3 000 FT – Radial 121°-320° altitude should not below 4 000 FT
BETONG DVOR/DME	BET	113.1 MHz (CH 78X)	H24	054707.7N 1010838.7E		DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitude and distance in various areas as follows: – Radial 350°-020° altitude should not below 8 000 FT – Radial 021°-040° altitude should not below 6 500 FT – Radial 041°-060° altitude should not below 9 000 FT – Radial 061°-075° altitude should not below 15 000 FT – Radial 076°-349° unable to check due to border limit
BURI RAM DVOR/DME	BRM	117.2 MHz (CH 119X)	H24	151422.4N 1031531.6E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 091°-140° altitude should not below 3 500 FT – Radial 141°-240° altitude should not below 5 000 FT – Radial 241°-280° altitude should not below 4 000 FT – Radial 281°-090° altitude should not below 2 500 FT
CHIANG MAI DVOR/DME	CMA	116.9 MHz (CH 116X)	H24	184558.1N 0985740.4E	318 M	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal at required altitudes in various areas as follows: 1. 40 NM Orbit – Radial 350º-080º altitude should not below 8 000 FT – Radial 081º-180º altitude should not below 7 000 FT – Radial 181º-240º altitude should not below 9 000 FT 2. 20 NM Orbit (Due to mountainous terrain) – Radial 241º-349º altitude should not below 12 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
CHIANG RAI DVOR/DME	CTR	116.5MHZ (CH 112X)	H24	195655.9N 0995259.3E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at the required altitude in various areas as follows: 1. 40 NM – Radial 141º-180º altitude should not below 5 000 FT – Radial 181º-210º altitude should not below 7 500 FT – Radial 211º-255º altitude should not below 9 000 FT – Radial 256º-265º altitude should not below 10 000 FT – Radial 266º-270º altitude should not below 9 000 FT 2. 20 NM (Due to border limited) – Radial 271º-340º altitude should not below 6 500 FT – Radial 341º-140º altitude should not below 5 000 FT
CHUM PHAE DVOR/DME	CMP	112.9MHZ (CH 76X)		163807N 1015920E	-	DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, during radial check found roughness and bends out of tolerance, DVOR/DME unusable on radial as follows: – Radial 102° distance between 9.5-10.5 DME at altitude 4 500 FT – Radial 223º distance between 11.0-12.0 DME at altitude 5 000 FT – Radial 273º distance between 13.0-14.0 DME at altitude 6 000 FT – Radial 343º distance between 6.0-8.5 DME at altitude 5 500 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes and distances in various areas as follows: – Radial 001º-010º altitude should not below 5 500 FT – Radial 011º-080º altitude should not below 4 500 FT – Radial 081º-105º altitude should not below 7 000 FT – Radial 106º-120º altitude should not below 6 000 FT – Radial 121º-190º altitude should not below 5 000 FT – Radial 191º-230º altitude should not below 6 000 FT – Radial 231º-260º altitude should not below 8 000 FT – Radial 261º-310º altitude should not below 7 000 FT – Radial 311º-330º altitude should not below 8 000 FT – Radial 331º-350º altitude should not below 5 500 FT – Radial 351º-360º altitude should not below 6 500 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
CHUM PHON DVOR/DME	CPN	110MHz (CH 37X)	H24	104240.3N 0992156.1E	5.50 M (18 FT)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit at the required altitude and distance in various areas as follows: 1. 40 NM – Radial 011°-020° altitude should not below 5 000 FT – Radial 021°-050° altitude should not below 4 000 FT – Radial 051°-100° altitude should not below 2 000 FT – Radial 101°-110° altitude should not below 4 000 FT – Radial 111°-190° altitude should not below 2 000 FT – Radial 191°-225° altitude should not below 4 000 FT – Radial 226°-230° altitude should not below 6 000 FT 2. 30 NM (Due to border limited) – Radial 231°-270° altitude should not below 5 000 FT 3. 20 NM (Due to border limited) – Radial 271°-010° altitude should not below 5 000 FT
HAT YAI DVOR/DME	HTY	115.3MHz (CH 100X)	H24	065602.8N 1002316.6E	37.3 M	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 171º- 240º at 10 NM ALT should not below 5 000 FT – Radial 131º- 170º at 20 NM ALT should not below 4 000 FT – Radial 031º-130º at 40 NM ALT should not below 5 000 FT – Radial 241º- 270º at 40 NM ALT should not below 7 000 FT – Radial 271º- 300º at 40 NM ALT should not below 10 000 FT – Radial 301º- 330º at 40 NM ALT should not below 6 000 FT – Radial 331º- 030º at 40 NM ALT should not below 3 000 FT
HUA HIN DVOR/DME	HHN	113.3MHz (CH 80X)	H24	123803.9N 0995704.2E	-	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: 1. 40 NM clockwise orbit – Radial 001°-170° altitude should not below 3 000 FT – Radial 171°-210° altitude should not below 7 000 FT – Radial 301°-340° altitude should not below 10 000 FT – Radial 340°-360° altitude should not below 3 000 FT 2. 30 NM clockwise orbit (Due to border limited) – Radial 211°- 300° altitude should not below 10 000 FT 3. Radial 341° distance 10.3 DME at altitude 4 000 FT found roughness out of tolerance

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
KAMPHAENG SAEN DVOR/DME	KPS	114.5 MHz (CH 92X)	2300-1100	140956N 0995715E	-	
KHON KAEN DVOR/DME	KKN	114.9 MHz (CH 96X)	H24	162815.3N 1024716.8E	-	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 001°-080° altitude should not below 2 500 FT – Radial 081°-220° altitude should not below 2 000 FT – Radial 221°-360° altitude should not below 3 500 FT
KHORAT DVOR/DME	KRT	113.7 MHz (CH 84X)	H24	145502.3N 1020823.3E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 081°-280° altitude should not below 5 000 FT – Radial 281°-080° altitude should not below 3 500 FT
KRABI DVOR/DME	KBI	111 MHz (CH 47X)	H24	080627.0N 0985839.0E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitude in various areas as follows: – Radial 001º-180º altitude should not below 5 500 FT – Radial 181º-200º altitude should not below 7 000 FT – Radial 201º-340º altitude should not below 10 000 FT – Radial 341º-360º altitude should not below 15 500 FT
LAMPANG DVOR/DME	LPN	114.7 MHz (CH 94X)	H24	181635.9N 0993008.4E	-	DVOR/DME restriction, due to terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes in various areas as follows: – Radial 351º-070º beyond 40 NM should not below 6 000 FT – Radial 071º-130º beyond 30 NM should not below 6 000 FT – Radial 131º-320º beyond 40 NM should not below 6 000 FT – Radial 321º-350º beyond 30 NM should not below 6 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
LOEI DVOR/DME	LOY	115.9MHZ (CH 106X)	H24	172649.4N 1014323.2E	-	DVOR/DME restriction, 1. Unusable due to roughness out of tolerance – Radial 020° between 10-11 DME altitude 3 000 FT – Radial 243° between 7-8 DME altitude 6 000 FT and between 32-33 DME altitude 7 500 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 2.1 40 NM orbit – Radial 030°-050° altitude should not below 10 000 FT – Radial 051°-100° altitude should not below 7 000 FT – Radial 101°-130° altitude should not below 10 000 FT – Radial 131°-200° altitude should not below 5 000 FT – Radial 201°-250° altitude should not below 12 000 FT – Radial 251°-270° altitude should not below 13 000 FT 2.2 20 NM orbit (Due to border limited) – Radial 271°-029° altitude should not below 4 500 FT
MAE HONG SON DVOR/DME	MHS	115.5MHZ (CH 102X)	H24	191911.1N 0975443.6E	-	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance – Radial 040° distance between 10.5-12.5 DME altitude 5 500 FT – Radial 085° distance between 5.5-7.5 DME altitude 7 000 FT – Radial 100° distance between 9.0-10.0 DME altitude 7 000 FT – Radial 120° distance between 9.5 - 10.5 DME altitude 7 500 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 060°-080° altitude should not below 8 500 FT – Radial 081°-140° altitude should not below 13 000 FT – Radial 141°-190° altitude should not below 9 000 FT – Radial 191°-059° unable to perform due to border limited

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
MAE SOT DVOR/DME	MST	116.7 MHz (CH 114X)	H24	164152.1N 0983229.7E	-	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance – Radial 104° distance between 6.0-13.0 DME altitude 5 500 FT – Radial 012° distance between 22.0-24.0 DME altitude 5 000 FT – Radial 124° distance between 32.0-34.0 DME altitude 6 600 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at the required altitude in various areas as follows: – Radial 000°-030° altitude should not below 7 000 FT – Radial 031°-060° altitude should not below 9 000 FT – Radial 061°-070° altitude should not below 10 000 FT – Radial 071°-120° altitude should not below 9 000 FT – Radial 121°-360° unable to perform due to border limited
NAKHON PHANOM DVOR/DME	NKP	111.6 MHz (CH 53X)	H24	172317.9N 1043818.1E	600 ft	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitudes in various areas as follows: – Radial 181°-190° altitude should not below 2 500 FT – Radial 191°-260° altitude should not below 4 000 FT – Radial 261°-320° altitude should not below 2 500 FT – Radial 321°-180° unable to check (Due to border limited)
NAKHON SI THAMMARAT DVOR/DME	NKS	117.4 MHz (CH 121X)	H24	083230.0N 0995648.7E	-	Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes is various areas: – Radial 001º-190º beyond 40 NM should not below 2 500 FT – Radial 191º-240º beyond 40 NM should not below 7 000 FT – Radial 241º-280º beyond 25 NM should not below 8 000 FT – Radial 281º-320º beyond 40 NM should not below 7 000 FT – Radial 321º-360º beyond 40 NM should not below 5 000 FT
NAN DVOR/DME	NAN	115.7 MHz (CH 104X)	H24	184832.8N 1004657.4E	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 011º-110º at 20 NM should not below 8 000 FT – Radial 111º-160º at 20 NM should not below 6 000 FT – Radial 161º-180º at 40 NM should not below 6 000 FT – Radial 181º-330º at 40 NM should not below 7 000 FT – Radial 311º-010º at 40 NM should not below 8 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
NARATHIWAT DVOR/DME	NTW	116.3 MHz (CH 110X)	H24	063138.2N 1014442.5E	-	DVOR/DME restriction, 1. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: a) 40 NM clockwise orbit flown from – Radial 271º-290º altitude should not below 9 000 FT – Radial 291º-300º altitude should not below 4 000 FT – Radial 301º-020º altitude should not below 2 000 FT b) 20 NM clockwise orbit flown from – Radial 021º-130º altitude should not below 2 000 FT – Radial 131º-270º altitude should not below 5 000 FT 2. Due to the out-of-tolerance 30 Hz FM deviation ratio on radial 294º unusable within 10-40 NM.
PHETCHABUN DVOR/DME	PCB	115.4 MHz (CH 101X)	H24	164033.6N 1011147.9E	-	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance on radial 277° distance between 7-9 DME altitude 5 500 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 061°-230° beyond 30 NM altitude should not below 6 500 FT – Radial 231°-320° beyond 30 NM altitude should not below 8 000 FT – Radial 321°-060° beyond 40 NM altitude should not below 7 500 FT
PHITSANULOK DVOR/DME	PSL	114.1 MHz (CH 88X)	H24	164613.3N 1001729.0E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 351°-120° altitude should not below 5 500 FT – Radial 121°-270° altitude should not below 3 000 FT – Radial 271°-300° altitude should not below 5 000 FT – Radial 301°-350° altitude should not below 3 500 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
PHRAE DVOR/DME	PAE	111.8 MHz (CH 55X)	H24	180802.9N 1000958.5E	-	DVOR/DME restrictions, 1. Unusable due to roughness out of tolerance on radial 146° distance between 7.0-8.0 DME altitude 7 000 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 055º-080º altitude should not below 9 000 FT – Radial 081º-160º altitude should not below 11 000 FT – Radial 161º-180º altitude should not below 8 000 FT – Radial 181º-350º altitude should not below 6 000 FT – Radial 351º-054º altitude should not below 6 500 FT
PHUKET DVOR/DME	PUT	116.9 MHz (CH 116X)	H24	080650.3N 0981825.2E	16.72 M	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: – Radial 360º-030º altitude should not below 5 500 FT – Radial 031º-170º altitude should not below 9 000 FT – Radial 171º-220º altitude should not below 7 000 FT – Radial 221º-359º altitude should not below 3 000 FT
RANONG DVOR/DME	RAN	113.4 MHz (CH 81X)	H24	094640.7N 0983501.4E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/ DME station coverage, check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 20 NM orbit – Radial 020°-040° altitude should not below 6 000 FT – Radial 041°-060° altitude should not below 12 000 FT – Radial 061°-120° altitude should not below 16 000 FT – Radial 151°-170° altitude should not below 9 000 FT 40 NM orbit – Radial 121°-150° altitude should not below 16 000 FT – Radial 171°-187° altitude should not below 12 000 FT – Radial 188°-230° altitude should not below 7 000 FT – Radial 231°-019° unable to fly due to border limited.

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
RAYONG DVOR/DME	RYN	112.5 MHz (CH 72X)	H24	124643.1N 1014035.2E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 011º-040º altitude should not below 9 000 FT – Radial 041º-050º altitude should not below 4 000 FT – Radial 051º-080º altitude should not below 6 000 FT – Radial 081º-240º altitude should not below 4 000 FT – Radial 240º-010º altitude should not below 5 000 FT
ROI-ET DVOR/DME	ROT	111.2 MHz (CH 49X)	H24	160700.6N 1034619.5E	-	Coverage orbit data refer from commissioning checked as follows: – 40 NM clockwise orbit flown from radial 001°-360° altitude should not below 2 000 FT – Airway W5 flown to 40 NM at 2 000 FT was checked and found satisfactory
SAKON NAKHON DVOR/DME	SKN	114.2 MHz (CH 89X)	H24	171250.8N 1040812.4E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: 1. 30 NM orbit (Due to border limited) – Radial 000º-130º altitude should not below 2 100 FT 2. 40 NM orbit – Radial 131º-280º altitude should not below 5 500 FT – Radial 281º-359º altitude should not below 2 100 FT
SONGKHLA DVOR/DME	SKL	113.5 MHz (CH 82X)	H24	071119.65N 1003615.11E	-	Military facility
SAMUI DVOR/DME	SMU	117.6 MHz (CH 123X)	H24	093249.3N 1000342.3E	24 M	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: – Radial 000º-015º beyond 25 NM altitude should not below 4 000 FT – Radial 016º-040º beyond 25 NM altitude should not below 6 000 FT – Radial 041º-060º beyond 20 NM altitude should not below 11 000 FT – Radial 061º-070º beyond 25 NM altitude should not below 9 000 FT – Radial 071º-120º beyond 40 NM altitude should not below 11 000 FT – Radial 121º-180º beyond 40 NM altitude should not below 5 000 FT – Radial 181º-210º beyond 25 NM altitude should not below 8 000 FT – Radial 211º-260º beyond 20 NM altitude should not below 9 000 FT – Radial 261º-280º beyond 25 NM altitude should not below 7 000 FT – Radial 281º-360º beyond 40 NM altitude should not below 8 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
SURAT THANI DVOR/DME	STN	110.6 MHz (CH 43X)	H24	090746.2N 0990805.1E	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage orbit 40 NM as follows: – Radial 001º-070º altitude should not below 1 500 FT – Radial 071º-090º altitude should not below 3 500 FT – Radial 091º-150º altitude should not below 5 000 FT – Radial 151º-190º altitude should not below 1 500 FT – Radial 191º-360º altitude should not below 4 000 FT – Radial 227º distance approximate 10-13 DME out of tolerance roughness and scalloping
SUKHOTHAI NDB	THS	292 KHz	H24	171406.8N 0994919.3E	-	1. Route coverage checked on bearing 021° from THS to PR altitude 9 000 FT flown to 57 NM found satisfactory 2. Coverage 50 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 041°-100° at altitude 4 000 FT – Bearing 101°-190° at altitude 2 000 FT – Bearing 191°-040° at altitude 5 000 FT
TAKHLI NDB	TL	350 KHz	H24	151633.45N 1001751.11E	-	
TAK NDB	TK	332 KHz	H24	165358.2N 0991508.0E		1. Route coverage checked and result found satisfactory as follows: – Bearing 098° from TK to PSL altitude 7 000 FT flown to 60 NM – Bearing 254° from TK to MST altitude 7 000 FT flown to 43 NM 2. Coverage 15 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 001°-360° at altitude 3 500 FT
TRANG DVOR/DME	TRN	116.6 MHz (CH 113X)	H24	073032.1N 0993733.7E	-	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at the required altitude in various areas as follows: 1. 20 NM orbit – Radial 081°-130° altitude should not below 6 000 FT 2. 40 NM orbit – Radial 131°-350° altitude should not below 4 000 FT – Radial 351°-030° altitude should not below 6 000 FT – Radial 031°-080° altitude should not below 7 000 FT

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
TRAT NDB	TRT	384 KHz (CH 36X)	H24	121628.1N 1021850.1E	-	NDB restriction, due to mountainous terrain surround NDB station, coverage check does not provide adequate signal clockwise 50 NM orbit at altitude in various areas as follows: – Bearing 001º-145º unable to performed due to border limited – Bearing 146º-320º altitude should not below 5 000 FT – Bearing 321º-360º altitude should not below 8 000 FT
UBON DVOR/DME	UBL	112.7 MHz (CH 74X)	H24	151442.7N 1045157.2E	-	DVOR/DME restriction 1. Due to obstacles surround DVOR/ DME station, coverage check does not provide adequate signal clockwise orbit at required altitude in various areas as follows: a) 40 NM – Radial 111°-155° altitude should not below 3 000 FT – Radial 156°-165° altitude should not below 7 000 FT – Radial 166°-200° altitude should not below 5 000 FT – Radial 201°-070° altitude should not below 3 000 FT b) 30 NM (Due to border limit) – Radial 071°-110° altitude should not below 2 000 FT 2. During 6 NM orbit found 30 Hz. AM modulation is fluctuated within 29%-50% between radial 170°-190°. UBON DVOR/DME unusable between radial 170°-190° (CW) beyond 10 NM altitude 2 000 FT
UDON DVOR/DME	UDN	114.3 MHz (CH 90X)	H24	172305.2N 1024629.8E	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal at required altitudes in various areas as follows: 1. 15 NM orbit – RDL 277º-280º ALT should not below 5000 FT 2. 20 NM orbit (due to border limited) – RDL 331º- 030º ALT should not below 2500 FT 3. 40 NM orbit – RDL 031º- 090º ALT should not below 3000 FT – RDL 091º-190º ALT should not below 4000 FT – RDL 191º- 268º ALT should not below 5000 FT – RDL 269º- 276º ALT should not below 8000 FT – RDL 281º- 330º ALT should not below 5000 FT 4. The En-route radial 275 (W15) beyond 20 NM ALT 6500 FT the DVOR/DME signal out of tolerance.

Name of station (VAR) VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
1	2	3	4	5	6	7
U-TAPAO DVOR/DME	BUT	110.8MHZ (CH 45X)	H24	124000.02N 1010001.71E	-	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude and distance in various areas: – Radial 101°-170° altitude should not below 2 000 FT – Radial 171°-250° altitude should not below 6 000 FT – Radial 251°-320° altitude should not below 8 000 FT – Radial 321°-050° altitude should not below 6 000 FT – Radial 051°-100° altitude should not below 4 000 FT

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates	ATS route or other route
1	2	3
ABTOK	061818.0N 1021744.0E	M644
ADLAL	091810.00N 0993106.46E	W32
ADLUS	190610.49N 0991319.89E	A581, W20
ADNEP	080343.50N 1010318.20E	W19
AGEDO	132419.40N 1022138.60E	B204
AIZAK	175302N 1002040E	W40
AKATO	133715.53N 0991019.19E	M502
AKRET	164016.00N 1030855.51E	W6, Y23
AKVUG	090349.18N 0992219.27E	Y93, Y99
ALBOS	144441.70N 1010141.90E	R474
ALEMI	123625.55N 1012559.92E	W42, Y12
ALGIT	165259.94N 1024654.83E	W5, Y22
ALUMO	104553.89N 1015122.86E	M644, R575, Y12
ANBOK	183634.60N 1011247.60E	R207
ANBUX	102137.46N 1011908.25E	R575, Y11
ANDAX	090441.11N 0983545.19E	Y5
ANKID	154048.67N 1033057.40E	W38
ANKOS	135259.65N 1012741.57E	G474, L880
ANLUR	171330N 1012705E	Y31
ANOBO	110323.01N 1021441.61E	N891, R575
ANPAN	085115.59N 0973720.45E	L759
ANPUB	075140.88N 0975216.38E	P627
ANPUS	165759.70N 1024651.15E	W5, Y22
ANREN	135212.48N 1021837.95E	G474, L880, W42
APOBI	090147.08N 1002813.76E	A464, Y95
APRIL	110006.70N 0994306.70E	G458
APUSA	100057.07N 1002006.66E	M626, W99, Y17
ASABO	151209N 1042102E	W1, Y20
ASAVI	182325.51N 0992957.88E	
ASEKU	120305.65N 1003905.23E	M757, W42
BARCE	172244.72N 1011218.80E	W15
BASIT	093447.46N 1022108.00E	R588
BEBUV	172713N 0991613E	Y26, Y33
BEKOD	162117.20N 0994636.40E	A464
BENSA	102631.00N 1022629.50E	N891
BENVI	192706.52N 0995741.02E	W22
BERLU	131350.41N 1015620.49E	N506, R468, W42
BETNO	150553.50N 0981231.20E	G463, P646
BIDEM	142153.57N 1034750.07E	R345
BIGVO	172830N 0984154E	A581, R202, W7
BITEN	082658.57N 0992028.83E	W24, Y4, Y99
BODUR	154852.90N 1032127.21E	B460
BOKAK	125736.30N 1022947.30E	B205, N506, R468
BOKIB	190433.60N 0982225.20E	W9
BOMAS	172304.80N 0980549.10E	A581
BONVO	134410.47N 0994606.72E	M502
BOPNU	175825.80N 1030052.12E	M648

Name-code designator	Coordinates	ATS route or other route
1	2	3
BORNO	162057.21N 0994138.88E	Y6
BOVGO	170739.61N 1014935.15E	B218
BUTRA	152505.80N 1053545.90E	A1, Y16
BUXEL	114341.96N 0994540.35E	Y8
CRIST	184752N 1001334E	R207, W12, Y28
DADSA	090712.81N 0981749.34E	G331
DALAN	062808.00N 0993920.00E	B579
DANDO	073053.98N 1002023.99E	M769, Y9
DIPUN	120456.93N 1011011.13E	M904
DIRAX	110006.70N 1003248.30E	A464, W19
DOLNI	131739.62N 1011048.41E	N891, P629, Y12
DOMKA	191419.38N 0982601.88E	W36
DONSI	100738.27N 1002401.22E	M769, W99, Y17
DORNA	092458.70N 0994614.10E	W32, Y3, Y93
DOSBU	135240.26N 1015001.98E	G474, L880
DOTUS	163103.01N 1032731.56E	R470, W4, Y21
DOXAS	084656.56N 1002207.73E	M769, Y94
DUBAX	062555.90N 1000736.60E	R325
DUBEN	193249.42N 1001206.83E	R215, W29, Y27, Y28
DUBOL	171003.52N 1013153.94E	W39
DUGON	080124.77N 1020548.57E	M644
DUKEN	150005.54N 1000807.90E	Y6
DULEM	134415.58N 1021359.75E	M633, W42
EGUBO	112837.74N 1000450.15E	W31, W42, Y5, Y99
EKAVO	113736.50N 0993024.70E	M626
ELDAL	162106N 0993839E	Y26, Y32, Y37
ELNET	174625.01N 1023745.95E	R470
ELREM	072615.66N 1000606.53E	W17
EMELA	101249.19N 1010729.14E	M751, R575
EMRIT	080621.05N 0984840.42E	R588, Y99
EMRUT	160019.64N 1023533.26E	W6, Y23
EMTIX	114930.73N 1000814.00E	Y96, Y99
EMVEL	084437.58N 0992121.67E	W17, Y99
ENBAT	180941.04N 0991004.36E	A464
ENLEP	153353N 1042800E	R470, W4, W5, Y21, Y22
ENRAG	100223.31N 1000931.07E	W32
ENTEK	154754.67N 1041024.31E	R470, W4, W5, Y21, Y22
ENVON	072933.35N 1001406.25E	W28
EPGOT	075415.95N 0984554.93E	W14
ERVES	061207.88N 1012853.20E	W44
ESGIB	172458.25N 1021513.93E	W15
GOGOP	180812.79N 0985149.68E	
GOKEX	111814.72N 1002543.59E	M769, W32, Y96
GOKON	164300.76N 1004833.82E	W26, Y31
GOLUD	061706.00N 1021639.00E	M751

Name-code designator	Coordinates		ATS route or other route
1	2		3
GOMES	132406.10N	1013505.70E	B204, N506, R468
GORSI	133054.64N	1012128.05E	N506, R468
GOSTA	171557.30N	1002229.83E	W29
GRASO	150916.92N	1034714.07E	R345, W1, Y13, Y15, Y20
GULNO	171914.93N	1031735.08E	W15
GUPMO	085011.56N	1002750.26E	A464, W94
GUROK	160329.39N	1041105.84E	A202, Y15
GUTSO	124819.94N	1003454.30E	A464, M751, W19
HOTEL	130006.20N	1001948.30E	G458, W31, Y99
IBETO	141036.14N	0992945.68E	L524
IBIRI	175223N	0992317E	Y33
IBUBU	175128N	1000336E	W25, Y27
IDAGA	110006.80N	1005348.10E	M751
IDKOR	173810N	1001243E	W22, Y34
IDNAR	084343.73N	0991523.83E	W24
IDRUK	082723.86N	1005513.45E	R588, W19, Y95
IGEVI	083639.58N	0982319.78E	W34, Y5
IGNAX	175144N	0993339E	W9
IGONI	142632.73N	0995430.29E	L507
IGPOP	165002N	0994708E	W26, Y7
IGUDA	185047N	0992332E	Y36
IKERA	093146.39N	0991532.00E	G458, Y8
IKISU	184739N	1000349E	R207, W12, W22, Y27
IKOGA	073935.22N	1013234.94E	M626, Y24, Y95
IKULA	100006.90N	0972114.00E	L515, R325
KABMU	182738.58N	0993247.05E	W15
KADAV	164754.24N	0985340.89E	W26
KADAX	061602.00N	1021541.70E	M626
KARMI	062940.00N	1003121.00E	A464, M757
KASNI	130450.17N	1004041.88E	M757
KENNE	064339.82N	1004131.60E	Y18
KEXIL	174204.37N	0992953.55E	Y7
KIGOB	130646.46N	1005106.33E	M904, Y11
KIMET	164928N	0994429E	Y32
LAMUL	084817.52N	0985208.16E	G458, Y8
LAMUN	190513.14N	0984044.26E	R207, W36
LEBIM	130514.81N	1002824.51E	M769, Y98
LEDER	175044.48N	1022824.55E	R474
LERNI	062705.83N	1011617.56E	Y19
LIPLI	141027.65N	1015756.34E	Y16
LOSDA	085356.13N	1003425.08E	M757, Y94, Y95
LUDVI	152849.23N	0983530.00E	L507
LUXIR	082818.59N	0990200.48E	W32
MABKO	094808.96N	1003543.02E	M757, W33
MACHI	191306.47N	0983346.32E	R207, W36
MAKAS	164947.00N	0982948.90E	G473
MALIP	111240.07N	0993155.14E	
MALKI	143110.87N	1011152.69E	W1, Y20
MARNI	180836.14N	0990549.11E	Y26, Y6
MEMAN	183452N	0991859E	W15
MENEX	110830.70N	0994542.60E	G458, M626, W34, W42, Y3, Y5, Y8
MESEM	090719.05N	0994815.85E	R575, W33, Y4
MIGAR	141822.51N	0985906.67E	L524, L877
MONBU	082659.15N	0984056.41E	Y3
MONLO	184702.20N	0993743.35E	R207, W12
MOTNA	131110.14N	1002305.69E	G458, Y8, Y99
MUBAN	085440.87N	1012952.12E	M751, R588
MUBUS	134529.73N	1004342.17E	M633, P629
MUDMA	090049.90N	0975115.36E	L515, R325
MUGNO	175107.17N	1025753.39E	M648
NEMTE	160344.79N	1022912.78E	Y2
NIROP	171613.74N	1001444.33E	W22
NIXET	092517.11N	0992613.25E	Y99
NOBER	151635.60N	1004006.00E	B346, W21, W39
NOBIT	065117.61N	1004807.49E	
NOGAD	173833.69N	1020020.87E	B218
NOMEK	093404.16N	0984834.66E	Y5
NOMEP	113829.80N	1010454.33E	Y11
NONEL	105300.93N	0995337.40E	M626, Y4, Y98, Y99
NUBKA	065433.58N	1013425.82E	W19
NUGPA	130254.16N	1014959.29E	P629, W42
NULBO	102919.40N	1003643.45E	M757
NULMA	083117.69N	0990228.03E	W32
NUMDO	193243.43N	0993401.89E	A581, W20
NUNLI	145127.45N	0992303.60E	L507
NURDA	142450.65N	0983322.46E	L524
NUTGU	072802.94N	0985019.56E	B579
NUVLU	164146N	0993140E	Y26, Y30
OBKIB	151913N	1044249E	G473
OBLEX	072947.50N	1003227.63E	M757, Y10
OKENA	161608.19N	1042532.75E	A202, W43
OLBAG	095849.36N	1001852.25E	W99, Y17
OLDIR	125401.34N	1021324.77E	B205, P629
OLSEL	113411.07N	1001649.03E	Y96, Y98
OLTUM	134438.56N	1014956.16E	M633
OLVUK	143928N	1001240E	Y26
OMDIL	181107N	0995546E	W13
OMGIV	171709N	1012243E	B346, W27
OMURO	135142.77N	1024559.41E	G474, L880
ONETI	081757.38N	0984633.12E	R575, W33
ONUVI	163228.21N	1022655.02E	W16
OSPEX	082015.13N	0991319.48E	Y4, Y99
OSROG	085819.63N	1013430.71E	R588, Y11

Name-code designator	Coordinates	ATS route or other route
1	2	3
OSVIP	074253.09N 0984408.91E	R325
OTBAD	181514N 0995622E	W15
OTGOL	091305.80N 0993247.77E	Y93
OVLEN	155804N 0995509E	Y27
PADET	100006.90N 0981719.30E	G331
PADPA	071659.86N 0995531.86E	W14
PAGLU	091548.91N 1001709.26E	W35, Y95
PAKMO	162013.35N 0995655.96E	Y27, Y7
PAKRI	145202.21N 1025408.69E	W42, Y13
PANKU	172035.00N 1005605.80E	W15, W16
PANTA	181351.17N 0991917.05E	W9, Y7
PASAT	145726.81N 1034726.15E	A1, R345
PASTO	140004.50N 0993006.94E	L301
PASVA	061529.00N 1020431.00E	A334, Y11, Y24, Y25
PEBLI	161605.94N 1001736.21E	W9, Y28, Y31
PEKBA	144807.73N 1034732.96E	R345, Y16
PETAC	061739.82N 1011945.08E	Y18, Y19
PIBAN	162314N 0995718E	Y27, Y29
PIBIK	171130.33N 1000027.77E	W9
PIDEL	122142.71N 1010514.27E	M904, W42, Y11
PIMER	073044.98N 1002448.60E	A464
PINUN	092825.16N 1002305.61E	M769, W35
PIPOB	142235.58N 1011913.75E	Y1, Y13, Y2
PIVUT	174644.25N 0994552.95E	W23
POLAK	132106.10N 1003454.30E	A464, M751, W19
POLOB	171309.43N 1000327.80E	W23, Y27, Y34
PONUK	201858.10N 1002305.80E	A581, Y27
POPID	062907.90N 1003212.40E	W650
POTEV	152153N 1052206E	A1
POVEX	165905.19N 1030529.66E	R470, W4, Y21
PUMAM	180831N 0985001E	A581, W7
PUMOR	141420.37N 0984347.85E	L877
RAMBU	150554.42N 1032318.85E	W1, Y20
RAMEI	150240.15N 1030040.02E	A202, W1, W38, W42, Y20
REBED	074331.60N 0983736.19E	B579
RECNO	083425.30N 0992824.90E	R575, W33, Y4
REGOS	120006.50N 1003454.30E	A464, M751, W19, W32, W42
RELIP	080431.5N 1002618.5E	A464, R588
REMER	165934.56N 1004531.34E	W27
RIBDO	172013.68N 1012917.58E	W27
RIGTO	064228.22N 1001504.23E	M769
RILVI	102333.74N 1012142.32E	
RINKA	173746.23N 0991609.23E	Y6
RIPMU	090852.33N 1002238.22E	M769, Y95
RIVDU	144236N 1002019E	Y27
ROBDA	092558.15N 1003510.91E	M757, W19
ROBKA	141042.95N 1012507.95E	A1
RUKSA	143351.00N 1015512.34E	Y13
RUMVA	091716.93N 1001559.72E	Y95
RUPTA	125839.32N 1014732.71E	W42
RURAR	161943.04N 1041435.65E	B460
RUSET	074616.0N 0974257.0E	P627
SABIS	125958.53N 1001124.53E	Y8
SAGAL	151757N 1044522E	G473
SAKDA	113654.00N 1030000.00E	R334, R575
SANAL	163704.80N 0993619.48E	Y6
SANOT	145134.21N 1032547.75E	A1, Y15
SAPAM	080434.00N 0973300.00E	L645, R203
SARER	082126.94N 0990057.22E	W32
SARIM	173029.97N 0994737.09E	W9
SATVA	082902.07N 0975756.08E	L759
SAVSA	083016.00N 0983728.53E	G458, Y8
SEDNO	161733.31N 1031707.18E	W5, Y22
SEGRA	085300.22N 0992831.31E	W28
SELKA	142020.06N 1015310.73E	A1, Y14
SEMBO	145359.16N 1001547.92E	A464
SIRAT	103450.16N 1013639.87E	M904
SISUK	194804.10N 0980242.90E	R207
SORTO	095353.22N 1002341.62E	M626, M769
SUNGO	182312N 1002346E	R202, W25
SUPIN	083434.55N 1010419.34E	M626, R588
SUPOJ	101642.14N 1001220.33E	W31, W32
SURGU	170157.87N 1022408.06E	W21
SURIX	105959.08N 1015014.56E	W33
SURMA	115122.45N 1002632.65E	M769, W42, Y5, Y98
SUSID	083659.26N 0981807.97E	G331
SWENI	172555.41N 1015902.73E	W15
TAMOS	063207.90N 1002406.50E	A457
TANEK	140305.80N 0985818.90E	L301, M633
TANGO	144022.25N 1001432.54E	Y6
TARED	142619.52N 0993128.87E	G463, P646
TATEL	172904.80N 0984548.80E	
TAVAT	084256.59N 0990415.52E	W32
TAVUN	1000.0N 09633.2E	L759
TAXEB	064640.97N 1004644.74E	A334
TEDOS	084833.61N 0990507.41E	W32, Y3
TENUM	090228.94N 1013948.44E	
TERCO	165549.66N 1023307.98E	Y1
TIDAR	065230.15N 1024959.82E	M904
TIKAL	080219.50N 1014447.90E	M751, Y11
TOGIM	092659.13N 0985148.08E	W17
TOMIP	191104.50N 1011547.50E	R215, Y36
TONIK	091736.12N 1015906.78E	M644, M904, R588, Y25

Name-code designator	Coordinates	ATS route or other route
1	2	3
TONUV	062319.11N 1011126.98E	Y18
TOPAS	172916.19N 0992358.16E	A464
TOPER	143807.60N 1024538.14E	A1, W42
TORAN	163541N 0985219E	Y37
TUNRA	074736.74N 0991904.91E	W32
TUPGO	134348.87N 1023918.22E	M633
TUSPU	101948.03N 1003108.44E	A464, W19, W99
UBLOD	143715.43N 1012611.66E	W1, Y1, Y2, Y20
UBNEN	080520.17N 0974812.19E	L645, R203
UDIKU	170735N 1011952E	B346, Y31
UGIPA	134524.06N 1005220.90E	M633, N506, R468
UGUVO	150835N 1001141E	Y27
UKERA	120207.25N 1000109.59E	G458, W31
UPKUP	140352.65N 1012654.84E	Y16
UPMUT	150043N 1000536E	Y26
UPNEP	094213.10N 1002936.40E	A464, M626, R575, W19, W33, W35
UPSAB	083347.80N 0980451.85E	L515, R325
UPVIL	113836.21N 1001420.66E	W42, Y5, Y96
URGAD	074614.95N 0984031.04E	R325
URGUM	164154N 0985322E	Y30
UTHAI	070007.70N 0992948.90E	R325
UTTAR	174304.90N 1002706.00E	W29
VALSI	093108.40N 1003518.37E	M626, M757
VANKO	123511.05N 0994537.55E	Y8
VAPVU	124701.07N 1023148.71E	P629
VEGNA	091426.61N 0992251.21E	W32, Y99
VEGRA	170333.12N 0983652.59E	W7
VENAG	175411N 0994158E	W23
VENPO	150645N 1042202E	A1
VESUD	152108N 1043854E	G473
VININ	093753.58N 1001739.94E	R575, W33
VISES	185811.41N 0983438.14E	W9
VUTHI	145006.95N 0995725.34E	W10
XIKMA	142236.09N 1023626.03E	W42, Y16
YAKUA	174414.79N 1013051.65E	B346, Y35

PROHIBITED, RESTRICTED, DANGER AREAS		
Identification	Upper limit Lower limit	Activation time
P4	FL250 GND	H24
P7	UNL GND	H24
P36	FL1000 MSL FL100 MSL	HN
P37	FL1000 MSL FL100 MSL	HN
P38	FL1000 MSL FL100 MSL	HN
R1	FL1000 MSL GND	H24
R2	FL1000 MSL GND	H24
R3	FL1000 MSL GND	NOTIFIED BY NOTAM
R5	FL1000 MSL GND	NOTIFIED BY NOTAM
R6	FL1000 MSL GND	NOTIFIED BY NOTAM
R8	FL1000 MSL GND	H24
R11	UNL GND	H24
R12	FL1000 MSL GND	NOTIFIED BY NOTAM
R13	UNL GND	H24
R15	FL1000 MSL GND	H24
R51	FL1000 MSL GND	HJ
R52	FL1000 MSL GND	HJ
R62	FL1000 MSL GND	HN
R66	FL1000 MSL GND	NOTIFIED BY NOTAM
R68	UNL GND	MON - FRI 0000-1000
R79	FL1000 MSL GND	NOTIFIED BY NOTAM
R80	FL1000 MSL GND	H24
R81	FL1000 MSL GND	H24
R82	FL1000 MSL GND	H24
R83	FL1000 MSL GND	H24
R84	FL1000 MSL GND	H24
D16 AREA1	FL20 GND	MON - FRI 2300-1300
D16 AREA2	UNL FL20	MON - FRI 2300-1300
D17 AREA1	FL1000 MSL GND	MON - FRI 2300-1300
D17 AREA2	FL1000 MSL FL20	MON - FRI 2300-1300
D18 AREA1	FL1000 MSL GND	MON - FRI 2300-1300
D18 AREA2	FL1000 MSL FL20	MON - FRI 2300-1300
D19	UNL GND	MON - FRI 0300-0900
D20	FL1000 MSL GND	HJ
D21 AREA1	FL1000 MSL FL20	NOTIFIED BY NOTAM
D21 AREA2	FL20 GND	NOTIFIED BY NOTAM
D21 AREA3	FL20 GND	NOTIFIED BY NOTAM
D22	FL20 GND	NOTIFIED BY NOTAM
D23	FL1000 MSL GND	NOTIFIED BY NOTAM
D24	FL20 GND	NOTIFIED BY NOTAM
D25	FL20 GND	NOTIFIED BY NOTAM
D26	FL20 GND	NOTIFIED BY NOTAM
D27	FL1000 MSL GND	NOTIFIED BY NOTAM
D28	FL20 GND	NOTIFIED BY NOTAM
D29	FL20 GND	NOTIFIED BY NOTAM
D30 AREA1	UNL FL20	MON - FRI 2300-1000
D30 AREA2	UNL FL20	MON - FRI 2300-1000
D31	FL1000 MSL GND	MON - FRI 2200-1700
D32	FL1000 MSL GND	MON - FRI 2300-1400
D33 AREA1	FL20 GND	MON - FRI 2200-1700
D33 AREA2	UNL FL20	MON - FRI 2200-1700
D34 AREA1	FL20 GND	MON - FRI 2200-1700
D34 AREA2	UNL FL20	MON - FRI 2200-1700
D35	FL1000 MSL GND	MON - FRI 2300-1100
D40 AREA1	FL1000 MSL FL1000 MSL	MON - FRI 2300-1500
D40 AREA2	FL1000 MSL FL1000 MSL	NOTIFIED BY NOTAM
D41	UNL GND	MON - FRI 0100-1400
D42	UNL GND	MON - FRI 0100-1400
D43	FL20 GND	MON - FRI 0100-0900
D44	FL20 GND	MON - FRI 2300-1000
D45	FL1000 MSL GND	MON - FRI 2200-1300
D46	FL20 GND	MON - FRI 2300-1000
D47	FL20 GND	MON - FRI 0130-0930
D48	UNL GND	MON - FRI 0200-0800
D49	FL1000 MSL GND	MON - FRI 2300-1100
D50	FL1000 MSL GND	MON - FRI 2300-1100
D53	FL1000 MSL GND	MON - FRI 0200-0500, MON - FRI 0600-0800
D54	UNL GND	MON - FRI 2200-1700
D55	UNL GND	MON - FRI 2200-1700
D57 AREA1	FL20 GND	MON - FRI 0000-1000
D57 AREA2	FL20 GND	MON - FRI 0000-1000
D58	FL20 GND	NOTIFIED BY NOTAM
D59 AREA1	UNL GND	MON - FRI 2300-1700
D59 AREA2	FL1000 MSL GND	MON - FRI 2300-1700
D60 AREA1	UNL GND	MON - FRI 2300-1700
D60 AREA2	UNL GND	NOTIFIED BY NOTAM
D61	FL1000 MSL GND	MON - FRI 2300-1700
D63 AREA1	UNL GND	MON - FRI 2200-1700
D63 AREA2	FL1000 MSL GND	MON - FRI 2200-1700
D64 (North Area)	UNL GND	MON - FRI 2200-1700
D64 (South Area)	UNL GND	MON - FRI 2200-1700
D64 AREA1	FL1000 MSL GND	MON - FRI 2300-1100
D64 AREA2	FL1000 MSL GND	MON - FRI 2300-1100
D65	FL1000 MSL GND	MON - FRI 0000-1000
D67	FL1000 MSL GND	NOTIFIED BY NOTAM
D70	FL20 GND	MON - FRI 0130-0930
D71	FL20 GND	NOTIFIED BY NOTAM
D72 AREA1	FL1000 MSL GND	MON - FRI 2300-1500
D72 AREA2	FL1000 MSL FL20	MON - FRI 2300-1500
D74 AREA1	FL20 GND	NOTIFIED BY NOTAM
D74 AREA2	FL1000 MSL GND	NOTIFIED BY NOTAM
D74 AREA3	FL1000 MSL GND	NOTIFIED BY NOTAM
D75	FL1000 MSL GND	SAT - SUN 2300-1400
D76	FL1000 MSL GND	SAT - SUN 2300-1400
D77	FL1000 MSL GND	SAT - SUN 2300-1400

COMMUNICATION FACILITIES

BACC
SECTOR 1N 124.5 MHz; 256.3 MHz; 121.5 MHz
SECTOR 2N 126.5 MHz; 121.5 MHz
SECTOR 3N 128.1 MHz; 263.8 MHz; 121.5 MHz
SECTOR 4N 120.95 MHz; 121.5 MHz
SECTOR 5N 132.1 MHz; 268.5 MHz; 121.5 MHz
SECTOR 6N 133.1 MHz; 285.3 MHz; 121.5 MHz
SECTOR 1S 120.5 MHz; 256.6 MHz; 121.5 MHz
SECTOR 2S 118.35 MHz; 121.5 MHz
SECTOR 3S 125.7 MHz; 268.5 MHz; 121.5 MHz
SECTOR 4S 133.9 MHz; 121.5 MHz
SECTOR 5S 135.5 MHz; 285.5 MHz; 121.5 MHz
SECTOR 6S 123.95 MHz; 265.9 MHz; 121.5 MHz

DON MUEANG
APP 119.1 MHz; 119.4 MHz;120.3 MHz; 124.35 MHz; 125.2 Hmz;125.8 MHz; 133.4 MHz; 121.5 MHz; 243.0 MHz
CDC 127.7 MHz
DAR 133.0 MHz; 262.5 MHz; 121.5 MHz; 243.0 MHz
TWR 118.1 MHz; 236.6 MHz
SMC 121.9 MHz; 122.5 MHz; 257.8 MHz
ATIS 126.4 MHz; 344.6 MHz; 118.55 MHz

SUVARNABHUMI
APP 122.35 MHz; 124.35 MHz; 125.2 MHz 133.4 MHz; 119.1 MHz; 120.3 MHz; 125.8 MHz; 262.5 MHz; 121.5 MHz; 243.0 MHz
APP(DEP) 119.25 MHz; 262.5 MHz; 121.5 MHz; 243.0 MHz
APP(ARR) 121.1 MHz; 126.3 MHz; 262.5 MHz; 121.5 MHz; 243.0 MHz
TWR 118.2 MHz; 274.5 MHz; 119.0 MHz; 121.5 MHz; 243.0 MHz
SMC 121.65 MHz; 275.8 MHz; 121.7 MHz 121.75 MHz; 121.95 MHz
CDC 128.7 MHz; 133.8 MHz
ATIS 133.6 MHz; 278.6 MHz; 127.65 MHz

CHIANG MAI
APP 129.6 MHz; 305.4 MHz
TWR 118.1 MHz; 121.5 MHz; 236.6 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 127.2 MHz; 301.5 MHz

CHIANG RAI
APP 120.05 MHz; 257.8 MHz
TWR 121.5 MHz; 118.4 MHz; 236.6 MHz
ATIS 127.85 MHz

PHUKET
APP 121.5 MHz; 124.7 MHz; 243.0 MHz; 284.0 MHz
ARR 120.7 MHz;
TWR 118.1 MHz; 121.5 MHz; 236.6 MHz; 243.0 MHz
GND 121.9 MHz
CDC 118.55 MHz
ATIS 128.0 MHz

U-TAPAO
APP 119.7 MHz; 121.5 MHz; 134.5 MHz; 238.3 MHz; 273.3 MHz; 243.0 MHz
TWR 118.1 MHz; 121.5 MHz; 118.3 MHz; 227.0 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz

HAT YAI
APP 126.7 MHz; 301.5 MHz; 133.2 MHz; 121.5 MHz; 243.0 MHz
TWR 118.1 MHz; 121.5 MHz; 275.8 MHz; 243.0 MHz; 133.2 MHz
GND 121.9 MHz; 257.8 MHz; 121.5 MHz; 243.0 MHz
ATIS 128.8 MHz

BURI RAM
APP 125.55 MHz; 121.5 MHz
TWR 118.05 MHz; 236.6 MHz; 121.5 MHz
ATIS 127.05 MHz

CHUMPHON
APP 122.6 MHz; 121.5 MHz;
TWR 122.15 MHz; 236.6 MHz; 121.5 MHz

KHON KAEN
APP 123.4 MHz; 240.0 MHz; 121.5 MHz
TWR 121.5 MHz; 122.25 MHz; 236.6 MHz
GND 121.9 MHz
ATIS 126.85 MHz

KRABI
APP 120.05 MHz; 121.5 MHz
TWR 122.5 MHz; 236.6 MHz; 121.5 MHz
GND 121.9 MHz
ATIS 132.4 MHz

LAMPANG
APP 119.3 MHz; 121.5 MHz
TWR 121.5 MHz; 122.3 MHz; 236.6 MHz
ATIS 128.65 MHz

LOEI
APP 122.55 MHz; 121.5 MHz
TWR 121.5 MHz; 118.35 MHz; 236.6 MHz
ATIS 126.25 MHz

KHOK KATHIAM
TWR 122.6 MHz; 238.6 MHz; 121.5 MHz; 243.0 MHz
GND 121.75 MHz; 257.8 MHz

MAE HONG SON
APP 126.2 MHz; 121.5 MHz
TWR 122.3 MHz; 236.6 MHz
ATIS 127.45 MHz

KAMPHAENG SAEN
APP 347.2 MHz; 127.75 MHz
ASR(ARR) 347.2 MHz
ASR(DEP) 237.0 MHz
TWR 237.5 MHz; 123.3 MHz; 121.5 MHz; 243.0 MHz
GND 257.8 MHz; 121.75 MHz

NAKHON PHANOM
APP 123.35 MHz; 284.0 MHz; 121.5 MHz
TWR 122.5 MHz; 121.5 MHz; 236.6 MHz
GND 121.9 MHz
ATIS 383 KHz

KHORAT
APP 349.0 MHz; 129.75 MHz
ASR(ARR) 349.0 MHz; 129.75 MHz
ASR(DEP) 285.0 MHz; 134.1 MHz
SRA 382.4 MHz
TWR 240.5; 122.2 MHz; 121.5 MHz; 243.0 MHz
GND 257.8 MHz; 121.75 MHz
ATIS 390.6 MHz

NAKHON SAWAN
APP 122.8 MHz; 122.3 MHz; 121.5 MHz; 236.6 MHz
SONGKHLA
TWR 121.5 MHz; 126.2 MHz; 227.0 MHz
AFS USB 7745 KHz; USB 5443 KHz

TAKHLI
APP 325.0 MHz; 124.0 MHz
ASR(ARR) 325.0 MHz; 124.0 MHz
ASR(DEP) 282.5 MHz; 134.1 MHz
SRA 382.4 MHz
TWR 241.5 MHz; 133.25 MHz; 121.5 MHz; 243.0 MHz
GND 236.6 MHz; 257.8 MHz; 121.75 MHz
ATIS 253.0 MHz

NAKHON SI THAMMARAT
APP 119.75 MHz; 121.5 MHz
TWR 122.55 MHz; 236.6 MHz; 121.5 MHz; 243.0 MHz
GND 121.9 MHz
ATIS 123.4 MHz

CHA-IAN
TWR 122.7 MHz; 236.6 MHz; 121.5 MHz
G/A/G 121.9 MHz; 6577 KHz; 5490 KHz

NAN NAKHON
APP 120.25 MHz; 121.5 MHz
TWR 118.55 MHz; 121.5 MHz; 236.6 MHz
ATIS 355 KHz

NARATHIWAT
APP 121.5 MHz; 125.55 MHz
TWR 121.5 MHz; 122.7 MHz; 236.6 MHz
GND 121.9 MHz; 121.5 MHz
ATIS 383 KHz

PATTANI
APP 126.0 MHz
TWR 121.5 MHz; 119.3 MHz; 236.6 MHz

PHETCHABUN
APP 126.7 MHz
TWR 122.3 MHz; 236.6 MHz

PHITSANULOK
APP 120.7 MHz; 284.0 MHz; 121.5 MHz; 243.0 MHz
TWR 121.5 MHz; 118.9 MHz; 236.6 MHz; 243.0 MHz
GND 121.9 MHz
ATIS 127.4 MHz

PHRAE
APP 120.1 MHz; 121.5 MHz
TWR 121.5 MHz; 118.6 MHz; 236.6 MHz
ATIS 340 KHz

PRACHUAP
TWR 351.1 MHz; 135.9 MHz; 236.6 MHz; 121.5 MHz; 243.0 MHz
GND 257.8 MHz; 121.75 MHz

HUA HIN
APP 126.2 MHz; 121.5 MHz
TWR 122.7 MHz; 236.6 MHz; 121.5 MHz; 243.0 MHz
GND 121.9 MHz
ATIS 126.8 MHz

RANONG
APP 121.5 MHz; 125.1 MHz
TWR 121.5 MHz; 122.25 MHz; 236.6 MHz
ATIS 126.475 MHz

ROI-ET
APP 125.4 MHz; 121.5 MHz
TWR 119.75 MHz; 236.6 MHz; 121.5 MHz
ATIS 319 KHz

WATTHANA NAKHON
TWR 121.5 MHz; 243.0 MHz; 118.1 MHz; 236.6 MHz

SAKON NAKHON
APP 123.35 MHz; 284.0 MHz; 121.5 MHz
TWR 121.5 MHz; 119.65 MHz; 236.6 MHz
ATIS 365 KHz

SUKHOTHAI
APP 120.7 MHz; 121.5 MHz
TWR 122.9 MHz; 121.5 MHz

SURAT THANI
APP 123.35 MHz; 240.0 MHz; 121.5 MHz
TWR 121.5 MHz; 122.7 MHz; 274.5 MHz; 243.0 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 125.95 MHz

SAMUI
APP 129.6 MHz; 305.4 MHz; 121.5 MHz
TWR 118.9 MHz; 121.5 MHz
GND 121.9 MHz
ATIS 128.6 MHz

TAK
APP 126.0 MHz; 121.5 MHz
TWR 121.5 MHz; 118.8 MHz; 236.6 MHz

MAE SOT
APP 120.65 MHz; 121.5 MHz
TWR 121.5 MHz; 118.35 MHz; 236.6 MHz
ATIS 316 KHz

TRANG
APP 125.3 MHz; 121.5 MHz
TWR 118.4 MHz; 236.6 MHz
ATIS 134.5 MHz; 121.5 MHz

TRAT
APP 120.25 MHz; 121.5 MHz
TWR 122.9 MHz; 121.5 MHz

UBON RATCHATHANI
APP 123.5 MHz; 257.8 MHz; 121.5 MHz
TWR 121.5 MHz; 119.9 MHz; 243.0 MHz; 274.5 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 128.2 MHz
ASR(ARR) 282.2 MHz; 125.75 MHz
SSR(DEP) 335.5 MHz; 134.1 MHz
SRA 382.4 MHz

UDON THANI
APP 126.2 MHz; 265.9 MHz; 119.45 MHz; 121.5 MHz
TWR 122.5 MHz; 243.0 MHz; 355.4 MHz; 119.45 MHz
GND 121.9 MHz; 275.8 MHz
ATIS 127.6 MHz

BETONG
APP 121.5 MHz; 125.55 MHz
TWR 121.5 MHz; 124.15 MHz; 236.6 MHz; 243.0 MHz
GND 121.5 MHz; 122.15 MHz; 243.0 MHz
ATIS 128.5 MHz

NAKHON RATCHASIMA
APP 123.6 MHz; 121.5 MHz
TWR 119.8 MHz; 236.6 MHz; 121.5 MHz
ATIS 126.6 MHz

Legend

- Aerodrome
- ATS Route
- ATS and RNAV Route
- RNAV Route
- Control Zone
- Name of CTR; Upper limit; Lower limit; Unit providing approach control service; Class of airspace
- Terminal Control Area
- Name of TMA; Upper limit; Lower limit; Unit providing area control service; Class of airspace
- Identification; Prohibited, Restricted and Danger area
- Name of FIR; Upper limit; Lower limit; Unit providing service
- Compulsory reporting point
- On request reporting point
- Name of Point; Coordinates
- Collocated VOR and DME radio navigation aids
- Non-directional radio beacon - NDB
- Compass rose
- Name; NAVAID,frequency, identification or call sign; Coordinates; Elevation of DME site (to the nearest 30 m)
- Name of Sector; Call Sign; Communication Frequency
- Sector Boundary
- Route designator; Distance in NM between reporting points; Magnetic track; Direction of traffic flow; Upper limit; Lower limit

AERONAUTICAL INFORMATION SERVICES DEPARTMENT
CIVIL AVIATION AUTHORITY OF THAILAND

ENROUTE CHART - ICAO

AIRAC AIP AMENDMENT 07/25
EFFECTIVE DATE
10 JUL 25

CHANGE: VOR/DME COORDINATE; CMP, HTY, PUT, RAN, RYN.
MAGNETIC TRACK; A1, G473, G474, R201, R203, R334, R468, R470, R575, W1, W4, W5, W14, W17, W28, W32, W33, W35, W42, W43, W99, L524, L645, L880, M522, M644, M904, N506, Y4, Y17, Y18, Y20, Y21, Y22.
ADD WAYPOINT; ASABO, ENLEP, OBKIB, POTEV, SAGAL, VENPO, VESUD.
RENAME WAYPOINT; FROM BENDY TO CRIST ON Y28.

Lambert Conformal Conic Projection

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES IN NAUTICAL MILES

NAUTICAL MILES
KILOMETRES

NOTE : FOR FLIGHT PLANNING PROCEDURE, SEE ENR 1.10

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location indicator	ICAO Location Indicator	Date of certification	Validity of certification	Remarks
BANGKOK/DON MUEANG INTERNATIONAL AIRPORT	VTBD	17 JUL 2023	10 years	Certified by CAAT Refer AD 2.23 for temporary exemptions granted by CAAT.
BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT	VTBS	9 NOV 2022	10 years	Certified by CAAT
CHIANG MAI/CHIANG MAI INTERNATIONAL AIRPORT	VTCC	9 NOV 2022	10 years	Certified by CAAT
CHIANG RAI/MAE FAH LUANG-CHIANG RAI INTERNATIONAL AIRPORT	VTCT	30 NOV 2023	10 years	Certified by CAAT
KRABI/KRABI AIRPORT	VTSG	Not certified	NIL	NIL
PHUKET/PHUKET INTERNATIONAL AIRPORT	VTSP	25 SEP 2024	10 years	Certified by CAAT Refer AD 2.23 for temporary exemptions granted by CAAT.
RAYONG/U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT	VTBU	2 MAR 2022	10 years	Certified by CAAT
SONGKHLA/HAT YAI INTERNATIONAL AIRPORT	VTSS	25 SEP 2024	10 years	Certified by CAAT Refer AD 2.23 for temporary exemptions granted by CAAT.
SURAT THANI/SAMUI AIRPORT	VTSM	20 AUG 2022	10 years	Certified by CAAT Refer AD 2.23 for temporary exemptions granted by CAAT.
SURAT THANI/SURAT THANI AIRPORT	VTSB	18 NOV 2024	10 years	Certified by CAAT
YALA/BETONG AIRPORT	VTSY	28 JAN 2022	10 years	Certified by CAAT
BURIRUM/BURIRAM AIRPORT	VTUO	23 JUL 2024	10 years	Certified by CAAT

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VTBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At the top of TWR-S Building FLG WG EV 3 Sec IBN: NIL HN: IMC
2	LDI location and LGT Anemometer location and LGT	WDI : 1 WDI 375 M FM THR RWY 21R AND 179 M FM RWY 21R CL, BTN RWY 21R AND 21L illuminated : 1 WDI left side of THR RWY 21L, 158 M FM RWY CL illuminated
3	TWY edge and centre line lighting	Edge: All TWY Centre Line: TWY D, E, F, J, O, R, S, C, C (south)
4	Secondary power supply/switch-over time	-Secondary power supply to all lighting at RWY 21L/03R Switch-over time: 0 Sec -Secondary power supply to all lighting at RWY 21R/03L Switch-over time: 0 Sec
5	Remarks	Stop Bars at TWY B north, D, E, J, S, C (south) Intermediate Holding Position Lights at TWY C between TWY O - R

VTBD AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Helicopters to approach using active runway and land as instructed by ATC.

VTBD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Don Mueang Aerodrome Traffic Zone (ATZ) a circle, radius 5 NM centred on VTBD ARP (135452N 1003620E)
2	Vertical limits	$\frac{\text{2000FT}}{\text{AGL}}$
3	Airspace classification	C
4	ATS unit call sign Language(s)	Don Mueang Tower English, Thai
5	Transition altitude	11000 FT MSL
6	Remarks	NIL

VTBD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Don Mueang Approach Bangkok Approach	119.4 MHz / 262.5 MHz 133.4 MHz / 262.5 MHz 125.2 MHz / 262.5 MHz 124.35 MHz / 262.5 MHz 122.35 MHz / 262.5 MHz 119.1 MHz / 262.5 MHz 120.3 MHz / 262.5 MHz 125.8 MHz [2] 121.5 MHz [1] / 243.0MHz [1]	H24	[1] Emergency frequency [2] Clearance delivery for aircraft departing to adjacent aerodromes and helicopters operating within BKK CTR [3] Arrival ATIS [4] Departure ATIS
CDC	Don Mueang Delivery	127.7 MHz	H24	
DAR	Don Mueang Arrival	133.0 MHz / 262.5 MHz 121.5 MHz [1] / 243.0MHz [1]	H24	
TWR	Don Mueang Tower	118.1 MHz / 236.6 MHz 121.5 MHz [1] / 243.0 MHz [1]	H24	
SMC	Don Mueang Ground	121.9 MHz / 257.8 MHz 122.5 MHz / 257.8 MHz	H24	
ATIS	Don Mueang Intl Airport	126.4 MHz [3] / 344.6 MHz [3] / 118.55 MHz [4]	H24	D-ATIS synthesized voice broadcast

VTBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Positions of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	BKK	117.7 MHz CH 124X	H24	135336.8N 1003546.3E	16.58 m	DVOR/DME restriction due to obstacles surround DVOR/DME station, coverage check does not provide adequate signal 40 nm at required altitude in various areas as follows: – Radial 321°-030° altitude should not below 2 500 ft. – Radial 031°-060° altitude should not below 4 000 ft. – Radial 061°-120° altitude should not below 3 000 ft. – Radial 121°-320° altitude should not below 4 000 ft.
ILS CAT II LOC-21R	IBKK	109.3 MHz	H24	135340.7N 1003540.6E		Instrument Landing System - Reference Datum Height (RDH) is 16.46 m (54 ft). A. Localizer - LOC 300 m. (984 ft.) from THR RWY 03L, along RWY centre line. Course width 3° B. Glide Path 3° - GP 333 m. (1,093 ft.) from THR RWY 21R, 120 m. (394 ft.) from RWY centre line. C.DME - Co-located with GP.
GP/DME		332.0 MHz CH 30X	H24	135523.5N 1003642.9E		
ILS CAT I LOC RWY21L	IDMG	110.3 MHz	H24	135351.8N 1003601.8E		Instrument Landing System – Reference Datum Height (RDH) is 53 ft. A. Localizer – LOC 225 m. from THR RWY 03R, along RWY centre line. – Course width 3.6° B. Glide Path 3° – GP 320 m. from THR RWY 21L, 120 m. from RWY centre line. C. DME – Co-located with GP
GP/DME		335.0 MHz CH40X	H24	135521.3N 1003647.5E		
ILS CAT I LOC RWY03L	IBKD	109.7 MHz CH34X	H24	135543.8N 1003649.7E		Instrument Landing System – Designated operation coverage 9 DME (IBKD), ALT 6000 ft/AMSL – Reference Datum Height (RDH) is 55 ft. A. Localizer – Course width 3.0° B. Glide Path 3° – GP unusable beyond 6° right side of localizer course C. DME – Co-located with LOC
DME			H24	135544.9N 1003647.5E	3ft	
GP		333.2 MHz	H24	135356.4N 1003554.0E		

VTBD AD 2.20 LOCAL AERODROME REGULATIONS

1. Technical Test Flights

A technical test flight after repair over Don Mueang International Airport can only be performed upon permission given by the Airport Authority at least 24 hours prior to each test flight.

2. Parking Area for General Aviation

The parking area for general aviation aircraft is also available.

3. Removal of Disabled Aircraft

3.1 When the aircraft is involved in an accident at Don Mueang International Airports, the aircraft operator or the registered owner is responsible for removal of its disabled aircraft. If the accident is likely to cause danger or obstruction to the movement of other aircraft or vehicles, the General Manager of Don Mueang International Airport or his authorized representative may order the aircraft operator or the registered owner to remove its disabled aircraft without delay.

3.2 If the aircraft operator or the registered owner does not comply with such order, the General Manager of Don Mueang International Airport or his authorized representative shall empower to remove the aircraft himself. The expense incurred in removing such aircraft shall be recovered from aircraft operator or the registered owner. The General Manager of Don Mueang International Airport or his authorized representative shall not be responsible for any damage occurring to the aircraft during its removal.

4. Use of Runways 03R/21L – Don Mueang International Airport

4.1 The use of Runway 03R/21L at Don Mueang International Airport is normally restricted to military traffic. But they may be made available to civil traffic. The hours of operation is 24 hours daily, all traffic is controlled by Don Mueang Tower.

4.2 The traffic circuit pattern for these runways is as follows:

4.2.1 Outbound - after take-off, turn to east and leave circuit pattern at an angle of 45 º to the cross-wind leg.

4.2.2 Inbound - join circuit pattern at 45 º in the middle of the down - wind leg east of the runway, at the following heights:

a) 1 500 FT for jet aircraft,
b) 1 000 FT for conventional aircraft,
c) 800 FT for light aircraft,
d) 500 FT for helicopter.

4.2.3 No straight in approaches are permitted without prior approval from Don Mueang Tower.

5. Speed Control

5.1 All aircraft when flying below 10 000 FT are subject to a speed limitation of 250 KT unless previously removed by ATC.

5.2 Procedures required that aircraft should fly at 210 KT during the intermediate approach phase. ATC will request speed reductions to within the band 160 KT to 180 KT on, or shortly before closing heading to the ILS, and 160 KT when established on the ILS to final approach points; all speeds to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speed will be used.

5.3 At other times, speed control may be applied on a tactical basis to the extent determined by the Radar Controller. Pilots unable to conform to speed specified by the Radar Controller should immediately inform ATC stating what speeds will be used.

5.4 ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase "**NO (ATC) SPEED RESTRICTIONS**". An instruction to notify that the aircraft need no longer comply with the previously issued speed restriction, the phrase "**RESUME NORMAL SPEED**" will be used.

Note: *An instruction to "resume normal speed" does not delete speed restrictions that are applicable to published procedures of upcoming segments of flight, aircraft shall comply with the speed restrictions specified in 5.1, 5.2 and 5.3.*

5.5 Except as detailed in 5.1, 5.2 and 5.3, all aircraft navigating under conditions of RNAV (GNSS) SIDs/STARs shall conform to speed limitation as published in the procedures.

5.6 En-route holding and Initial Approach Waypoint (IAWP) holding will be in accordance with ICAO standard holding speeds requirement.

Note 1: *En-route holding;* ***MOCHI,BATOK, GOMES, RYN, JASSY, PASTA, TARDY, OSUKA, TL, NOBER.***

Note 2: *IAWP holding;* ***ARONS, CAROS, DANNY, NAUTY, SILVA, CABIN, DAREN, GIPSY, NUMAN, TERRY.***

6. Starting up Procedures

6.1 When Flight Formalities have been completed and aircraft is ready to start-up, all IFR aircraft are to call Don Mueang Delivery for

Phraseologies

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

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

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

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

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

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

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

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

11.4 Aircraft intending to land at Don Mueang International Airport with its failed transponder might be assigned to fly along an RNAV STAR and controlled solely by Suvarnabhumi PSR which normally covers up to 40 nm.

12. Radio Communication Failure Procedure

12.1 General

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

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

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

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

12.2 Total radio communication failure for arriving aircraft

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

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

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

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

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

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

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

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

12.3 Total radio communication failure for missed approach aircraft

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

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

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

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

12.4 Partial radio communication failure for arriving aircraft

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

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

12.5 Identification of runway in use

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

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

12.6 Total radio communication failure for departing aircraft

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

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

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

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

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

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

12.7 Partial radio communication failure for departing aircraft

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

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

12.8 Aircraft overflying Bangkok TMA

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

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

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

12.9 Departing or overflying aircraft under radar control

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

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

- Turn left on taxiway D and turn right to park on taxiway B north or
- Turn left on taxiway E or taxiway D to taxiway D to taxiway C then taxi to south and
- Turn right on taxiway S to aircraft stand number 80 or
- Turn left on taxiway S to runway and taxi to taxiway C south to aircraft stand number 90

A380 AND B747-8 DEPARTURE FLIGHT ON 21R RUNWAY



AIRCRAFT STAND NO 80:

- The aircraft shall be pushed back onto taxilane B (to face either north or south) and tow forward till the aircraft is on taxiway S.
- Turn left to taxiway C and taxing toward north after that turn right onto taxiway D and prepare to take-off on runway.

AIRCRAFT STAND NO 90:

- The aircraft shall be pushed back onto taxilane B (to face south only) and tow the aircraft on to taxilane B to stop beside aircraft stand number 108 and release the tow bar.
- The aircraft shall be taxied on taxiway C south and turn left to runway.
- The aircraft shall be taxied on runway forward north.
- Turn left on taxiway E and turn right on taxiway C after that turn on taxiway D to the runway.

B NORTH

- The aircraft shall be taxied to runway 21R.

A380 AND B747-8 DEPARTURE FLIGHT ON 03L RUNWAY



AIRCRAFT STAND NO 80:

- The aircraft shall be pushed back onto taxilane B (to face either north or south) and tow forward till the aircraft is on taxiway S.
- Turn left to runway (distance for take-off ~2,900 M.)

AIRCRAFT STAND NO 90:

- The aircraft shall be pushed back onto taxilane B (to face south only) and tow the aircraft on to taxiway C south on runway holding position.
- Turn left on runway 03L.

B NORTH

- The aircraft shall be taxied to runway 21R.
- Turn right on taxiway E and turn left on taxiway C, taxing toward south.
- Turn left on taxiway S to runway 21R (distance for take-off ~2,900 M) (In case of low visibility, not allow to use runway 03L)

VTBD AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTBD-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTBD-2-3
Aircraft Parking/Docking Chart - ICAO (Verso)	AD 2-VTBD-2-4
Aerodrome Ground Movement Chart - ICAO	AD 2-VTBD-2-5
Precision Approach Terrain Chart - ICAO - RWY 21R	AD 2-VTBD-3-1
Aerodrome Obstacle Chart - ICAO Type A - RWY21R/03L	AD 2-VTBD-3-3
Aerodrome Obstacle Chart - ICAO Type A - RWY21L/03R	AD 2-VTBD-3-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C	AD 2-VTBD-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Radio communication failure table)	AD 2-VTBD-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Tabular description 1)	AD 2-VTBD-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Tabular description 2)	AD 2-VTBD-6-4
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Tabular description 3)	AD 2-VTBD-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Tabular description 4)	AD 2-VTBD-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - ALBOS3C BONVO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C (Waypoint list table)	AD 2-VTBD-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	AD 2-VTBD-6-9
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Radio communication failure table)	AD 2-VTBD-6-10
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Tabular description 1)	AD 2-VTBD-6-11
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Tabular description 2)	AD 2-VTBD-6-12
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Tabular description 3)	AD 2-VTBD-6-13
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C (Waypoint list table)	AD 2-VTBD-6-14
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A	AD 2-VTBD-6-15
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R -ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Radio communication failure table)	AD 2-VTBD-6-16
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Tabular description 1)	AD 2-VTBD-6-17
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Tabular description 2)	AD 2-VTBD-6-18
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Tabular description 3)	AD 2-VTBD-6-19
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Tabular description 4)	AD 2-VTBD-6-20
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - ALBOS3A BONVO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A (Waypoint list table)	AD 2-VTBD-6-21
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	AD 2-VTBD-6-23
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Radio communication failure table)	AD 2-VTBD-6-24
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Tabular description 1)	AD 2-VTBD-6-25

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Tabular description 2)	AD 2-VTBD-6-26
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Tabular description 3)	AD 2-VTBD-6-27
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A (Waypoint list table)	AD 2-VTBD-6-28
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B	AD 2-VTBD-6-29
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L -ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Radio communication failure table)	AD 2-VTBD-6-30
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Tabular description 1)	AD 2-VTBD-6-31
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Tabular description 2)	AD 2-VTBD-6-32
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Tabular description 3)	AD 2-VTBD-6-33
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B (Waypoint list table)	AD 2-VTBD-6-34
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	AD 2-VTBD-6-35
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Radio communication failure table)	AD 2-VTBD-6-36
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 1)	AD 2-VTBD-6-37
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 2)	AD 2-VTBD-6-38
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 3)	AD 2-VTBD-6-39
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Tabular description 4)	AD 2-VTBD-6-40
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B (Waypoint list table)	AD 2-VTBD-6-41
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D	AD 2-VTBD-6-43
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Radio communication failure table)	AD 2-VTBD-6-44
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Tabular description 1)	AD 2-VTBD-6-45
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Tabular description 2)	AD 2-VTBD-6-46
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Tabular description 3)	AD 2-VTBD-6-47
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D (Waypoint list table)	AD 2-VTBD-6-48
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	AD 2-VTBD-6-49
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Radio communication failure table)	AD 2-VTBD-6-50
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 1)	AD 2-VTBD-6-51
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 2)	AD 2-VTBD-6-52
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 3)	AD 2-VTBD-6-53
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Tabular description 4)	AD 2-VTBD-6-54
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 03R - BONVO1D DOSBU1D GORSI1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D (Waypoint list table)	AD 2-VTBD-6-55
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A	AD 2-VTBD-7-1

Chart name	Page
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Radio communication failure table)	AD 2-VTBD-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 1)	AD 2-VTBD-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 2)	AD 2-VTBD-7-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 3)	AD 2-VTBD-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 4)	AD 2-VTBD-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Tabular description 5)	AD 2-VTBD-7-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 21L/21R - ENDUU3A NAKON3A SABAI3A SEHNA3A WEHHA3A (Waypoint list table)	AD 2-VTBD-7-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B	AD 2-VTBD-7-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Radio communication failure table)	AD 2-VTBD-7-10
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 1)	AD 2-VTBD-7-11
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 2)	AD 2-VTBD-7-12
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 3)	AD 2-VTBD-7-13
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 4)	AD 2-VTBD-7-14
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Tabular description 5)	AD 2-VTBD-7-15
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B (Waypoint list table)	AD 2-VTBD-7-16
Instrument Approach Chart - ICAO - VOR RWY 21L	AD 2-VTBD-8-1
Instrument Approach Chart - ICAO - VOR RWY 21R	AD 2-VTBD-8-3
Instrument Approach Chart - ICAO - VOR RWY 03R	AD 2-VTBD-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 03L	AD 2-VTBD-8-7
Instrument Approach Chart - ICAO - ILS or LOC y RWY 21L	AD 2-VTBD-8-9
Instrument Approach Chart - ICAO - ILS or LOC y RWY 21L (Fix and point list table)	AD 2-VTBD-8-10
Instrument Approach Chart - ICAO - ILS or LOC y RWY 21R CAT II	AD 2-VTBD-8-11
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L	AD 2-VTBD-8-13
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L (Tabular description)	AD 2-VTBD-8-14
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21L (Fix and point list table)	AD 2-VTBD-8-15
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II	AD 2-VTBD-8-17
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II (Tabular description)	AD 2-VTBD-8-18
Instrument Approach Chart - ICAO - ILS or LOC z RWY 21R CAT II (Fix and point list table)	AD 2-VTBD-8-19
Instrument Approach Chart - ICAO - ILS or LOC z RWY 03L	AD 2-VTBD-8-21
Instrument Approach Chart - ICAO - ILS or LOC z RWY 03L (Tabular description)	AD 2-VTBD-8-22
Instrument Approach Chart - ICAO - ILS or LOC z RWY 03L (Fix and point list table)	AD 2-VTBD-8-23
Instrument Approach Chart - ICAO - RNP RWY 21L	AD 2-VTBD-8-25
Instrument Approach Chart - ICAO - RNP RWY 21L (Tabular description)	AD 2-VTBD-8-26
Instrument Approach Chart - ICAO - RNP RWY 21R	AD 2-VTBD-8-27
Instrument Approach Chart - ICAO - RNP RWY 21R (Tabular description)	AD 2-VTBD-8-28
Instrument Approach Chart - ICAO - RNP RWY 03L	AD 2-VTBD-8-29
Instrument Approach Chart - ICAO - RNP RWY 03L (Tabular description)	AD 2-VTBD-8-30
Instrument Approach Chart - ICAO - RNP RWY 03R	AD 2-VTBD-8-31
Instrument Approach Chart - ICAO - RNP RWY 03R (Tabular description)	AD 2-VTBD-8-32
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R	AD 2-VTBD-9-1
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Verso)	AD 2-VTBD-9-2

Chart name	Page
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Tabular description 1)	AD 2-VTBD-9-3
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Tabular description 2)	AD 2-VTBD-9-4
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 21L/21R (Tabular description 3)	AD 2-VTBD-9-5
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R	AD 2-VTBD-9-7
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R (Verso)	AD 2-VTBD-9-8
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R (Tabular description 1)	AD 2-VTBD-9-9
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R (Tabular description 2)	AD 2-VTBD-9-10
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R (Tabular description 3)	AD 2-VTBD-9-11
VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R 21L/21R	AD 2-VTBD-9-13
VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 03L/03R 21L/21R (Tabular description)	AD 2-VTBD-9-14
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R	AD 2-VTBD-9-15
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R (Verso)	AD 2-VTBD-9-16
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R (Tabular description 1)	AD 2-VTBD-9-17
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R (Tabular description 2)	AD 2-VTBD-9-18
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R (Tabular description 3)	AD 2-VTBD-9-19
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 21L/21R (Tabular description 4)	AD 2-VTBD-9-20
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R	AD 2-VTBD-9-21
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R (Verso)	AD 2-VTBD-9-22
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R (Tabular description 1)	AD 2-VTBD-9-23
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R (Tabular description 2)	AD 2-VTBD-9-24
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R (Tabular description 3)	AD 2-VTBD-9-25
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R (Tabular description 4)	AD 2-VTBD-9-26
VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R 21L/21R	AD 2-VTBD-9-27
VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 03L/03R 21L/21R (Tabular description)	AD 2-VTBD-9-28
BIRD CONCENTRATION AND MOVEMENT	AD 2-VTBD-9-29

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STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

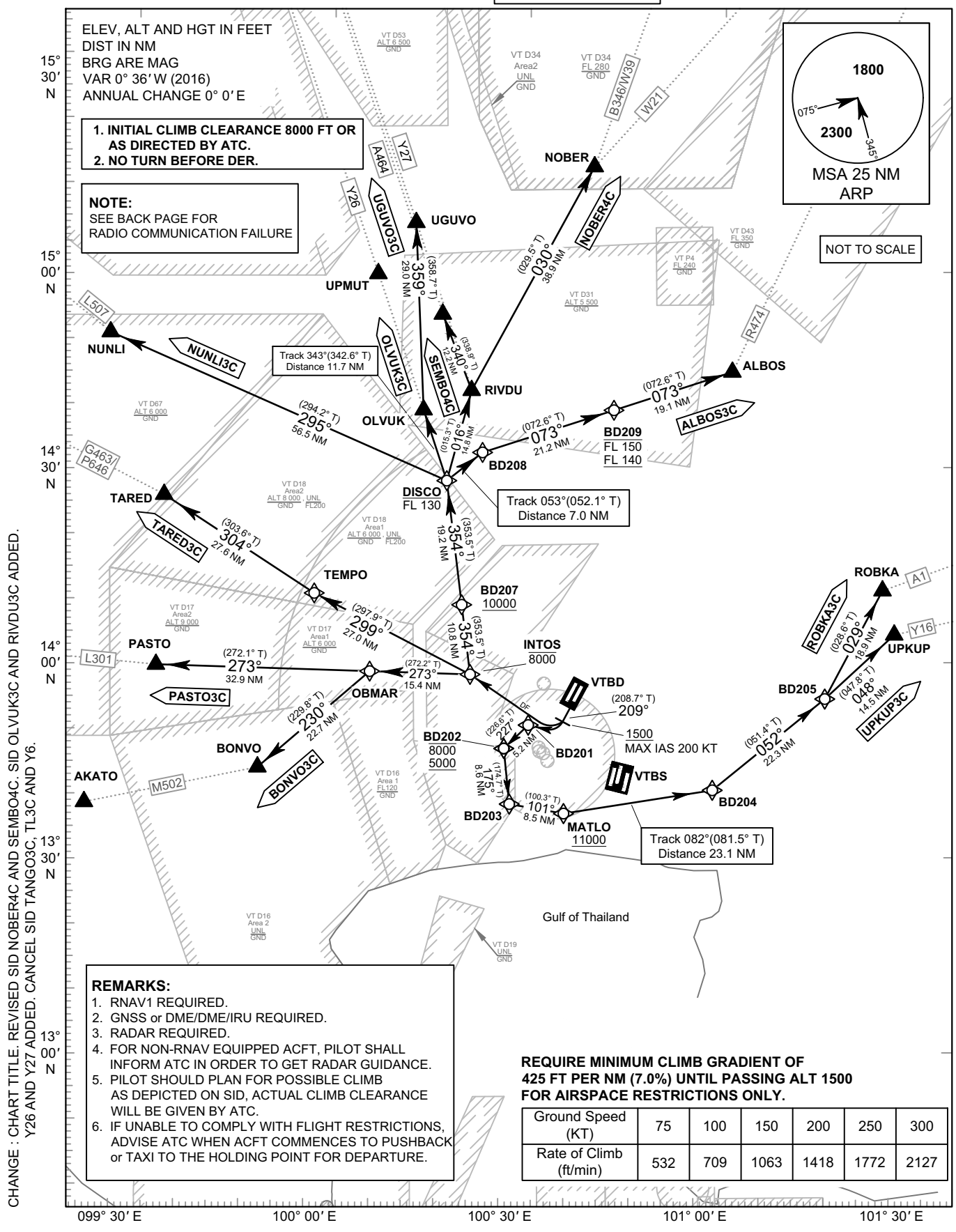
TRANSITION ALTITUDE
11000 FT

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

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L

ALBOS3C BONVO3C NOBER4C
NUNLI3C OLVUK3C PASTO3C
ROBKA3C SEMBO4C TARED3C
UPKUP3C UGUVO3C



REMARKS:
1. RNAV1 REQUIRED.
2. GNSS or DME/DME/IRU REQUIRED.
3. RADAR REQUIRED.
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE.
5. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK or TAXI TO THE HOLDING POINT FOR DEPARTURE.

REQUIRE MINIMUM CLIMB GRADIENT OF 425 FT PER NM (7.0%) UNTIL PASSING ALT 1500 FOR AIRSPACE RESTRICTIONS ONLY.

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

CHANGE : CHART TITLE. REVISED SID NOBER4C AND SEMBO4C. SID OLVUK3C AND RIVDU3C ADDED. Y26 AND Y27 ADDED. CANCEL SID TANGO3C, TL3C AND Y6.

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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L**

ALBOS3C BONVO3C NOBER4C
NUNLI3C OLVUK3C PASTO3C
ROBKA3C SEMBO4C TARED3C
UPKUP3C UGUVO3C

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGE CLEARANCE **UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL** IN ACCORDANCE WITH THE PUBLISHED 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 PILOT SHALL PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES, REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

CHANGE : CHART TITLE.

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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L**

ALBOS3C BONVO3C NOBER4C
NUNLI3C OLVUK3C PASTO3C
ROBKA3C SEMBO4C TARED3C
UPKUP3C UGUVO3C

CHANGE : CHART TITLE.

TABULAR DESCRIPTION (1)

RNAV RWY21L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS3C TO R474											
010	-	DER RWR21L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+ 0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+ 0.6	19.2	-	-FL130	-	-	RNAV 1
060	TF	BD208	-	053°(052.1°)	+ 0.6	7.0	-	-	-	-	RNAV 1
070	TF	BD209	-	073°(072.6°)	+ 0.6	21.2	-	-FL150 ; +FL140	-	-	RNAV 1
080	TF	ALBOS	-	073°(072.6°)	+ 0.6	19.1	-	-	-	-	RNAV 1
BONVO3C TO M502											
010	-	DER RWY21L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+ 0.6	15.4	-	-	-	-	RNAV 1
050	TF	BONVO	-	230°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1
NOBER4C TO B346/W39, W21											
010	-	DER RWY21L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+ 0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+ 0.6	19.2	-	-FL130	-	-	RNAV 1
060	TF	RIVDU	-	016°(015.3°)	+ 0.6	14.8	-	-	-	-	RNAV 1
070	TF	NOBER	-	030°(029.5°)	+ 0.6	38.9	-	-	-	-	RNAV 1
NUNLI3C TO L507											
010	-	DER RWY21L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+ 0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+ 0.6	19.2	-	-FL130	-	-	RNAV 1
060	TF	NUNLI	-	295°(294.2°)	+ 0.6	56.5	-	-	-	-	RNAV 1

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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L**

ALBOS3C BONVO3C NOBER4C
NUNLI3C OLVUK3C PASTO3C
ROBKA3C SEMBO4C TARED3C
UPKUP3C UGUVO3C

TABULAR DESCRIPTION (2)

RNAV RWY21L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
OLVUK3C TO Y26											
010	-	DER RWY21L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+ 0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+ 0.6	19.2	-	-FL130	-	-	RNAV 1
060	TF	OLVUK	-	343°(342.6°)	+ 0.6	11.7	-	-	-	-	RNAV 1
PASTO3C TO L301											
010	-	DER RWY21L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+ 0.6	15.4	-	-	-	-	RNAV 1
050	TF	PASTO	-	273°(272.1°)	+ 0.6	32.9	-	-	-	-	RNAV 1
ROBKA3C TO A1											
010	-	DER RWY21L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+ 0.6	5.2	-	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+ 0.6	8.6	-	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+ 0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	BD204	-	082°(081.5°)	+ 0.6	23.1	-	-	-	-	RNAV 1
080	TF	BD205	-	052°(051.4°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	ROBKA	-	029°(028.6°)	+ 0.6	18.9	-	-	-	-	RNAV 1

CHANGE : CHART TITLE.

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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L**

ALBOS3C BONVO3C NOBER4C
NUNLI3C OLVUK3C PASTO3C
ROBKA3C SEMBO4C TARED3C
UPKUP3C UGUVO3C

TABULAR DESCRIPTION (3)

RNAV RWY21L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
SEMBO4C TO A464											
010	-	DER RWY21L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+ 0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+ 0.6	19.2	-	-FL130	-	-	RNAV 1
060	TF	RIVDU	-	016°(015.3°)	+ 0.6	14.8	-	-	-	-	RNAV 1
070	TF	SEMBO	-	340°(338.9°)	+ 0.6	12.2	-	-	-	-	RNAV 1
TARED3C TO G463/P646											
010	-	DER RWY21L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	TEMPO	-	299°(297.9°)	+ 0.6	27.0	-	-	-	-	RNAV 1
050	TF	TARED	-	304°(303.6°)	+ 0.6	27.6	-	-	-	-	RNAV 1
UPKUP3C TO Y16											
010	-	DER RWY21L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+ 0.6	5.2	-	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+ 0.6	8.6	-	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+ 0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	BD204	-	082°(081.5°)	+ 0.6	23.1	-	-	-	-	RNAV 1
080	TF	BD205	-	052°(051.4°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	UPKUP	-	048°(047.8°)	+ 0.6	14.5	-	-	-	-	RNAV 1

CHANGE : CHART TITLE.

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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L**

ALBOS3C BONVO3C NOBER4C
NUNLI3C OLVUK3C PASTO3C
ROBKA3C SEMBO4C TARED3C
UPKUP3C UGUVO3C

TABULAR DESCRIPTION (4)

RNAV RWY21L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
UGUVO3C TO Y27											
010	-	DER RWY21L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+ 0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+ 0.6	19.2	-	-FL130	-	-	RNAV 1
060	TF	OLVUK	-	343°(342.6°)	+ 0.6	11.7	-	-	-	-	RNAV 1
070	TF	UGUVO	-	359°(358.7°)	+ 0.6	29.0	-	-	-	-	RNAV 1

CHANGE : CHART TITLE. SID UGUVO3C ADDED.

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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L**

ALBOS3C BONVO3C NOBER4C
NUNLI3C OLVUK3C PASTO3C
ROBKA3C SEMBO4C TARED3C
UPKUP3C UGUVO3C

WAYPOINT LIST

RNAV RWY21L	
Waypoint Identifier	**Coordinates**
DER RWY21L	13° 53' 58.45" N 100° 36' 05.50" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
BD201	13° 50' 25.66" N 100° 28' 55.88" E
BD202	13° 46' 50.22" N 100° 25' 03.03" E
BD203	13° 38' 14.77" N 100° 25' 51.67" E
BD204	13° 40' 09.08" N 100° 57' 55.50" E
BD205	13° 54' 05.08" N 101° 15' 49.64" E
BD207	14° 09' 04.22" N 100° 18' 31.77" E
BD208	14° 32' 34.87" N 100° 21' 58.82" E
BD209	14° 38' 57.06" N 100° 42' 51.47" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E
DISCO	14° 28' 15.59" N 100° 16' 17.24" E
INTOS	13° 58' 18.55" N 100° 19' 47.12" E
MATLO	13° 36' 43.58" N 100° 34' 25.09" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
OLVUK	14° 39' 28.38" N 100° 12' 40.23" E
PASTO	14° 00' 04.50" N 099° 30' 06.94" E
RIVDU	14° 42' 35.67" N 100° 20' 18.57" E
ROBKA	14° 10' 42.95" N 101° 25' 07.95" E
SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
TARED	14° 26' 19.52" N 099° 31' 28.87" E
TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
UPKUP	14° 03' 52.65" N 101° 26' 54.84" E
UGUVO	15° 08' 34.84" N 100° 11' 40.60" E

CHANGE : CHART TITLE. UGUVO ADDED.

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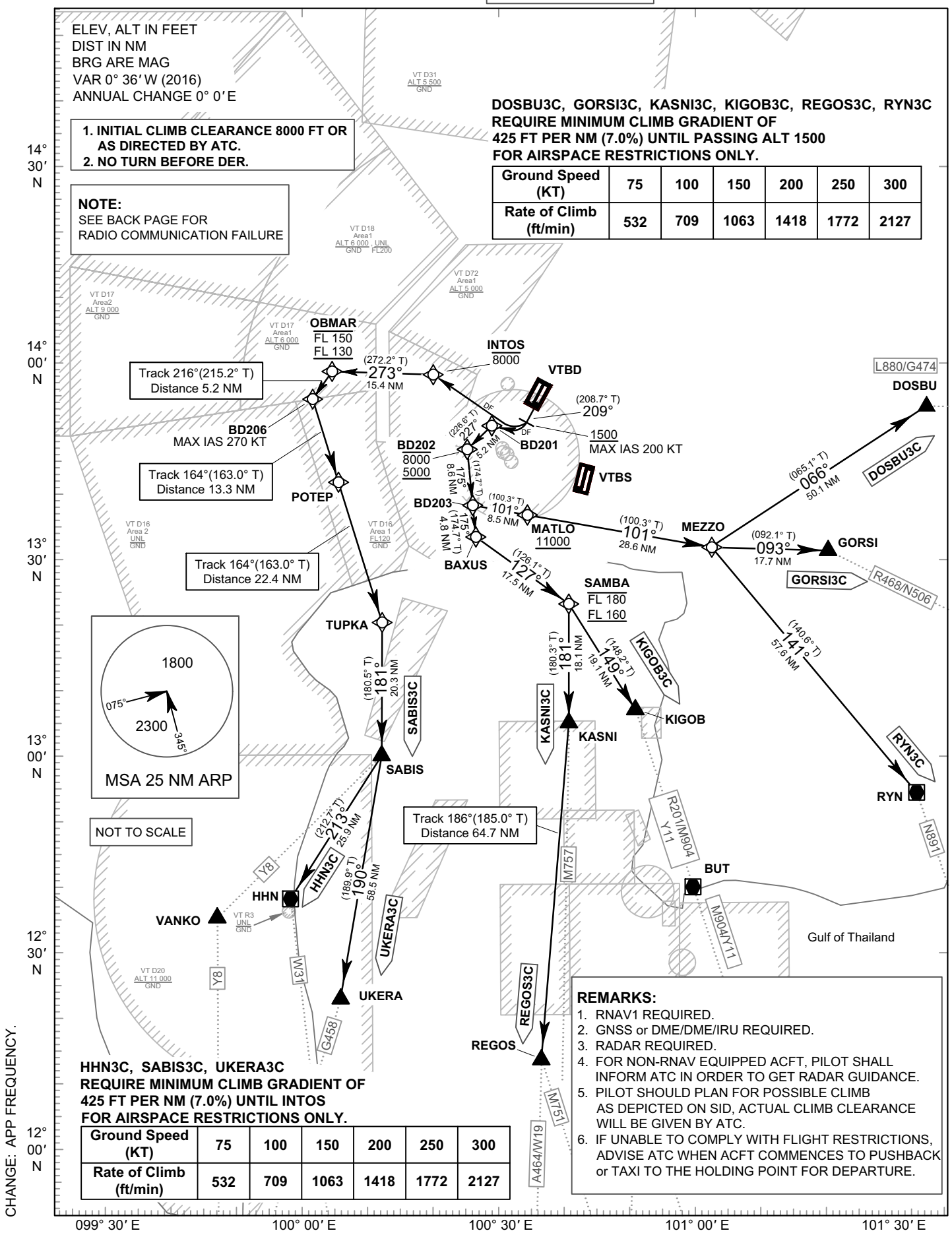
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

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

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L

DOSBU3C GORSI3C HHN3C
KASNI3C KIGOB3C REGOS3C
RYN3C SABIS3C UKERA3C



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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L**

DOSBU3C GORSI3C HHN3C
KASNI3C KIGOB3C REGOS3C
RYN3C SABIS3C UKERA3C

RADIO COMMUNICATION FAILURE

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

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY21L	-	KIGOB	KEE - GOB
BAXUS	BACKS - SUS	MATLO	MAT - LOH
BD201	-	MEZZO	MES - SOH
BD202	-	OBMAR	OB - MAR
BD203	-	POTEP	POH - TEP
BD206	-	REGOS	REE - GOSS
DOSBU	DOS - BU	RYN	RA - YONG
GORSI	GOR - SEE	SABIS	SAH - BISS
HHN	HUA - HIN	SAMBA	SAM - BAH
INTOS	IN - TOSS	TUPKA	TUP - KAH
KASNI	KAS - NEE	UKERA	U - KEY - RAH

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L

DOSBU3C GORSI3C HHN3C
KASNI3C KIGOB3C REGOS3C
RYN3C SABIS3C UKERA3C

TABULAR DESCRIPTION (1)

RNAV RWY21L											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course °M (°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
DOSBU3C TO L880/G474											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	MEZZO	-	101°(100.3°)	+0.6	28.6	L	-	-	-	RNAV 1
080	TF	DOSBU	-	066°(065.1°)	+0.6	50.1	-	-	-	-	RNAV 1
GORSI3C TO R468/N506											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	MEZZO	-	101°(100.3°)	+0.6	28.6	L	-	-	-	RNAV 1
080	TF	GORSI	-	093°(092.1°)	+0.6	17.7	-	-	-	-	RNAV 1
HHN3C TO W31											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-FL150 ; +FL130	-	-	RNAV 1
050	TF	BD206	-	216°(215.2°)	+0.6	5.2	L	-	-270	-	RNAV 1
060	TF	POTEP	-	164°(163.0°)	+0.6	13.3	-	-	-	-	RNAV 1
070	TF	TUPKA	-	164°(163.0°)	+0.6	22.4	R	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.5°)	+0.6	20.3	R	-	-	-	RNAV 1
090	TF	HHN	-	213°(212.7°)	+0.6	25.9	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L

DOSBU3C GORSI3C HHN3C
KASNI3C KIGOB3C REGOS3C
RYN3C SABIS3C UKERA3C

TABULAR DESCRIPTION (2)

RNAV RWY21L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
KASNI3C TO M757											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	-	-	-	-	RNAV 1
060	TF	BAXUS	-	175°(174.7°)	+0.6	4.8	L	-	-	-	RNAV 1
070	TF	SAMBA	-	127°(126.1°)	+0.6	17.5	R	-FL180 ; +FL160	-	-	RNAV 1
080	TF	KASNI	-	181°(180.3°)	+0.6	18.1	-	-	-	-	RNAV 1
KIGOB3C TO R201/M904/Y11											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	-	-	-	-	RNAV 1
060	TF	BAXUS	-	175°(174.7°)	+0.6	4.8	L	-	-	-	RNAV 1
070	TF	SAMBA	-	127°(126.1°)	+0.6	17.5	R	-FL180 ; +FL160	-	-	RNAV 1
080	TF	KIGOB	-	149°(148.2°)	+0.6	19.1	-	-	-	-	RNAV 1
REGOS3C TO A464/W19, M751											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	-	-	-	-	RNAV 1
060	TF	BAXUS	-	175°(174.7°)	+0.6	4.8	L	-	-	-	RNAV 1
070	TF	SAMBA	-	127°(126.1°)	+0.6	17.5	R	-FL180 ; +FL160	-	-	RNAV 1
080	TF	KASNI	-	181°(180.3°)	+0.6	18.1	R	-	-	-	RNAV 1
090	TF	REGOS	-	186°(185.0°)	+0.6	64.7	-	-	-	-	RNAV 1

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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L**

DOSBU3C GORSI3C HHN3C
KASNI3C KIGOB3C REGOS3C
RYN3C SABIS3C UKERA3C

TABULAR DESCRIPTION (3)

RNAV RWY21L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN3C TO N891											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	MEZZO	-	101°(100.3°)	+0.6	28.6	R	-	-	-	RNAV 1
080	TF	RYN	-	141°(140.6°)	+0.6	57.6	-	-	-	-	RNAV 1
SABIS3C TO Y8											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-FL150 ; +FL130	-	-	RNAV 1
050	TF	BD206	-	216°(215.2°)	+0.6	5.2	L	-	-270	-	RNAV 1
060	TF	POTEP	-	164°(163.0°)	+0.6	13.3	-	-	-	-	RNAV 1
070	TF	TUPKA	-	164°(163.0°)	+0.6	22.4	R	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.5°)	+0.6	20.3	-	-	-	-	RNAV 1
UKERA3C TO G458											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-FL150 ; +FL130	-	-	RNAV 1
050	TF	BD206	-	216°(215.2°)	+0.6	5.2	L	-	-270	-	RNAV 1
060	TF	POTEP	-	164°(163.0°)	+0.6	13.3	-	-	-	-	RNAV 1
070	TF	TUPKA	-	164°(163.0°)	+0.6	22.4	R	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.5°)	+0.6	20.3	R	-	-	-	RNAV 1
090	TF	UKERA	-	190°(189.9°)	+0.6	58.5	-	-	-	-	RNAV 1

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

**BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21L**

DOSBU3C GORSI3C HHN3C
KASNI3C KIGOB3C REGOS3C
RYN3C SABIS3C UKERA3C

WAYPOINT LIST

RNAV RWY21L	
Waypoint Identifier	**Coordinates**
DER RWY21L	13° 53' 58.45" N 100° 36' 05.50" E
BAXUS	13° 33' 24.28" N 100° 26' 19.08" E
BD201	13° 50' 25.66" N 100° 28' 55.88" E
BD202	13° 46' 50.22" N 100° 25' 03.03" E
BD203	13° 38' 14.77" N 100° 25' 51.67" E
BD206	13° 54' 39.59" N 100° 00' 50.96" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E
INTOS	13° 58' 18.55" N 100° 19' 47.12" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
KIGOB	13° 06' 46.46" N 100° 51' 06.33" E
MATLO	13° 36' 43.58" N 100° 34' 25.09" E
MEZZO	13° 31' 33.78" N 101° 03' 16.41" E
OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
POTEP	13° 41' 54.24" N 100° 04' 50.87" E
REGOS	12° 00' 06.50" N 100° 34' 54.30" E
RYN	12° 46' 48.30" N 101° 40' 41.70" E
SABIS	12° 59' 58.53" N 100° 11' 24.53" E
SAMBA	13° 23' 02.66" N 100° 40' 48.12" E
TUPKA	13° 20' 22.25" N 100° 11' 34.96" E
UKERA	12° 02' 07.25" N 100° 01' 09.59" E

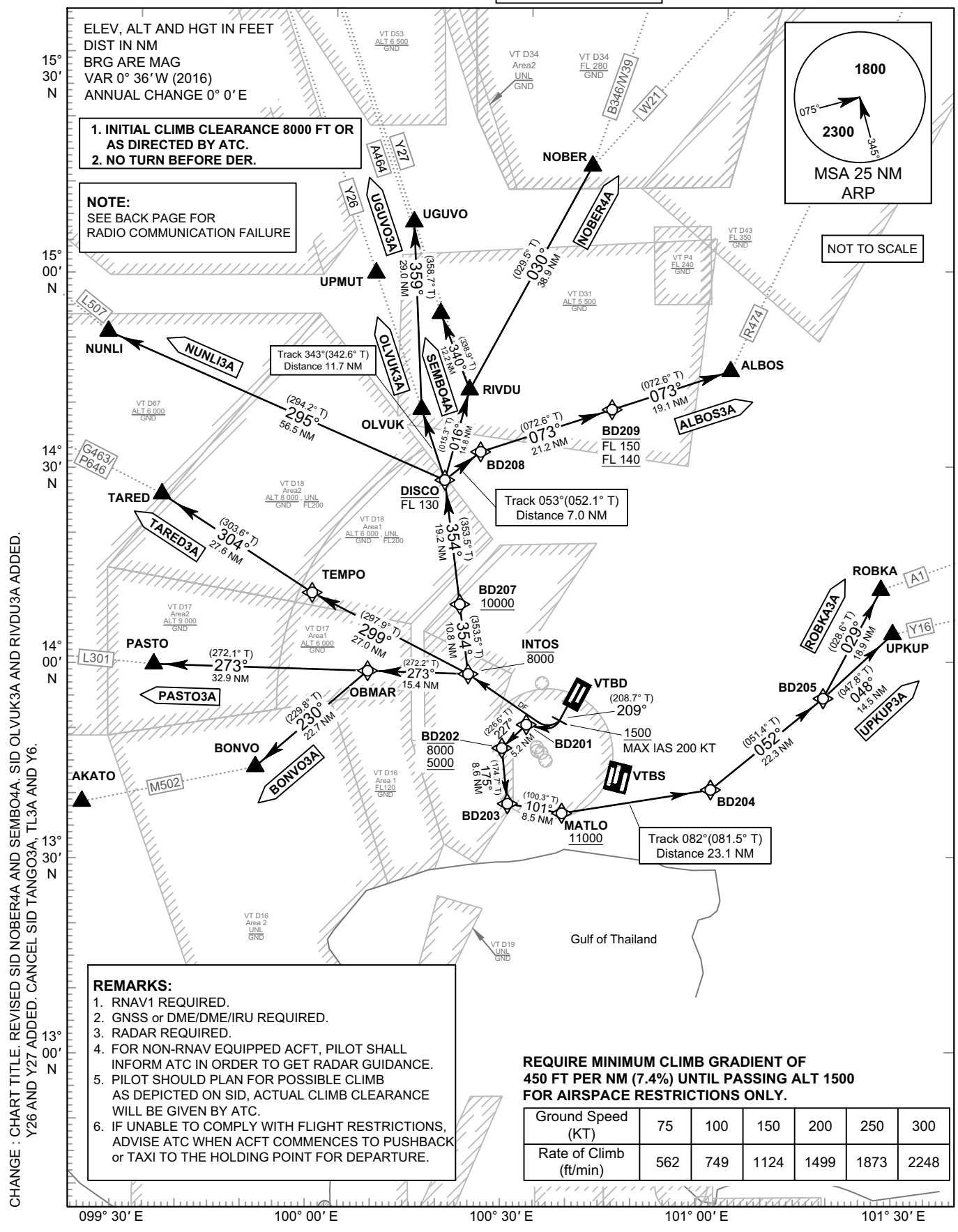
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

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

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21R

ALBOS3A BONVO3A NOBER4A
NUNLI3A OLVUK3A PASTO3A
ROBKA3A SEMBO4A TARED3A
UPKUP3A UGUVO3A



REMARKS:

1. RNAV1 REQUIRED.
2. GNSS or DME/DME/IRU REQUIRED.
3. RADAR REQUIRED.
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE.
5. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK or TAXI TO THE HOLDING POINT FOR DEPARTURE.

REQUIRE MINIMUM CLIMB GRADIENT OF 450 FT PER NM (7.4%) UNTIL PASSING ALT 1500 FOR AIRSPACE RESTRICTIONS ONLY.

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

CHANGE : CHART TITLE. REVISED SID NOBER4A AND SEMBO4A. SID OLVUK3A AND RIVDU3A ADDED.
Y26 AND Y27 ADDED. CANCEL SID TANGO3A, TL3A AND Y6.

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

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

ALBOS3A BONVO3A NOBER4A
NUNLI3A OLVUK3A PASTO3A
ROBKA3A SEMBO4A TARED3A
UPKUP3A UGUVO3A

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGE CLEARANCE **UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL** IN ACCORDANCE WITH THE PUBLISHED 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 PILOT SHALL PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES, REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

CHANGE : CHART TITLE.

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

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

ALBOS3A BONVO3A NOBER4A
NUNLI3A OLVUK3A PASTO3A
ROBKA3A SEMBO4A TARED3A
UPKUP3A UGUVO3A

CHANGE : CHART TITLE.

TABULAR DESCRIPTION (1)

RNAV RWY21R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS3A TO R474											
010	-	DER RWY21R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+ 0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+ 0.6	19.2	-	-FL130	-	-	RNAV 1
060	TF	BD208	-	053°(052.1°)	+ 0.6	7.0	-	-	-	-	RNAV 1
070	TF	BD209	-	073°(072.6°)	+ 0.6	21.2	-	-FL150 ; +FL140	-	-	RNAV 1
080	TF	ALBOS	-	073°(072.6°)	+ 0.6	19.1	-	-	-	-	RNAV 1
BONVO3A TO M502											
010	-	DER RWY21R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+ 0.6	15.4	-	-	-	-	RNAV 1
050	TF	BONVO	-	230°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1
NOBER4A TO B346/W39, W21											
010	-	DER RWY21R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+ 0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+ 0.6	19.2	-	-FL130	-	-	RNAV 1
060	TF	RIVDU	-	016°(015.3°)	+ 0.6	14.8	-	-	-	-	RNAV 1
070	TF	NOBER	-	030°(029.5°)	+ 0.6	38.9	-	-	-	-	RNAV 1
NUNLI3A TO L507											
010	-	DER RWY21R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+ 0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+ 0.6	19.2	-	-FL130	-	-	RNAV 1
060	TF	NUNLI	-	295°(294.2°)	+ 0.6	56.5	-	-	-	-	RNAV 1

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

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

ALBOS3A BONVO3A NOBER4A
NUNLI3A OLVUK3A PASTO3A
ROBKA3A SEMBO4A TARED3A
UPKUP3A UGUVO3A

TABULAR DESCRIPTION (2)

RNAV RWY21R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
OLVUK3A TO Y26											
010	-	DER RWY21R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+ 0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+ 0.6	19.2	-	-FL1300	-	-	RNAV 1
060	TF	OLVUK	-	343°(342.6°)	+ 0.6	11.7	-	-	-	-	RNAV 1
PASTO3A TO L301											
010	-	DER RWY21R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+ 0.6	15.4	-	-	-	-	RNAV 1
050	TF	PASTO	-	273°(272.1°)	+ 0.6	32.9	-	-	-	-	RNAV 1
ROBKA3A TO A1											
010	-	DER RWY21R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+ 0.6	5.2	-	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+ 0.6	8.6	-	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+ 0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	BD204	-	082°(081.5°)	+ 0.6	23.1	-	-	-	-	RNAV 1
080	TF	BD205	-	052°(051.4°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	ROBKA	-	029°(028.6°)	+ 0.6	18.9	-	-	-	-	RNAV 1

CHANGE : CHART TITLE.

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

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

ALBOS3A BONVO3A NOBER4A
NUNLI3A OLVUK3A PASTO3A
ROBKA3A SEMBO4A TARED3A
UPKUP3A UGUVO3A

CHANGE : CHART TITLE.

TABULAR DESCRIPTION (3)

RNAV RWY21R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
SEMBO4A TO A464											
010	-	DER RWY21R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+ 0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+ 0.6	19.2	-	-FL130	-	-	RNAV 1
060	TF	RIVDU	-	016°(015.3°)	+ 0.6	14.8	-	-	-	-	RNAV 1
070	TF	SEMBO	-	340°(338.9°)	+ 0.6	12.2	-	-	-	-	RNAV 1
TARED3A TO G463/P646											
010	-	DER RWY21R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	TEMPO	-	299°(297.9°)	+ 0.6	27.0	-	-	-	-	RNAV 1
050	TF	TARED	-	304°(303.6°)	+ 0.6	27.6	-	-	-	-	RNAV 1
UPKUP3A TO Y16											
010	-	DER RWY21R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+ 0.6	-	R	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+ 0.6	5.2	-	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+ 0.6	8.6	-	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+ 0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	BD204	-	082°(081.5°)	+ 0.6	23.1	-	-	-	-	RNAV 1
080	TF	BD205	-	052°(051.4°)	+ 0.6	22.3	-	-	-	-	RNAV 1
090	TF	UPKUP	-	048°(047.8°)	+ 0.6	14.5	-	-	-	-	RNAV 1

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

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

ALBOS3A BONVO3A NOBER4A
NUNLI3A OLVUK3A PASTO3A
ROBKA3A SEMBO4A TARED3A
UPKUP3A UGUVO3A

TABULAR DESCRIPTION (4)

RNAV RWY21R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
UGUVO3A TO Y27											
010	-	DER RWY21R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+ 0.6	-	-	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+ 0.6	-	R	-8000	-	-	RNAV 1
040	TF	BD207	-	354°(353.5°)	+ 0.6	10.8	-	+10000	-	-	RNAV 1
050	TF	DISCO	-	354°(353.5°)	+ 0.6	19.2	-	-FL1300	-	-	RNAV 1
060	TF	OLVUK	-	343°(342.6°)	+ 0.6	11.7	-	-	-	-	RNAV 1
070	TF	UGUVO	-	359°(358.7°)	+ 0.6	29.0	-	-	-	-	RNAV 1

CHANGE : CHART TITLE. SID UGUVO3A ADDED.

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

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

ALBOS3A BONVO3A NOBER4A
NUNLI3A OLVUK3A PASTO3A
ROBKA3A SEMBO4A TARED3A
UPKUP3A UGUVO3A

WAYPOINT LIST

RNAV RWY21R	
Waypoint Identifier	**Coordinates**
DER RWY21R	13° 53' 49.24" N 100° 35' 45.38" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
BD201	13° 50' 25.66" N 100° 28' 55.88" E
BD202	13° 46' 50.22" N 100° 25' 03.03" E
BD203	13° 38' 14.77" N 100° 25' 51.67" E
BD204	13° 40' 09.08" N 100° 57' 55.50" E
BD205	13° 54' 05.08" N 101° 15' 49.64" E
BD207	14° 09' 04.22" N 100° 18' 31.77" E
BD208	14° 32' 34.87" N 100° 21' 58.82" E
BD209	14° 38' 57.06" N 100° 42' 51.47" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E
DISCO	14° 28' 15.59" N 100° 16' 17.24" E
INTOS	13° 58' 18.55" N 100° 19' 47.12" E
MATLO	13° 36' 43.58" N 100° 34' 25.09" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
OLVUK	14° 39' 28.38" N 100° 12' 40.23" E
PASTO	14° 00' 04.50" N 099° 30' 06.94" E
RIVDU	14° 42' 35.67" N 100° 20' 18.57" E
ROBKA	14° 10' 42.95" N 101° 25' 07.95" E
SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
TARED	14° 26' 19.52" N 099° 31' 28.87" E
TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
UPKUP	14° 03' 52.65" N 101° 26' 54.84" E
UGUVO	15° 08' 34.84" N 100° 11' 40.60" E

CHANGE : CHART TITLE. UGUVO ADDED.

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STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

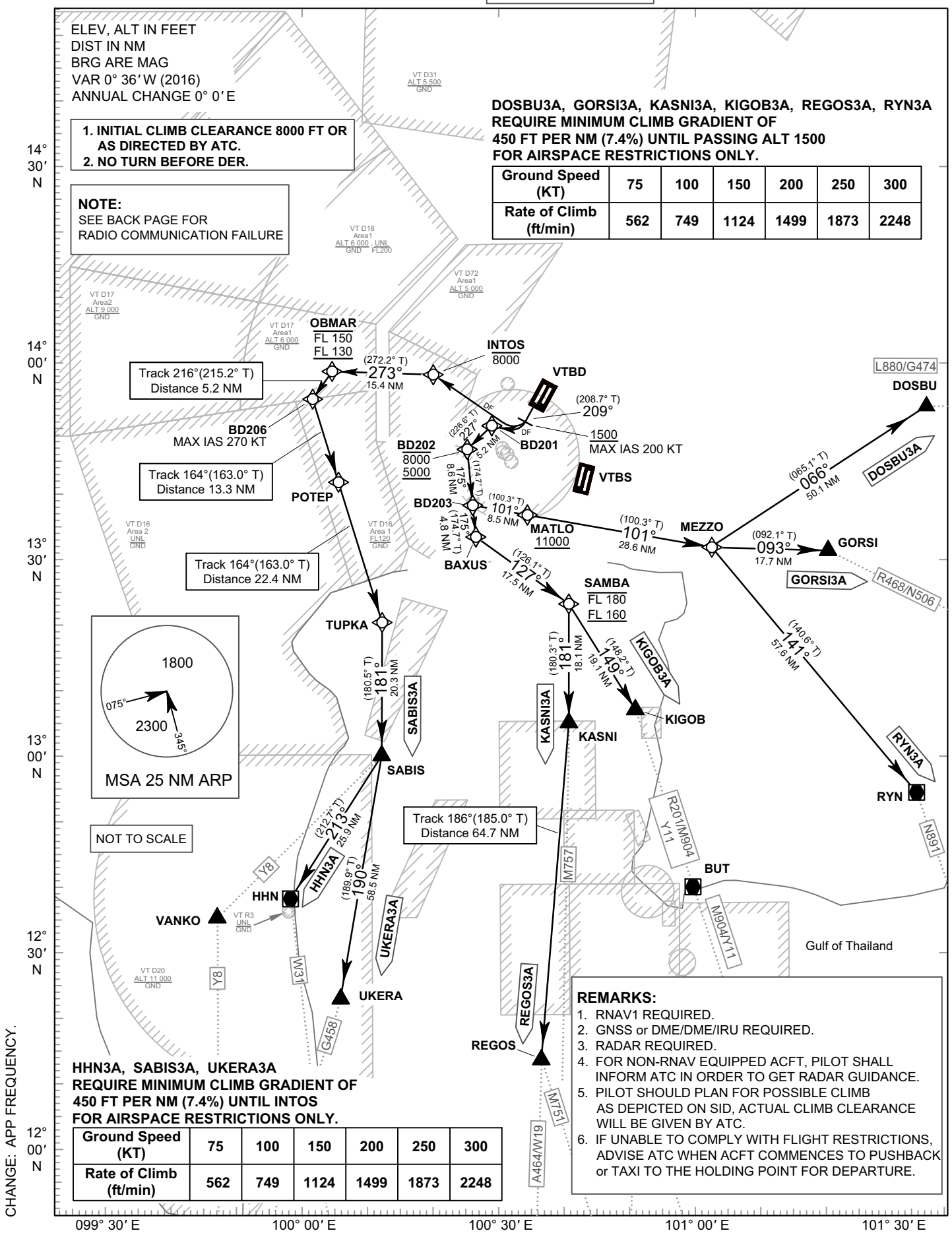
TRANSITION ALTITUDE
11000 FT

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

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21R

DOSBU3A GORSI3A HHN3A
KASNI3A KIGOB3A REGOS3A
RYN3A SABIS3A UKERA3A



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

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

DOSBU3A GORSI3A HHN3A
KASNI3A KIGOB3A REGOS3A
RYN3A SABIS3A UKERA3A

RADIO COMMUNICATION FAILURE

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

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY21R	-	KIGOB	KEE - GOB
BAXUS	BACKS - SUS	MATLO	MAT - LOH
BD201	-	MEZZO	MES - SOH
BD202	-	OBMAR	OB - MAR
BD203	-	POTEP	POH - TEP
BD206	-	REGOS	REE - GOSS
DOSBU	DOS - BU	RYN	RA - YONG
GORSI	GOR - SEE	SABIS	SAH - BISS
HHN	HUA - HIN	SAMBA	SAM - BAH
INTOS	IN - TOSS	TUPKA	TUP - KAH
KASNI	KAS - NEE	UKERA	U - KEY - RAH

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY21R

DOSBU3A GORSI3A HHN3A
KASNI3A KIGOB3A REGOS3A
RYN3A SABIS3A UKERA3A

TABULAR DESCRIPTION (1)

RNAV RWY21R											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course °M (°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
DOSBU3A TO L880/G474											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	MEZZO	-	101°(100.3°)	+0.6	28.6	L	-	-	-	RNAV 1
080	TF	DOSBU	-	066°(065.1°)	+0.6	50.1	-	-	-	-	RNAV 1
GORSI3A TO R468/N506											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	MEZZO	-	101°(100.3°)	+0.6	28.6	L	-	-	-	RNAV 1
080	TF	GORSI	-	093°(092.1°)	+0.6	17.7	-	-	-	-	RNAV 1
HHN3A TO W31											
010	-	DER RWY21L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-FL150 ; +FL130	-	-	RNAV 1
050	TF	BD206	-	216°(215.2°)	+0.6	5.2	L	-	-270	-	RNAV 1
060	TF	POTEP	-	164°(163.0°)	+0.6	13.3	-	-	-	-	RNAV 1
070	TF	TUPKA	-	164°(163.0°)	+0.6	22.4	R	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.5°)	+0.6	20.3	R	-	-	-	RNAV 1
090	TF	HHN	-	213°(212.7°)	+0.6	25.9	-	-	-	-	RNAV 1

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

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

DOSBU3A GORSI3A HHN3A
KASNI3A KIGOB3A REGOS3A
RYN3A SABIS3A UKERA3A

TABULAR DESCRIPTION (2)

RNAV RWY21R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
KASNI3A TO M757											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	-	-	-	-	RNAV 1
060	TF	BAXUS	-	175°(174.7°)	+0.6	4.8	L	-	-	-	RNAV 1
070	TF	SAMBA	-	127°(126.1°)	+0.6	17.5	R	-FL180 ; +FL160	-	-	RNAV 1
080	TF	KASNI	-	181°(180.3°)	+0.6	18.1	-	-	-	-	RNAV 1
KIGOB3A TO R201/M904/Y11											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	-	-	-	-	RNAV 1
060	TF	BAXUS	-	175°(174.7°)	+0.6	4.8	L	-	-	-	RNAV 1
070	TF	SAMBA	-	127°(126.1°)	+0.6	17.5	R	-FL180 ; +FL160	-	-	RNAV 1
080	TF	KIGOB	-	149°(148.2°)	+0.6	19.1	-	-	-	-	RNAV 1
REGOS3A TO A464/W19, M751											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	-	-	-	-	RNAV 1
060	TF	BAXUS	-	175°(174.7°)	+0.6	4.8	L	-	-	-	RNAV 1
070	TF	SAMBA	-	127°(126.1°)	+0.6	17.5	R	-FL180 ; +FL160	-	-	RNAV 1
080	TF	KASNI	-	181°(180.3°)	+0.6	18.1	R	-	-	-	RNAV 1
090	TF	REGOS	-	186°(185.0°)	+0.6	64.7	-	-	-	-	RNAV 1

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

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

DOSBU3A GORSI3A HHN3A
KASNI3A KIGOB3A REGOS3A
RYN3A SABIS3A UKERA3A

TABULAR DESCRIPTION (3)

RNAV RWY21R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
RYN3A TO N891											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	BD201	-	-	+0.6	-	-	-	-	-	RNAV 1
040	TF	BD202	-	227°(226.6°)	+0.6	5.2	L	-8000 ; +5000	-	-	RNAV 1
050	TF	BD203	-	175°(174.7°)	+0.6	8.6	L	-	-	-	RNAV 1
060	TF	MATLO	-	101°(100.3°)	+0.6	8.5	-	+11000	-	-	RNAV 1
070	TF	MEZZO	-	101°(100.3°)	+0.6	28.6	R	-	-	-	RNAV 1
080	TF	RYN	-	141°(140.6°)	+0.6	57.6	-	-	-	-	RNAV 1
SABIS3A TO Y8											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-FL150 ; +FL130	-	-	RNAV 1
050	TF	BD206	-	216°(215.2°)	+0.6	5.2	L	-	-270	-	RNAV 1
060	TF	POTEP	-	164°(163.0°)	+0.6	13.3	-	-	-	-	RNAV 1
070	TF	TUPKA	-	164°(163.0°)	+0.6	22.4	R	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.5°)	+0.6	20.3	-	-	-	-	RNAV 1
UKERA3A TO G458											
010	-	DER RWY21R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CA	-	-	209°(208.7°)	+0.6	-	R	+1500	-200	-	RNAV 1
030	DF	INTOS	-	-	+0.6	-	-	-8000	-	-	RNAV 1
040	TF	OBMAR	-	273°(272.2°)	+0.6	15.4	L	-FL150 ; +FL130	-	-	RNAV 1
050	TF	BD206	-	216°(215.2°)	+0.6	5.2	L	-	-270	-	RNAV 1
060	TF	POTEP	-	164°(163.0°)	+0.6	13.3	-	-	-	-	RNAV 1
070	TF	TUPKA	-	164°(163.0°)	+0.6	22.4	R	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.5°)	+0.6	20.3	R	-	-	-	RNAV 1
090	TF	UKERA	-	190°(189.9°)	+0.6	58.5	-	-	-	-	RNAV 1

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

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

DOSBU3A GORSI3A HHN3A
KASNI3A KIGOB3A REGOS3A
RYN3A SABIS3A UKERA3A

WAYPOINT LIST

RNAV RWY21R	
Waypoint Identifier	**Coordinates**
DER RWY21R	13° 53' 49.24" N 100° 35' 45.38" E
BAXUS	13° 33' 24.28" N 100° 26' 19.08" E
BD201	13° 50' 25.66" N 100° 28' 55.88" E
BD202	13° 46' 50.22" N 100° 25' 03.03" E
BD203	13° 38' 14.77" N 100° 25' 51.67" E
BD206	13° 54' 39.59" N 100° 00' 50.96" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E
INTOS	13° 58' 18.55" N 100° 19' 47.12" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
KIGOB	13° 06' 46.46" N 100° 51' 06.33" E
MATLO	13° 36' 43.58" N 100° 34' 25.09" E
MEZZO	13° 31' 33.78" N 101° 03' 16.41" E
OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
POTEP	13° 41' 54.24" N 100° 04' 50.87" E
REGOS	12° 00' 06.50" N 100° 34' 54.30" E
RYN	12° 46' 48.30" N 101° 40' 41.70" E
SABIS	12° 59' 58.53" N 100° 11' 24.53" E
SAMBA	13° 23' 02.66" N 100° 40' 48.12" E
TUPKA	13° 20' 22.25" N 100° 11' 34.96" E
UKERA	12° 02' 07.25" N 100° 01' 09.59" E

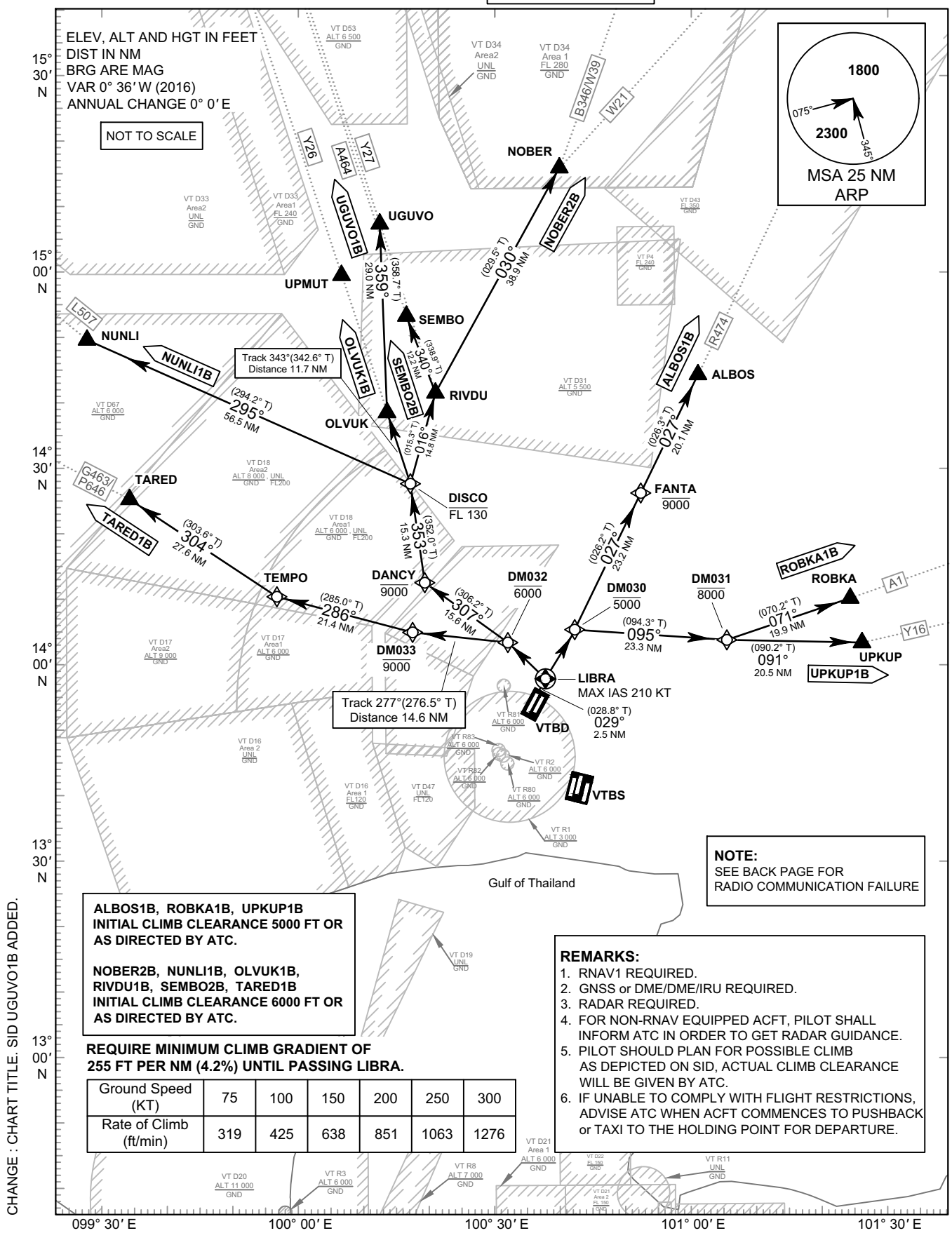
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

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

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03L

ALBOS1B NOBER2B NUNLI1B
OLVUK1B ROBKA1B SEMBO2B
TARED1B UPKUP1B UGUVO1B



Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	319	425	638	851	1063	1276

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

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

ALBOS1B NOBER2B NUNLI1B
OLVUK1B ROBKA1B SEMBO2B
TARED1B UPKUP1B UGUVO1B

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGE CLEARANCE **UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL** IN ACCORDANCE WITH THE PUBLISHED 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 PILOT SHALL PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES, REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

CHANGE : CHART TITLE.

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

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

ALBOS1B NOBER2B NUNLI1B
OLVUK1B ROBKA1B SEMBO2B
TARED1B UPKUP1B UGUVO1B

TABULAR DESCRIPTION (1)

RNAV RWY03L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1B TO R474											
010	-	DER RWY03L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM030	-	-	+ 0.6	-	R	-5000	-	-	RNAV 1
040	TF	FANTA	-	027°(026.2°)	+ 0.6	23.2	-	-9000	-	-	RNAV 1
050	TF	ALBOS	-	027°(026.3°)	+ 0.6	20.1	-	-	-	-	RNAV 1
NOBER2B TO B346/W39, W21											
010	-	DER RWY03L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM032	-	-	+ 0.6	-	L	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+ 0.6	15.6	-	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+ 0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	RIVDU	-	016°(015.3°)	+ 0.6	14.8	-	-	-	-	RNAV 1
070	TF	NOBER	-	030°(029.5°)	+ 0.6	38.9	-	-	-	-	RNAV 1
NUNLI1B TO L507											
010	-	DER RWY03L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM032	-	-	+ 0.6	-	L	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+ 0.6	15.6	-	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+ 0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	NUNLI	-	295°(294.2°)	+ 0.6	56.5	-	-	-	-	RNAV 1
OLVUK1B TO Y26											
010	-	DER RWY03L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM032	-	-	+ 0.6	-	L	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+ 0.6	15.6	-	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+ 0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	OLVUK	-	343°(342.6°)	+ 0.6	11.7	-	-	-	-	RNAV 1

CHANGE : CHART TITLE.

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

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

ALBOS1B NOBER2B NUNLI1B
OLVUK1B ROBKA1B SEMBO2B
TARED1B UPKUP1B UGUVO1B

TABULAR DESCRIPTION (2)

RNAV RWY03L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ROBKA1B TO A1											
010	-	DER RWY03L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM030	-	-	+ 0.6	-	R	-5000	-	-	RNAV 1
040	TF	DM031	-	095°(094.3°)	+ 0.6	23.3	-	-8000	-	-	RNAV 1
050	TF	ROBKA	-	071°(070.2°)	+ 0.6	19.9	-	-	-	-	RNAV 1
SEMBO2B TO A464											
010	-	DER RWY03L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM032	-	-	+ 0.6	-	L	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+ 0.6	15.6	-	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+ 0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	RIVDU	-	016°(015.3°)	+ 0.6	14.8	-	-	-	-	RNAV 1
070	TF	SEMBO	-	340°(338.9°)	+ 0.6	12.2	-	-	-	-	RNAV 1
TARED1B TO G463/P646											
010	-	DER RWY03L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM032	-	-	+ 0.6	-	L	-6000	-	-	RNAV 1
040	TF	DM033	-	277°(276.5°)	+ 0.6	14.6	-	-9000	-	-	RNAV 1
050	TF	TEMPO	-	286°(285.0°)	+ 0.6	21.4	-	-	-	-	RNAV 1
060	TF	TARED	-	304°(303.6°)	+ 0.6	27.6	-	-	-	-	RNAV 1
UPKUP1B TO Y16											
010	-	DER RWY03L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM030	-	-	+ 0.6	-	R	-5000	-	-	RNAV 1
040	TF	DM031	-	095°(094.3°)	+ 0.6	23.3	-	-8000	-	-	RNAV 1
050	TF	UPKUP	-	091°(090.2°)	+ 0.6	20.5	-	-	-	-	RNAV 1

CHANGE : CHART TITLE.

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

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

ALBOS1B NOBER2B NUNLI1B
OLVUK1B ROBKA1B SEMBO2B
TARED1B UPKUP1B UGUVO1B

TABULAR DESCRIPTION (3)

RNAV RWY03L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
UGUVO1B TO Y27											
010	-	DER RWY03L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM032	-	-	+ 0.6	-	L	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+ 0.6	15.6	-	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+ 0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	OLVUK	-	343°(342.6°)	+ 0.6	11.7	-	-	-	-	RNAV 1
070	TF	UGUVO	-	359°(358.7°)	+ 0.6	29.0	-	-	-	-	RNAV 1

CHANGE : CHART TITLE. SID UGUVO1B ADDED.

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

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

ALBOS1B NOBER2B NUNLI1B
OLVUK1B ROBKA1B SEMBO2B
TARED1B UPKUP1B UGUVO1B

WAYPOINT LIST

RNAV RWY03L	
Waypoint Identifier	**Coordinates**
DER RWY03L	13° 55' 34.87" N 100° 36' 44.62" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
DANCY	14° 13' 03.50" N 100° 18' 28.40" E
DISCO	14° 28' 15.59" N 100° 16' 17.24" E
DM030	14° 05' 42.64" N 100° 41' 58.72" E
DM031	14° 03' 57.44" N 101° 05' 51.80" E
DM032	14° 03' 48.15" N 100° 31' 27.81" E
DM033	14° 05' 26.89" N 100° 16' 30.52" E
FANTA	14° 26' 35.97" N 100° 52' 31.60" E
LIBRA	13° 57' 49.35" N 100° 38' 00.38" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
OLVUK	14° 39' 28.38" N 100° 12' 40.23" E
RIVDU	14° 42' 35.67" N 100° 20' 18.57" E
ROBKA	14° 10' 42.95" N 101° 25' 07.95" E
SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
TARED	14° 26' 19.52" N 099° 31' 28.87" E
TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
UPKUP	14° 03' 52.65" N 101° 26' 54.84" E
UGUVO	15° 08' 34.84" N 100° 11' 40.60" E

CHANGE : CHART TITLE. UGUVO ADDED.

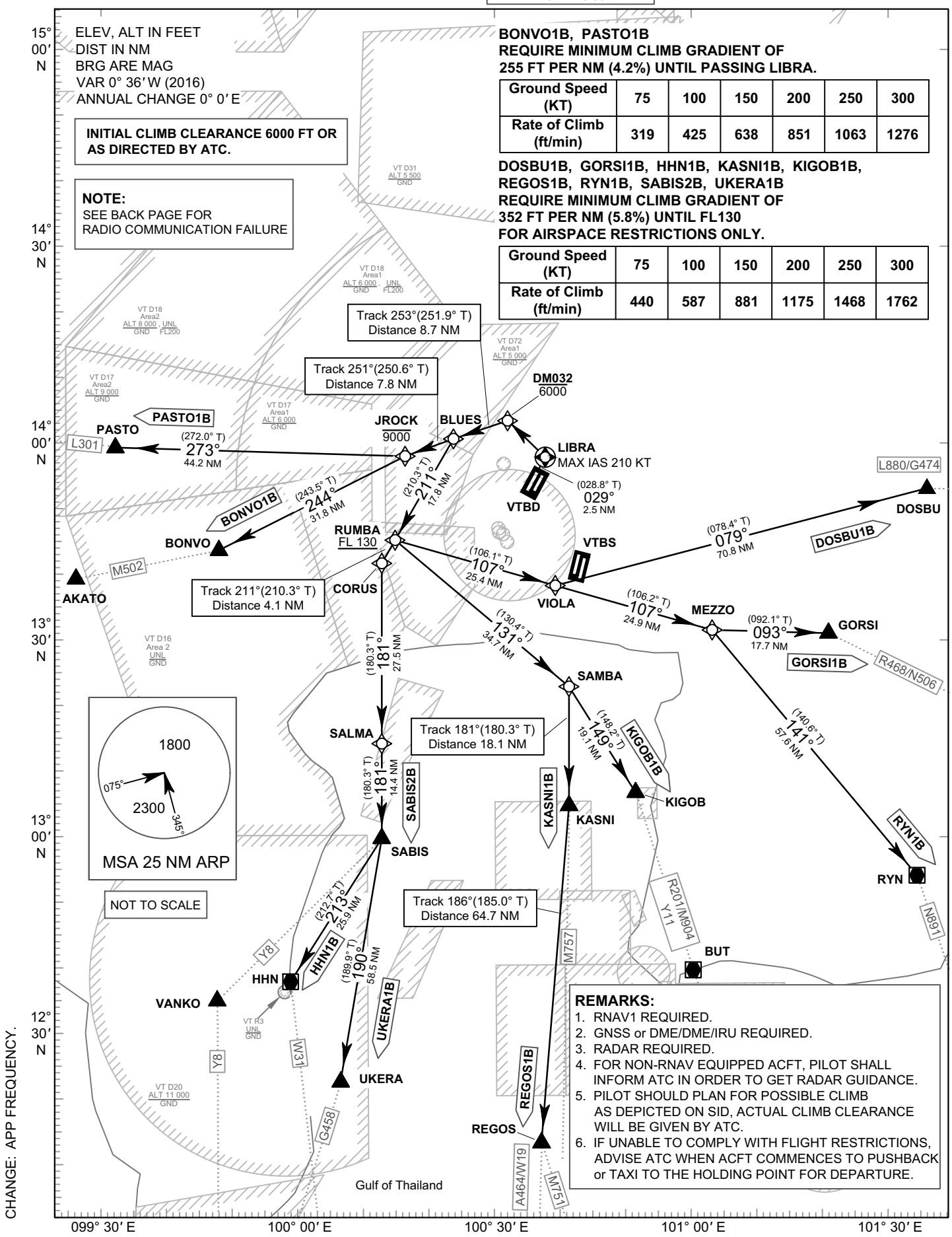
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

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

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD) RNAV RWY03L

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B



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

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

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B

RADIO COMMUNICATION FAILURE

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

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY03L	-	LIBRA	LAI - BRAH
BLUES	BLUES	MEZZO	MES - SOH
BONVO	BONG - VOH	PASTO	PAS - TOW
CORUS	KOR - RUSS	REGOS	REE - GOSS
DM032	-	RUMBA	ROOM - BAH
DOSBU	DOS - BU	RYN	RA - YONG
GORSI	GOR - SEE	SABIS	SAH - BISS
HHN	HUA - HIN	SALMA	SAL - MAH
JROCK	JAY - ROCK	SAMBA	SAM - BAH
KASNI	KAS - NEE	UKERA	U - KEY - RAH
KIGOB	KEE - GOB	VIOLA	VEE - OH - LAH

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03L

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B

TABULAR DESCRIPTION (1)

RNAV RWY03L											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course °M (°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
BONVO1B TO M502											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	JROCK	-	251°(250.6°)	+0.6	7.8	L	-9000	-	-	RNAV 1
060	TF	BONVO	-	244°(243.5°)	+0.6	31.8	-	-	-	-	RNAV 1
DOSBU1B TO L880/G474											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	VIOLA	-	107°(106.1°)	+0.6	25.4	L	-	-	-	RNAV 1
070	TF	DOSBU	-	079°(078.4°)	+0.6	70.8	-	-	-	-	RNAV 1
GORSI1B TO R468/N506											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	VIOLA	-	107°(106.1°)	+0.6	25.4	-	-	-	-	RNAV 1
070	TF	MEZZO	-	107°(106.2°)	+0.6	24.9	L	-	-	-	RNAV 1
080	TF	GORSI	-	093°(092.1°)	+0.6	17.7	-	-	-	-	RNAV 1

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

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

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B

TABULAR DESCRIPTION (2)

RNAV RWY03L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
HHN1B	TO W31										
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	-	+FL130	-	-	RNAV 1
060	TF	CORUS	-	211°(210.3°)	+0.6	4.1	L	-	-	-	RNAV 1
070	TF	SALMA	-	181°(180.3°)	+0.6	27.5	-	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.3°)	+0.6	14.4	R	-	-	-	RNAV 1
090	TF	HHN	-	213°(212.7°)	+0.6	25.9	-	-	-	-	RNAV 1
KASNI1B	TO M757										
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	SAMBA	-	131°(130.4°)	+0.6	34.7	R	-	-	-	RNAV 1
070	TF	KASNI	-	181°(180.3°)	+0.6	18.1	-	-	-	-	RNAV 1
KIGOB1B	TO R201/M904/Y11										
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	SAMBA	-	131°(130.4°)	+0.6	34.7	R	-	-	-	RNAV 1
070	TF	KIGOB	-	149°(148.2°)	+0.6	19.1	-	-	-	-	RNAV 1

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

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

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B

TABULAR DESCRIPTION (3)

RNAV RWY03L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PASTO1B TO L301											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	JROCK	-	251°(250.6°)	+0.6	7.8	R	-9000	-	-	RNAV 1
060	TF	PASTO	-	273°(272.0°)	+0.6	44.2	-	-	-	-	RNAV 1
REGOS1B TO A464/W19, M751											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	SAMBA	-	131°(130.4°)	+0.6	34.7	R	-	-	-	RNAV 1
070	TF	KASNI	-	181°(180.3°)	+0.6	18.1	R	-	-	-	RNAV 1
080	TF	REGOS	-	186°(185.0°)	+0.6	64.7	-	-	-	-	RNAV 1
RYN1B TO N891											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	VIOLA	-	107°(106.1°)	+0.6	25.4	-	-	-	-	RNAV 1
070	TF	MEZZO	-	107°(106.2°)	+0.6	24.9	R	-	-	-	RNAV 1
080	TF	RYN	-	141°(140.6°)	+0.6	57.6	-	-	-	-	RNAV 1

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

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

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B

TABULAR DESCRIPTION (4)

RNAV RWY03L

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
SABIS2B TO Y8											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	-	+FL130	-	-	RNAV 1
060	TF	CORUS	-	211°(210.3°)	+0.6	4.1	L	-	-	-	RNAV 1
070	TF	SALMA	-	181°(180.3°)	+0.6	27.5	-	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.3°)	+0.6	14.4	-	-	-	-	RNAV 1
UKERA1B TO G458											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	LIBRA	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	-	+FL130	-	-	RNAV 1
060	TF	CORUS	-	211°(210.3°)	+0.6	4.1	L	-	-	-	RNAV 1
070	TF	SALMA	-	181°(180.3°)	+0.6	27.5	-	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.3°)	+0.6	14.4	R	-	-	-	RNAV 1
090	TF	UKERA	-	190°(189.9°)	+0.6	58.5	-	-	-	-	RNAV 1

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

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

BONVO1B DOSBU1B GORSI1B
HHN1B KASNI1B KIGOB1B
PASTO1B REGOS1B
RYN1B SABIS2B UKERA1B

WAYPOINT LIST

RNAV RWY03L	
Waypoint Identifier	Coordinates
DER RWY03L	13° 55' 34.87" N 100° 36' 44.62" E
BLUES	14° 01' 05.07" N 100° 22' 57.50" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E
CORUS	13° 42' 05.43" N 100° 11' 36.93" E
DM032	14° 03' 48.15" N 100° 31' 27.81" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E
JROCK	13° 58' 28.40" N 100° 15' 21.61" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
KIGOB	13° 06' 46.46" N 100° 51' 06.33" E
LIBRA	13° 57' 49.35" N 100° 38' 00.38" E
MEZZO	13° 31' 33.78" N 101° 03' 16.41" E
PASTO	14° 00' 04.50" N 099° 30' 06.94" E
REGOS	12° 00' 06.50" N 100° 34' 54.30" E
RUMBA	13° 45' 36.97" N 100° 13' 43.08" E
RYN	12° 46' 48.30" N 101° 40' 41.70" E
SABIS	12° 59' 58.53" N 100° 11' 24.53" E
SALMA	13° 14' 28.89" N 100° 11' 28.72" E
SAMBA	13° 23' 02.66" N 100° 40' 48.12" E
UKERA	12° 02' 07.25" N 100° 01' 09.59" E
VIOLA	13° 38' 32.30" N 100° 38' 45.54" E

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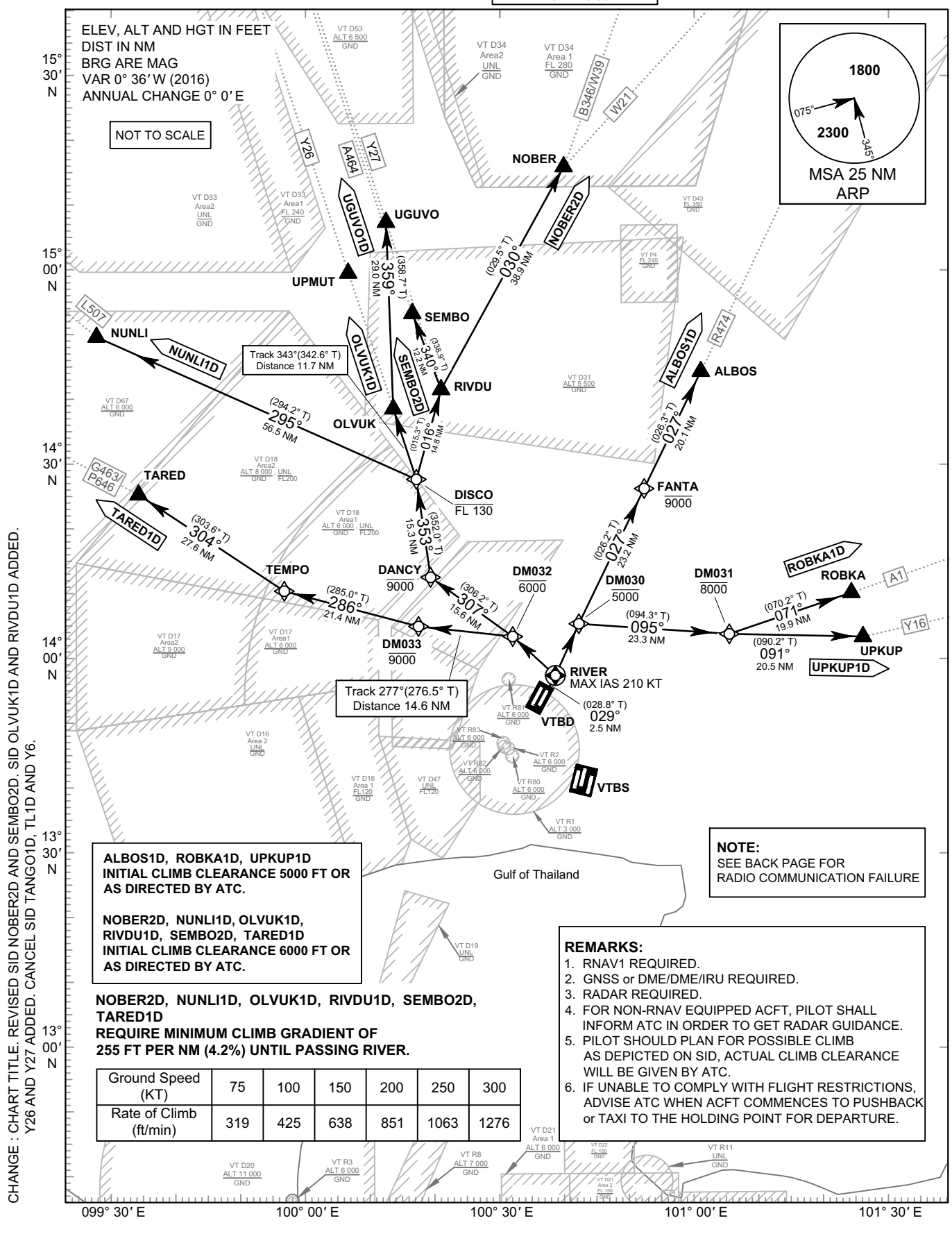
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

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

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03R

ALBOS1D NOBER2D NUNLI1D
OLVUK1D ROBKA1D SEMBO2D
TARED1D UPKUP1D UGUVO1D



ALBOS1D, ROBKA1D, UPKUP1D
INITIAL CLIMB CLEARANCE 5000 FT OR AS DIRECTED BY ATC.

NOBER2D, NUNLI1D, OLVUK1D, RIVDU1D, SEMBO2D, TARED1D
INITIAL CLIMB CLEARANCE 6000 FT OR AS DIRECTED BY ATC.

NOBER2D, NUNLI1D, OLVUK1D, RIVDU1D, SEMBO2D, TARED1D
REQUIRE MINIMUM CLIMB GRADIENT OF 255 FT PER NM (4.2%) UNTIL PASSING RIVER.

Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	319	425	638	851	1063	1276

NOTE:
SEE BACK PAGE FOR RADIO COMMUNICATION FAILURE

REMARKS:
1. RNAV1 REQUIRED.
2. GNSS or DME/DME/IRU REQUIRED.
3. RADAR REQUIRED.
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE.
5. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK or TAXI TO THE HOLDING POINT FOR DEPARTURE.

CHANGE : CHART TITLE. REVISED SID NOBER2D AND SEMBO2D. SID OLVUK1D AND RIVDU1D ADDED. Y26 AND Y27 ADDED. CANCEL SID TANGO1D, TL1D AND Y6.

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

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

ALBOS1D NOBER2D NUNLI1D
OLVUK1D ROBKA1D SEMBO2D
TARED1D UPKUP1D UGUVO1D

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGE CLEARANCE **UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL** IN ACCORDANCE WITH THE PUBLISHED 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 PILOT SHALL PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.
4	FOR MORE INFORMATION OR OTHER CASES, REFER TO AIP VTBD AD 2.22, RADIO COMMUNICATION FAILURE.

CHANGE : CHART TITLE.

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

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

ALBOS1D NOBER2D NUNLI1D
OLVUK1D ROBKA1D SEMBO2D
TARED1D UPKUP1D UGUVO1D

TABULAR DESCRIPTION (1)

RNAV RWY03R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ALBOS1D TO R474											
010	-	DER RWY03R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM030	-	-	+ 0.6	-	L	-5000	-	-	RNAV 1
040	TF	FANTA	-	027°(026.2°)	+ 0.6	23.2	-	-9000	-	-	RNAV 1
050	TF	ALBOS	-	027°(026.3°)	+ 0.6	20.1	-	-	-	-	RNAV 1
NOBER2D TO B346/W39, W21											
010	-	DER RWY03R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM032	-	-	+ 0.6	-	L	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+ 0.6	15.6	-	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+ 0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	RIVDU	-	016°(015.3°)	+ 0.6	14.8	-	-	-	-	RNAV 1
070	TF	NOBER	-	030°(029.5°)	+ 0.6	38.9	-	-	-	-	RNAV 1
NUNLI1D TO L507											
010	-	DER RWY03R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM032	-	-	+ 0.6	-	L	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+ 0.6	15.6	-	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+ 0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	NUNLI	-	295°(294.2°)	+ 0.6	56.5	-	-	-	-	RNAV 1
OLVUK1D TO Y26											
010	-	DER RWY03R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM032	-	-	+ 0.6	-	L	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+ 0.6	15.6	-	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+ 0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	OLVUK	-	343°(342.6°)	+ 0.6	11.7	-	-	-	-	RNAV 1

CHANGE : CHART TITLE.

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

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

ALBOS1D NOBER2D NUNLI1D
OLVUK1D ROBKA1D SEMBO2D
TARED1D UPKUP1D UGUVO1D

TABULAR DESCRIPTION (2)

RNAV RWY03R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ROBKA1D TO A1											
010	-	DER RWY03R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM030	-	-	+ 0.6	-	L	-5000	-	-	RNAV 1
040	TF	DM031	-	095°(094.3°)	+ 0.6	23.3	-	-8000	-	-	RNAV 1
050	TF	ROBKA	-	071°(070.2°)	+ 0.6	19.9	-	-	-	-	RNAV 1
SEMBO2D TO A464											
010	-	DER RWY03R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM032	-	-	+ 0.6	-	L	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+ 0.6	15.6	-	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+ 0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	RIVDU	-	016°(015.3°)	+ 0.6	14.8	-	-	-	-	RNAV 1
070	TF	SEMBO	-	340°(338.9°)	+ 0.6	12.2	-	-	-	-	RNAV 1
TARED1D TO G463/P646											
010	-	DER RWY03R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM032	-	-	+ 0.6	-	L	-6000	-	-	RNAV 1
040	TF	DM033	-	277°(276.5°)	+ 0.6	14.6	-	-9000	-	-	RNAV 1
050	TF	TEMPO	-	286°(285.0°)	+ 0.6	21.4	-	-	-	-	RNAV 1
060	TF	TARED	-	304°(303.6°)	+ 0.6	27.6	-	-	-	-	RNAV 1
UPKUP1D TO Y16											
010	-	DER RWY03R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM030	-	-	+ 0.6	-	L	-5000	-	-	RNAV 1
040	TF	DM031	-	095°(094.3°)	+ 0.6	23.3	-	-8000	-	-	RNAV 1
050	TF	UPKUP	-	091°(090.2°)	+ 0.6	20.5	-	-	-	-	RNAV 1

CHANGE : CHART TITLE.

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

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

ALBOS1D NOBER2D NUNLI1D
OLVUK1D ROBKA1D SEMBO2D
TARED1D UPKUP1D UGUVO1D

TABULAR DESCRIPTION (3)

RNAV RWY03R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
UGUVO1D TO Y27											
010	-	DER RWY03R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+ 0.6	2.5	-	-	-210	-	RNAV 1
030	DF	DM032	-	-	+ 0.6	-	L	-6000	-	-	RNAV 1
040	TF	DANCY	-	307°(306.2°)	+ 0.6	15.6	-	-9000	-	-	RNAV 1
050	TF	DISCO	-	353°(352.0°)	+ 0.6	15.3	-	-FL130	-	-	RNAV 1
060	TF	OLVUK	-	343°(342.6°)	+ 0.6	11.7	-	-	-	-	RNAV 1
070	TF	UGUVO	-	359°(358.7°)	+ 0.6	29.0	-	-	-	-	RNAV 1

CHANGE : CHART TITLE. SID UGUVO1D ADDED.

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

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

ALBOS1D NOBER2D NUNLI1D
OLVUK1D ROBKA1D SEMBO2D
TARED1D UPKUP1D UGUVO1D

WAYPOINT LIST

RNAV RWY03R	
Waypoint Identifier	**Coordinates**
DER RWY03R	13° 55' 28.41" N 100° 36' 55.96" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E
DANCY	14° 13' 03.50" N 100° 18' 28.40" E
DISCO	14° 28' 15.59" N 100° 16' 17.24" E
DM030	14° 05' 42.64" N 100° 41' 58.72" E
DM031	14° 03' 57.44" N 101° 05' 51.80" E
DM032	14° 03' 48.15" N 100° 31' 27.81" E
DM033	14° 05' 26.89" N 100° 16' 30.52" E
FANTA	14° 26' 35.97" N 100° 52' 31.60" E
NOBER	15° 16' 35.60" N 100° 40' 06.00" E
NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
OLVUK	14° 39' 28.38" N 100° 12' 40.23" E
RIVDU	14° 42' 35.67" N 100° 20' 18.57" E
RIVER	13° 57' 43.17" N 100° 38' 11.88" E
ROBKA	14° 10' 42.95" N 101° 25' 07.95" E
SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
TARED	14° 26' 19.52" N 099° 31' 28.87" E
TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
UPKUP	14° 03' 52.65" N 101° 26' 54.84" E
UGUVO	15° 08' 34.84" N 100° 11' 40.60" E

CHANGE : CHART TITLE. UGUVO ADDED.

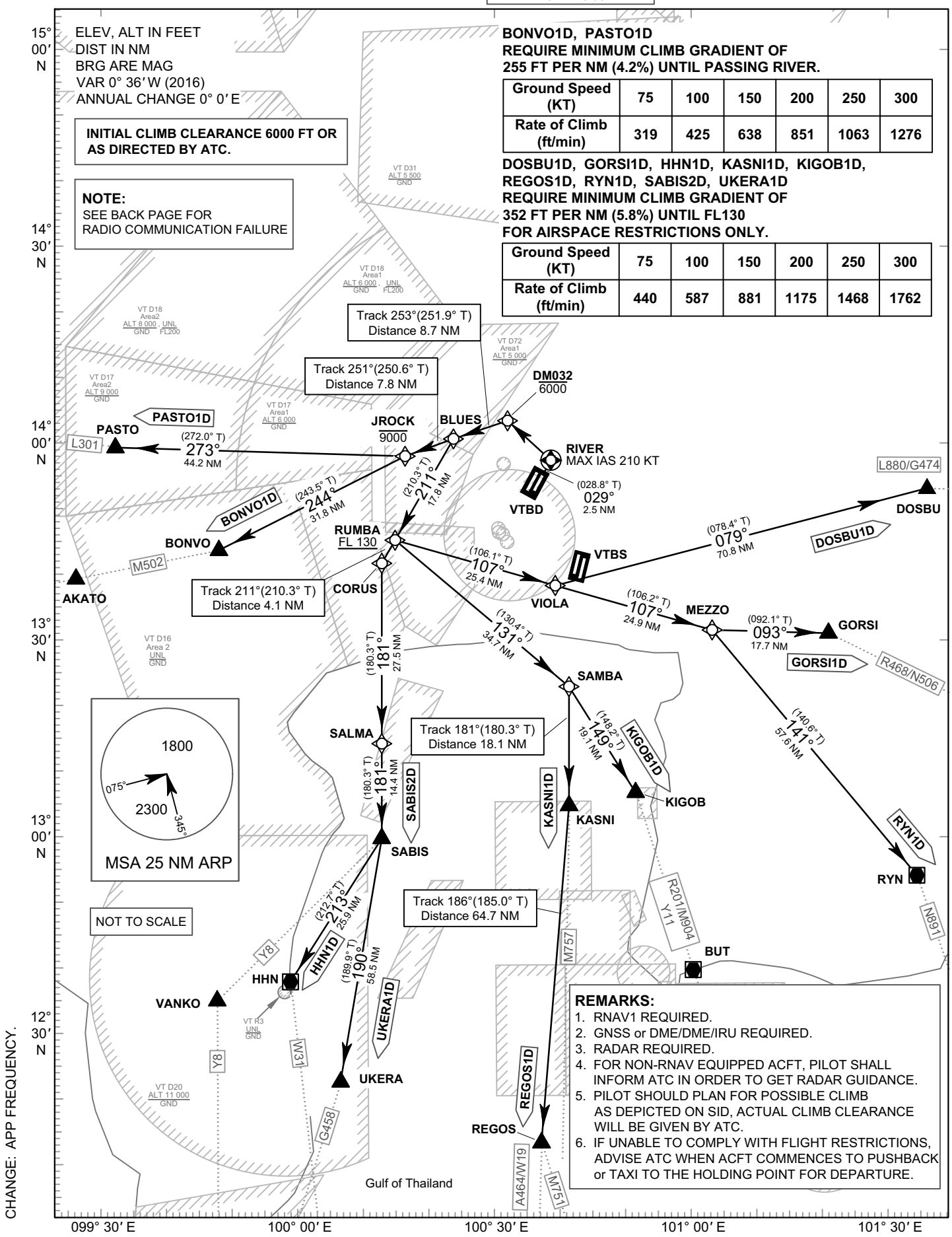
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

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

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
DEP ATIS	: 118.55

BANGKOK/Don Mueang Intl (VTBD) RNAV RWY03R

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D



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

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

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D

RADIO COMMUNICATION FAILURE

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

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY03R	-	MEZZO	MES - SOH
BLUES	BLUES	PASTO	PAS - TOW
BONVO	BONG - VOH	REGOS	REE - GOSS
CORUS	KOR - RUSS	RIVER	REE - VER
DM032	-	RUMBA	ROOM - BAH
DOSBU	DOS - BU	RYN	RA - YONG
GORSI	GOR - SEE	SABIS	SAH - BISS
HHN	HUA - HIN	SALMA	SAL - MAH
JROCK	JAY - ROCK	SAMBA	SAM - BAH
KASNI	KAS - NEE	UKERA	U - KEY - RAH
KIGOB	KEE - GOB	VIOLA	VEE - OH - LAH

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

BANGKOK/Don Mueang Intl (VTBD)
RNAV RWY03R

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D

TABULAR DESCRIPTION (1)

RNAV RWY03R											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course °M (°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
BONVO1B TO M502											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	JROCK	-	251°(250.6°)	+0.6	7.8	L	-9000	-	-	RNAV 1
060	TF	BONVO	-	244°(243.5°)	+0.6	31.8	-	-	-	-	RNAV 1
DOSBU1B TO L880/G474											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	VIOLA	-	107°(106.1°)	+0.6	25.4	L	-	-	-	RNAV 1
070	TF	DOSBU	-	079°(078.4°)	+0.6	70.8	-	-	-	-	RNAV 1
GORSI1B TO R468/N506											
010	-	DER RWY03L	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	VIOLA	-	107°(106.1°)	+0.6	25.4	-	-	-	-	RNAV 1
070	TF	MEZZO	-	107°(106.2°)	+0.6	24.9	L	-	-	-	RNAV 1
080	TF	GORSI	-	093°(092.1°)	+0.6	17.7	-	-	-	-	RNAV 1

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

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

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D

TABULAR DESCRIPTION (2)

RNAV RWY03R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
HHN1D TO W31											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	-	+FL130	-	-	RNAV 1
060	TF	CORUS	-	211°(210.3°)	+0.6	4.1	L	-	-	-	RNAV 1
070	TF	SALMA	-	181°(180.3°)	+0.6	27.5	-	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.3°)	+0.6	14.4	R	-	-	-	RNAV 1
090	TF	HHN	-	213°(212.7°)	+0.6	25.9	-	-	-	-	RNAV 1
KASNI1D TO M757											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	SAMBA	-	131°(130.4°)	+0.6	34.7	R	-	-	-	RNAV 1
070	TF	KASNI	-	181°(180.3°)	+0.6	18.1	-	-	-	-	RNAV 1
KIGOB1D TO R201/M904/Y11											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	SAMBA	-	131°(130.4°)	+0.6	34.7	R	-	-	-	RNAV 1
070	TF	KIGOB	-	149°(148.2°)	+0.6	19.1	-	-	-	-	RNAV 1

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

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

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D

TABULAR DESCRIPTION (3)

RNAV RWY03R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PASTO1D TO L301											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	JROCK	-	251°(250.6°)	+0.6	7.8	R	-9000	-	-	RNAV 1
060	TF	PASTO	-	273°(272.0°)	+0.6	44.2	-	-	-	-	RNAV 1
REGOS1D TO A464/W19, M751											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	SAMBA	-	131°(130.4°)	+0.6	34.7	R	-	-	-	RNAV 1
070	TF	KASNI	-	181°(180.3°)	+0.6	18.1	R	-	-	-	RNAV 1
080	TF	REGOS	-	186°(185.0°)	+0.6	64.7	-	-	-	-	RNAV 1
RYN1D TO N891											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	L	+FL130	-	-	RNAV 1
060	TF	VIOLA	-	107°(106.1°)	+0.6	25.4	-	-	-	-	RNAV 1
070	TF	MEZZO	-	107°(106.2°)	+0.6	24.9	R	-	-	-	RNAV 1
080	TF	RYN	-	141°(140.6°)	+0.6	57.6	-	-	-	-	RNAV 1

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

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

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D

TABULAR DESCRIPTION (4)

RNAV RWY03R

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
SABIS2D TO Y8											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	-	+FL130	-	-	RNAV 1
060	TF	CORUS	-	211°(210.3°)	+0.6	4.1	L	-	-	-	RNAV 1
070	TF	SALMA	-	181°(180.3°)	+0.6	27.5	-	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.3°)	+0.6	14.4	-	-	-	-	RNAV 1
UKERA1D TO G458											
010	-	DER RWY03R	-	-	+0.6	-	-	-	-	-	RNAV 1
020	CF	RIVER	Y	029°(028.8°)	+0.6	2.5	L	-	-210	-	RNAV 1
030	DF	DM032	-	-	+0.6	-	-	-6000	-	-	RNAV 1
040	TF	BLUES	-	253°(251.9°)	+0.6	8.7	L	-	-	-	RNAV 1
050	TF	RUMBA	-	211°(210.3°)	+0.6	17.8	-	+FL130	-	-	RNAV 1
060	TF	CORUS	-	211°(210.3°)	+0.6	4.1	L	-	-	-	RNAV 1
070	TF	SALMA	-	181°(180.3°)	+0.6	27.5	-	-	-	-	RNAV 1
080	TF	SABIS	-	181°(180.3°)	+0.6	14.4	R	-	-	-	RNAV 1
090	TF	UKERA	-	190°(189.9°)	+0.6	58.5	-	-	-	-	RNAV 1

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

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

BONVO1D DOSBU1D GORSI1D
HHN1D KASNI1D KIGOB1D
PASTO1D REGOS1D
RYN1D SABIS2D UKERA1D

WAYPOINT LIST

RNAV RWY03R	
Waypoint Identifier	**Coordinates**
DER RWY03R	13° 55' 28.41" N 100° 36' 55.96" E
BLUES	14° 01' 05.07" N 100° 22' 57.50" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E
CORUS	13° 42' 05.43" N 100° 11' 36.93" E
DM032	14° 03' 48.15" N 100° 31' 27.81" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E
JROCK	13° 58' 28.40" N 100° 15' 21.61" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E
KIGOB	13° 06' 46.46" N 100° 51' 06.33" E
MEZZO	13° 31' 33.78" N 101° 03' 16.41" E
PASTO	14° 00' 04.50" N 099° 30' 06.94" E
REGOS	12° 00' 06.50" N 100° 34' 54.30" E
RIVER	13° 57' 43.17" N 100° 38' 11.88" E
RUMBA	13° 45' 36.97" N 100° 13' 43.08" E
RYN	12° 46' 48.30" N 101° 40' 41.70" E
SABIS	12° 59' 58.53" N 100° 11' 24.53" E
SALMA	13° 14' 28.89" N 100° 11' 28.72" E
SAMBA	13° 23' 02.66" N 100° 40' 48.12" E
UKERA	12° 02' 07.25" N 100° 01' 09.59" E
VIOLA	13° 38' 32.30" N 100° 38' 45.54" E

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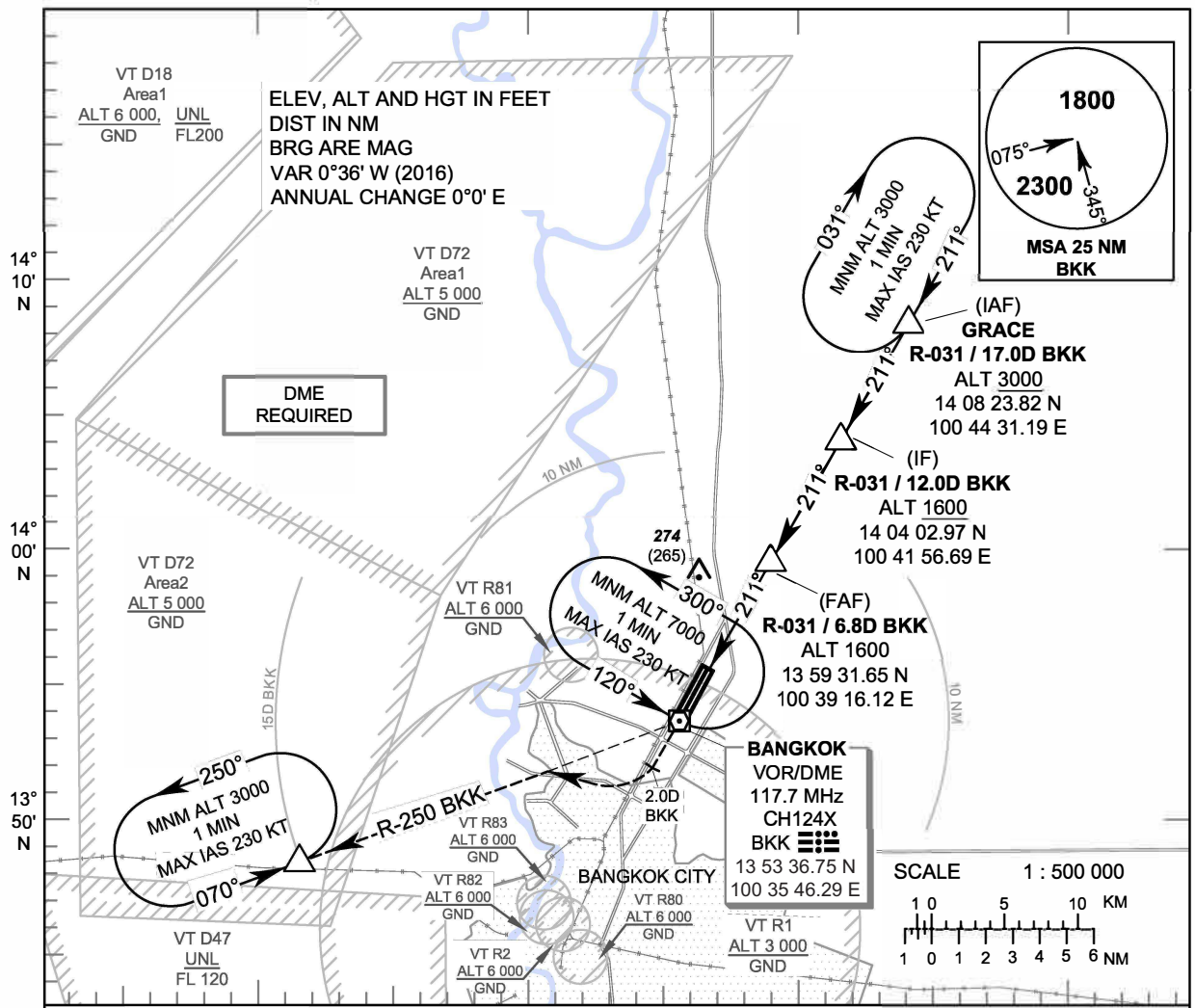
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 119.1, 262.5 : 119.4, 262.5 : 120.3, 262.5 : 133.4, 262.5 : 122.35, 262.5 : 124.35, 262.5 : 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

VOR RWY21L

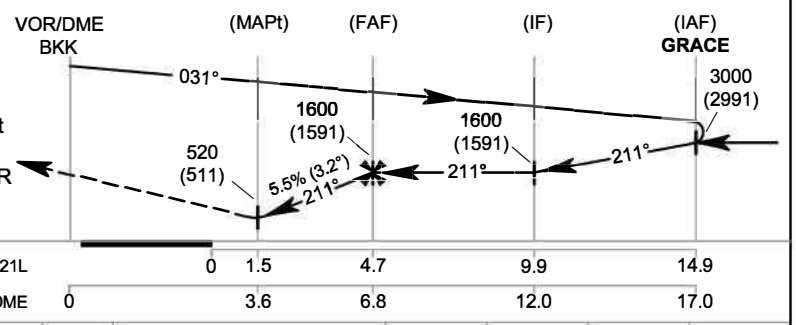


Descent gradient not coincident with PAPI

MISSED APPROACH :
No turn before MAPt.
Climb straight ahead to VOR/DME BKK until 2 DME BKK outbound then turn right continue climb on R-250 BKK VOR to 3000 FT and hold at 15 DME BKK VOR or as directed by ATC.

ELEV 7 FT
(THR RWY21L)

TA 11000



CHANGE: VOR/DME COORDINATE.

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

Distance (BKK)		3.6 DME	4 DME	5 DME	6 DME
Altitude (Height)		520 (511)	700 (691)	1040 (1031)	1370 (1361)
Ground speed	knot	100	120	140	160	180	200
FAF-MAPt 3.2 NM	(min:s)	1:55	1:36	1:22	1:12	1:04	0:58
Rate of descent	(ft/min)	557	668	780	891	1003	1114

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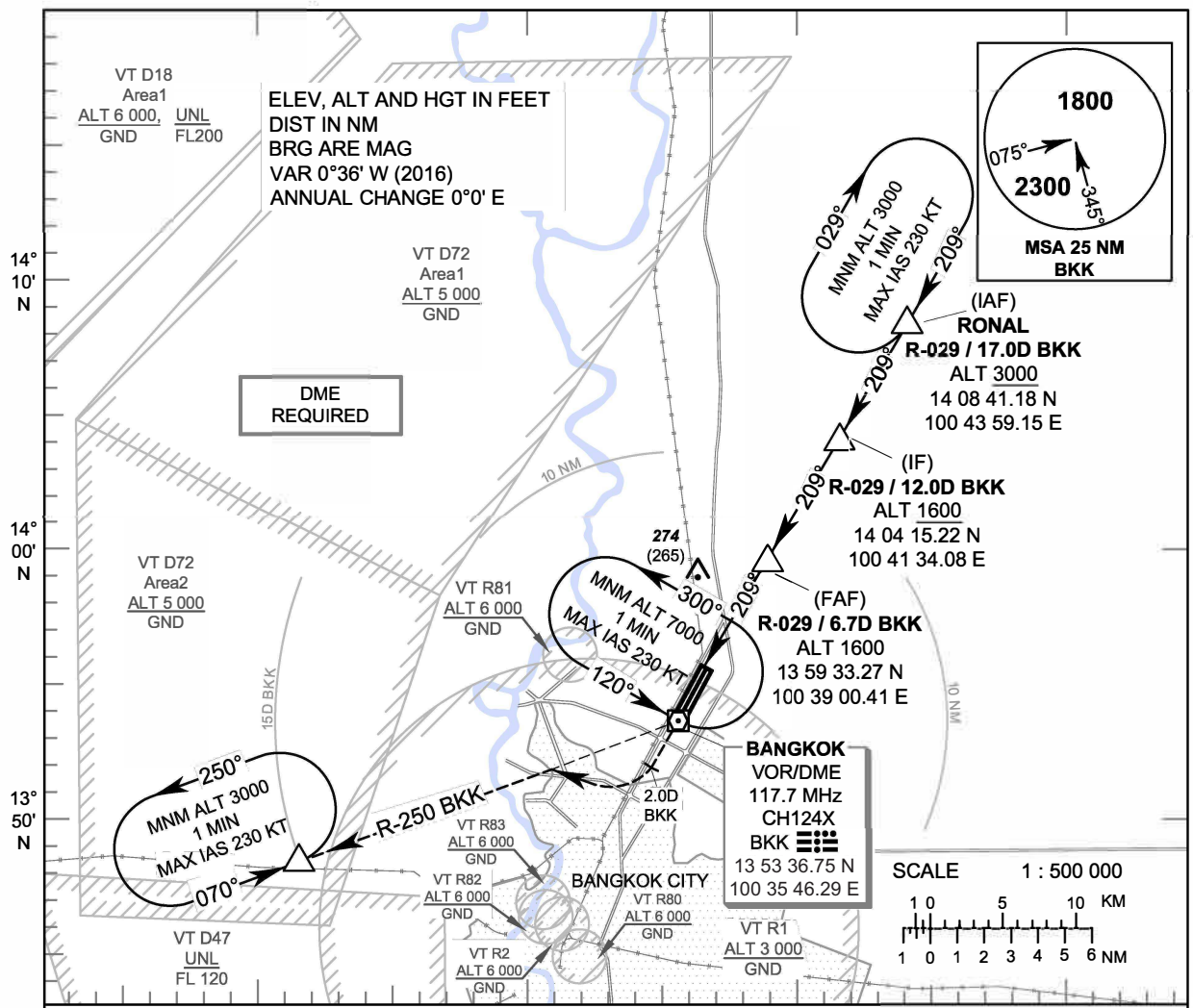
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

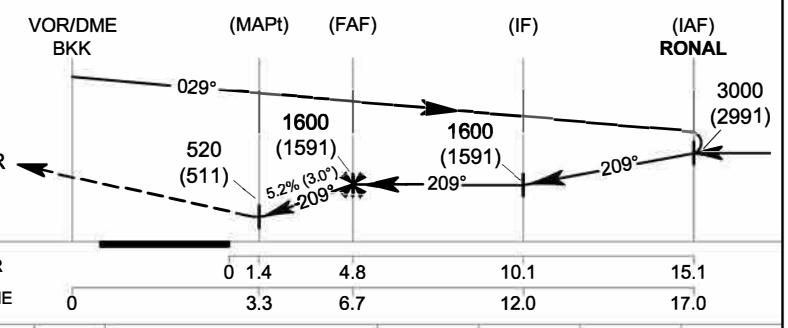
APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

VOR RWY21R



MISSED APPROACH :
No turn before MAPt.
Climb straight ahead to VOR/DME BKK until 2 DME BKK outbound then turn right continue climb on R-250 BKK VOR to 3000 FT and hold at 15 DME BKK VOR or as directed by ATC.



ELEV 7 FT
(THR RWY21R)

TA 11000

CHANGE: VOR/DME COORDINATE.

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

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

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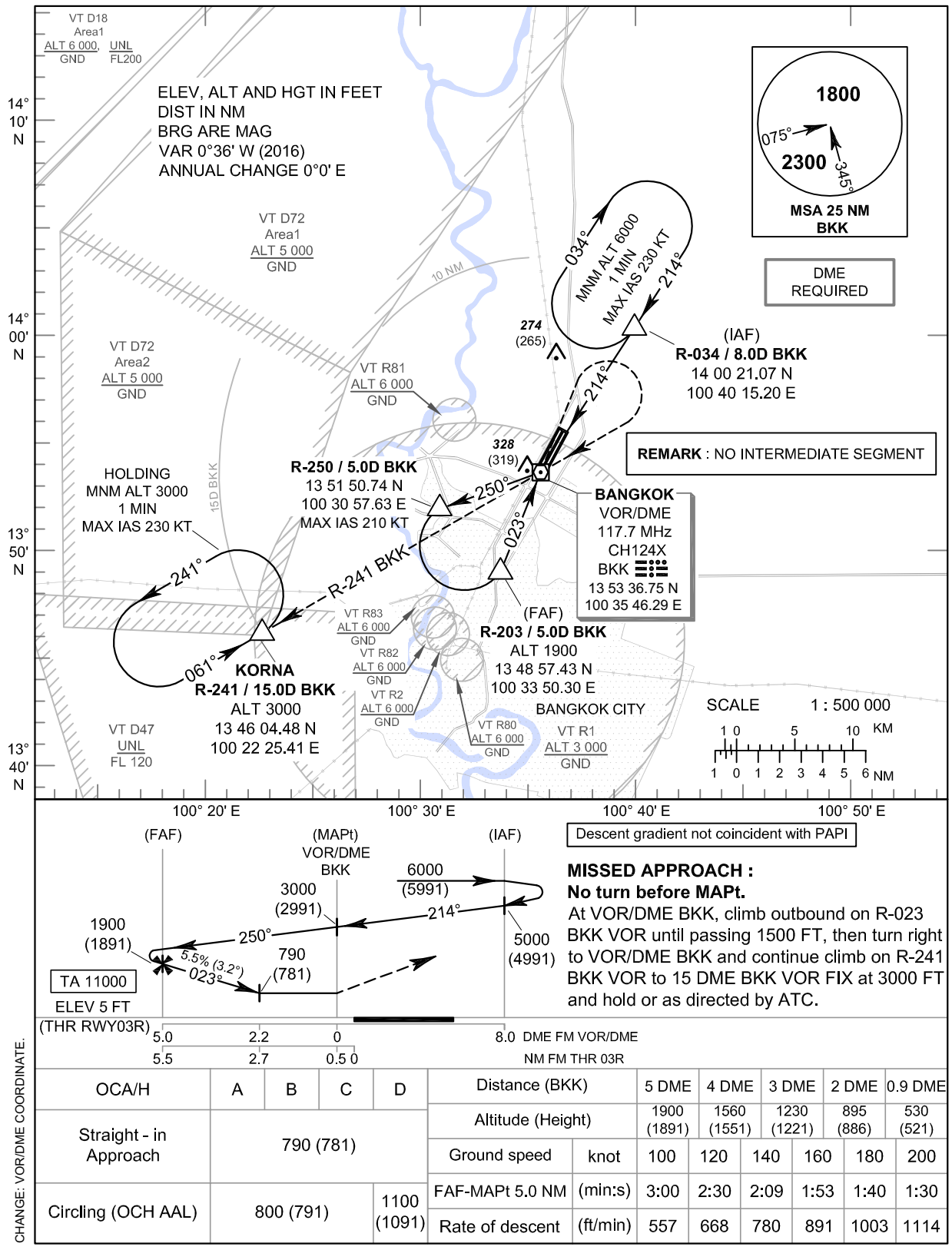
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 9 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

VOR RWY03R



MISSED APPROACH :
No turn before MAPt.
At VOR/DME BKK, climb outbound on R-023 BKK VOR until passing 1500 FT, then turn right to VOR/DME BKK and continue climb on R-241 BKK VOR to 15 DME BKK VOR FIX at 3000 FT and hold or as directed by ATC.

CHANGE: VOR/DME COORDINATE.

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

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

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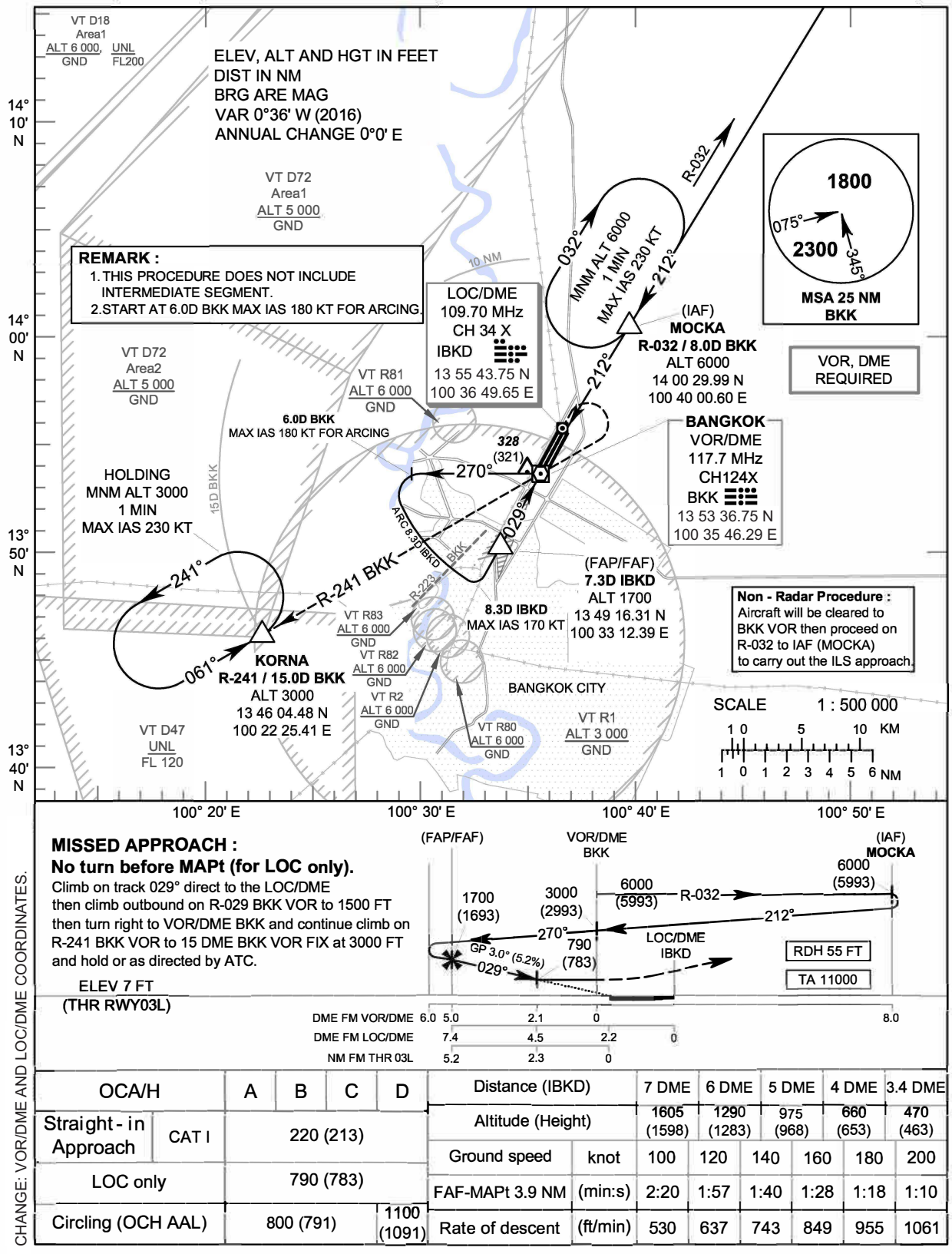
INSTRUMENT APPROACH CHART - ICAO

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

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC y RWY03L



MISSED APPROACH :
No turn before MAPt (for LOC only).
Climb on track 029° direct to the LOC/DME then climb outbound on R-029 BKK VOR to 1500 FT then turn right to VOR/DME BKK and continue climb on R-241 BKK VOR to 15 DME BKK VOR FIX at 3000 FT and hold or as directed by ATC.

ELEV 7 FT
(THR RWY03L)

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

Distance (IBKD)		7 DME	6 DME	5 DME	4 DME	3.4 DME
Altitude (Height)		1605 (1598)	1290 (1283)	975 (968)	660 (653)	470 (463)
Ground speed	knot	100	120	140	160	180	200
FAF-MAPt 3.9 NM	(min:s)	2:20	1:57	1:40	1:28	1:18	1:10
Rate of descent	(ft/min)	530	637	743	849	955	1061

CHANGE: VOR/DME AND LOC/DME COORDINATES.

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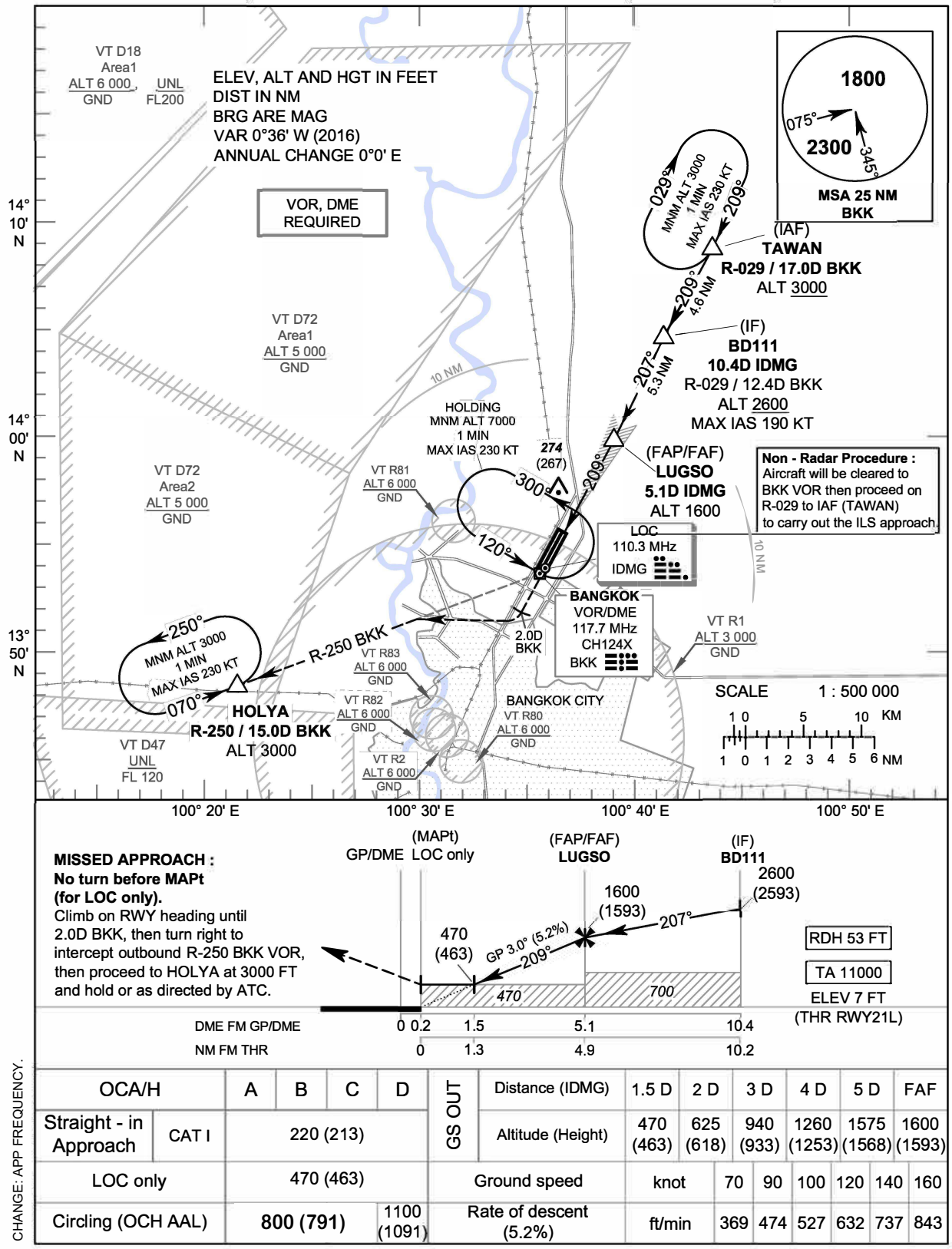
INSTRUMENT APPROACH CHART - ICAO

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

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC y RWY21L



OCA/H		A	B	C	D	GS OUT	Distance (IDMG)	1.5 D	2 D	3 D	4 D	5 D	FAF
Straight - in Approach	CAT I	220 (213)					Altitude (Height)	470 (463)	625 (618)	940 (933)	1260 (1253)	1575 (1568)	1600 (1593)
LOC only		470 (463)					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)		**800 (791)**			1100 (1091)		Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

CHANGE: APP FREQUENCY.

INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC y RWY21L

CHANGE: VOR, LOC AND GP/DME COORDINATES.

FIX/POINT		COORDINATES	
(IAF) TAWAN	R-029 / 17.0D BKK	14° 08' 38.35" N	100° 44' 04.62" E
(IF) BD111	10.4D IDMG	14° 04' 35.38' N	100° 41' 47.72" E
(FAP/FAF) LUGSO	5.1D IDMG	13° 59' 47.35" N	100° 39' 21.27" E
MAPt (LOC only) @ RW21L	0.2D IDMG	13° 55' 28.41" N	100° 36' 55.96" E
LOC	IDMG	13° 53' 51.83" N	100° 36' 01.83" E
GP/DME	IDMG	13° 55' 21.28" N	100° 36' 47.46" E
HOLYA	R-250 / 15.0D BKK	13° 48' 16.86" N	100° 21' 21.08" E
VOR	BKK	13° 53' 36.75" N	100° 35' 46.29" E

INSTRUMENT APPROACH CHART - ICAO

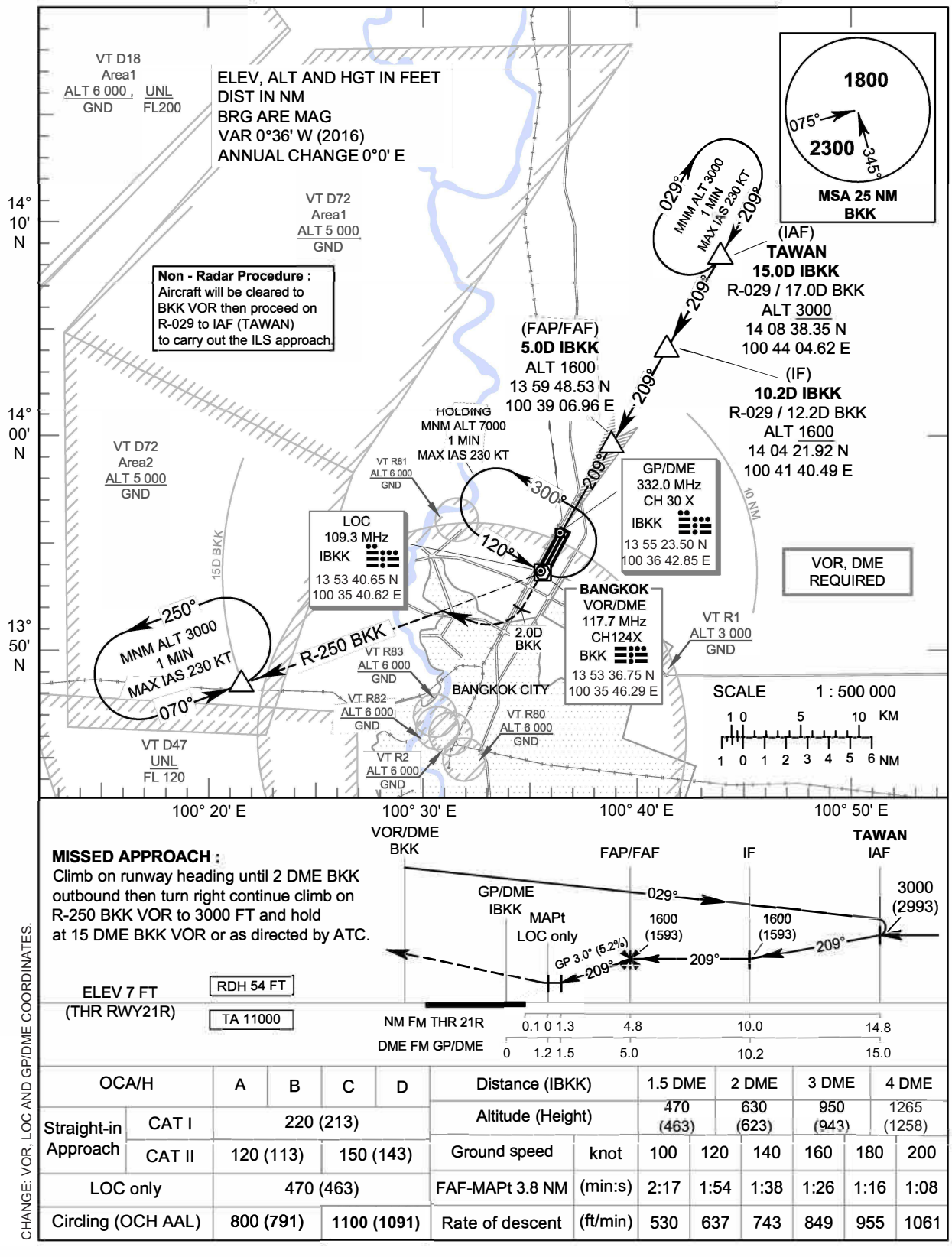
AERODROME ELEV 9 FT
HEIGHTS RELATED TO
THR RWY21R - ELEV 7 FT

APP	: 119.1, 262.5
	: 119.4, 262.5
	: 120.3, 262.5
	: 133.4, 262.5
	: 122.35, 262.5
	: 124.35, 262.5
	: 125.2, 262.5
DAR	: 133.0, 262.5
TWR	: 118.1, 236.6
ATIS	: 126.4, 344.6

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC y RWY21R

CAT II



MISSED APPROACH :
Climb on runway heading until 2 DME BKK outbound then turn right continue climb on R-250 BKK VOR to 3000 FT and hold at 15 DME BKK VOR or as directed by ATC.

ELEV 7 FT
(THR RWY21R)

RDH 54 FT

TA 11000

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

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

CHANGE: VOR, LOC AND GP/DME COORDINATES.

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INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21L

FIX/POINT		COORDINATES	
(IF) BD111	10.4D IDMG	14° 04' 35.38' N	100° 41' 47.72" E
(FAP/FAF) LUGSO	5.1D IDMG	13° 59' 47.35" N	100° 39' 21.27" E
MAPt (LOC only) @ RW21L	0.2D IDMG	13° 55' 28.41" N	100° 36' 55.96" E
LOC	IDMG	13° 53' 51.83" N	100° 36' 01.83" E
GP/DME	IDMG	13° 55' 21.28" N	100° 36' 47.46" E

CHANGE: LOC AND GP/DME COORDINATES.

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

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY21R

CAT II

FIX/POINT		COORDINATES	
(IF) BD111	10.4D IBKK	14° 04' 35.38' N	100° 41' 47.72" E
(FAP/FAF) RENIL	5.1D IBKK	13° 59' 53.84" N	100° 39' 09.93" E
MAPt (LOC only) @ RW21R	0.2D IBKK	13° 55' 34.87" N	100° 36' 44.62" E
LOC	IBKK	13° 53' 40.65" N	100° 35' 40.62" E
GP/DME	IBKK	13° 55' 23.50" N	100° 36' 42.85" E

CHANGE: LOC AND GP/DME COORDINATES.

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INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Don Mueang Intl (VTBD)

ILS or LOC z RWY03L

FIX/POINT		COORDINATES	
(IF) LURPO	8.5D IBKD	13° 48' 16.25" N	100° 32' 38.75" E
(FAP/FAF) BD310	5.5D IBKD	13° 50' 54.83" N	100° 34' 07.60" E
MAPt (LOC only) @ RWY03L	2.2D IBKD	13° 53' 49.24" N	100° 35' 45.38" E
LOC/DME	IBKD	13° 55' 43.75" N	100° 36' 49.65" E

CHANGE:LOC/DME COORDINATE.

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VTSP 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 Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	NIL	Green	PAPI Both 3° 64.07 FT	NIL	NIL	3000 M, 60 M White FM 2400 M - 3000 M Yellow LIH	Red	NIL	RTIL
27	SALS (7 Barrettes) 420M LIH	Green	PAPI Both 3.2° 64.96 FT	NIL	NIL	3000 M, 60 M White FM 2400 M - 3000 M Yellow LIH	Red	NIL	NIL

VTSP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On the top of control tower FLG W G EV 2.5 sec. / IBN: NIL, H24
2	LDI location and LGT Anemometer location and LGT	WDI : 1 Wind Direction Indicator near left PAPI 09 : 1 Wind Direction Indicator 350 M. left side FM THR 27, 100 M FM RCL, illuminated Anemometer: See AD Ground Movement Chart
3	TWY edge and centre line lighting	EDGE: All TWY CENTRE LINE: TWY H,J and P
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at RWY 27/09 Switch over time : 0 sec.(UPS)
5	Remarks	NIL

VTSP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Helicopters using active runway to take off and land as instructed by ATC. See VTSP AD 2.20 for the Helicopter Operation

VTSP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centre on 080650.26N 0981825.22E
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Phuket Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Phuket Approach	124.7 MHz 284.0 MHz 121.5 MHz [1)] 243.0 MHz [1) 2)]	H24	[1)] Emergency frequency [2)] On radial 130, radial 170 and radial 210 at distance 15 NM altitude 2 500 FT are blind spot.
ARR	Phuket Arrival	120.7 MHz	H24	
TWR	Phuket Tower	118.1 MHz 236.6 MHz [2)] 121.5 MHz [1)] 243.0 MHz [1) 2)]	H24	
GND	Phuket Ground	121.9 MHz	H24	
CDC	Phuket Delivery	118.55 MHz	H24	
ATIS	Phuket Intl Airport	128.0 MHz	H24	

VTSP 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	PUT	116.9 MHz CH 116X	H24	080650.3N 0981825.2E	16.72 m	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal 40 nm at required altitudes in various area as follows: 1. Radial 360º-030º altitude should not below 5 500 ft. 2. Radial 031º-170º altitude should not below 9 000 ft. 3. Radial 171º-220º altitude should not below 7 000 ft. 4. Radial 221º-359º altitude should not below 3 000 ft.

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
ILS CAT I LOC/DME RWY 27	IPKT	109.9 MHz CH 36X	H24	080647.7N 0981819.7E		a) ILS with non-standard localizer alignment, offset 1.4° from runway centre line, coverage over a sector of 35° either side of course, no back course and voice feature, the antenna array is located 245 M from end of RWY 27 120 M from runway centre line. b) Front course 266 Mag. Width 4.4°. c) Glide Path angle 3.2°. d) Middle Marker (MM without compass locator) distance 804 m. from approach end of RWY 27. e) DME co-located with localizer f) Glide slope unusable starting at the middle marker (2.0 DME) to RWY THR. Glide slope shall not be used when DME out of service.
GP		333.8 MHz	H24	080647.2N 0981940.3E		
MM		75 MHz	H24	080654.9N 0982014.9E		

VTSP AD 2.20 LOCAL AERODROME REGULATIONS

1. SURFACE MOVEMENT PROCEDURE

1.1 Ground Movement

The supplementary of surface movement procedures has been established at Phuket International Airport as follows:

1.1.1 Manoeuvring on movement area :

a) Area of apron D and Almost of the area between apron A to apron C is the blind spot area, when ATC instruction is issued, aircraft are to manoeuvre by pilot discretion.
b) Special manoeuvring procedure at Phuket Aerodrome on TWY P, When visibility below 3,000 M., due to minimum distance between RWY centre line is 150 M. aircraft code letter C, D and E that taxiing on TWY P shall be instructed to hold, under the following conditions :

– Before departing aircraft code C,D, and E enters the runway for take-off or
– Before arriving aircraft code C, D and E crossing 4 NM final for landing.

c) Taxiing on TWY P in connection with TWY E due to the minimum separation distance between TWY centre line and objects is 39.5 M wide body aircraft to taxi with extreme caution.

2. USE OF RUNWAY

To achieve the highest possible rate/hour for departure and arrival at Phuket International Airport, the runway occupancy times shall be reduced to a minimum. Therefore, the follow procedures are introduced;

2.1 Departing aircraft

a) Commensurate with safety and standard operating procedure, when in receipt of a line up clearance, pilots should ensure that they are able to taxi into the correct hold and line up position on the runway as soon as the preceding aircraft has commenced its take-off roll.
b) Cockpit checks should be completed before line up, any further checks requiring completion whilst on the runway shall be kept to a minimum. Pilots should ensure that they are able to commence the take-off roll immediately after a take-off clearance is issued.
c) Pilots unable to comply with these procedures shall inform ATC prior to passing the runway holding position.

2.2 Arriving aircraft

Pilots are reminded that runway occupancy time should be kept to the minimum on the landing runway enables ATC to apply minimum spacing on Final Approach that will achieve maximum runway utilization as well as minimize the occurrence of go-arounds.

3. START-UP PROCEDURE

3.1 When Flight Formalities have been completed, Pilot of all aircraft, other than VFR domestic flight, shall contact Phuket Delivery Control on frequency 118.55 MHZ 5 minutes before start up engine for request ATC Clearance, as appropriate information, of the following :

a) Aircraft call sign
b) Type of aircraft and category, if HEAVY
c) Parking stand number / Location
d) Identified of the latest ATIS received
e) Destination
f) Proposed flight level, if it is different from the filed flight plan

3.2 After received ATC Clearance, Pilot shall read back the following information :

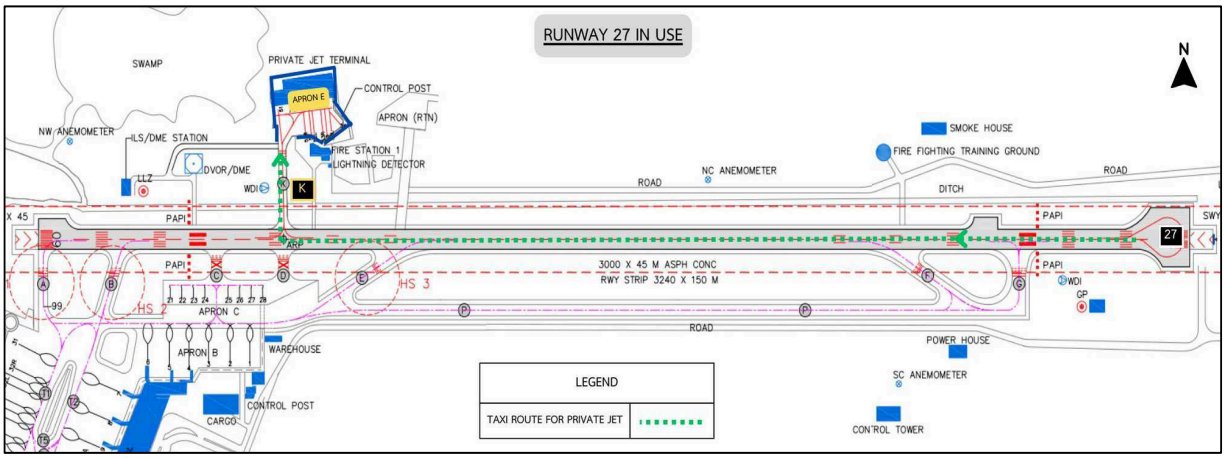
a) Call sign
b) Destination
c) SID and route
d) Level
e) Transponder Code, and
f) Any restriction

3.3 Pilot shall contact Phuket Ground Control on frequency 121.9 MHZ for push back and start-up, after ATC Clearance has been received.

3.4 Unless other ATC restriction is imposed, the aircraft must be push back within 5 minutes from the time ATC clearance is received otherwise the ATC clearance will be cancelled. Additionally, in order to provide a more flexible ground traffic movement, all domestic departures shall no longer be required to push back within 5 minutes after clearance received.

3.5 If ATC clearance includes a departure time restriction in order to establish longitudinal separation, pilots shall maintain listening watch on Phuket ground in readiness for push back and are to call Phuket Ground in the appropriate time with the departure time restriction. Pilots who fail to comply with these requirements or amended departure time restriction will result in cancellation of ATC clearance.

b. Runway 27 in use: aircraft shall be vacating runway via Taxiway K or as directed by ATC.



VTSP AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSP-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTSP-2-3
Aircraft Parking/Docking Chart - ICAO (Verso)	AD 2-VTSP-2-4
Aerodrome Ground Movement Chart - ICAO	AD 2-VTSP-2-5
Aerodrome Obstacle Chart - ICAO - Type A - RWY 09/27	AD 2-VTSP-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A	AD 2-VTSP-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A (Tabular description 1)	AD 2-VTSP-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A (Tabular description 2)	AD 2-VTSP-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 09 - ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A (Waypoint list table)	AD 2-VTSP-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B	AD 2-VTSP-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B (Tabular description 1)	AD 2-VTSP-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B (Tabular description 2)	AD 2-VTSP-6-8
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B (Waypoint list table)	AD 2-VTSP-6-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C	AD 2-VTSP-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C (Tabular description 1)	AD 2-VTSP-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C (Tabular description 2)	AD 2-VTSP-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C (Tabular description 3)	AD 2-VTSP-7-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C (Waypoint list table)	AD 2-VTSP-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D	AD 2-VTSP-7-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D (Tabular description 1)	AD 2-VTSP-7-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D (Tabular description 2)	AD 2-VTSP-7-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D (Tabular description 3)	AD 2-VTSP-7-10
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D (Waypoint list table)	AD 2-VTSP-7-11
Instrument Approach Chart - ICAO - VOR Y RWY 09	AD 2-VTSP-8-1
Instrument Approach Chart - ICAO - VOR Y RWY 27	AD 2-VTSP-8-3
Instrument Approach Chart - ICAO - VOR Z RWY 09	AD 2-VTSP-8-5
Instrument Approach Chart - ICAO - VOR Z RWY 27	AD 2-VTSP-8-7
Instrument Approach Chart - ICAO - ILS or LLZ RWY 27	AD 2-VTSP-8-9
Instrument Approach Chart - ICAO - RNP z RWY 09	AD 2-VTSP-8-11
Instrument Approach Chart - ICAO - RNP z RWY 09 (Tabular description)	AD 2-VTSP-8-12
Instrument Approach Chart - ICAO - RNP z RWY 27	AD 2-VTSP-8-13
Instrument Approach Chart - ICAO - RNP z RWY 27 (Tabular description)	AD 2-VTSP-8-14
Instrument Approach Chart - ICAO - RNP y RWY 09 (AR)	AD 2-VTSP-8-15
Instrument Approach Chart - ICAO - RNP y RWY 09 (AR) (Tabular description)	AD 2-VTSP-8-16
Instrument Approach Chart - ICAO - RNP y RWY 09 (AR) (Waypoint list table)	AD 2-VTSP-8-17
Instrument Approach Chart - ICAO - RNP y RWY 27 (AR)	AD 2-VTSP-8-19

Chart name	Page
Instrument Approach Chart - ICAO - RNP y RWY 27 (AR) (Tabular description)	AD 2-VTSP-8-20
Instrument Approach Chart - ICAO - RNP y RWY 27 (AR) (Waypoint list table)	AD 2-VTSP-8-21

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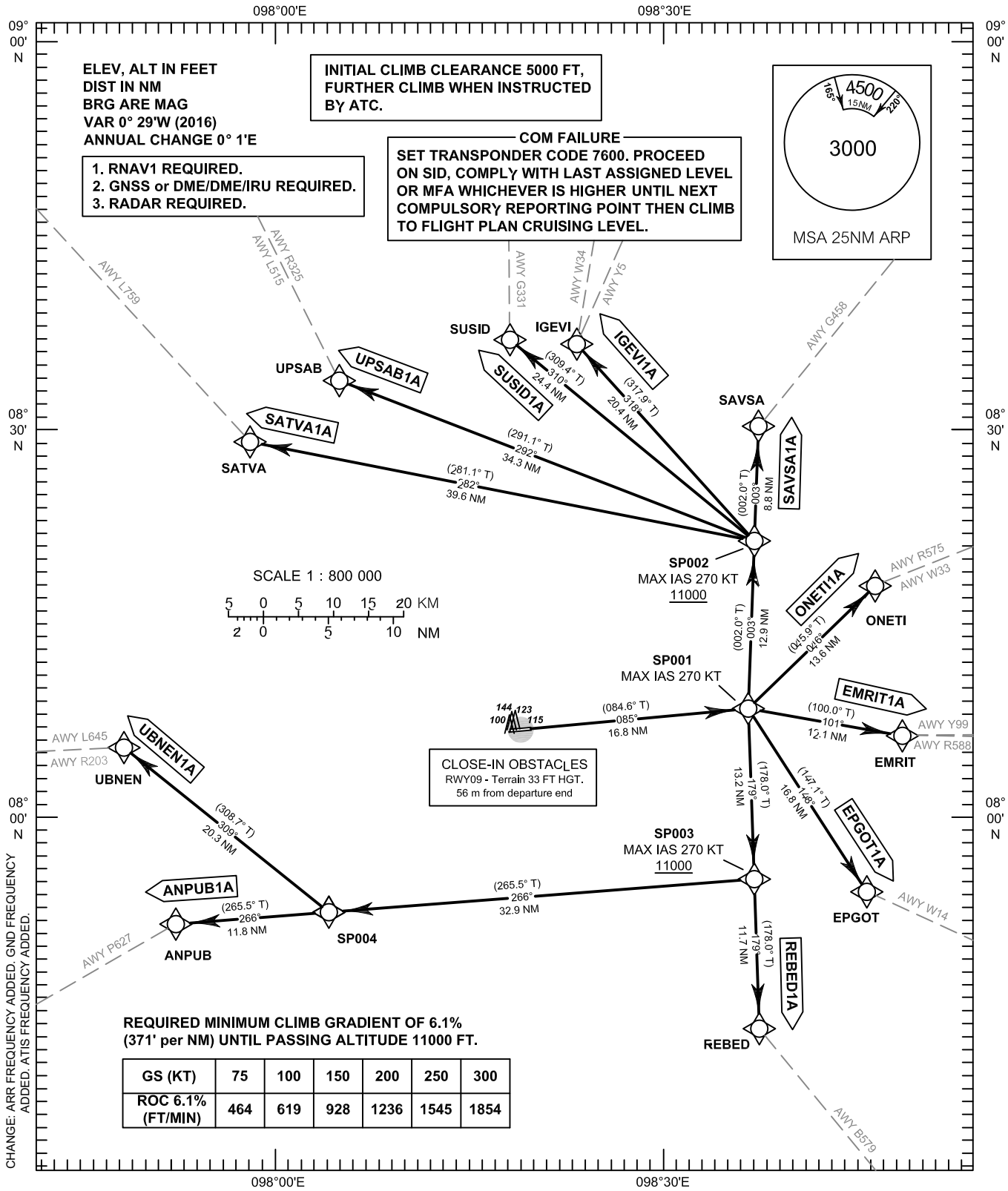
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 124.7, 284.0 GND : 121.9
ARR : 120.7 ATIS : 128.0
TWR : 118.1, 236.6

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A
SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A



REQUIRED MINIMUM CLIMB GRADIENT OF 6.1%
(371' per NM) UNTIL PASSING ALTITUDE 11000 FT.

GS (KT)	75	100	150	200	250	300
ROC 6.1% (FT/MIN)	464	619	928	1236	1545	1854

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A
SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A

TABULAR DESCRIPTION (1)

RNAV RWY09

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	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	L	-	-270	-	RNAV1
030	TF	SP002	-	003°(002.0°)	+0.5	12.9	L	+11000	-270	-	RNAV1
040	TF	SATVA	-	282°(281.1°)	+0.5	39.6	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	L	-	-270	-	RNAV1
030	TF	SP002	-	003°(002.0°)	+0.5	12.9	L	+11000	-270	-	RNAV1
040	TF	UPSAB	-	292°(291.1°)	+0.5	34.3	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	L	-	-270	-	RNAV1
030	TF	SP002	-	003°(002.0°)	+0.5	12.9	L	+11000	-270	-	RNAV1
040	TF	SUSID	-	310°(309.4°)	+0.5	24.4	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	L	-	-270	-	RNAV1
030	TF	SP002	-	003°(002.0°)	+0.5	12.9	L	+11000	-270	-	RNAV1
040	TF	IGEVI	-	318°(317.9°)	+0.5	20.4	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	L	-	-270	-	RNAV1
030	TF	SP002	-	003°(002.0°)	+0.5	12.9	-	+11000	-270	-	RNAV1
040	TF	SAVSA	-	003°(002.0°)	+0.5	8.8	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	L	-	-270	-	RNAV1
030	TF	ONETI	-	046°(045.9°)	+0.5	13.6	-	-	-	-	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A
SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A

TABULAR DESCRIPTION (2)

RNAV RWY09

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	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	R	-	-270	-	RNAV1
030	TF	EMRIT	-	101°(100.0°)	+0.5	12.1	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	R	-	-270	-	RNAV1
030	TF	EPGOT	-	148°(147.1°)	+0.5	16.8	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	R	-	-270	-	RNAV1
030	TF	SP003	-	179°(178.0°)	+0.5	13.2	-	+11000	-270	-	RNAV1
040	TF	REBED	-	179°(178.0°)	+0.5	11.7	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	R	-	-270	-	RNAV1
030	TF	SP003	-	179°(178.0°)	+0.5	13.2	R	+11000	-270	-	RNAV1
040	TF	SP004	-	266°(265.5°)	+0.5	32.9	-	-	-	-	RNAV1
050	TF	ANPUB	-	266°(265.5°)	+0.5	11.8	-	-	-	-	RNAV1
010	-	DER RWY09	-	-	+0.5	-	-	-	-	-	RNAV1
020	CF	SP001	-	085°(084.6°)	+0.5	16.8	R	-	-270	-	RNAV1
030	TF	SP003	-	179°(178.0°)	+0.5	13.2	R	+11000	-270	-	RNAV1
040	TF	SP004	-	266°(265.5°)	+0.5	32.9	R	-	-	-	RNAV1
050	TF	UBNEN	-	309°(308.7°)	+0.5	20.3	-	-	-	-	RNAV1

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY09

ANPUB1A EMRIT1A EPGOT1A IGEVI1A ONETI1A REBED1A
SATVA1A SAVSA1A SUSID1A UBNEN1A UPSAB1A

WAYPOINT LIST

RNAV RWY09

Waypoint Identifier	Coordinates
DER RWY09	08° 06' 52.23" N 098° 19' 49.46" E
ANPUB	07° 51' 40.88" N 097° 52' 16.38" E
EMRIT	08° 06' 21.05" N 098° 48' 40.42" E
EPGOT	07° 54' 15.95" N 098° 45' 54.93" E
IGEVI	08° 36' 39.58" N 098° 23' 19.78" E
ONETI	08° 17' 57.38" N 098° 46' 33.12" E
REBED	07° 43' 31.60" N 098° 37' 36.19" E
SATVA	08° 29' 02.07" N 097° 57' 56.08" E
SAVSA	08° 30' 16.00" N 098° 37' 28.53" E
SP001	08° 08' 27.12" N 098° 36' 41.99" E
SP002	08° 21' 26.12" N 098° 37' 09.69" E
SP003	07° 55' 14.57" N 098° 37' 10.78" E
SP004	07° 52' 37.85" N 098° 04' 08.89" E
SUSID	08° 36' 59.26" N 098° 18' 07.97" E
UBNEN	08° 05' 20.17" N 097° 48' 12.19" E
UPSAB	08° 33' 47.80" N 098° 04' 51.85" E

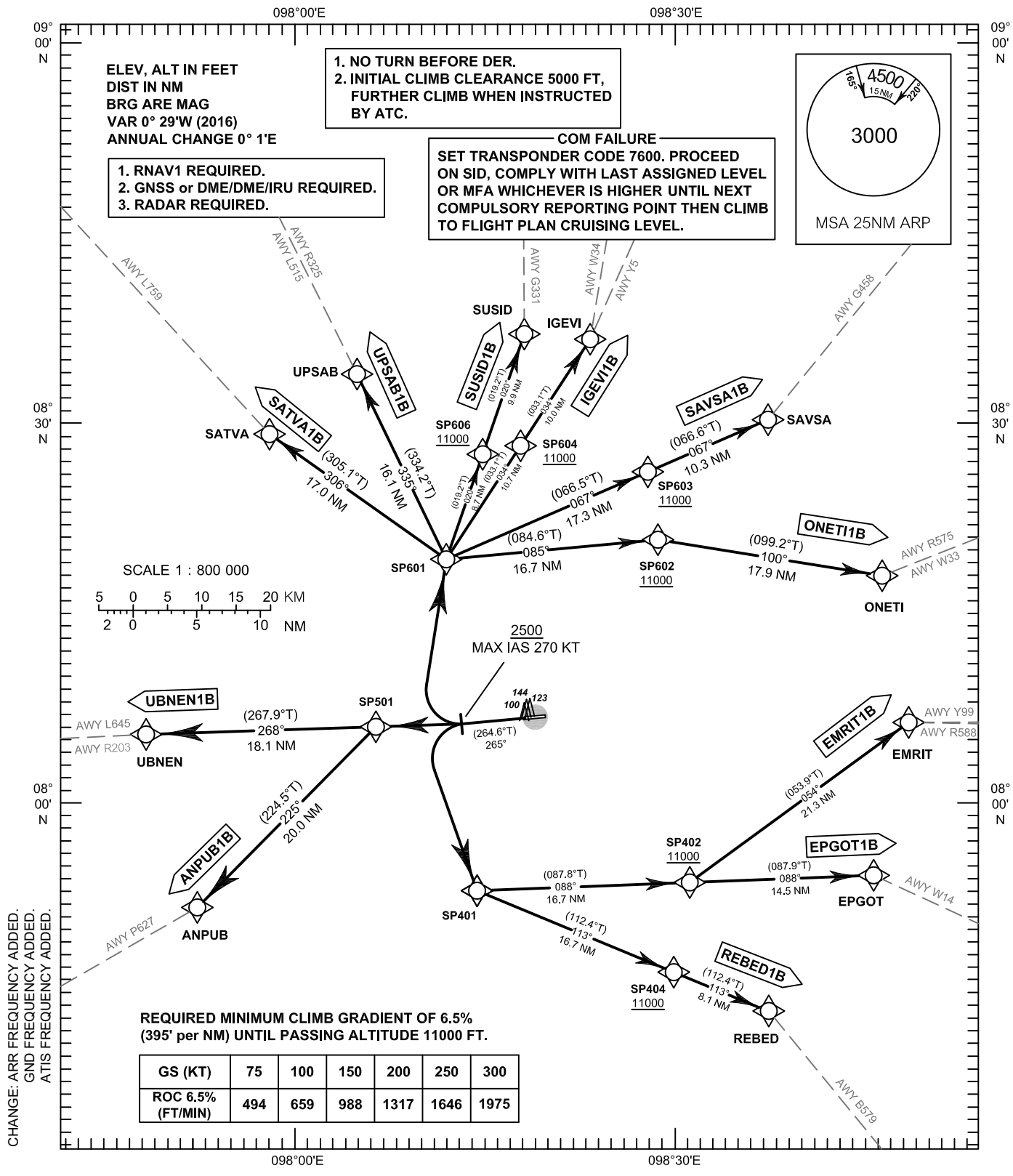
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 124.7, 284.0
ARR : 120.7
TWR: 118.1, 236.6
GND: 121.9
ATIS: 128.0

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B
SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B



GS (KT)	75	100	150	200	250	300
ROC 6.5% (FT/MIN)	494	659	988	1317	1646	1975

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B
SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B

TABULAR DESCRIPTION (1)

RNAV RWY27

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	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	L	+2500	-270	-	RNAV1
030	DF	SP401	-	-	+0.5	-	L	-	-	-	RNAV1
040	TF	SP404	-	113°(112.4°)	+0.5	16.7	-	+11000	-	-	RNAV1
050	TF	REBED	-	113°(112.4°)	+0.5	8.1	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	L	+2500	-270	-	RNAV1
030	DF	SP401	-	-	+0.5	-	L	-	-	-	RNAV1
040	TF	SP402	-	088°(087.8°)	+0.5	16.7	-	+11000	-	-	RNAV1
050	TF	EPGOT	-	088°(087.9°)	+0.5	14.5	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	L	+2500	-270	-	RNAV1
030	DF	SP401	-	-	+0.5	-	L	-	-	-	RNAV1
040	TF	SP402	-	088°(087.8°)	+0.5	16.7	L	+11000	-	-	RNAV1
050	TF	EMRIT	-	054°(053.9°)	+0.5	21.3	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	-	+2500	-270	-	RNAV1
030	DF	SP501	-	-	+0.5	-	R	-	-	-	RNAV1
040	TF	UBNEN	-	268°(267.9°)	+0.5	18.1	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	-	+2500	-270	-	RNAV1
030	DF	SP501	-	-	+0.5	-	L	-	-	-	RNAV1
040	TF	ANPUB	-	225°(224.5°)	+0.5	20.0	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	R	+2500	-270	-	RNAV1
030	DF	SP601	-	-	+0.5	-	L	-	-	-	RNAV1
040	TF	SATVA	-	306°(305.1°)	+0.5	17.0	-	-	-	-	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B
SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B

TABULAR DESCRIPTION (2)

RNAV RWY27

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	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	R	+2500	-270	-	RNAV1
030	DF	SP601	-	-	+0.5	-	L	-	-	-	RNAV1
040	TF	UPSAB	-	335°(334.2°)	+0.5	16.1	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	R	+2500	-270	-	RNAV1
030	DF	SP601	-	-	+0.5	-	R	-	-	-	RNAV1
040	TF	SP606	-	020°(019.2°)	+0.5	8.7	-	+11000	-	-	RNAV1
050	TF	SUSID	-	020°(019.2°)	+0.5	9.9	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	R	+2500	-270	-	RNAV1
030	DF	SP601	-	-	+0.5	-	R	-	-	-	RNAV1
040	TF	SP604	-	034°(033.1°)	+0.5	10.7	-	+11000	-	-	RNAV1
050	TF	IGEVI	-	034°(033.1°)	+0.5	10.0	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	R	+2500	-270	-	RNAV1
030	DF	SP601	-	-	+0.5	-	R	-	-	-	RNAV1
040	TF	SP603	-	067°(066.5°)	+0.5	17.3	-	+11000	-	-	RNAV1
TF	TF	SAVSA	-	067°(066.6°)	+0.5	10.3	-	-	-	-	RNAV1
010	-	DER RWY27	-	-	+0.5	-	-	-	-	-	RNAV1
020	CA	-	-	265°(264.6°)	+0.5	-	R	+2500	-270	-	RNAV1
030	DF	SP601	-	-	+0.5	-	R	-	-	-	RNAV1
040	TF	SP602	-	085°(084.6°)	+0.5	16.7	R	+11000	-	-	RNAV1
050	TF	ONETI	-	100°(099.2°)	+0.5	17.9	-	-	-	-	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHUKET/Phuket Intl (VTSP)
RNAV RWY27

ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B
SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B

WAYPOINT LIST

RNAV RWY27

Waypoint Identifier	Coordinates
DER RWY27	08° 06' 43.05" N 098° 18' 11.90" E
ANPUB	07° 51' 40.88" N 097° 52' 16.38" E
EMRIT	08° 06' 21.05" N 098° 48' 40.42" E
EPGOT	07° 54' 15.95" N 098° 45' 54.93" E
IGEVI	08° 36' 39.58" N 098° 23' 19.78" E
ONETI	08° 17' 57.38" N 098° 46' 33.12" E
REBED	07° 43' 31.60" N 098° 37' 36.19" E
SATVA	08° 29' 02.07" N 097° 57' 56.08" E
SAVSA	08° 30' 16.00" N 098° 37' 28.53" E
SP401	07° 53' 04.09" N 098° 14' 25.72" E
SP402	07° 53' 43.32" N 098° 31' 17.28" E
SP404	07° 46' 39.05" N 098° 30' 01.36" E
SP501	08° 05' 59.99" N 098° 06' 23.06" E
SP601	08° 19' 15.10" N 098° 11' 56.49" E
SP602	08° 20' 49.84" N 098° 28' 43.98" E
SP603	08° 26' 10.64" N 098° 27' 58.19" E
SP604	08° 28' 14.30" N 098° 17' 49.09" E
SP606	08° 27' 33.18" N 098° 14' 50.29" E
SUSID	08° 36' 59.26" N 098° 18' 07.97" E
UBNEN	08° 05' 20.17" N 097° 48' 12.19" E
UPSAB	08° 33' 47.80" N 098° 04' 51.85" E

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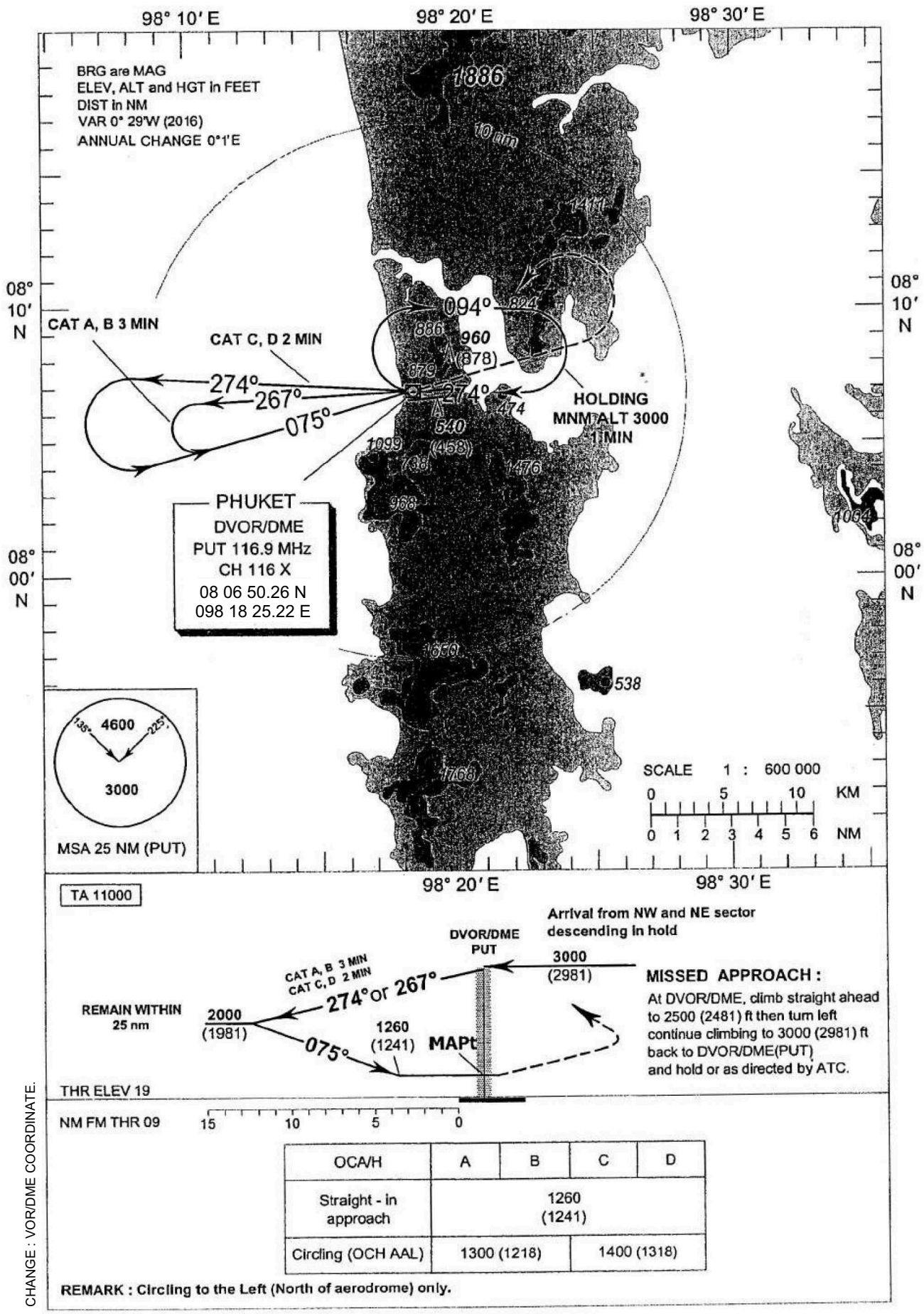
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 82 ft
HEIGHTS RELATED TO
THR RWY 09 ELEV **19** ft

APP : 124.7, 284.0
ARR : 120.7
TWR : 118.1, 236.6
GND : 121.9
ATIS : 128.0

PHUKET / Phuket Intl (VTSP)

VOR Y RWY 09



TA 11000

OCA/H	A	B	C	D
Straight - in approach	1260 (1241)			
Circling (OCH AAL)	1300 (1218)		1400 (1318)	

REMARK : Circling to the Left (North of aerodrome) only.

CHANGE : VOR/DME COORDINATE.

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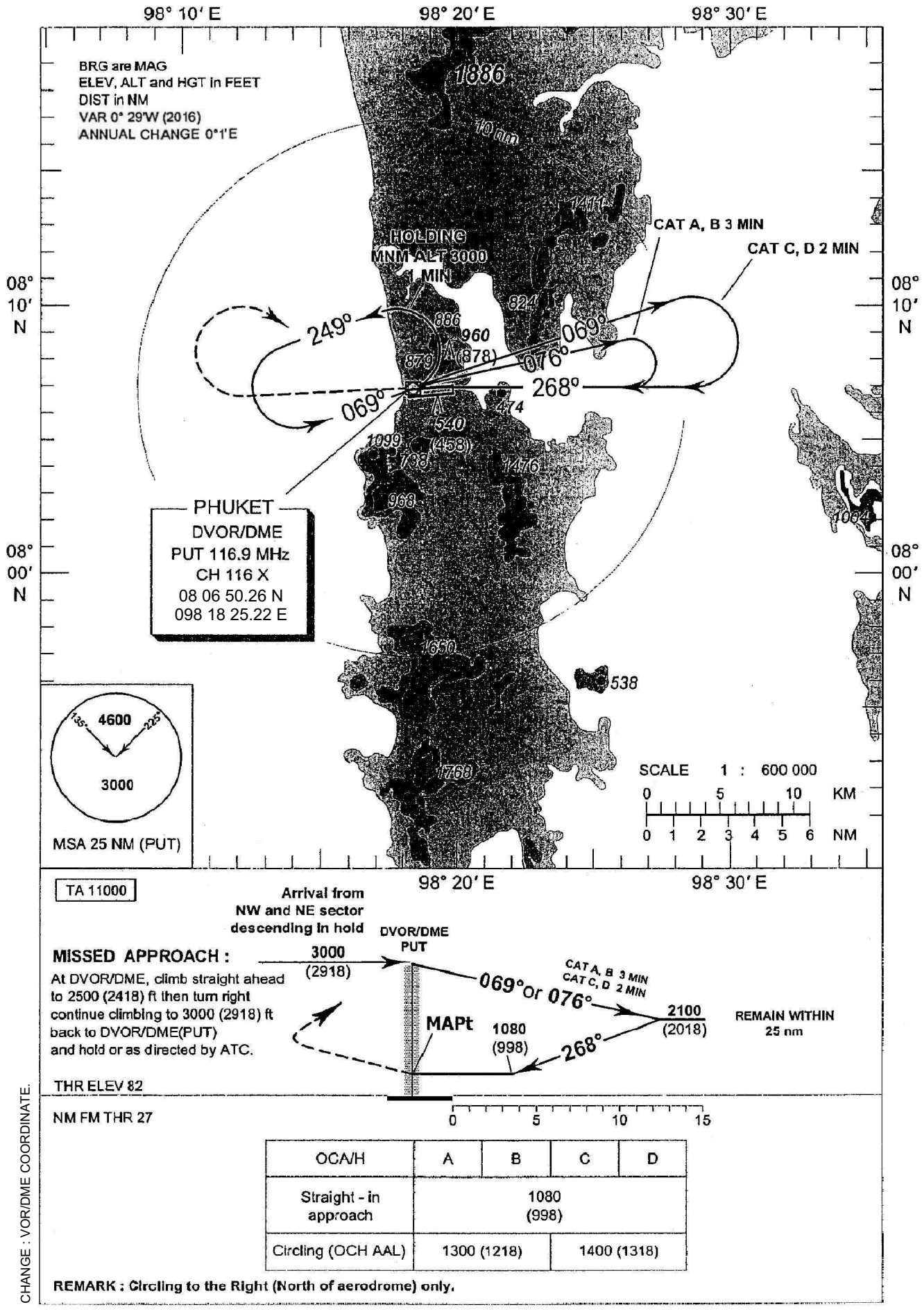
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 82 ft
HEIGHTS RELATED TO AERODROME ELEV.

APP	: 124.7, 284.0
ARR	: 120.7
TWR	: 118.1, 236.6
GND	: 121.9
ATIS	: 128.0

PHUKET / Phuket Intl (VTSP)

VOR Y RWY 27



TA 11000

Arrival from NW and NE sector descending in hold

DVOR/DME PUT

MISSED APPROACH :

At DVOR/DME, climb straight ahead to 2500 (2418) ft then turn right continue climbing to 3000 (2918) ft back to DVOR/DME(PUT) and hold or as directed by ATC.

3000 (2918)

069° or 076°

CAT A, B 3 MIN
CAT C, D 2 MIN

2100 (2018)

REMAIN WITHIN 25 nm

MAPt

1080 (998)

268°

THR ELEV 82

NM FM THR 27

0 5 10 15

OCA/H	A	B	C	D
Straight - in approach	1080 (998)			
Circling (OCH AAL)	1300 (1218)		1400 (1318)	

REMARK : Circling to the Right (North of aerodrome) only.

CHANGE : VOR/DME COORDINATE.

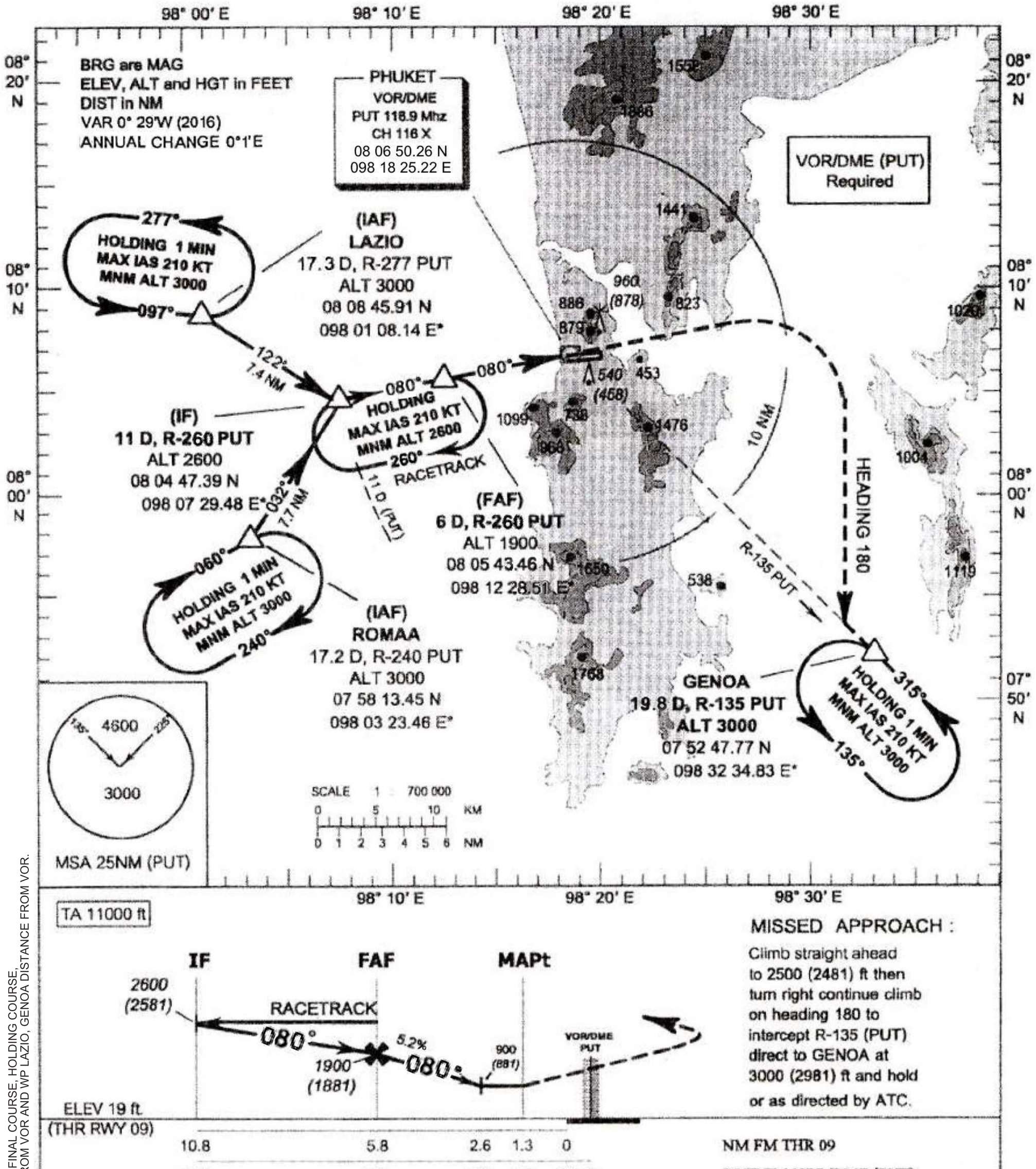
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 82 ft
HEIGHTS RELATED TO
THR RWY 09 ELEV 19 ft

APP : 124.7, 284.0
ARR : 120.7
TWR : 118.1, 236.6
GND : 121.9
ATIS : 128.0

PHUKET / Phuket INTL (VTSP)
VOR Z RWY 09



TA 11000 ft

MISSED APPROACH :
Climb straight ahead to 2500 (2481) ft then turn right continue climb on heading 180 to intercept R-135 (PUT) direct to GENOA at 3000 (2981) ft and hold or as directed by ATC.

10.8		5.8	2.6 1.3	0 NM FM THR 09
11.0		6.0	2.8 1.5	0.2 0 DME FM VOR/DME (PUT)

					Distance (PUT)	FAF	5 D	4 D	3 D	2.8 D
OCA/H	A	B	C	D	Altitude (Height)	1900 (1881)	1600 (1581)	1280 (1261)	960 (941)	900 (881)
Straight-in approach	900 (881)				Ground speed (GS)	knot	100	120	140	160	180	200
Circling (OCH AAL)	1300 (1218)		1400 (1318)		Rate of descent	(ft/min)	530	635	745	850	955	1060
REMARK : Circling to the Left (North of aerodrome) only.					FAF-MAPt 4.5 NM	(min:s)	2:42	2:15	1:56	1:42	1:30	1:21

CHANGE : COURSE FROM WP LAZIO TO IF, FINAL COURSE, HOLDING COURSE, VOR , FAF COORDINATE, IF, FAF RADIAL FROM VOR AND WP LAZIO, GENOA DISTANCE FROM VOR.

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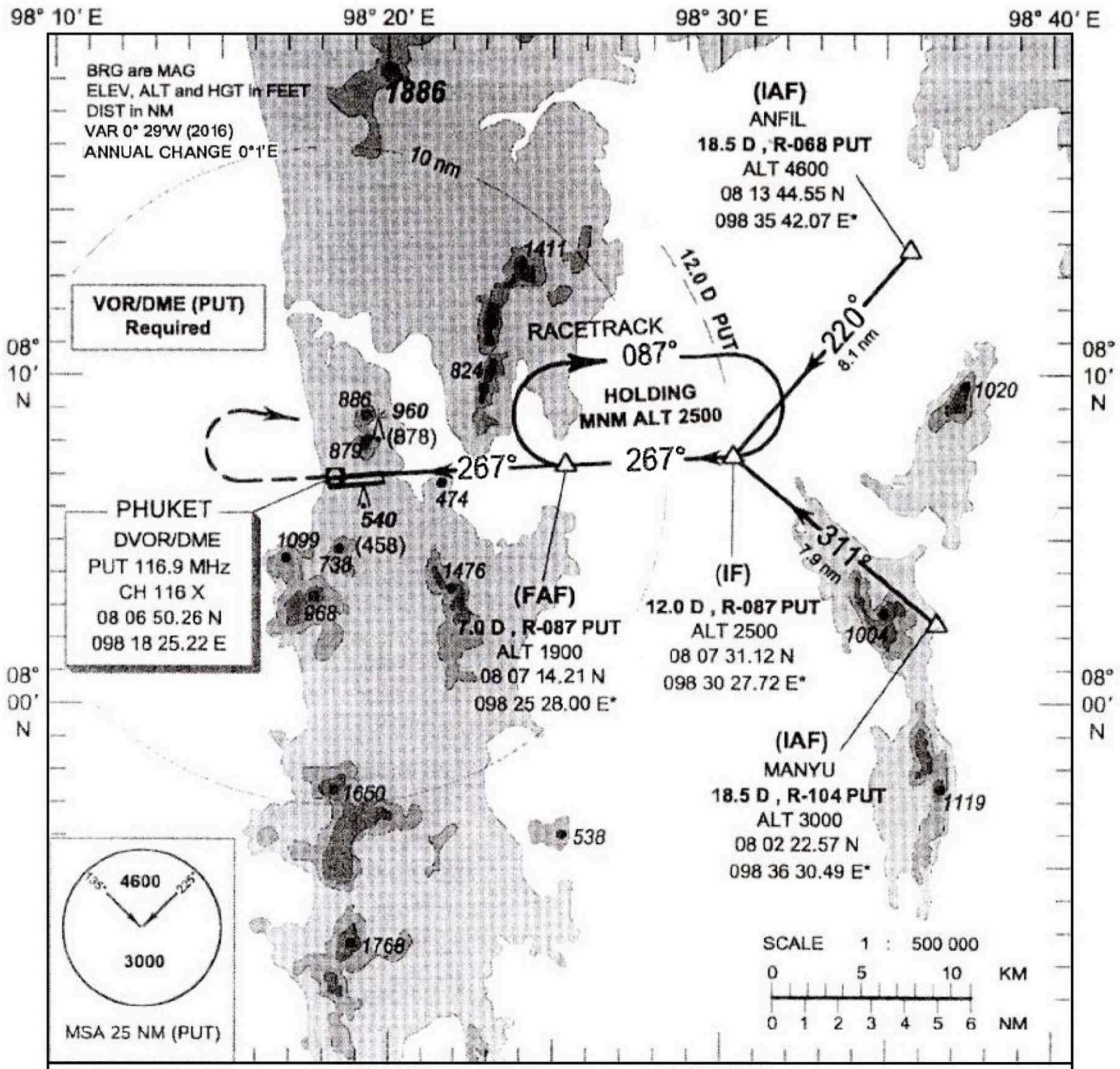
INSTRUMENT APPROACH CHART - ICAO

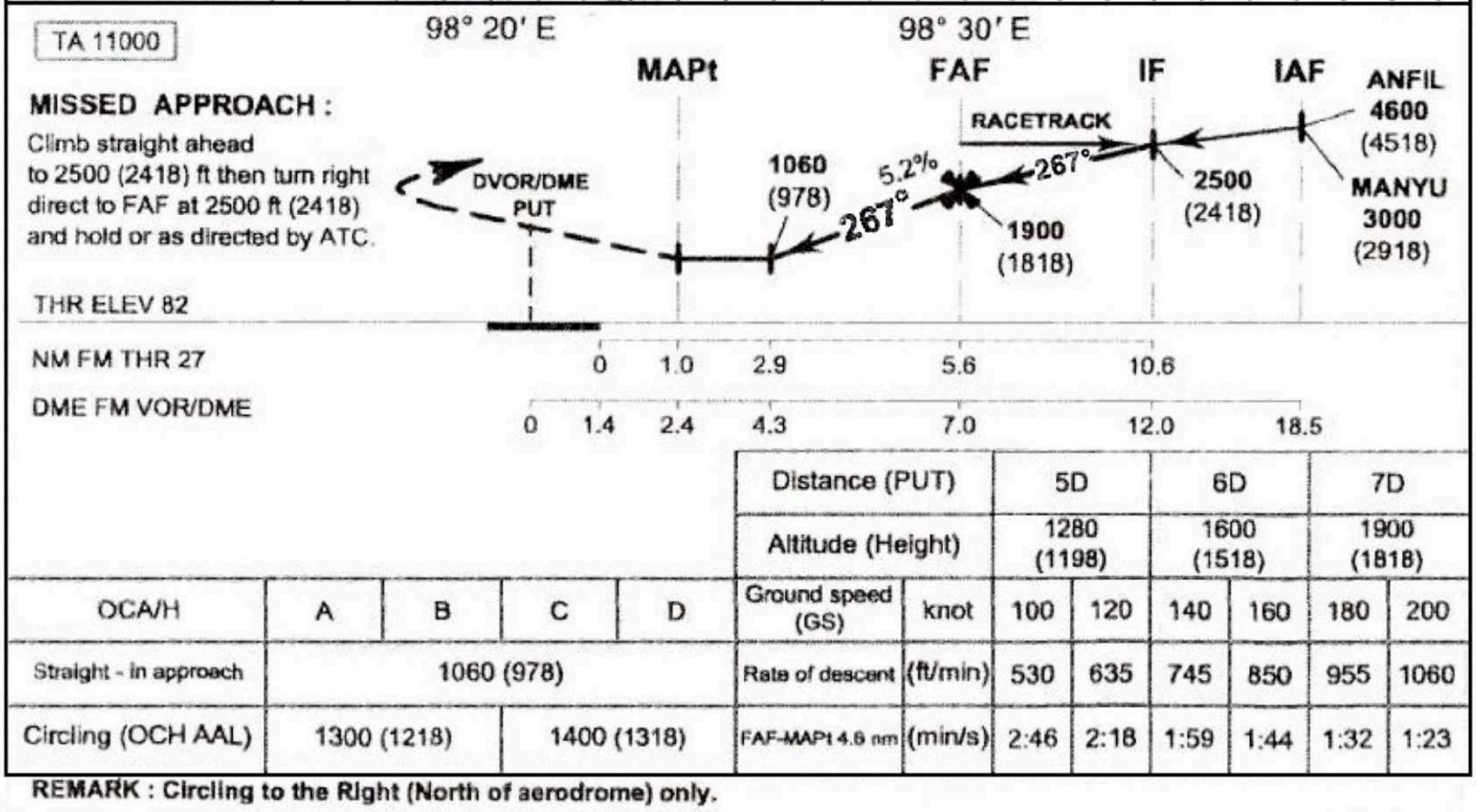
AERODROME ELEV 82 ft
HEIGHTS RELATED TO AERODROME ELEV.

APP : 124.7, 284.0
ARR : 120.7
TWR : 118.1, 236.6
GND : 121.9
ATIS : 128.0

PHUKET / Phuket Intl (VTSP)

VOR Z RWY 27





Distance (PUT)		5D		6D		7D	
Altitude (Height)		1280 (1198)		1600 (1518)		1900 (1818)	
Ground speed (GS)	knot	100	120	140	160	180	200
Rate of descent	(ft/min)	530	635	745	850	955	1060
FAF-MAPt 4.6 nm	(min/s)	2:46	2:18	1:59	1:44	1:32	1:23

OCA/H	A	B	C	D
Straight - in approach	1060 (978)			
Circling (OCH AAL)	1300 (1218)		1400 (1318)	

REMARK : Circling to the Right (North of aerodrome) only.

CHANGE : COURSE FROM WP ANFIL TO IF, FINAL COURSE, HOLDING COURSE VOR, FAF COORDINATE AND WP ANFIL, MANYU, IF, FAF RADIAL FROM VOR.

INTENTIONALLY BLANK

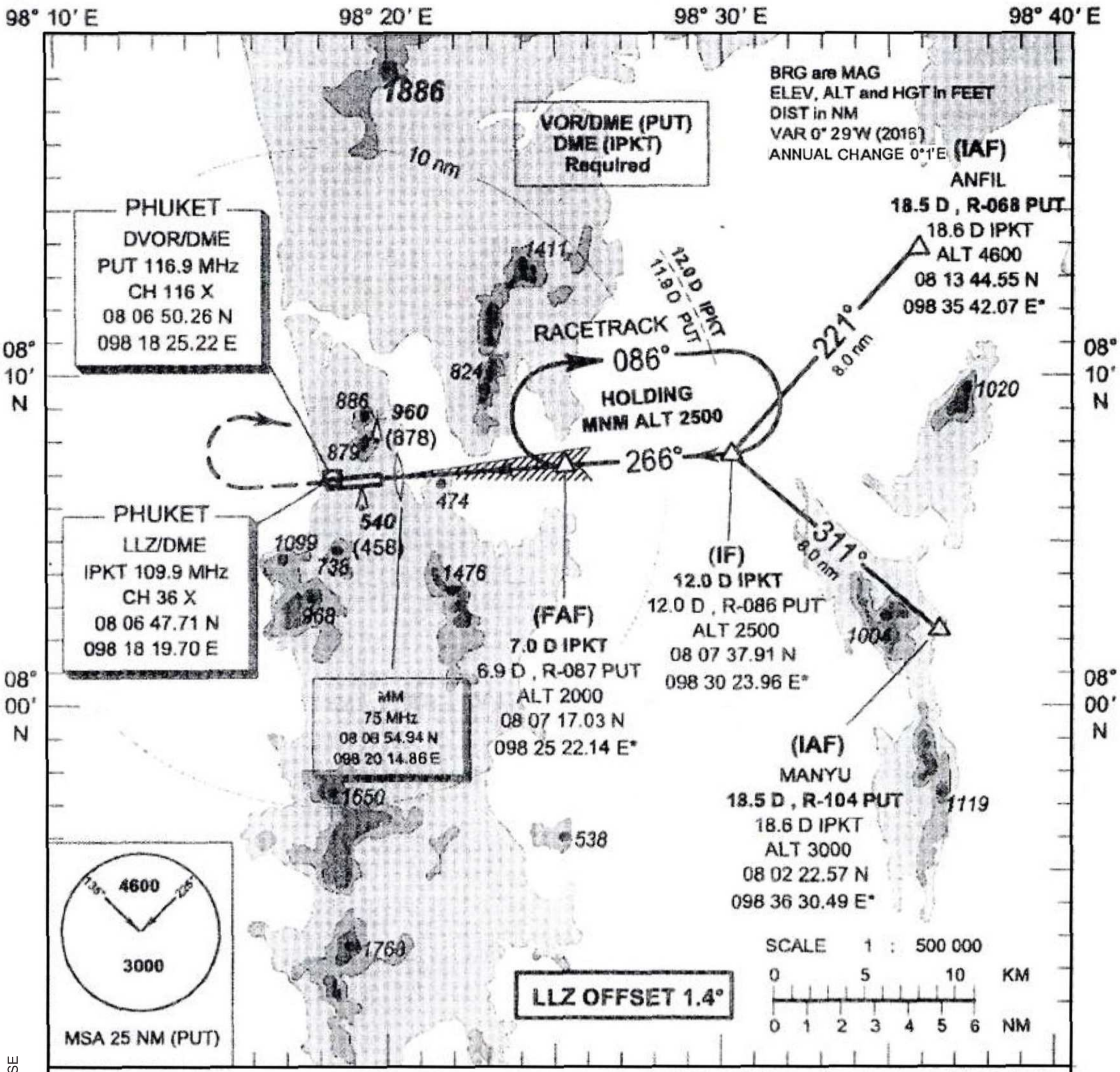
INSTRUMENT APPROACH CHART - ICAO

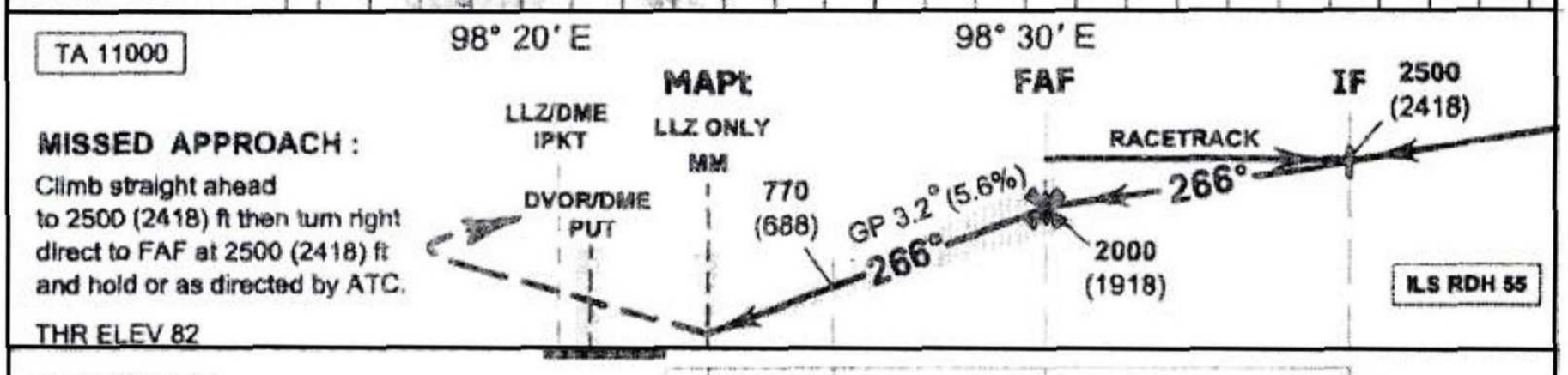
AERODROME ELEV 82 ft
HEIGHTS RELATED TO
THR RWY 27 ELEV **82** ft

APP : 124.7, 284.0
ARR : 120.7
TWR : 118.1, 236.6
GND : 121.9
ATIS : 128.0

PHUKET / Phuket Intl (VTSP)

ILS or LLZ RWY 27





NM FM THR 27					0	0.5	1.9	5.5		10.5		
DME FM LLZ/DME					0	1.5	2.0	3.4	7.0		12.0	
OCA/H		A	B	C	D	Distance (IPKT)		4D	5D	6D	7D	
Straight - in approach	CAT I	550 (468)			560 (478)	Altitude (Height)		985 (903)	1325 (1243)	1665 (1583)	2000 (1918)	
						Ground speed (GS)	knot	100	120	140	160	180	200
LLZ Only		770 (688)				Rate of descent	(ft/min)	570	680	795	910	1020	1135
Circling (OCH AAL)		1300 (1218)		1400 (1318)		FAF-MAPt 5.0 nm	(min/s)	3:00	2:30	2:09	1:53	1:40	1:30

REMARK : Circling to the Right (North of aerodrome) only.

CHANGE : COURSE FROM WP ANFIL, MANYU TO IF, FINAL COURSE, HOLDING COURSE
ILS, VOR, MM, FAF COORDINATE AND WP ANFIL, MANYU, FAF RADIAL FROM VOR.

INTENTIONALLY BLANK

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 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTBS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Suvarnabhumi Aerodrome Traffic Zone (ATZ) a circle, radius 5 NM centred on 134108.59N 1004456.24E (ARP)
2	Vertical limits	SFC to 2000 FT. MSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Suvarnabhumi Tower English, Thai
5	Transition altitude	11000 FT MSL
6	Remarks	See VTBS AD 2.20 section 1

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] / 243.0 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 RWY 02R		109.1 MHz	H24	134222.3N 1004437.8E	-	RWY02R ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 ft. AMSL.
DME	I-SWS	CH 28X	H24	134221.6N 1004440.8E	6 m.	
GP		331.4 MHz	H24	134027.8N 1004403.6E	-	

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
ILS CAT II LOC RWY 20L		109.5 MHz	H24	134007.5N 1004402.4E	-	RWY 20L ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 ft. AMSL.
DME	I-SWN	CH 32X	H24	134006.7N 1004405.4E	6 m.	
GP		332.6 MHz	H24	134204.0N 1004428.9E	-	
ILS CAT II LOC RWY 01		110.1 MHz	H24	134139.3N 1004542.1E	-	RWY01 ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 ft. AMSL.
DME	I-SES	CH 38X	H24	134140.0N 1004539.1E	6 m.	
GP		334.4 MHz	H24	133933.4N 1004513.1E	-	
ILS CAT II LOC RWY 19		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.
DME	I-SEN	CH 42X	H24	133915.7N 1004501.2E	6 m.	
GP		329.6 MHz	H24	134119.0N 1004540.9E	-	

VTBS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations

1.1 Suvarnabhumi Aerodrome Traffic Zone (ATZ) airspace is classified as class C.

1.2 IFR and only authorized VFR flights are permitted. All flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

1.3 To retain the defined value of runway capacity at Suvarnabhumi International Airport, and to provide efficient separation between aircraft for the safety of flight and orderly flow of air traffic, only aircraft category B or above with the minimum final approach speed of 110 KT. are permitted to use Suvarnabhumi International Airport. However, other aircraft may be authorized to operate within Suvarnabhumi ATZ if:

1.3.1 The aircraft is being used for or in connection with:

a) a search and rescue operation;
b) a medical emergency; or
c) a flight inspection of air navigation facilities.

1.3.2 The pilot of the aircraft has declared an in-flight emergency.

1.3.3 The aircraft constitutes VIP flight.

1.3.4 The aircraft is as may be determined by the appropriate authority.

1.4 The following school and training flights are not permitted:

a) school and training flights;
b) continuous take-off and landing exercises;
c) solo flight during basic flight training.

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

VTBS AD 2.21 NOISE ABATEMENT PROCEDURES

1. NOISE ABATEMENT PROCEDURES AT SUVARNABHUMI INTERNATIONAL AIRPORT DETAIL AS FOLLOW:

1.1 Take-off

All departing aircraft are required to apply noise abatement procedure with thrust reduction at 1 500 FT AGL, And acceleration at 3 000 FT AGL.

1.2 Landing

1.2.1 Flap setting: Set minimum certified landing flaps according to the airplane flight manual for the applicable condition.

1.2.2 Thrust reverser: After landing, limit the use of reverse thrust to idle between 1900 to 2300 UTC, unless it adversely affects the safety of aircraft operation.

1.3 All take-off/landing aircraft are required to adhere noise abatement procedures at Suvarnabhumi International airport strictly.

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	1S	1T	1U

OUTBOUND ROUTES	SIDs NAME	SID VTBS											
		JET						PROPELLER					
		20R	02L	20L	02R	19	01	20R	02L	20L	02R	19	01
M757	KASNI	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
A464, M751, W19	REGOS	1E	1F	1G	1H	1J	1K	1P	1Q	1R	1S	1T	1U
G458	UKERA	1E	1F	1G	1H	1J	1K						
	HOTEL							1P	1Q	1R	1S	1T	1U
W31	HHN	1E	1F	1G	1H	1J	1K						
	HOTEL							1P	1Q	1R	1S	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
Y26	OLVUK	1E	1F	1G	1H	1J	1K						
Y27	UGUVO	1E	1F	1G	1H	1J	1K						
A464	SEMBO	2E	2F	2G	2H	2J	2K	1P	1Q	1R	1S	1T	1U
W9	TL							1P	1Q	1R	1S	1T	1U
B346, W21, W39	NOBER	2E	2F	2G	2H	2J	2K	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		

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, Y8, Y26, Y27
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 on-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. Departure Clearance (DCL) via Data Link

11.1 Application of DCL Service

11.1.1 The DCL Service will be applied to flights departing from Suvarnabhumi Airport on the following ATS Routes:

a) Southbound: A464, M751, M757, R201, M904, W19, W31, G458, Y8, Y11

b) North-Eastbound: A1, Y16, Y14

c) Eastbound: G474, R468, N891, B204, N506, L880

d) Northbound: A464, R474, W9, W21, W39, B346, Y26, Y27

e) Westbound: G463, L301, L507, M502, P646

11.1.2 The DCL Service will be applied under the following principles:

a) Under normal circumstances, 6 000 ft shall be initially assigned.

b) First airborne, first flight level selection principle.

c) No on-ground flight level negotiation and reservations.

d) Cruising level shall be assigned by Bangkok Control after airborne.

11.1.3 With DCL operations, the request for departure clearance will be initiated by the pilot. After satisfactory verification of the request, the DCL system will respond with the departure clearance message.

11.1.4 All DCL messages (such as departure clearance request, departure clearance response and departure clearance read back) between aircraft and DCL system will be exchanged in accordance with the Airlines Electronic Engineering Committee (AEEC) Specification 623 (AEEC623: Character-Oriented Air Traffic Service Applications) for departure clearance and transmitted via data link service providers, between the aircraft and the DCL system directly.

11.1.5 The DCL service does not provide clearance revisions. Any revision to the clearance issued via Data Link will be made by ATC through voice communications.

11.1.6 Clearance request through VHF using the existing voice communications is still available for application under the DCL service.

11.2 Operators' Equipment

11.2.1 Aircraft need to be equipped with Aircraft Communications Addressing and Reporting System (ACARS) equipment and compliant with AEEC623 may utilize the DCL via Data Link.

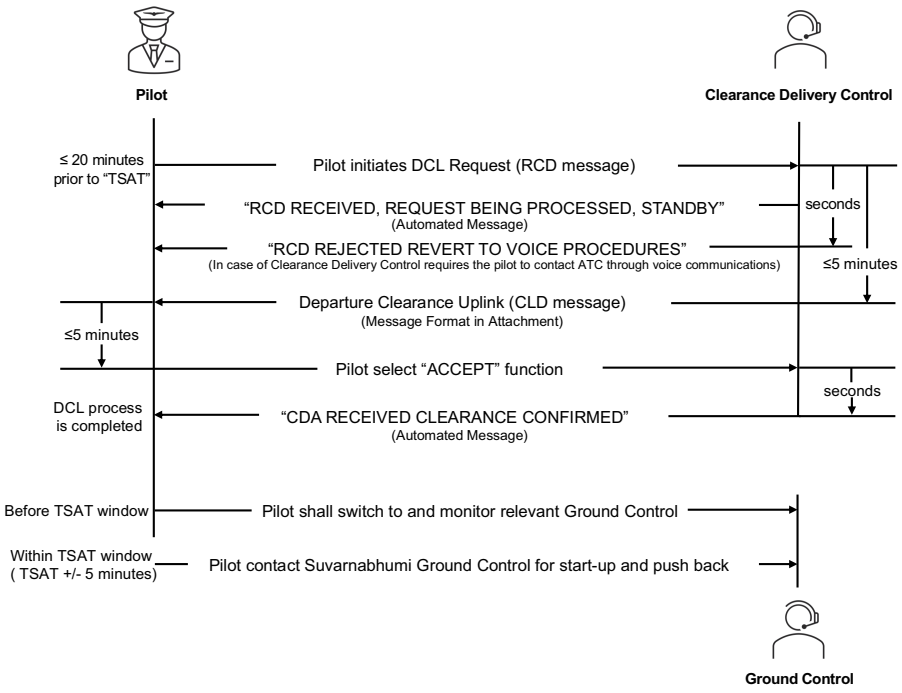
11.3 DCL via Data Link Procedures

11.3.1 Pilot should initiate a Departure clearance request (RCD) no earlier than 20 minutes prior to Target Start-up Approval Time (TSAT), using ICAO call sign as filed flight plan and select the departure airport as "VTBS".

11.3.2 Pilot will receive a message ("RCD RECEIVED, REQUEST BEING PROCESSED, STANDBY") to inform that DCL uplink message (CLD) will be delivered shortly.

11.3.3 Within 5 minutes after receiving the DCL uplink message (CLD), pilot shall select the "ACCEPT" function on the flight deck to acknowledge the departure clearance via Data Link.

11.3.4 Upon reception of clearance acceptance, pilot will receive a confirmation message ("CDA RECEIVED CLEARANCE CONFIRMED") completing en-route clearance.



Visualization of DCL

11.3.5 Examples of message formats:

1) Departure Clearance Request (RCD):

DCL Request Message from the aircraft for the initiation of departure clearance process.

```
RCD 000
THA475-VTBS-GATE C3-YSSY
ATIS C
-TYP/A359
```

- Flight System Message (FSM): An automated message from the system.

```
FSM 0306 240724 VTBS
THA475 RCD RECEIVED
REQUEST BEING PROCESSED
STANDBY
```

- Flight System Message (FSM): In case of Clearance Delivery Control requires the pilot to contact ATC through voice communications.

```
FSM 0306 240724 VTBS
THA475 RCD REJECTED
REVERT TO VOICE PROCEDURES
```

2) Departure Clearance Uplink (CLD):

Departure Clearance Uplink Message from ground system (by Clearance Delivery Control) containing departure clearance.

```
CLD 0152 240705 VTBS PDC 918
THA475 CLRD TO YSSY OFF 20L VIA BUT1G M904 ALT060
SQUAWK 0734
```

or

```
CLD 0152 240705 VTBS PDC 918
THA475 CLRD TO YSSY OFF 20L VIA BUT1G M904 ALT060
SQUAWK 0734
CTOT 0210
```

3) Departure Clearance Readback Downlink (CDA):

DCL Readback Message from aircraft.

```
CDA 0152 240705 VTBS PDC 918
THA475 CLRD TO YSSY OFF 20L VIA BUT1G M904 ALT060
SQUAWK 0734
```

Flight System Message (FSM): An automated message from the system indicating the DCL process is completed.

```
FSM 0732 240724 VTBS
THA475 CDA RECEIVED
CLEARANCE CONFIRMED
```

11.4 Contingency Procedure

If there is any problem with the data link exchanges, pilot shall request the clearance through voice communications using the frequencies specified in Section 10.1.1.

12. Fuel Dumping Procedure and In-flight Management Procedures

12.1 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.

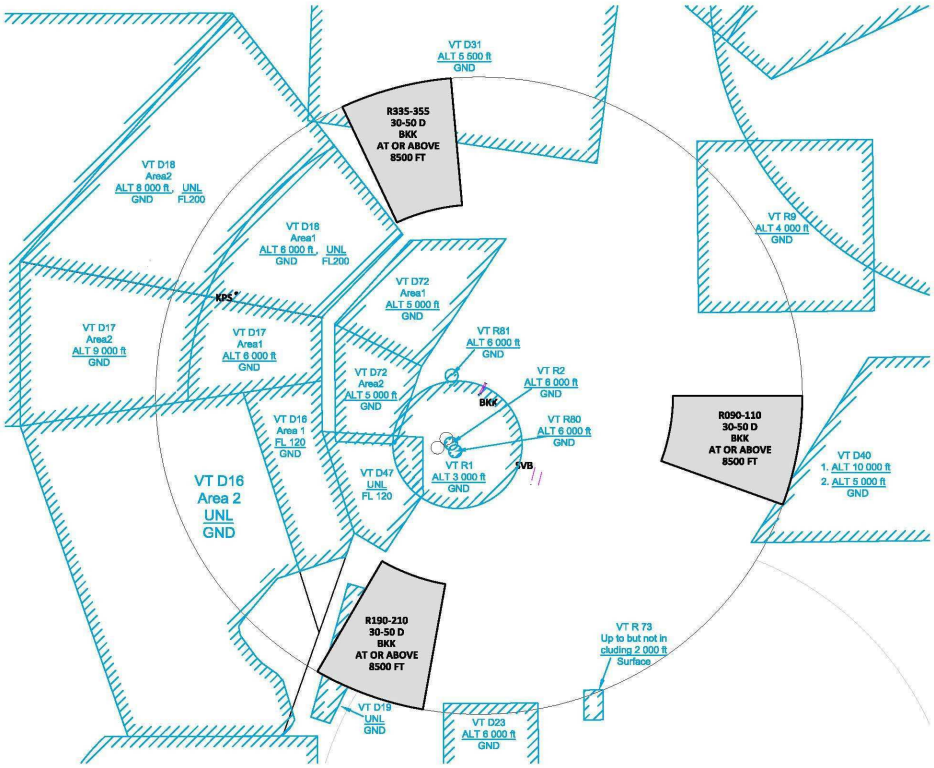
12.2 Fuel dumping areas

12.2.1 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.

12.2.2 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.

12.2.3 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



12.3 In-flight fuel management procedures

12.3.1 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

12.3.2 Actions taken by pilot

12.3.2.1 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.

12.3.2.2 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.

12.3.2.3 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.*

12.3.2.4 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).*

12.3.3 Actions taken by ATC

12.3.3.1 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:

12.3.3.1.1 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

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

12.3.3.1.3 Standard phraseology

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

12.3.3.2 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.

12.3.3.2.1 Standard phraseologies

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

13. Aircraft Transponder Failure Procedures

13.1 Control of aircraft experiencing transponder failure procedure.

13.1.1 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"

13.1.2 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.

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

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

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

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

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

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

13.4 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 40 nm.

14. Radio communication failure procedure

14.1 General

14.1.1 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.

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

14.1.3 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.

14.1.4 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.

14.2 Total radio communication failure for arriving aircraft

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

14.2.2 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:

14.2.2.1 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.

14.2.2.2 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.

14.2.3 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.

14.2.4 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.

14.3 Total radio communication failure for missed approach aircraft

14.3.1 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.

14.3.2 The pilot then shall complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with para 14.5 below.

14.3.3 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.

14.4 Partial radio communication failure for arriving aircraft

14.4.1 Aircraft unable to receive: pilots shall adopt the total radio communication failure procedures specified in para 14.2 above.

14.4.2 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.

14.5 Identification of Runway in use

14.5.1 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.

14.5.2 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.

14.6 Total radio communication failure for departing aircraft

14.6.1 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.

14.6.2 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:

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

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

14.6.2.3 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.

14.6.2.4 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 14.5 above.

14.7 Partial radio communication failure for departing aircraft

14.7.1 Aircraft unable to receive: pilots shall adopt the total radio failure procedures specified in para 14.6.2 above.

14.7.2 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.

14.8 Aircraft overflying Bangkok TMA

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

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

14.8.3 If in IMC, or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 14.8.2 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.

14.9 Departing or overflying aircraft

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

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

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

14.9.2.2 The time the transponder is set to 7600; or

14.9.2.3 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.

14.9.3 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.

14.10 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

15. SIMULTANEOUS PARALLEL RUNWAY OPERATIONS

15.1 Introduction

15.1.1 Simultaneous parallel runway operations, including Simultaneous Dependent Parallel Approaches (SDPA), Simultaneous Independent Parallel Approaches (SIPA), and Simultaneous Independent Parallel Departures (SIPD), aim to optimize runway utilization and enhance air traffic efficiency.

15.2 Simultaneous Dependent Parallel Approaches – SDPA

15.2.1 SDPA are simultaneous approaches to parallel or near-parallel instrument runways where separation minima, based on ATS surveillance systems, are prescribed between aircraft on adjacent extended runway centerlines.

15.2.2 SDPA shall be implemented at all times except during periods when the SIPA procedure is in operation. No notification will be provided via ATIS.

15.3 Simultaneous Independent Parallel Approaches – SIPA

15.3.1 To ensure safe operations between aircraft on parallel approaches, Normal Operating Zones (NOZ) are established for each extended runway centerline, and a No Transgression Zone (NTZ) is established between the NOZs.

15.3.2 The applicable instrument approach procedures for SIPA at Suvarnabhumi International Airport are as follows.

ILS z RWY01	RNP RWY01
-	RNP RWY02L
ILS z RWY02R	RNP RWY02R
ILS z RWY19	RNP RWY19
ILS z RWY20L	RNP RWY20L
-	RNP RWY20R

15.3.3 RNP approach procedures.

a) RNP APCH (LNAV) procedures are NOT authorized during simultaneous operations.
b) The use of Flight Director (FD) or Autopilot (AP) providing RNP track guidance is required during simultaneous operations. FMS functionality to intercept the runway centerline after radar vectoring is also required.

15.3.4 Air Traffic Control Officer (ATCO) will vector arriving flights from the last waypoint of the respective STARs to the corresponding NOZs.

15.3.5 Within the NOZ, ATCO shall provide a minimum vertical separation of 1,000 feet or 3 NM surveillance separation between pairs of

aircraft until both aircraft are established on the ILS localizer course or RNP final approach course.

15.3.6 All approaches will be monitored by a Flight Monitoring Controller (FMC) to ensure that, when 1,000 feet separation or 3 NM surveillance separation is reduced, arriving aircraft do not penetrate the NTZ towards another aircraft on the adjacent ILS localizer course or RNP final approach course.

15.3.7 Each pair of parallel approaches has a "high side" and a "low side" to maintain vertical separation until both aircraft are established inbound on their respective instrument approach procedures. Aircraft must be established at the designated "high side" or "low side" altitude before receiving vectors for the ILS localizer course or RNP final approach course.

15.3.8 Aircraft can expect the following radiotelephony phraseologies:

a) Radar vector to intercept and follow the ILS localizer course or RNP final approach course:
"TURN LEFT (RIGHT) HEADING (three digits), DESCEND AND MAINTAIN (altitude), REPORT ESTABLISHED ON THE LOCALIZER (or FINAL APPROACH COURSE) RUNWAY (number)"
b) Radar vector to intercept and clear for the ILS approach or RNP approach:
"TURN LEFT (RIGHT) HEADING (three digits), DESCEND AND MAINTAIN (altitude), CLEARED FOR ILS z APPROACH (or RNP APPROACH) RUNWAY (number)"

15.3.9 Breakout maneuver

15.3.9.1 When an aircraft is observed deviating from the ILS localizer course or RNP final approach course toward the NTZ but remains within the NOZ, ATCO will instruct the aircraft to return immediately to the correct course using the following phraseology:
"OBSERVING YOU ARE LEFT (or RIGHT) OF THE LOCALIZER (or FINAL APPROACH COURSE), TURN RIGHT (or LEFT) IMMEDIATELY AND REJOIN THE LOCALIZER (or FINAL APPROACH COURSE)"

15.3.9.2 When an aircraft is observed penetrating or at risk of penetrating the NTZ:

a) Firstly, ATCO will instruct the aircraft on the adjacent ILS localizer course or RNP final approach course to alter its course to avoid the deviating aircraft with the following phraseology:
"TRAFFIC ALERT, TURN RIGHT (or LEFT) IMMEDIATELY HEADING (degrees), CLIMB AND MAINTAIN (altitude) TO AVOID TRAFFIC"
b) Secondly, ATCO will instruct the deviating aircraft to turn away from NTZ immediately for avoidance action, with the following phraseology:
"YOU HAVE CROSSED THE LOCALIZER (or FINAL APPROACH COURSE), TURN RIGHT (or LEFT) IMMEDIATELY HEADING (three digits), CLIMB AND MAINTAIN (altitude) TO AVOID TRAFFIC"
Or
"TURN RIGHT (or LEFT) IMMEDIATELY HEADING (three digits), CLIMB AND MAINTAIN (altitude) TO AVOID TRAFFIC"

15.3.10 No heading instructions will be issued to an aircraft below 400 feet above the threshold elevation.

15.3.11 The operation of SIPA to parallel runways and expected instrument approach procedures will be broadcast on Arrival ATIS (133.6 MHz) during active period.

15.4 Simultaneous Independent Parallel Departures – SIPD

15.4.1 The design of RNAV SIDs permits SIPD in compliance with DOC 9613 requirements.

15.4.2 SIPD will be conducted from runways 19 & 20L/20R or 01 & 02L/02R. Pilots must strictly adhere to the published initial climb segments, whether using conventional navigation or RNAV1.

15.4.3 The operation of SIPD from parallel runways will be broadcast on Departure ATIS (127.65 MHz) during active period.

15.5 Conditions for operations

15.5.1 The simultaneous parallel runway operations may be suspended in the event of adverse weather conditions, potentially causing a missed approach, or any other conditions that affect the safe conduct of SDPA or SIPA to parallel runways or SIPD from parallel runways.

VTBS AD 2.23 ADDITIONAL INFORMATION

1. Pilot Advisory

When landing on Runway 19 with winds from the west, aircraft may be affected by turbulence in the vicinity of the building structures (Ground Run-Up Enclosure: GRE). The geographic coordinates of GRE are as follows: 134216.9N 1004552.0E.

2. Bird concentrations

2.1 Bird concentrations in the vicinity of Suvarnabhumi International Airport.

2.1.1 It has been observed that migratory birds in sizeable numbers appear on or in the vicinity of Suvarnabhumi International Airport mostly during the rainy season (May to October) and the winter season (October to February), while the resident birds are present in variable

numbers every month. Pilots are requested to report bird strikes to the General Manager of the airport via

Wildlife Hazard Control staff contact information as below:

Phone +666 3234 4009, +662 132 6981, +662 132 6982
E-mail: birdstrikevtbs@airportthai.co.th

Species which account for high to very high to bird strike risk are as follows:

Species	Weight (KG)	Period
Rock Pigeon (Columba livia)	0.270 - 0.380	All year
Little Cormorant (Phalacrocorax niger)	0.360 – 0.530	All year (mostly in January and December)
Open-billed Stork (Anastomus oscitans)	2.300 – 4.400	All year (mostly in March – December)
Black-winged Stilt (Himantopus Himantopus)	0.250 – 0.300	All year (mostly in April – September)
Red Collared Dove (Streptopelia tranquebarica)	0.080 – 0.100	All year (mostly in June – October)
Little Egret (Egretta garzetta)	0.500 – 0.630	All year (mostly in July – October)
Red-wattled Lapwing (Vanellus indicus)	0.110 – 0.230	All year (mostly in July – October)
Cattle Egret (Bubulcus ibis)	0.300 – 0.400	All year (mostly in July – November)
Painted Stork (Mycteria leucocephala)	2.000 – 3.000	All year (mostly in October)
Oriental Pratincole (Glareola maldivarum)	0.070 – 0.095	All year (Mostly in March - October)

Remark: Bird concentrations chart is shown in page AD2-VTBS-9-13

2.1.2 There could be some activities to reduce birds and make the area unattractive for birds such as mowing the grass and other plants, removing aquatic weeds from drainage canals and using chemical substances to eliminate snails.

2.2 Grass mowing program

2.2.1 Grass mowing in the airside may take place daily during 0100-1000 UTC

2.2.2 The mowing work is carried out in the following areas:

- Grass areas outside the boundary of runways strip and the critical area.
- Grass areas outside the boundary of taxiways strip. For safety reason, the work will temporary stop when taxiing aircraft approaches.

2.2.3 Presence of workers and machines are under ATC and AOT staff supervision.

2.2.4 All grass mowing activities will attract birds, therefore, pilots are advised to exercise with caution.

VTBS AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome/Heliport Chart - ICAO	AD 2-VTBS-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTBS-2-3
Aircraft Parking/Docking Chart - ICAO (Verso 1)	AD 2-VTBS-2-4
Aircraft Parking/Docking Chart - ICAO (Verso 2)	AD 2-VTBS-2-5
Aircraft Parking/Docking Chart - ICAO (Verso 3)	AD 2-VTBS-2-6
Aerodrome Obstacle Chart - ICAO - Type A - RWY 01/19	AD 2-VTBS-3-1
Aerodrome Obstacle Chart - ICAO - Type A - RWY 02R/20L	AD 2-VTBS-3-3
Aerodrome Obstacle Chart - ICAO - Type A - RWY 02L/20R	AD 2-VTBS-3-5
Precision Approach Terrain Chart - ICAO - RWY 01/19	AD 2-VTBS-3-7
Precision Approach Terrain Chart - ICAO - RWY 02R/20L	AD 2-VTBS-3-9
Precision Approach Terrain Chart - ICAO - RWY 02L/20R	AD 2-VTBS-3-11
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K	AD 2-VTBS-6-1

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO – RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Verso)	AD 2-VTBS-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Radio communication failure table)	AD 2-VTBS-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description1)	AD 2-VTBS-6-4
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description2)	AD 2-VTBS-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description3)	AD 2-VTBS-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description4)	AD 2-VTBS-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description5)	AD 2-VTBS-6-8
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description6)	AD 2-VTBS-6-9
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description7)	AD 2-VTBS-6-10
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description8)	AD 2-VTBS-6-11
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Tabular description9)	AD 2-VTBS-6-12
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS1K BONVO1K BUT1K DOSBU1K GOMES1K HHN1K KASNI1K LIPLI1K NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K (Waypoint list table)	AD 2-VTBS-6-13
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F	AD 2-VTBS-6-15
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Verso)	AD 2-VTBS-6-16
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Radio communication failure table)	AD 2-VTBS-6-17
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description1)	AD 2-VTBS-6-18
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description2)	AD 2-VTBS-6-19
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description3)	AD 2-VTBS-6-20
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description4)	AD 2-VTBS-6-21
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description5)	AD 2-VTBS-6-22
Standard Departure Chart - Instrument (SID) - ICAO -RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description6)	AD 2-VTBS-6-23

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description7)	AD 2-VTBS-6-24
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description8)	AD 2-VTBS-6-25
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Tabular description9)	AD 2-VTBS-6-26
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L - ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F (Waypoint list table)	AD 2-VTBS-6-27
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H	AD 2-VTBS-6-29
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Verso)	AD 2-VTBS-6-30
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Radio communication failure table)	AD 2-VTBS-6-31
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description1)	AD 2-VTBS-6-32
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description2)	AD 2-VTBS-6-33
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description3)	AD 2-VTBS-6-34
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description4)	AD 2-VTBS-6-35
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description5)	AD 2-VTBS-6-36
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description6)	AD 2-VTBS-6-37
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description7)	AD 2-VTBS-6-38
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Tabular description8)	AD 2-VTBS-6-39
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H (Waypoint list table)	AD 2-VTBS-6-40
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J	AD 2-VTBS-6-41
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Verso)	AD 2-VTBS-6-42
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Radio communication failure table)	AD 2-VTBS-6-43
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description1)	AD 2-VTBS-6-44
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description2)	AD 2-VTBS-6-45

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Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description3)	AD 2-VTBS-6-46
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description4)	AD 2-VTBS-6-47
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description5)	AD 2-VTBS-6-48
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description6)	AD 2-VTBS-6-49
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description7)	AD 2-VTBS-6-50
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description8)	AD 2-VTBS-6-51
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description9)	AD 2-VTBS-6-52
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Tabular description10)	AD 2-VTBS-6-53
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J (Waypoint list table)	AD 2-VTBS-6-54
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G	AD 2-VTBS-6-55
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Verso)	AD 2-VTBS-6-56
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Radio communication failure table)	AD 2-VTBS-6-57
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description1)	AD 2-VTBS-6-58
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description2)	AD 2-VTBS-6-59
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description3)	AD 2-VTBS-6-60
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description4)	AD 2-VTBS-6-61
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description5)	AD 2-VTBS-6-62
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description6)	AD 2-VTBS-6-63
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description7)	AD 2-VTBS-6-64
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Tabular description8)	AD 2-VTBS-6-65
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G (Waypoint list table)	AD 2-VTBS-6-66

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Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E	AD 2-VTBS-6-67
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Verso)	AD 2-VTBS-6-68
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Radio communication failure table)	AD 2-VTBS-6-69
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 1)	AD 2-VTBS-6-70
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 2)	AD 2-VTBS-6-71
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 3)	AD 2-VTBS-6-72
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 4)	AD 2-VTBS-6-73
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 5)	AD 2-VTBS-6-74
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 6)	AD 2-VTBS-6-75
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 7)	AD 2-VTBS-6-76
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Tabular description 8)	AD 2-VTBS-6-77
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E (Waypoint list table)	AD 2-VTBS-6-78
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U	AD 2-VTBS-6-79
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Radio communication failure table)	AD 2-VTBS-6-80
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Tabular description 1)	AD 2-VTBS-6-81
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Tabular description 2)	AD 2-VTBS-6-82
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Tabular description 3)	AD 2-VTBS-6-83
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Tabular description 4)	AD 2-VTBS-6-84
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Tabular description 5)	AD 2-VTBS-6-85
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U (Waypoint list table)	AD 2-VTBS-6-86
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q	AD 2-VTBS-6-87
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Radio communication failyre table)	AD 2-VTBS-6-88

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Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Tabular description 1)	AD 2-VTBS-6-89
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Tabular description 2)	AD 2-VTBS-6-90
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Tabular description 3)	AD 2-VTBS-6-91
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Tabular description 4)	AD 2-VTBS-6-92
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Tabular description 5)	AD 2-VTBS-6-93
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q TL1Q (Waypoint list table)	AD 2-VTBS-6-94
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S	AD 2-VTBS-6-95
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R(PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Radio communication failure table)	AD 2-VTBS-6-96
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Tabular description 1)	AD 2-VTBS-6-97
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Tabular description 2)	AD 2-VTBS-6-98
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Tabular description 3)	AD 2-VTBS-6-99
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Tabular description 4)	AD 2-VTBS-6-100
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Tabular description 5)	AD 2-VTBS-6-101
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) -ALBOS1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S TL1S (Waypoint list table)	AD 2-VTBS-6-102
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T	AD 2-VTBS-6-103
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Radio communication failure table)	AD 2-VTBS-6-104
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 1)	AD 2-VTBS-6-105
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 2)	AD 2-VTBS-6-106
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 3)	AD 2-VTBS-6-107
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 4)	AD 2-VTBS-6-108
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Tabular description 5)	AD 2-VTBS-6-109
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) -ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T (Waypiont list table)	AD 2-VTBS-6-110

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Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R	AD 2-VTBS-6-111
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Radio communication failure table)	AD 2-VTBS-6-112
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 1)	AD 2-VTBS-6-113
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 2)	AD 2-VTBS-6-114
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 3)	AD 2-VTBS-6-115
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 4)	AD 2-VTBS-6-116
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Tabular description 5)	AD 2-VTBS-6-117
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R TL1R (Waypoint list table)	AD 2-VTBS-6-118
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P	AD 2-VTBS-6-119
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Radio communication failure table)	AD 2-VTBS-6-120
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 1)	AD 2-VTBS-6-121
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 2)	AD 2-VTBS-6-122
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 3)	AD 2-VTBS-6-123
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 4)	AD 2-VTBS-6-124
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Tabular description 5)	AD 2-VTBS-6-125
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P TL1P (Waypoint list table)	AD 2-VTBS-6-126
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D	AD 2-VTBS-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Verso)	AD 2-VTBS-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Radio communication failure table)	AD 2-VTBS-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 1)	AD 2-VTBS-7-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 2)	AD 2-VTBS-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 3)	AD 2-VTBS-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 4)	AD 2-VTBS-7-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 5)	AD 2-VTBS-7-8

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Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Tabular description 6)	AD 2-VTBS-7-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE1D LEBIM1D NORTA1D TUMGA1D WILLA1D (Waypoint list table)	AD 2-VTBS-7-10
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C	AD 2-VTBS-7-11
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Verso)	AD 2-VTBS-7-12
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Radio communication failure table)	AD 2-VTBS-7-13
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 1)	AD 2-VTBS-7-14
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 2)	AD 2-VTBS-7-15
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 3)	AD 2-VTBS-7-16
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 4)	AD 2-VTBS-7-17
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 5)	AD 2-VTBS-7-18
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Tabular description 6)	AD 2-VTBS-7-19
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE1C LEBIM1C NORTA1C TUMGA1C WILLA1C (Waypoint list table)	AD 2-VTBS-7-20
Instrument Approach Chart - ICAO - ILS or LOC z RWY 01 CAT II	AD 2-VTBS-8-1
Instrument Approach Chart - ICAO - ILS or LOC z RWY 01 CAT II (Tabular description)	AD 2-VTBS-8-2
Instrument Approach Chart - ICAO - ILS or LOC z RWY 01 CAT II (Fix and point list table)	AD 2-VTBS-8-3
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02R CAT II	AD 2-VTBS-8-5
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02R CAT II (Tabular description)	AD 2-VTBS-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02R CAT II (Fix and point list table)	AD 2-VTBS-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II	AD 2-VTBS-8-9
Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II (Tabular description)	AD 2-VTBS-8-10
Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II (Fix and point list table)	AD 2-VTBS-8-11
Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II	AD 2-VTBS-8-13
Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II (Tabular description)	AD 2-VTBS-8-14
Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II (Fix and point list table)	AD 2-VTBS-8-15
Instrument Approach Chart - ICAO - RNP RWY 01	AD 2-VTBS-8-17
Instrument Approach Chart - ICAO - RNP RWY 01 (Tabular description)	AD 2-VTBS-8-18
Instrument Approach Chart - ICAO - RNP RWY 02L	AD 2-VTBS-8-19
Instrument Approach Chart - ICAO - RNP RWY 02L (Tabular description)	AD 2-VTBS-8-20
Instrument Approach Chart - ICAO - RNP RWY 02R	AD 2-VTBS-8-21
Instrument Approach Chart - ICAO - RNP RWY 02R (Tabular description)	AD 2-VTBS-8-22
Instrument Approach Chart - ICAO - RNP RWY 19	AD 2-VTBS-8-23
Instrument Approach Chart - ICAO - RNP RWY 19 (Tabular description)	AD 2-VTBS-8-24
Instrument Approach Chart - ICAO - RNP RWY 20L	AD 2-VTBS-8-25
Instrument Approach Chart - ICAO - RNP RWY 20L (Tabular description)	AD 2-VTBS-8-26
Instrument Approach Chart - ICAO - RNP RWY 20R	AD 2-VTBS-8-27
Instrument Approach Chart - ICAO - RNP RWY 20R (Tabular description)	AD 2-VTBS-8-28
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-1
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 1)	AD 2-VTBS-9-2
VFR ENTRY AND EXIT PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 2)	AD 2-VTBS-9-3
VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-5
VFR OVERFLY PROCEDURE FOR LIGHT AIRCRAFT CHART - RWY 19/20L/20R 01/02L/02R (Tabular description)	AD 2-VTBS-9-6
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-7

Chart name	Page
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 1)	AD 2-VTBS-9-8
VFR ENTRY AND EXIT PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 2)	AD 2-VTBS-9-9
VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R	AD 2-VTBS-9-11
VFR OVERFLY PROCEDURE FOR HELICOPTER CHART - RWY 19/20L/20R 01/02L/02R (Tabular description 1)	AD 2-VTBS-9-12
Bird concentrations in the vicinity of aerodromes	AD 2-VTBS-9-13

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

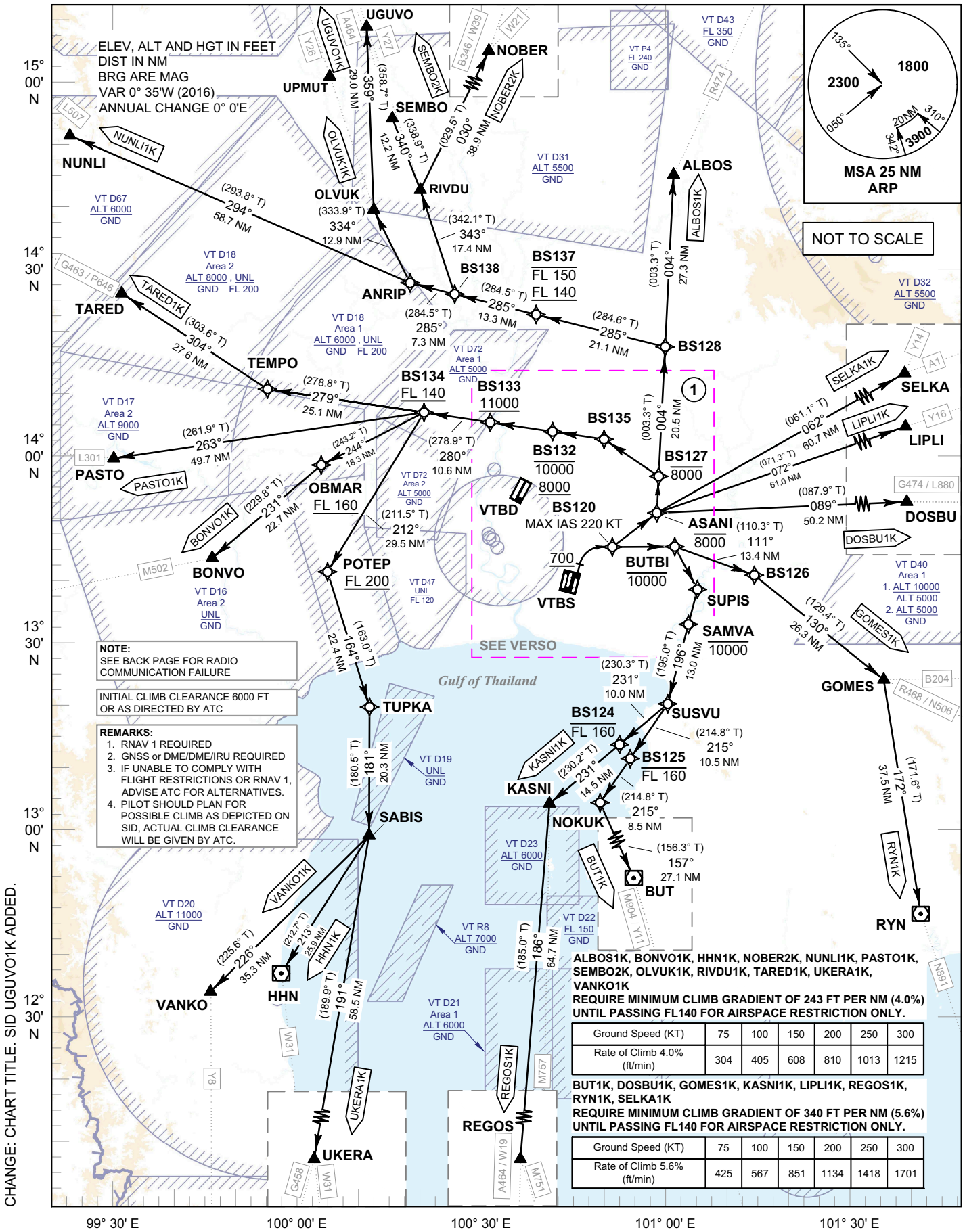
TRANSITION ALTITUDE
11000 FT

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

APP	: 119.1 , 262.5
	: 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 NOBER2K NUNLI1K OLVUK1K PASTO1K REGOS1K RYN1K SELKA1K SEMBO2K TARED1K UKERA1K UGUVO1K VANKO1K



NOTE:
SEE BACK PAGE FOR RADIO COMMUNICATION FAILURE

INITIAL CLIMB CLEARANCE 6000 FT OR AS DIRECTED BY ATC

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.

ALBOS1K, BONVO1K, HHN1K, NOBER2K, NUNLI1K, PASTO1K, SEMBO2K, OLVUK1K, RIVDU1K, TARED1K, UKERA1K, VANKO1K
REQUIRE MINIMUM CLIMB GRADIENT OF 243 FT PER NM (4.0%) UNTIL PASSING FL140 FOR AIRSPACE RESTRICTION ONLY.

Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb 4.0% (ft/min)	304	405	608	810	1013	1215

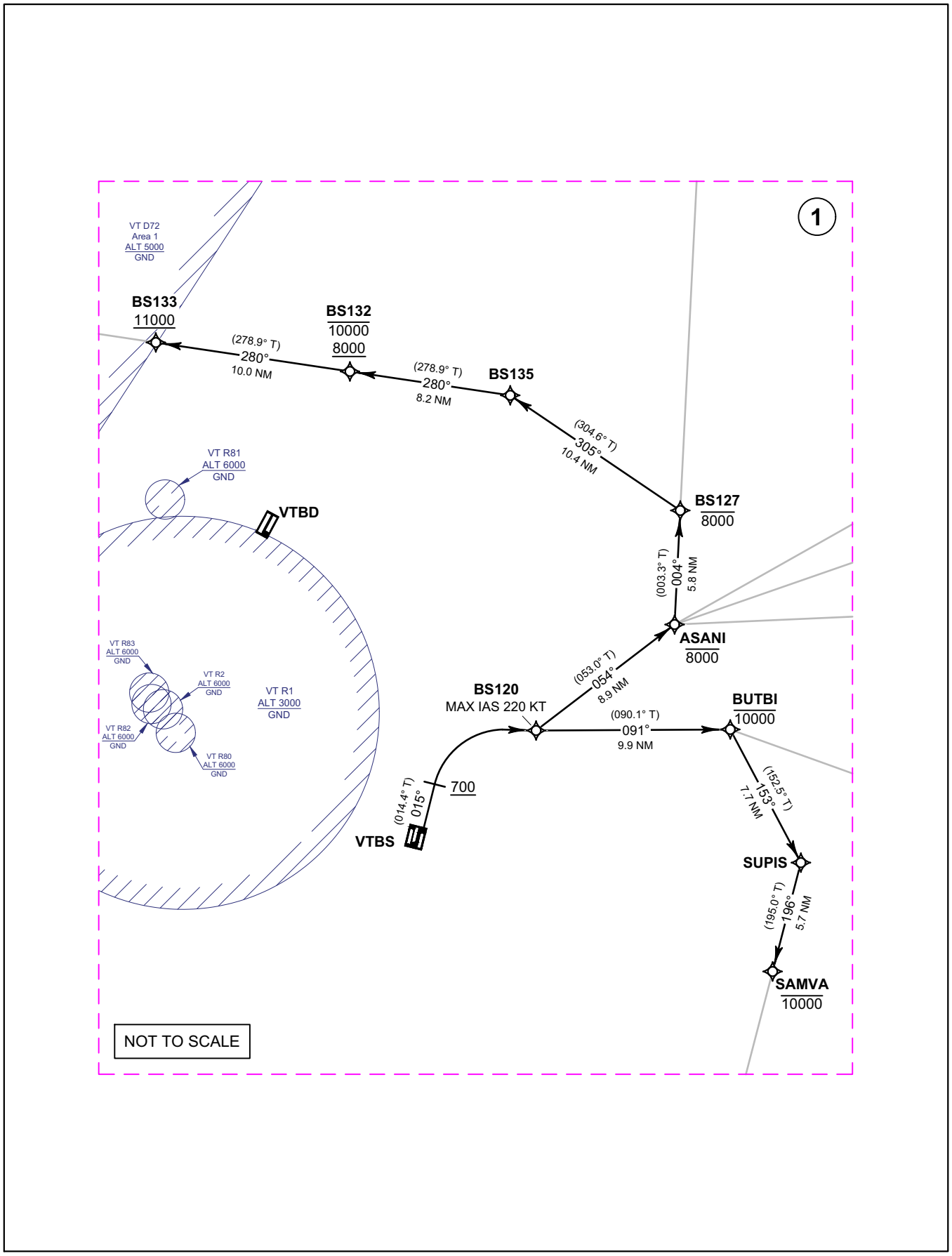
BUT1K, DOSBU1K, GOMES1K, KASNI1K, LIPLI1K, REGOS1K, RYN1K, SELKA1K
REQUIRE MINIMUM CLIMB GRADIENT OF 340 FT PER NM (5.6%) UNTIL PASSING FL140 FOR AIRSPACE RESTRICTION ONLY.

Ground Speed (KT)	75	100	150	200	250	300
Rate of Climb 5.6% (ft/min)	425	567	851	1134	1418	1701

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K



CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K

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.

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K

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	-	231°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1
BUT1K TO 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°(195.0°)	+ 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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K

CHANGE: CHART TITLE.

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K

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°(195.0°)	+ 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
NOBER2K 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	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
090	TF	RIVDU	-	343°(342.1°)	+ 0.6	17.4	-	-	-	-	RNAV 1
100	TF	NOBER	-	030°(029.5°)	+ 0.6	38.9	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K

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	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+ 0.6	7.3	-	-	-	-	RNAV 1
100	TF	NUNLI	-	294°(293.8°)	+ 0.6	58.7	-	-	-	-	RNAV 1
OLVUK1K TO Y26											
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	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+ 0.6	7.3	-	-	-	-	RNAV 1
100	TF	OLVUK	-	334°(333.9°)	+ 0.6	12.9	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K

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
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
REGOS1K TO M751, A464/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°(195.0°)	+ 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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K

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
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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K

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
SEMBO2K 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	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
090	TF	RIVDU	-	343°(342.1°)	+ 0.6	17.4	-	-	-	-	RNAV 1
100	TF	SEMBO	-	340°(338.9°)	+ 0.6	12.2	-	-	-	-	RNAV 1
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
030	TF	ASANI	-	054°(053.0°)	+ 0.6	8.9	-	-8000	-	-	RNAV 1
040	TF	BS127	-	004°(003.3°)	+ 0.6	5.8	-	-8000	-	-	RNAV 1
050	TF	BS135	-	305°(304.6°)	+ 0.6	10.4	-	-	-	-	RNAV 1
060	TF	BS132	-	280°(278.9°)	+ 0.6	8.2	-	-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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K

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, 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	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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K

TABULAR DESCRIPTION (9)

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
UGUVO1K TO Y27											
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	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+ 0.6	7.3	-	-	-	-	RNAV 1
100	TF	OLVUK	-	334°(333.9°)	+ 0.6	12.9	-	-	-	-	RNAV 1
110	TF	UGUVO	-	359°(358.7°)	+ 0.6	29.0	-	-	-	-	RNAV 1

CHANGE: CHART TITLE. SID UGUVO1K ADDED.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS1K BONVO1K BUT1K DOSBU1K
GOMES1K HHN1K KASNI1K LIPLI1K
NOBER2K NUNLI1K OLVUK1K PASTO1K
REGOS1K RYN1K SELKA1K SEMBO2K
TARED1K UKERA1K UGUVO1K VANKO1K

CHANGE: CHART TITLE. UGUVO ADDED.

WAYPOINT LIST

RNAV RWY01

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DER RWY01	13° 41' 30.17" N 100° 45' 39.72" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
ASANI	13° 50' 56.59" N 100° 58' 29.21" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	OLVUK	14° 39' 28.38" N 100° 12' 40.23" 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	RIVDU	14° 42' 35.67" N 100° 20' 18.57" E
BS127	13° 56' 45.99" N 100° 58' 49.99" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS128	14° 17' 20.29" N 101° 00' 03.68" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS132	14° 04' 00.08" N 100° 41' 36.52" E	SAMVA	13° 33' 10.56" N 101° 03' 27.30" 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	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS135	14° 02' 43.11" N 100° 49' 59.32" E	SUPIS	13° 38' 43.46" N 101° 04' 58.79" E
BS137	14° 22' 38.81" N 100° 39' 04.16" E	SUSVU	13° 20' 33.99" N 100° 59' 59.73" E
BS138	14° 25' 58.19" N 100° 25' 48.74" 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	UGUVO	15° 08' 34.84" N 100° 11' 40.60" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E
LIPLI	14° 10' 27.65" N 101° 57' 56.34" E		

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

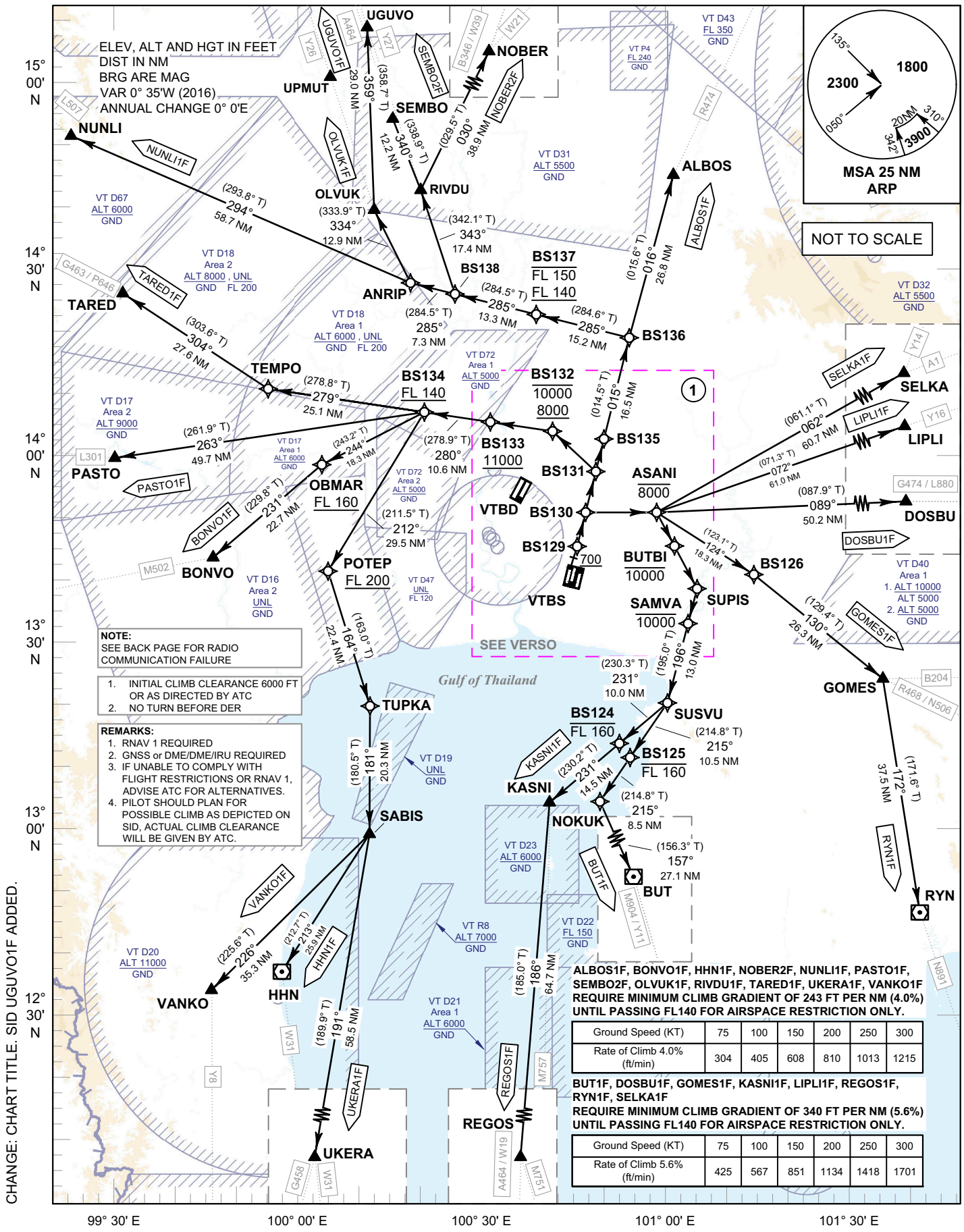
TRANSITION ALTITUDE
11000 FT

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

APP	: 119.1 , 262.5
	: 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

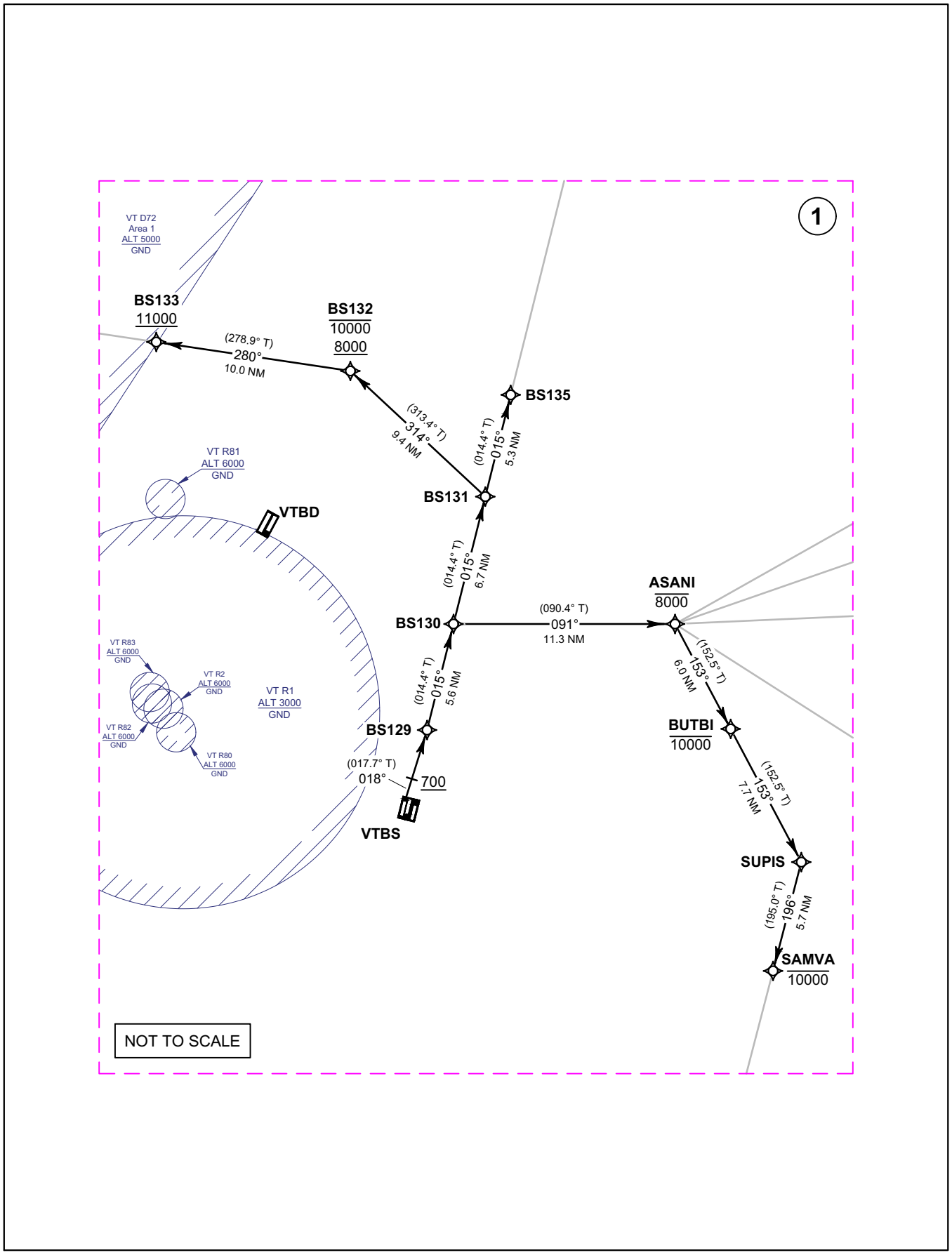
ALBOS1F BONVO1F BUT1F DOSBU1F GOMES1F HHN1F KASNI1F LIPLI1F NOBER2F NUNLI1F OLVUK1F PASTO1F REGOS1F RYN1F SELKA1F SEMBO2F TARED1F UKERA1F UGUVO1F VANKO1F



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F



CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F

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.

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F

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	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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	16.5	-	-	-	-	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	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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	-	231°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F

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 M904/Y11											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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°(195.0°)	+ 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	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F

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	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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°(195.0°)	+ 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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F

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	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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
NOBER2F TO B346/W39, W21											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.4°)	+ 0.6	13.3	-	-	-	-	RNAV 1
100	TF	RIVDU	-	343°(342.1°)	+ 0.6	17.4	-	-	-	-	RNAV 1
110	TF	NOBER	-	030°(029.5°)	+ 0.6	38.9	-	-	-	-	RNAV 1
NUNLI1F TO L507											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
100	TF	ANRIP	-	285°(284.5°)	+ 0.6	7.3	-	-	-	-	RNAV 1
110	TF	NUNLI	-	294°(293.8°)	+ 0.6	58.7	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F

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
OLVUK1F TO Y26											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
100	TF	ANRIP	-	285°(284.5°)	+ 0.6	7.3	-	-	-	-	RNAV 1
110	TF	OLVUK	-	334°(333.9°)	+ 0.6	12.9	-	-	-	-	RNAV 1
PASTO1F TO L301											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F

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
REGOS1F TO M751, A464/W19											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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°(195.0°)	+ 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
RYN1F TO N891											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F

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
SELKA1F TO A1, Y14											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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
SEMBO2F TO A464											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
100	TF	RIVDU	-	343°(342.1°)	+ 0.6	17.4	-	-	-	-	RNAV 1
110	TF	SEMBO	-	340°(338.9°)	+ 0.6	12.2	-	-	-	-	RNAV 1
TARED1F TO G463/P646											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F

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
UKERA1F TO G458, W31											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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
VANKO1F TO Y8											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F

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
UGUVO1F TO Y27											
010	-	DER RWY02L	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.6	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.6	-	L	-	-	-	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	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
100	TF	ANRIP	-	285°(284.5°)	+ 0.6	7.3	-	-	-	-	RNAV 1
110	TF	OLVUK	-	334°(333.9°)	+ 0.6	12.9	-	-	-	-	RNAV 1
120	TF	UGUVO	-	359°(358.7°)	+ 0.6	29.0	-	-	-	-	RNAV 1

CHANGE: CHART TITLE. SID UGUVO1F ADDED.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS1F BONVO1F BUT1F DOSBU1F
GOMES1F HHN1F KASNI1F LIPLI1F
NOBER2F NUNLI1F OLVUK1F PASTO1F
REGOS1F RYN1F SELKA1F SEMBO2F
TARED1F UKERA1F UGUVO1F VANKO1F

WAYPOINT LIST

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	OLVUK	14° 39' 28.38" N 100° 12' 40.23" E
BS125	13° 11' 54.24" N 100° 53' 50.73" E	PASTO	14° 00' 04.50" N 099° 30' 06.94" E
BS126	13° 40' 53.94" N 101° 14' 15.09" E	POTEP	13° 41' 54.24" N 100° 04' 50.87" E
BS129	13° 45' 37.37" N 100° 45' 29.11" E	REGOS	12° 00' 06.50" N 100° 34' 54.30" E
BS130	13° 51' 01.92" N 100° 46' 54.51" E	RIVDU	14° 42' 35.67" N 100° 20' 18.57" E
BS131	13° 57' 31.70" N 100° 48' 37.19" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS132	14° 04' 00.08" N 100° 41' 36.52" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS133	14° 05' 32.89" N 100° 31' 27.62" E	SAMVA	13° 33' 10.56" N 101° 03' 27.30" E
BS134	14° 07' 10.86" N 100° 20' 41.56" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS135	14° 02' 43.11" N 100° 49' 59.32" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS136	14° 18' 48.67" N 100° 54' 15.03" E	SUPIS	13° 38' 43.46" N 101° 04' 58.79" E
BS137	14° 22' 38.81" N 100° 39' 04.16" E	SUSVU	13° 20' 33.99" N 100° 59' 59.73" E
BS138	14° 25' 58.19" N 100° 25' 48.74" 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	UGUVO	15° 08' 34.84" N 100° 11' 40.60" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E

CHANGE: CHART TITLE. UGUVO ADDED.

INTENTIONALLY BLANK

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

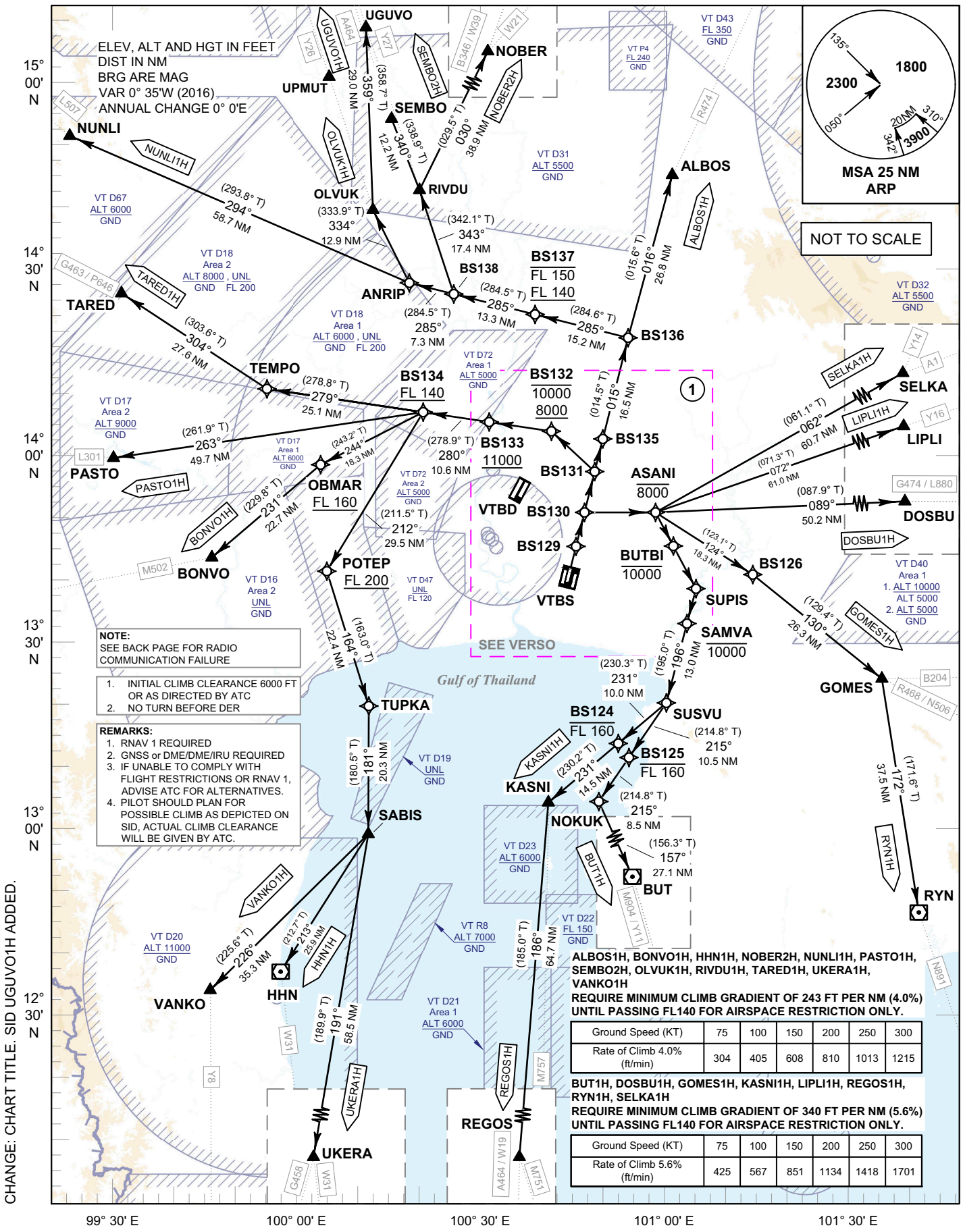
TRANSITION ALTITUDE
11000 FT

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

APP	: 119.1 , 262.5
	: 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

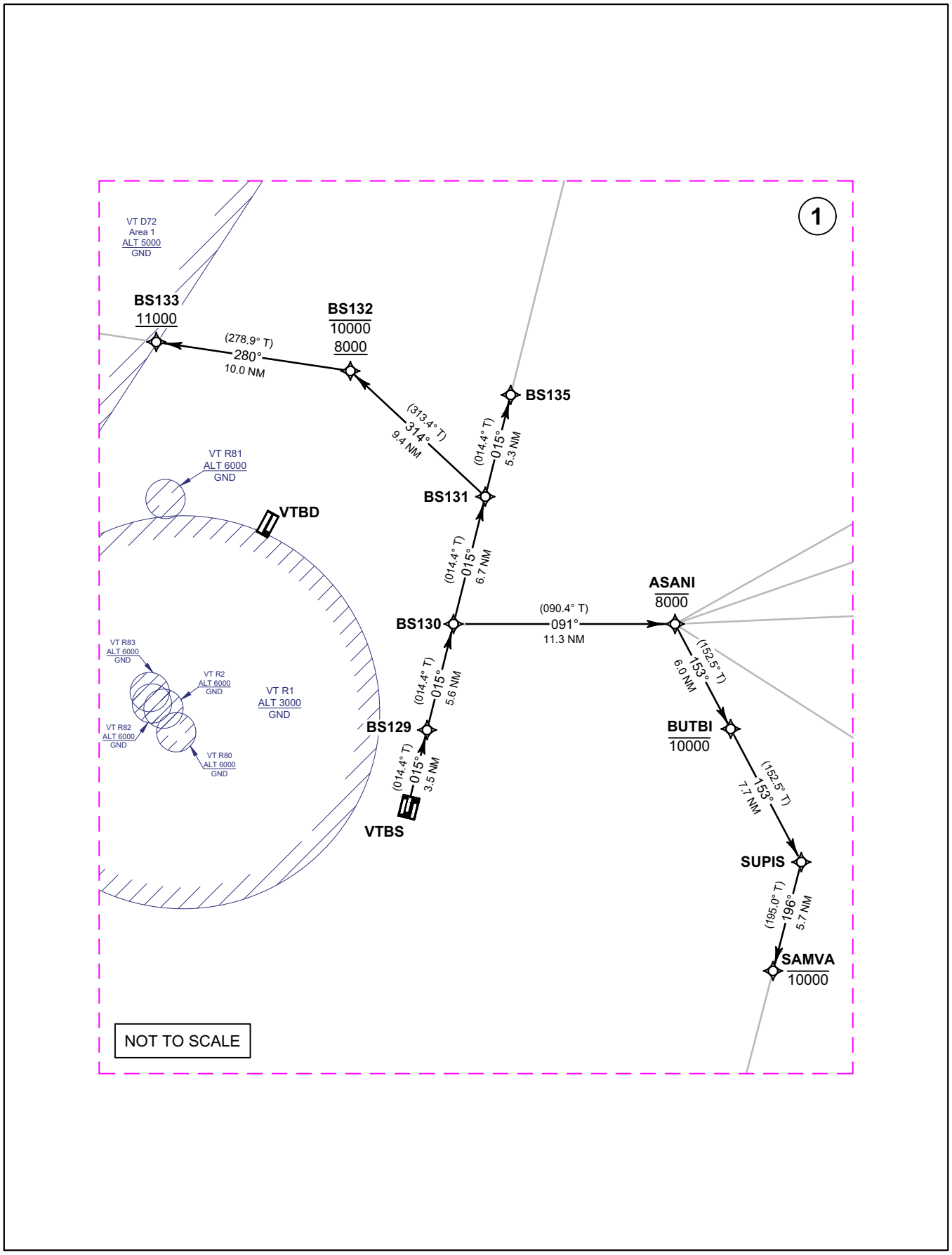
ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER2H NUNLI1H OLVUK1H PASTO1H
REGOS1H RYN1H SELKA1H SEMBO2H
TARED1H UKERA1H UGUVO1H VANKO1H



CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER2H NUNLI1H OLVUK1H PASTO1H
REGOS1H RYN1H SELKA1H SEMBO2H
TARED1H UKERA1H UGUVO1H VANKO1H

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.

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER2H NUNLI1H OLVUK1H PASTO1H
REGOS1H RYN1H SELKA1H SEMBO2H
TARED1H UKERA1H UGUVO1H VANKO1H

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	16.5	-	-	-	-	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	-	231°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1
BUT1H TO 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°(195.0°)	+ 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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER2H NUNLI1H OLVUK1H PASTO1H
REGOS1H RYN1H SELKA1H SEMBO2H
TARED1H UKERA1H UGUVO1H VANKO1H

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 RWY02L	-	-	+ 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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H

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°(195.0°)	+ 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
NOBER2H 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	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
090	TF	RIVDU	-	343°(342.1°)	+ 0.6	17.4	-	-	-	-	RNAV 1
100	TF	NOBER	-	030°(029.5°)	+ 0.6	38.9	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H GOMES1H HHN1H KASNI1H LIPLI1H NOBER2H NUNLI1H OLVUK1H PASTO1H REGOS1H RYN1H SELKA1H SEMBO2H TARED1H UKERA1H UGUVO1H VANKO1H

CHANGE: CHART TITLE.

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	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.4°)	+ 0.6	7.3	-	-	-	-	RNAV 1
100	TF	NUNLI	-	294°(293.8°)	+ 0.6	58.7	-	-	-	-	RNAV 1
OLVUK1H TO Y26											
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	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+ 0.6	7.3	-	-	-	-	RNAV 1
100	TF	OLVUK	-	334°(333.9°)	+ 0.6	12.9	-	-	-	-	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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER2H NUNLI1H OLVUK1H PASTO1H
REGOS1H RYN1H SELKA1H SEMBO2H
TARED1H UKERA1H UGUVO1H VANKO1H

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
REGOS1H TO M751, A464/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°(195.0°)	+ 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
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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER2H NUNLI1H OLVUK1H PASTO1H
REGOS1H RYN1H SELKA1H SEMBO2H
TARED1H UKERA1H UGUVO1H VANKO1H

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
SEMBO2H 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	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
090	TF	RIVDU	-	343°(342.1°)	+ 0.6	17.4	-	-	-	-	RNAV 1
100	TF	SEMBO	-	340°(338.9°)	+ 0.6	12.2	-	-	-	-	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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER2H NUNLI1H OLVUK1H PASTO1H
REGOS1H RYN1H SELKA1H SEMBO2H
TARED1H UKERA1H UGUVO1H VANKO1H

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
UKERA1H TO G458, 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	UKERA	-	191°(189.9°)	+ 0.6	58.5	-	-	-	-	RNAV 1
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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER2H NUNLI1H OLVUK1H PASTO1H
REGOS1H RYN1H SELKA1H SEMBO2H
TARED1H UKERA1H UGUVO1H VANKO1H

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
UGUVO1H TO Y27											
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	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.6	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+ 0.6	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+ 0.6	7.3	-	-	-	-	RNAV 1
100	TF	OLVUK	-	334°(333.9°)	+ 0.6	12.9	-	-	-	-	RNAV 1
110	TF	UGUVO	-	359°(358.7°)	+ 0.6	29.0	-	-	-	-	RNAV 1

CHANGE: CHART TITLE. SID UGUVO1H ADDED.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS1H BONVO1H BUT1H DOSBU1H
GOMES1H HHN1H KASNI1H LIPLI1H
NOBER2H NUNLI1H OLVUK1H PASTO1H
REGOS1H RYN1H SELKA1H SEMBO2H
TARED1H UKERA1H UGUVO1H VANKO1H

WAYPOINT LIST

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	OLVUK	14° 39' 28.38" N 100° 12' 40.23" E
BS125	13° 11' 54.24" N 100° 53' 50.73" E	PASTO	14° 00' 04.50" N 099° 30' 06.94" E
BS126	13° 40' 53.94" N 101° 14' 15.09" E	POTEP	13° 41' 54.24" N 100° 04' 50.87" E
BS129	13° 45' 37.37" N 100° 45' 29.11" E	REGOS	12° 00' 06.50" N 100° 34' 54.30" E
BS130	13° 51' 01.92" N 100° 46' 54.51" E	RIVDU	14° 42' 35.67" N 100° 20' 18.57" E
BS131	13° 57' 31.70" N 100° 48' 37.19" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS132	14° 04' 00.08" N 100° 41' 36.52" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS133	14° 05' 32.89" N 100° 31' 27.62" E	SAMVA	13° 33' 10.56" N 101° 03' 27.30" E
BS134	14° 07' 10.86" N 100° 20' 41.56" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS135	14° 02' 43.11" N 100° 49' 59.32" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS136	14° 18' 48.67" N 100° 54' 15.03" E	SUPIS	13° 38' 43.46" N 101° 04' 58.79" E
BS137	14° 22' 38.81" N 100° 39' 04.16" E	SUSVU	13° 20' 33.99" N 100° 59' 59.73" E
BS138	14° 25' 58.19" N 100° 25' 48.74" 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	UGUVO	15° 08' 34.84" N 100° 11' 40.60" E
KASNI	13° 04' 50.17" N 100° 40' 41.88" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E

CHANGE: CHART TITLE. UGUVO ADDED.

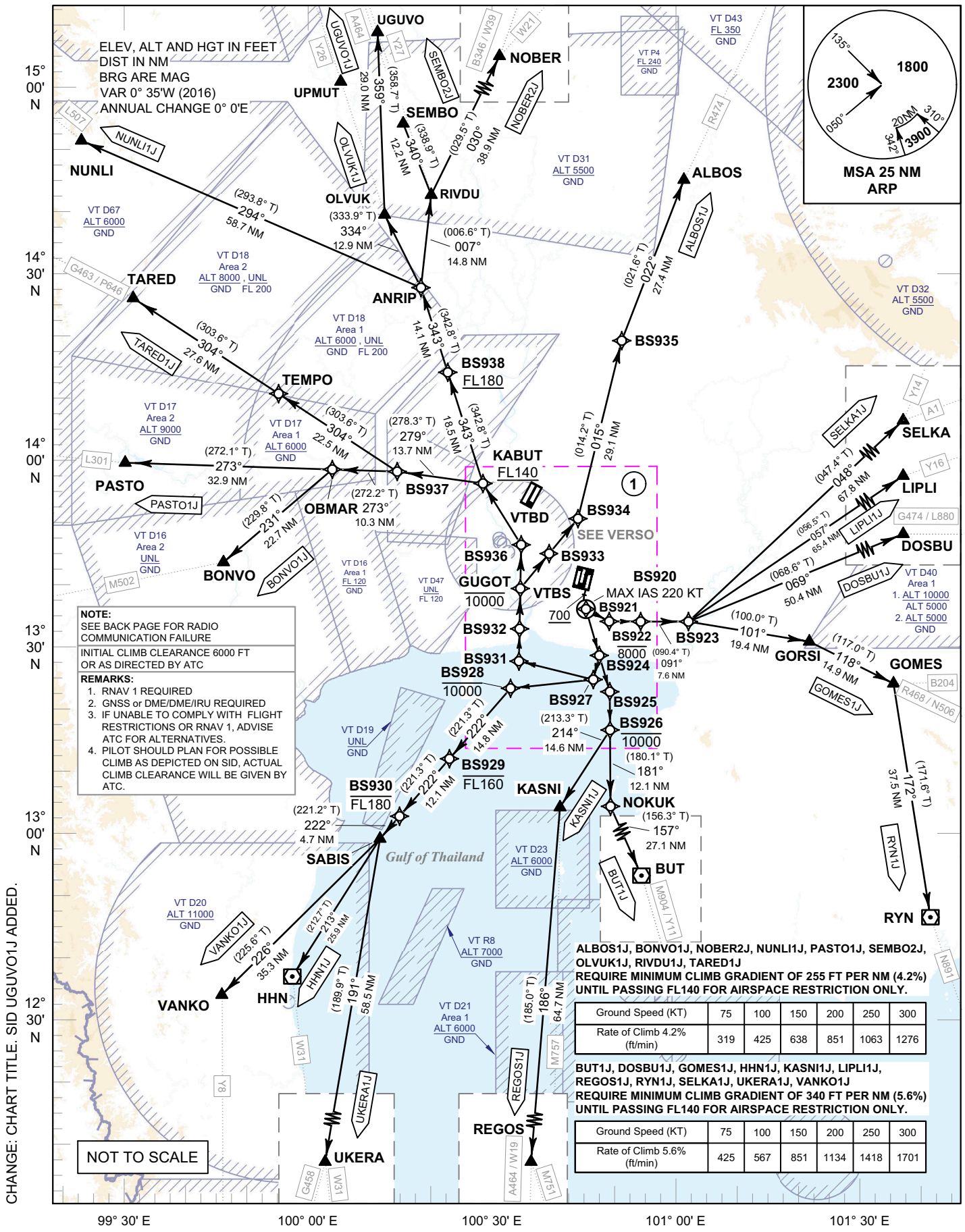
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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
	: 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

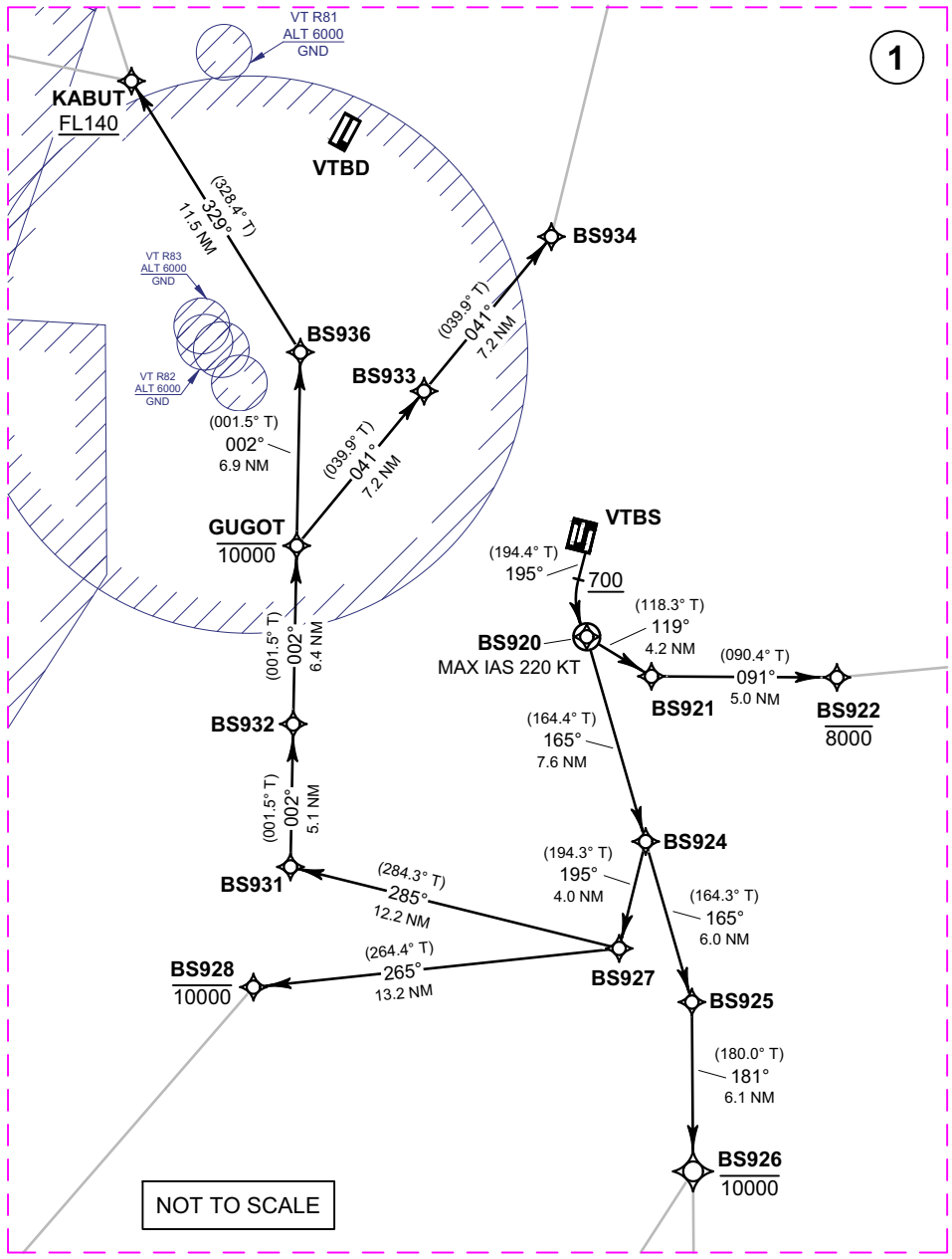
ALBOS1J BONVO1J BUT1J DOSBU1J GOMES1J HHN1J KASNI1J LIPLI1J NOBER2J NUNLI1J OLVUK1J PASTO1J REGOS1J RYN1J SELKA1J SEMBO2J TARED1J UKERA1J UGUVO1J VANKO1J



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J



CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J

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.

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J

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	-	231°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J

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 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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J

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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J

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
NOBER2J 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	RIVDU	-	007°(006.6°)	+ 0.6	14.8	-	-	-	-	RNAV 1
140	TF	NOBER	-	030°(029.5°)	+ 0.6	38.9	-	-	-	-	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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J

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
OLVUK1J TO Y26											
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	OLVUK	-	334°(333.9°)	+ 0.6	12.9	-	-	-	-	RNAV 1
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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J

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
REGOS1J TO M751, A464/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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J

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
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
050	TF	BS923	-	091°(090.4°)	+ 0.6	7.6	-	-	-	-	RNAV 1
060	TF	SELKA	-	048°(047.4°)	+ 0.6	67.8	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J

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
SEMBO2J 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	RIVDU	-	007°(006.6°)	+ 0.6	14.8	-	-	-	-	RNAV 1
140	TF	SEMBO	-	340°(338.9°)	+ 0.6	12.2	-	-	-	-	RNAV 1
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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J

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, 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	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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J

TABULAR DESCRIPTION (10)

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
UGUVO1J TO Y27											
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	OLVUK	-	334°(333.9°)	+ 0.6	12.9	-	-	-	-	RNAV 1
140	TF	UGUVO	-	359°(358.7°)	+ 0.6	29.0	-	-	-	-	RNAV 1

CHANGE: CHART TITLE. SID UGUVO1J ADDED.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS1J BONVO1J BUT1J DOSBU1J
GOMES1J HHN1J KASNI1J LIPLI1J
NOBER2J NUNLI1J OLVUK1J PASTO1J
REGOS1J RYN1J SELKA1J SEMBO2J
TARED1J UKERA1J UGUVO1J VANKO1J

WAYPOINT LIST

RNAV RWY19

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DER RWY19	13° 39' 24.11" N 100° 45' 06.59" E	GOMES	13° 24' 06.10" N 101° 35' 05.70" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	GORSI	13° 30' 54.64" N 101° 21' 28.05" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	GUGOT	13° 39' 44.61" N 100° 34' 28.14" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	HHN	12° 38' 04.04" N 099° 57' 04.23" E
BS920	13° 36' 23.33" N 100° 45' 08.38" E	KABUT	13° 56' 31.73" N 100° 28' 28.99" E
BS921	13° 34' 24.18" N 100° 48' 54.57" E	KASNI	13° 04' 50.17" N 100° 40' 41.88" E
BS922	13° 34' 21.88" N 100° 54' 02.54" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
BS923	13° 34' 18.21" N 101° 01' 49.29" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
BS924	13° 28' 59.60" N 100° 47' 15.28" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
BS925	13° 23' 11.66" N 100° 48' 54.98" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BS926	13° 17' 05.62" N 100° 48' 54.82" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS927	13° 25' 08.88" N 100° 46' 14.99" E	OLVUK	14° 39' 28.38" N 100° 12' 40.23" 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	RIVDU	14° 42' 35.67" N 100° 20' 18.57" E
BS931	13° 28' 10.07" N 100° 34' 09.89" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS932	13° 33' 19.01" N 100° 34' 18.00" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS933	13° 45' 16.92" N 100° 39' 12.21" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS934	13° 50' 49.11" N 100° 43' 56.45" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" 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	UGUVO	15° 08' 34.84" N 100° 11' 40.60" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E

CHANGE: CHART TITLE. UGUVO ADDED.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

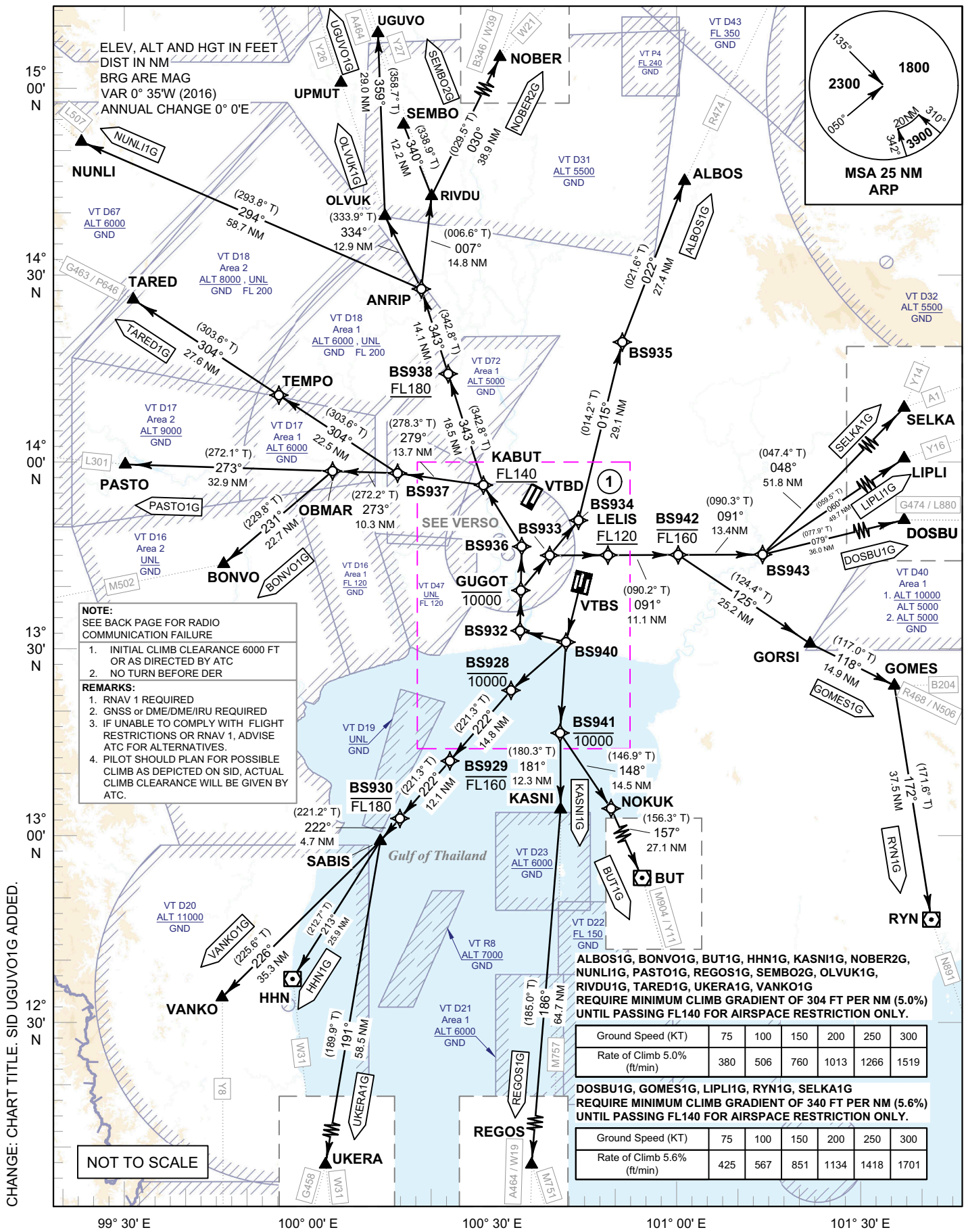
TRANSITION ALTITUDE
11000 FT

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

APP	: 119.1 , 262.5
	: 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

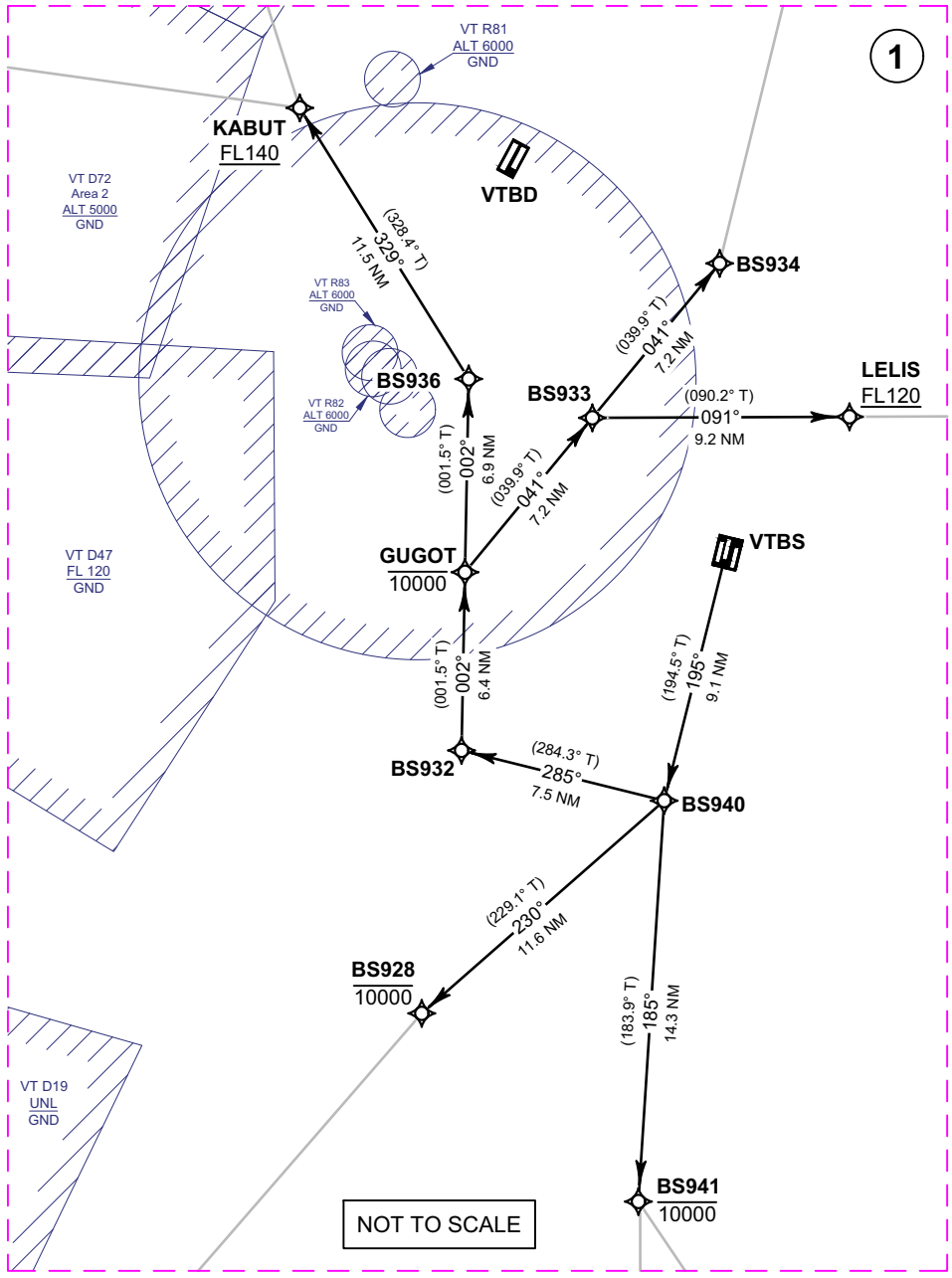
ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G
GOMES1G HHN1G KASNI1G LIPLI1G
NOBER2G NUNLI1G OLVUK1G PASTO1G
REGOS1G RYN1G SELKA1G SEMBO2G
TARED1G UKERA1G UGUVO1G VANKO1G



CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G
GOMES1G HHN1G KASNI1G LIPLI1G
NOBER2G NUNLI1G OLVUK1G PASTO1G
REGOS1G RYN1G SELKA1G SEMBO2G
TARED1G UKERA1G UGUVO1G VANKO1G

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.

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G
GOMES1G HHN1G KASNI1G LIPLI1G
NOBER2G NUNLI1G OLVUK1G PASTO1G
REGOS1G RYN1G SELKA1G SEMBO2G
TARED1G UKERA1G UGUVO1G VANKO1G

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	-	231°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1
BUT1G TO 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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G
GOMES1G HHN1G KASNI1G LIPLI1G
NOBER2G NUNLI1G OLVUK1G PASTO1G
REGOS1G RYN1G SELKA1G SEMBO2G
TARED1G UKERA1G UGUVO1G VANKO1G

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°(090.3°)	+ 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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G

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
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
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°(090.3°)	+ 0.6	13.4	-	-	-	-	RNAV 1
090	TF	LIPLI	-	060°(059.5°)	+ 0.6	49.7	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G
GOMES1G HHN1G KASNI1G LIPLI1G
NOBER2G NUNLI1G OLVUK1G PASTO1G
REGOS1G RYN1G SELKA1G SEMBO2G
TARED1G UKERA1G UGUVO1G VANKO1G

CHANGE: CHART TITLE.

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
NOBER2G 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	RIVDU	-	007°(006.6°)	+ 0.6	14.8	-	-	-	-	RNAV 1
100	TF	NOBER	-	030°(029.5°)	+ 0.6	38.9	-	-	-	-	RNAV 1
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
OLVUK1G TO Y26											
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	OLVUK	-	334°(333.9°)	+ 0.6	12.9	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G
GOMES1G HHN1G KASNI1G LIPLI1G
NOBER2G NUNLI1G OLVUK1G PASTO1G
REGOS1G RYN1G SELKA1G SEMBO2G
TARED1G UKERA1G UGUVO1G VANKO1G

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
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, A464/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
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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G
GOMES1G HHN1G KASNI1G LIPLI1G
NOBER2G NUNLI1G OLVUK1G PASTO1G
REGOS1G RYN1G SELKA1G SEMBO2G
TARED1G UKERA1G UGUVO1G VANKO1G

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
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°(090.3°)	+ 0.6	13.4	-	-	-	-	RNAV 1
090	TF	SELKA	-	048°(047.4°)	+ 0.6	51.8	-	-	-	-	RNAV 1
SEMBO2G 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	RIVDU	-	007°(006.6°)	+ 0.6	14.8	-	-	-	-	RNAV 1
100	TF	SEMBO	-	340°(338.9°)	+ 0.6	12.2	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G
GOMES1G HHN1G KASNI1G LIPLI1G
NOBER2G NUNLI1G OLVUK1G PASTO1G
REGOS1G RYN1G SELKA1G SEMBO2G
TARED1G UKERA1G UGUVO1G VANKO1G

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
UKERA1G TO G458, 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	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°(225.5°)	+ 0.6	35.3	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G
GOMES1G HHN1G KASNI1G LIPLI1G
NOBER2G NUNLI1G OLVUK1G PASTO1G
REGOS1G RYN1G SELKA1G SEMBO2G
TARED1G UKERA1G UGUVO1G VANKO1G

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
UGUVO1G TO Y27											
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	OLVUK	-	334°(333.9°)	+ 0.6	12.9	-	-	-	-	RNAV 1
100	TF	UGUVO	-	359°(358.7°)	+ 0.6	29.0	-	-	-	-	RNAV 1

CHANGE: CHART TITLE. SID UGUVO1G ADDED.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS1G BONVO1G BUT1G DOSBU1G GOMES1G HHN1G KASNI1G LIPLI1G NOBER2G NUNLI1G OLVUK1G PASTO1G REGOS1G RYN1G SELKA1G SEMBO2G TARED1G UKERA1G UGUVO1G VANKO1G

WAYPOINT LIST

RNAV RWY20L

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DER RWY20L	13° 40' 16.60" N 100° 44' 04.79" E	HHN	12° 38' 04.04" N 099° 57' 04.23" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	KABUT	13° 56' 31.73" N 100° 28' 28.99" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	KASNI	13° 04' 50.17" N 100° 40' 41.88" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	LELIS	13° 45' 15.13" N 100° 48' 41.34" E
BS928	13° 23' 50.45" N 100° 32' 46.34" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
BS929	13° 12' 40.10" N 100° 22' 45.50" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
BS930	13° 03' 32.80" N 100° 14' 35.95" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
BS932	13° 33' 19.01" N 100° 34' 18.00" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BS933	13° 45' 16.92" N 100° 39' 12.21" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS934	13° 50' 49.11" N 100° 43' 56.45" E	OLVUK	14° 39' 28.38" N 100° 12' 40.23" 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	RIVDU	14° 42' 35.67" N 100° 20' 18.57" E
BS938	14° 14' 16.72" N 100° 22' 51.08" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS940	13° 31' 27.28" N 100° 41' 45.36" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS941	13° 17' 08.40" N 100° 40' 46.10" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS942	13° 45' 12.49" N 101° 00' 07.41" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" 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	UGUVO	15° 08' 34.84" N 100° 11' 40.60" E
GUGOT	13° 39' 44.61" N 100° 34' 28.14" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E

CHANGE: CHART TITLE. UGUVO ADDED".

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

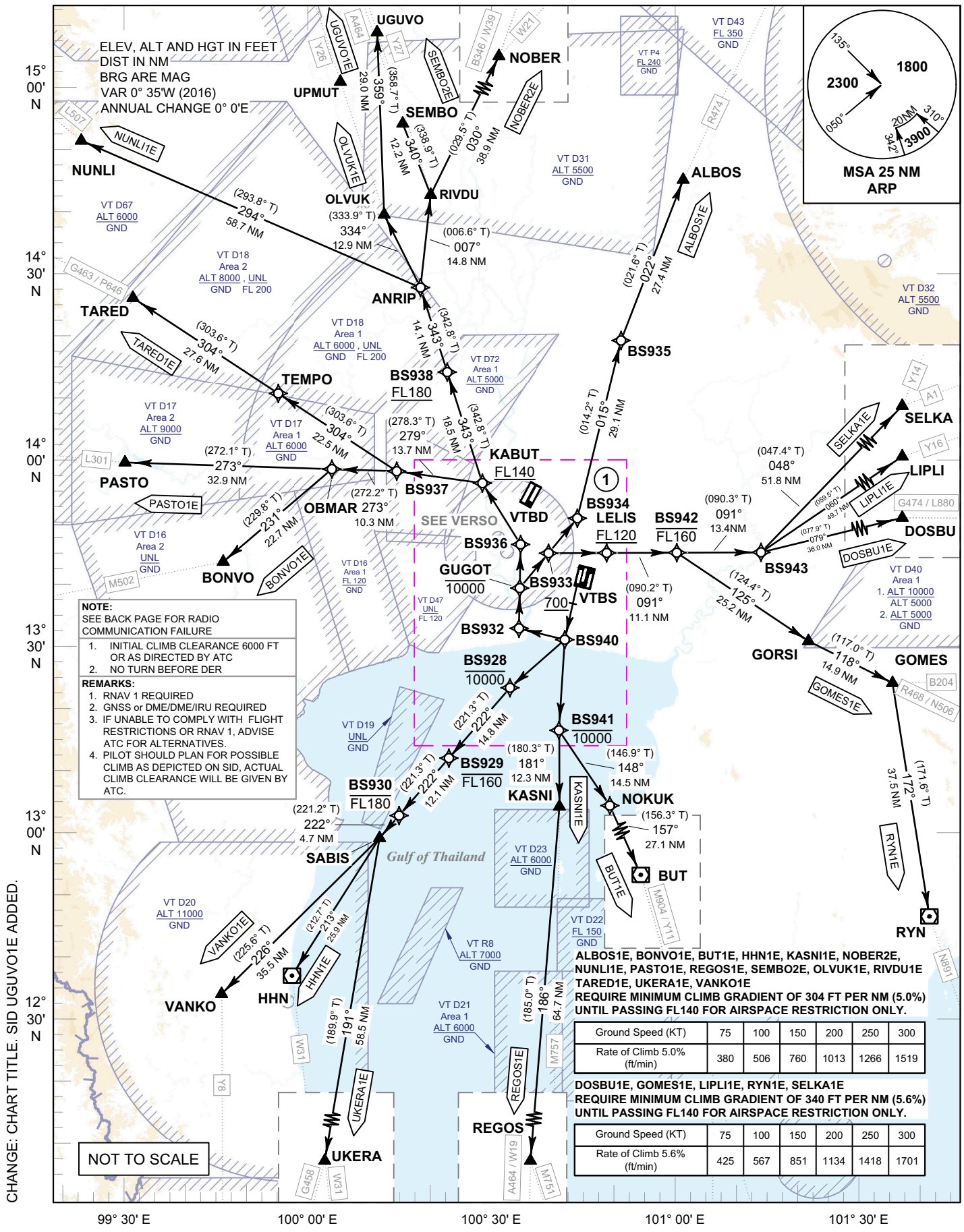
TRANSITION ALTITUDE
11000 FT

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

APP	: 119.1 , 262.5
	: 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

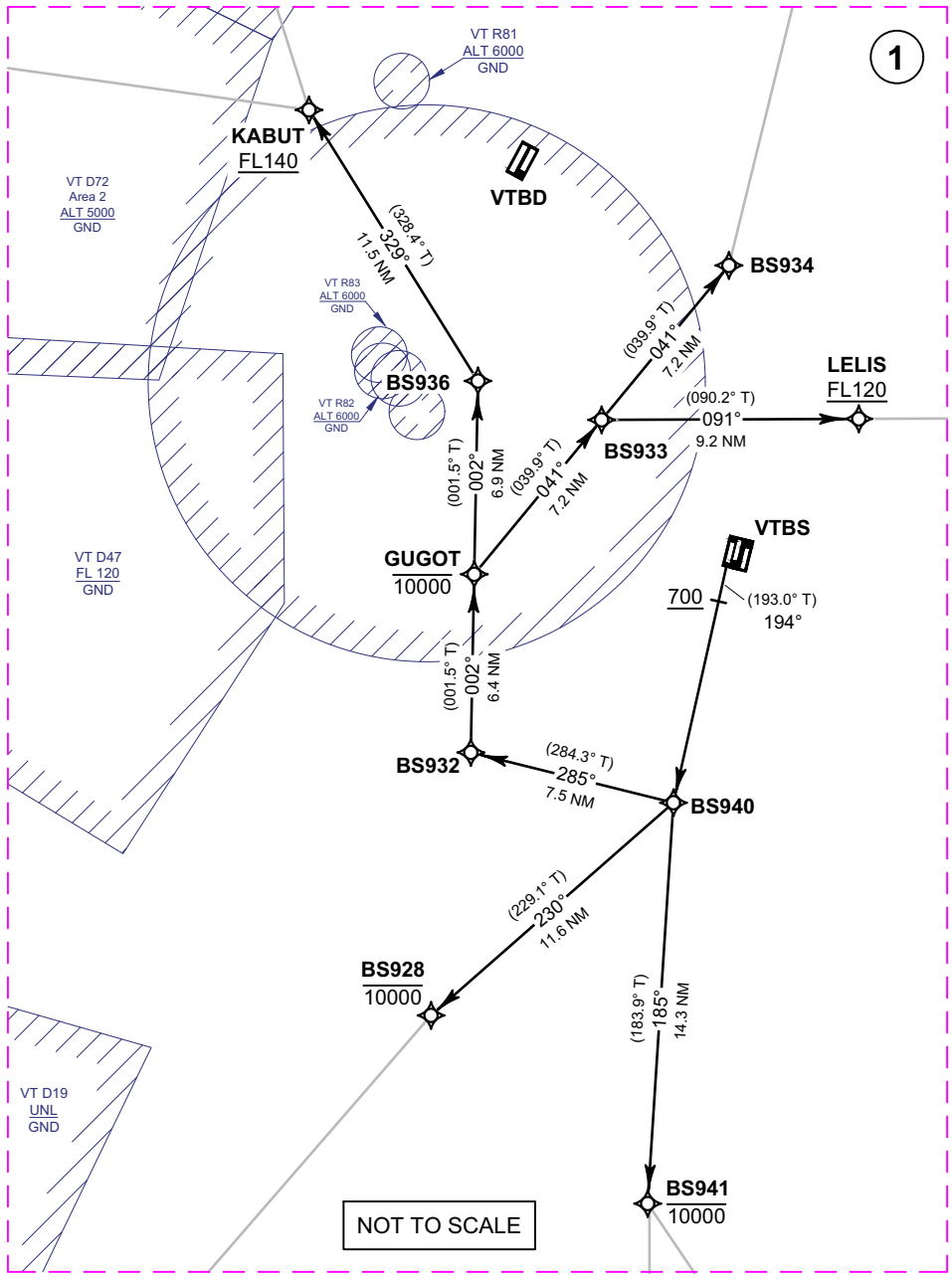
ALBOS1E BONVO1E BUT1E DOSBU1E GOMES1E HHN1E KASNI1E LIPLI1E NOBER2E NUNLI1E OLVUK1E PASTO1E REGOS1E RYN1E SELKA1E SEMBO2E TARED1E UKERA1E UGUVO1E VANKO1E



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER2E NUNLI1E OLVUK1E PASTO1E
REGOS1E RYN1E SELKA1E SEMBO2E
TARED1E UKERA1E UGUVO1E VANKO1E



CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER2E NUNLI1E OLVUK1E PASTO1E
REGOS1E RYN1E SELKA1E SEMBO2E
TARED1E UKERA1E UGUVO1E VANKO1E

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.

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER2E NUNLI1E OLVUK1E PASTO1E
REGOS1E RYN1E SELKA1E SEMBO2E
TARED1E UKERA1E UGUVO1E VANKO1E

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	-	-	194°(193.0°)	+ 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	-	-	194°(193.0°)	+ 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	-	231°(229.8°)	+ 0.6	22.7	-	-	-	-	RNAV 1
BUT1E TO M904/ Y11											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER2E NUNLI1E OLVUK1E PASTO1E
REGOS1E RYN1E SELKA1E SEMBO2E
TARED1E UKERA1E UGUVO1E VANKO1E

CHANGE: CHART TITLE.

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	-	-	194°(193.0°)	+ 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°(090.3°)	+ 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	-	-	194°(193.0°)	+ 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	-	-	194°(193.0°)	+ 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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER2E NUNLI1E OLVUK1E PASTO1E
REGOS1E RYN1E SELKA1E SEMBO2E
TARED1E UKERA1E UGUVO1E VANKO1E

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	-	-	194°(193.0°)	+ 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	-	-	194°(193.0°)	+ 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°(090.3°)	+ 0.6	13.4	-	-	-	-	RNAV 1
100	TF	LIPLI	-	060°(059.5°)	+ 0.6	49.7	-	-	-	-	RNAV 1
NOBER2E TO B346/W39, W21											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 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	RIVDU	-	007°(006.6°)	+ 0.6	14.8	-	-	-	-	RNAV 1
110	TF	NOBER	-	030°(029.5°)	+ 0.6	38.9	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER2E NUNLI1E OLVUK1E PASTO1E
REGOS1E RYN1E SELKA1E SEMBO2E
TARED1E UKERA1E UGUVO1E VANKO1E

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	-	-	194°(193.0°)	+ 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	NUNLI	-	294°(293.8°)	+ 0.6	58.7	-	-	-	-	RNAV 1
OLVUK1E TO Y26											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 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	OLVUK	-	334°(333.9°)	+ 0.6	12.9	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER2E NUNLI1E OLVUK1E PASTO1E
REGOS1E RYN1E SELKA1E SEMBO2E
TARED1E UKERA1E UGUVO1E VANKO1E

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
PASTO1E TO L301											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 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, A464/W19											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 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
RYN1E TO N891											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER2E NUNLI1E OLVUK1E PASTO1E
REGOS1E RYN1E SELKA1E SEMBO2E
TARED1E UKERA1E UGUVO1E VANKO1E

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
SELKA1E TO A1, Y14											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 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°(090.3°)	+ 0.6	13.4	-	-	-	-	RNAV 1
100	TF	SELKA	-	048°(047.4°)	+ 0.6	51.8	-	-	-	-	RNAV 1
SEMBO2E TO A464											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 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	RIVDU	-	007°(006.6°)	+ 0.6	14.8	-	-	-	-	RNAV 1
110	TF	SEMBO	-	340°(338.9°)	+ 0.6	12.2	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER2E NUNLI1E OLVUK1E PASTO1E
REGOS1E RYN1E SELKA1E SEMBO2E
TARED1E UKERA1E UGUVO1E VANKO1E

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	-	-	194°(193.0°)	+ 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
UKERA1E TO G458, W31											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 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

CHANGE: CHART TITLE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER2E NUNLI1E OLVUK1E PASTO1E
REGOS1E RYN1E SELKA1E SEMBO2E
TARED1E UKERA1E UGUVO1E VANKO1E

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
VANKO1E TO Y8											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 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
UGUVO1E TO Y27											
010	-	DER RWY20R	-	-	+ 0.6	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 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	OLVUK	-	334°(333.9°)	+ 0.6	12.9	-	-	-	-	RNAV 1
110	TF	UGUVO	-	359°(358.7°)	+ 0.6	29.0	-	-	-	-	RNAV 1

CHANGE: CHART TITLE. SID UGUVO1E ADDED.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS1E BONVO1E BUT1E DOSBU1E
GOMES1E HHN1E KASNI1E LIPLI1E
NOBER2E NUNLI1E OLVUK1E PASTO1E
REGOS1E RYN1E SELKA1E SEMBO2E
TARED1E UKERA1E UGUVO1E VANKO1E

WAYPOINT LIST

RNAV RWY20R

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DER RWY20R	13° 39' 54.63" N 100° 43' 45.28" E	HHN	12° 38' 04.04" N 099° 57' 04.23" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	KABUT	13° 56' 31.73" N 100° 28' 28.99" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	KASNI	13° 04' 50.17" N 100° 40' 41.88" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	LELIS	13° 45' 15.13" N 100° 48' 41.34" E
BS928	13° 23' 50.45" N 100° 32' 46.34" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
BS929	13° 12' 40.10" N 100° 22' 45.50" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
BS930	13° 03' 32.80" N 100° 14' 35.95" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
BS932	13° 33' 19.01" N 100° 34' 18.00" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BS933	13° 45' 16.92" N 100° 39' 12.21" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS934	13° 50' 49.11" N 100° 43' 56.45" E	OLVUK	14° 39' 28.38" N 100° 12' 40.23" 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	RIVDU	14° 42' 35.67" N 100° 20' 18.57" E
BS938	14° 14' 16.72" N 100° 22' 51.08" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS940	13° 31' 27.28" N 100° 41' 45.36" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS941	13° 17' 08.40" N 100° 40' 46.10" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS942	13° 45' 12.49" N 101° 00' 07.41" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" 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	UGUVO	15° 08' 34.84" N 100° 11' 40.60" E
GUGOT	13° 39' 44.61" N 100° 34' 28.14" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E

CHANGE: CHART TITLE. UGUVO ADDED.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

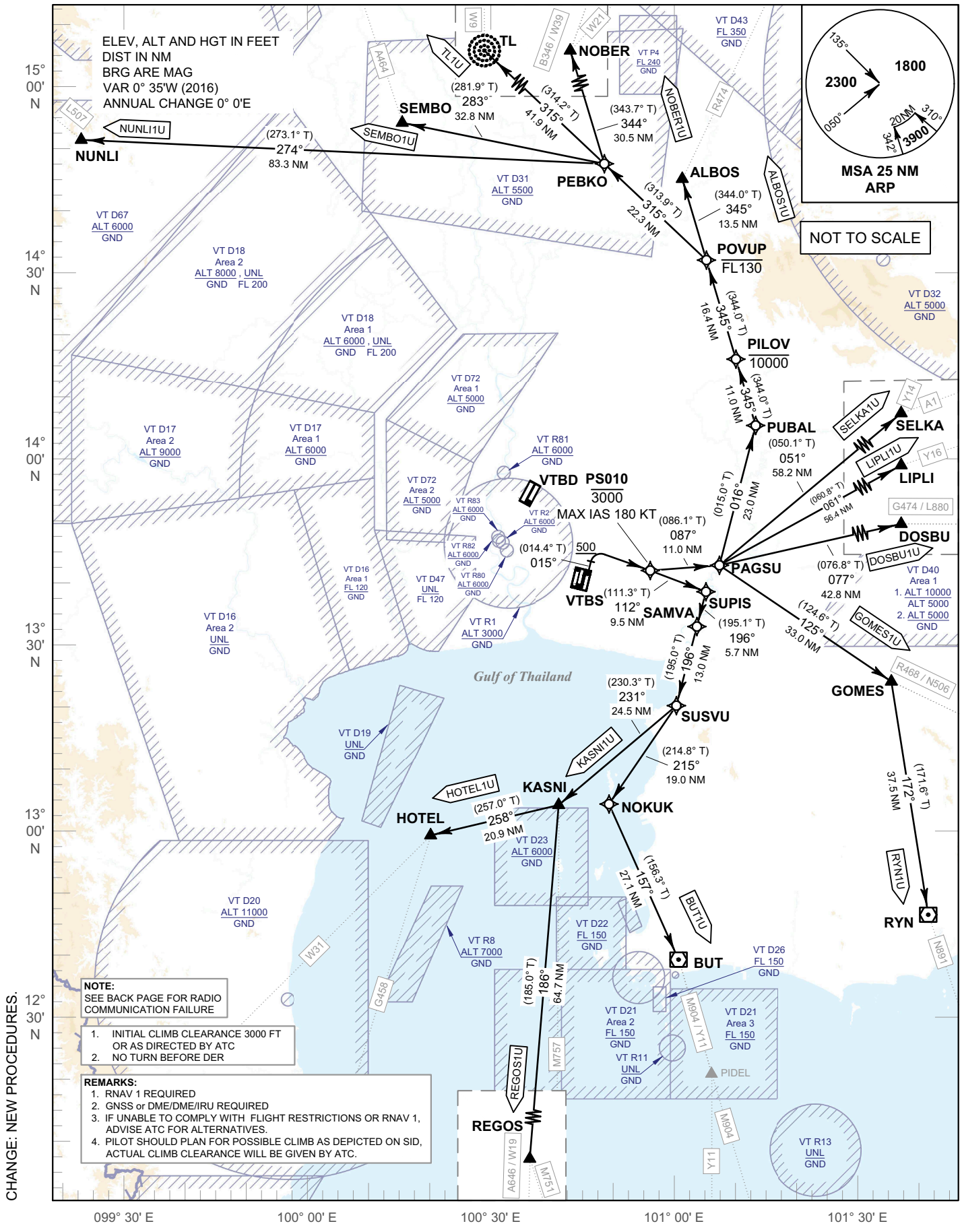
TRANSITION ALTITUDE 11000 FT
SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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	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.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01
(PROPELLER)

ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U

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	-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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01
(PROPELLER)

ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01
(PROPELLER)

ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01
(PROPELLER)

ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01
(PROPELLER)

ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01
(PROPELLER)

ALBOS1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U TL1U

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

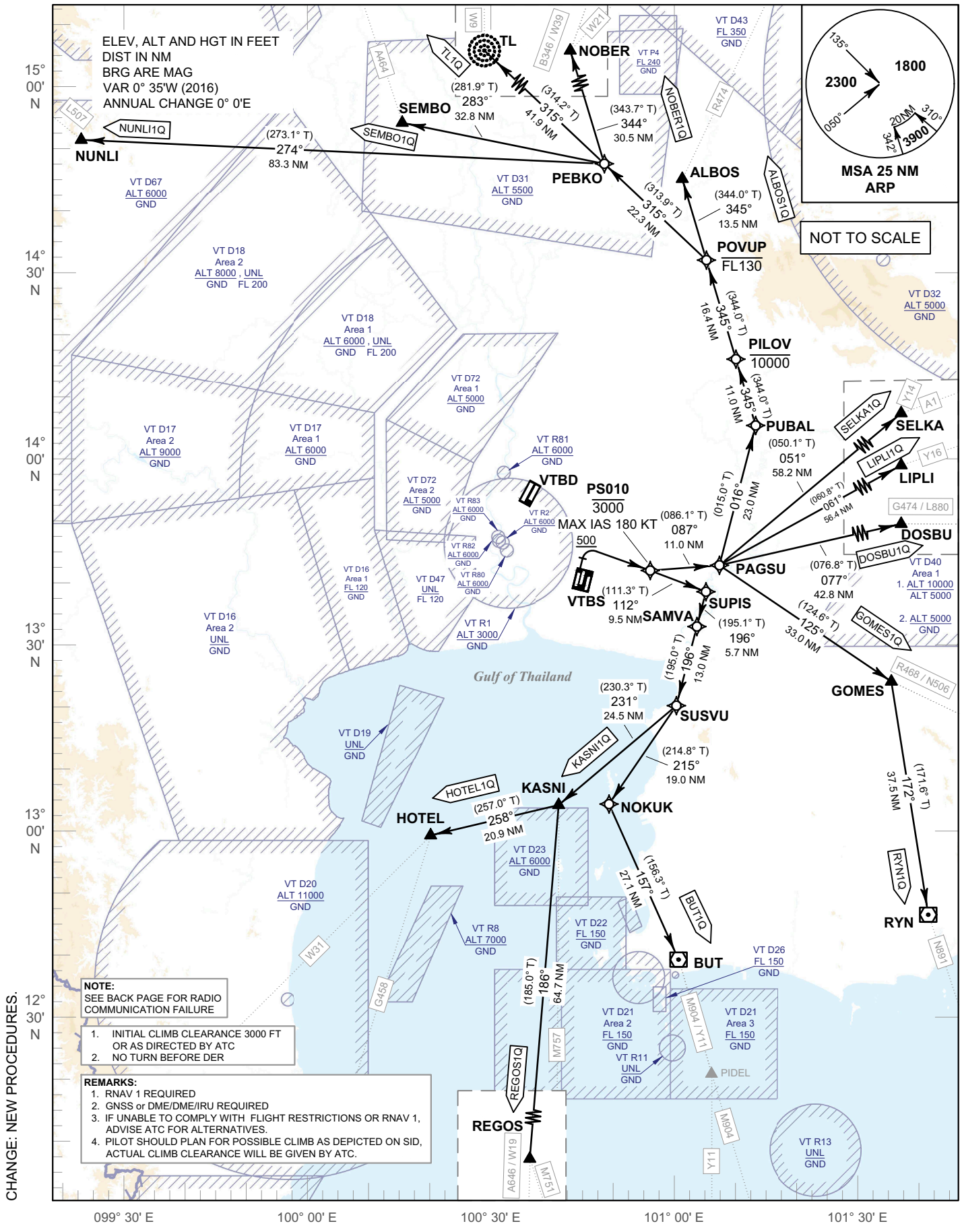
TRANSITION ALTITUDE
11000 FT

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



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L
(PROPELLER)

ALBOS1Q BUT1Q DOSBU1Q GOMES1Q
HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q
NUNLI1Q REGOS1Q RYN1Q SELKA1Q
SEMBO1Q TL1Q

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.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L
(PROPELLER)

ALBOS1Q BUT1Q DOSBU1Q GOMES1Q
HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q
NUNLI1Q REGOS1Q RYN1Q SELKA1Q
SEMBO1Q TL1Q

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L
(PROPELLER)

ALBOS1Q BUT1Q DOSBU1Q GOMES1Q
HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q
NUNLI1Q REGOS1Q RYN1Q SELKA1Q
SEMBO1Q TL1Q

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L
(PROPELLER)

ALBOS1Q BUT1Q DOSBU1Q GOMES1Q
HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q
NUNLI1Q REGOS1Q RYN1Q SELKA1Q
SEMBO1Q TL1Q

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L
(PROPELLER)

ALBOS1Q BUT1Q DOSBU1Q GOMES1Q
HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q
NUNLI1Q REGOS1Q RYN1Q SELKA1Q
SEMBO1Q TL1Q

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L
(PROPELLER)

ALBOS1Q BUT1Q DOSBU1Q GOMES1Q
HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q
NUNLI1Q REGOS1Q RYN1Q SELKA1Q
SEMBO1Q TL1Q

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L
(PROPELLER)

ALBOS1Q BUT1Q DOSBU1Q GOMES1Q
HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q
NUNLI1Q REGOS1Q RYN1Q SELKA1Q
SEMBO1Q TL1Q

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

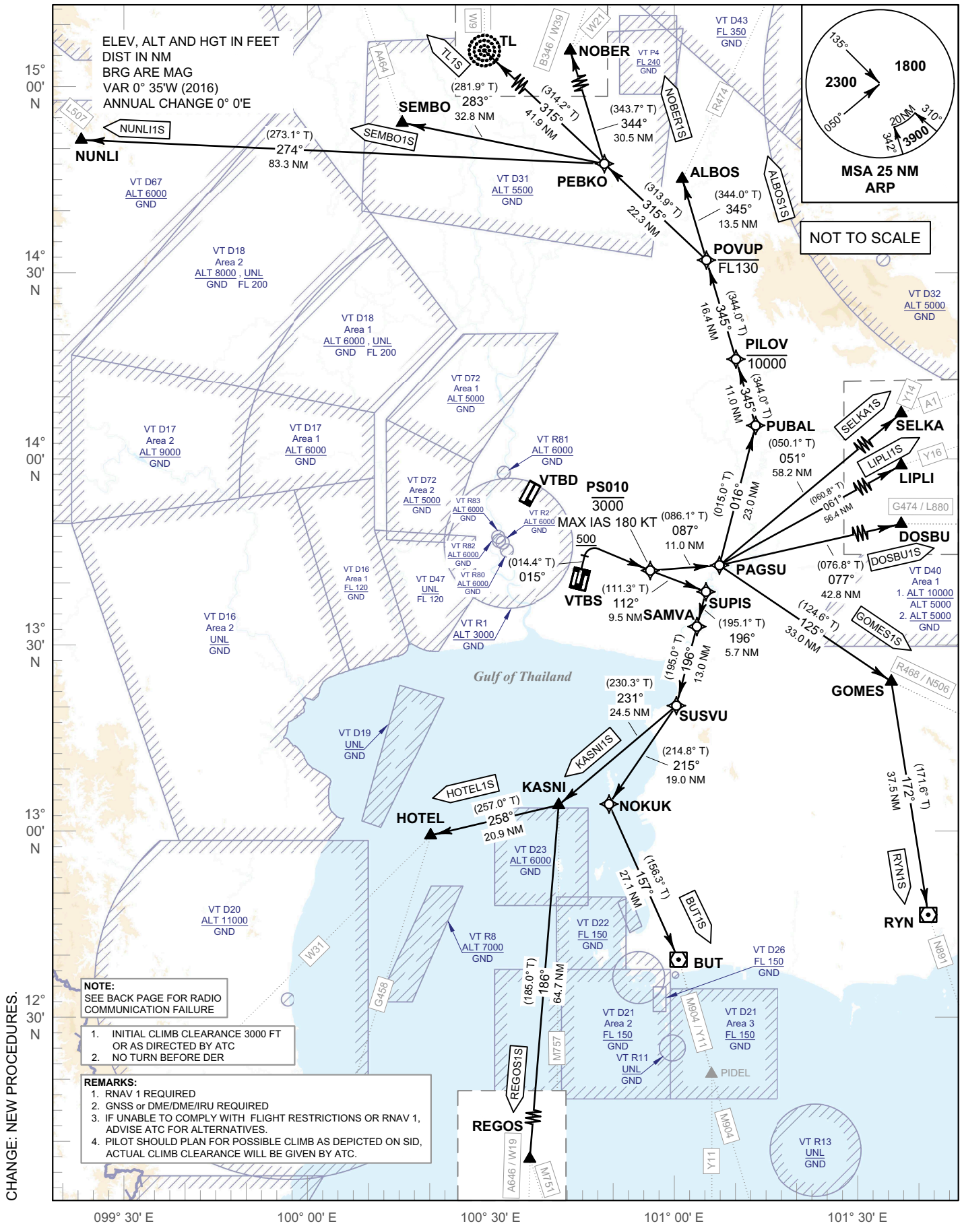
SPEED RESTRICTION
MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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	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.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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

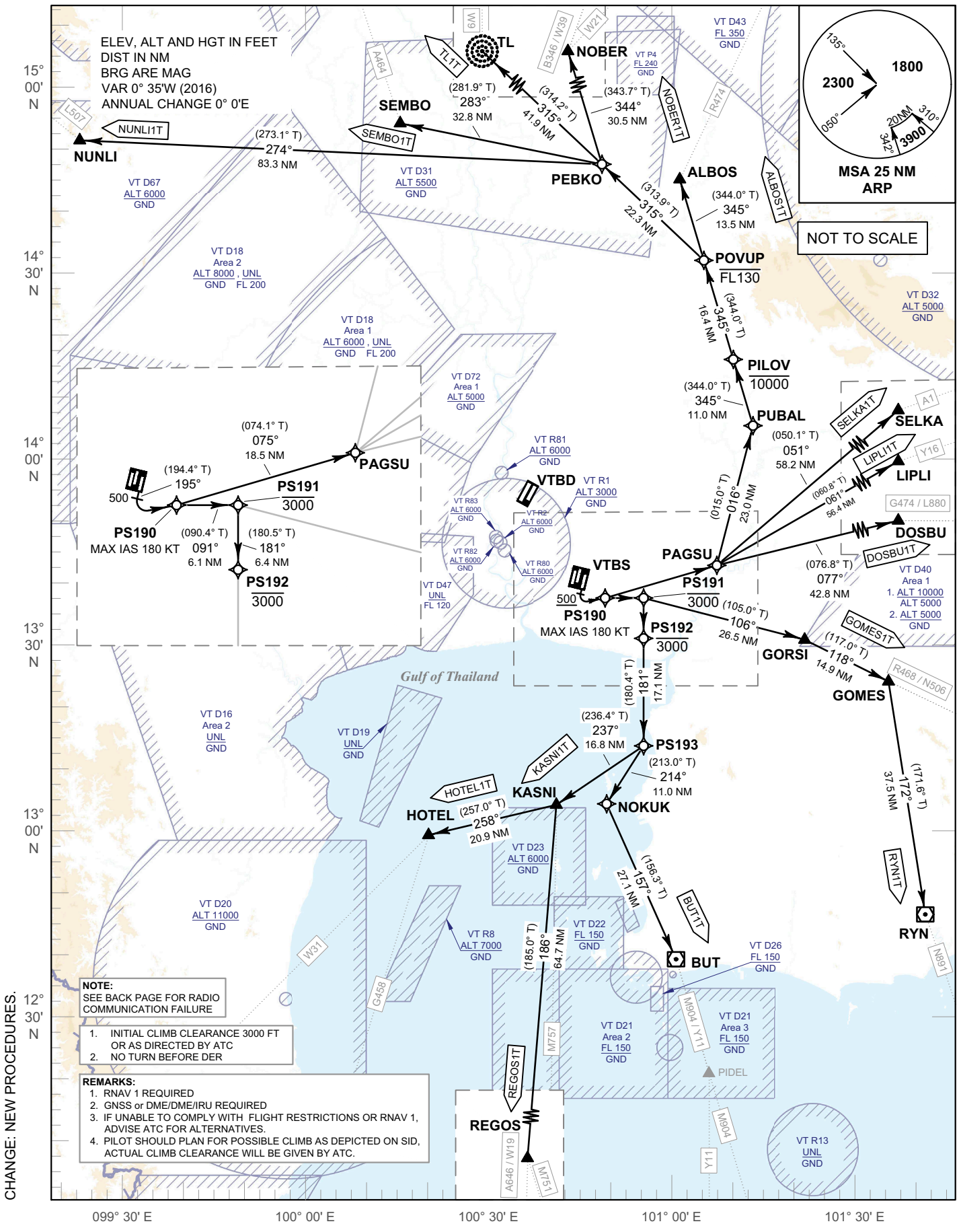
TRANSITION ALTITUDE 11000 FT
SPEED RESTRICTION MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
(PROPELLER)

ALBOS1T BUT1T DOSBU1T GOMES1T
HOTEL1T KASNI1T LIPLI1T NOBER1T
NUNLI1T REGOS1T RYN1T SELKA1T
SEMBO1T TL1T

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.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
(PROPELLER)

ALBOS1T BUT1T DOSBU1T GOMES1T
HOTEL1T KASNI1T LIPLI1T NOBER1T
NUNLI1T REGOS1T RYN1T SELKA1T
SEMBO1T TL1T

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
(PROPELLER)

ALBOS1T BUT1T DOSBU1T GOMES1T
HOTEL1T KASNI1T LIPLI1T NOBER1T
NUNLI1T REGOS1T RYN1T SELKA1T
SEMBO1T TL1T

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
(PROPELLER)

ALBOS1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T TL1T

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
(PROPELLER)

ALBOS1T BUT1T DOSBU1T GOMES1T
HOTEL1T KASNI1T LIPLI1T NOBER1T
NUNLI1T REGOS1T RYN1T SELKA1T
SEMBO1T TL1T

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
(PROPELLER)

ALBOS1T BUT1T DOSBU1T GOMES1T
HOTEL1T KASNI1T LIPLI1T NOBER1T
NUNLI1T REGOS1T RYN1T SELKA1T
SEMBO1T TL1T

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
(PROPELLER)

ALBOS1T BUT1T DOSBU1T GOMES1T
HOTEL1T KASNI1T LIPLI1T NOBER1T
NUNLI1T REGOS1T RYN1T SELKA1T
SEMBO1T TL1T

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

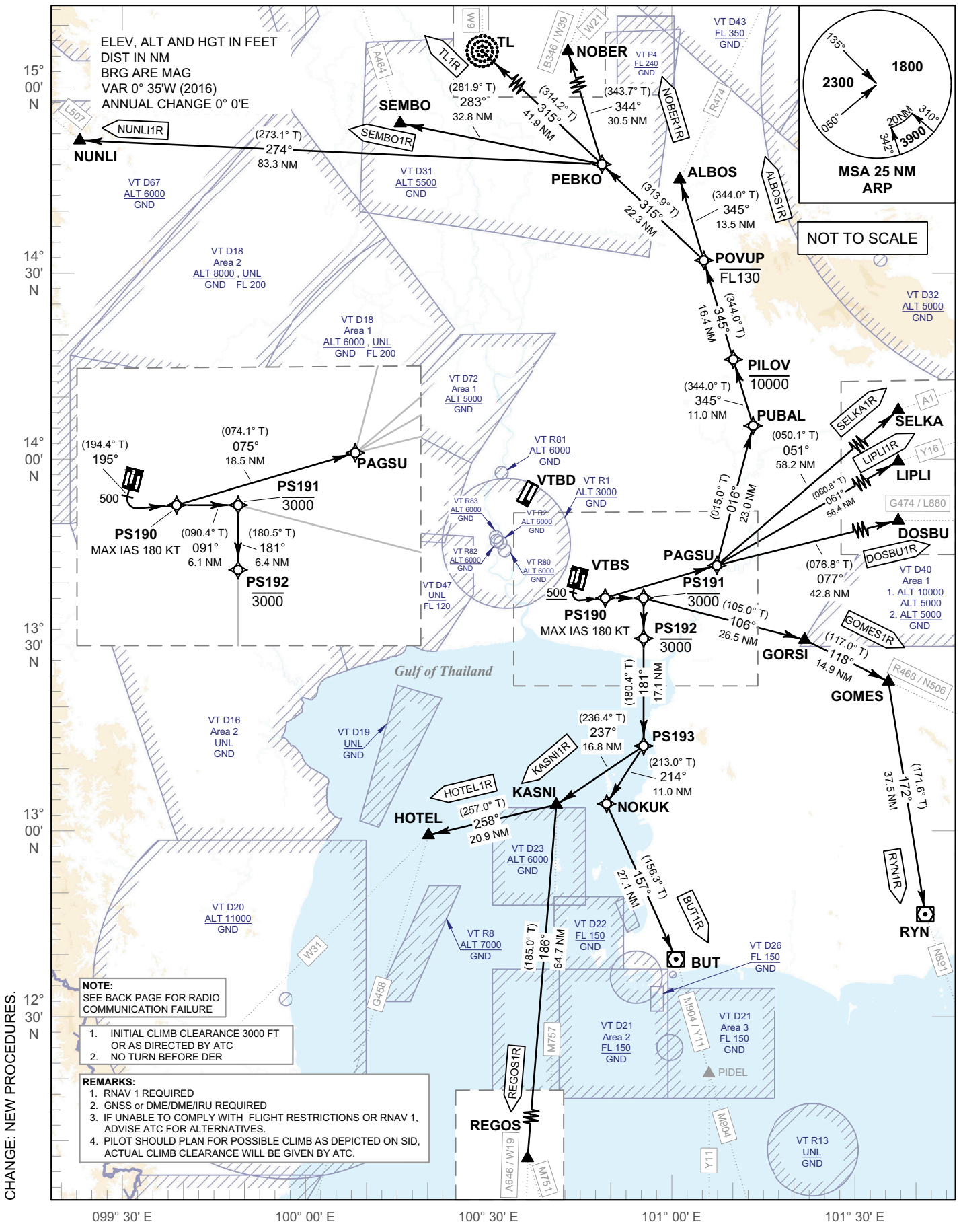
SPEED RESTRICTION
MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L
(PROPELLER)

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

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.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L
(PROPELLER)

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L
(PROPELLER)

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L
(PROPELLER)

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L
(PROPELLER)

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L
(PROPELLER)

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L
(PROPELLER)

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

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

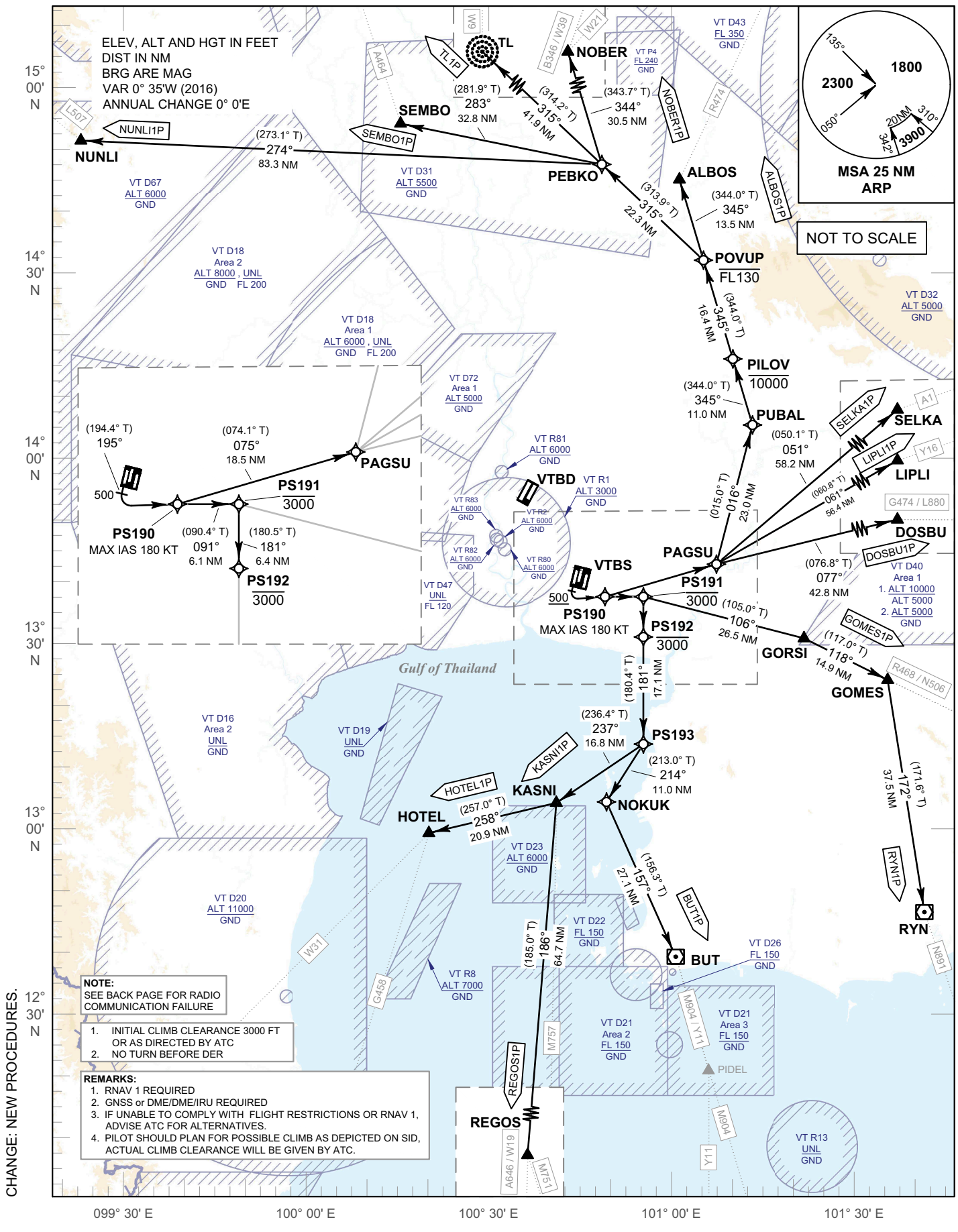
SPEED RESTRICTION
MAX IAS 250 KT AT OR BELOW ALT 10000 FT UNLESS OTHERWISE AUTHORIZED BY ATC.

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



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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

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

INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY01
CAT II

CHANGE: LOC/DME AND GP COORDINATES.

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' 39.31" N	100° 45' 42.13" E
GP	ISES	13° 39' 33.35" N	100° 45' 13.14" E

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INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY02R
CAT II

CHANGE: LOC/DME AND GP COORDINATES.

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' 22.34" N	100° 44' 37.84" E
GP	ISWS	13° 40' 27.78" N	100° 44' 03.62" E

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INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY19
CAT II

CHANGE: LOC/DME AND GP COORDINATES.

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' 14.96" N	100° 45' 04.19" E
GP	ISEN	13° 41' 18.99" N	100° 45' 40.91" E

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INSTRUMENT APPROACH CHART - ICAO

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

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY20L
CAT II

CHANGE: LOC/DME AND GP COORDINATES.

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' 07.45" N	100° 44' 02.40" E
GP	ISWN	13° 42' 03.95" N	100° 44' 28.89" E

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DEPARTURE PROCEDURES FOR IFR AIRCRAFT WITH RNP1 CAPABILITY
FLIGHT PLAN FILING : BUT R201 BKK ...FPL RTE...

a) RNAV SID FOR RWY 18 : BKK1A
b) RNAV SID FOR RWY 36 : BKK1B

VTBU AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS IN THE VICINITY OF U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT

It has been observed that migratory birds appear on or in the vicinity of U-Tapao Rayong Pattaya International Airport mostly depends on the time of year and geographical conditions which may divided into Rainy season (May to October), Winter season (October to February) and Summer season (March to April), while the resident or presumed resident birds are present in variable number every month.

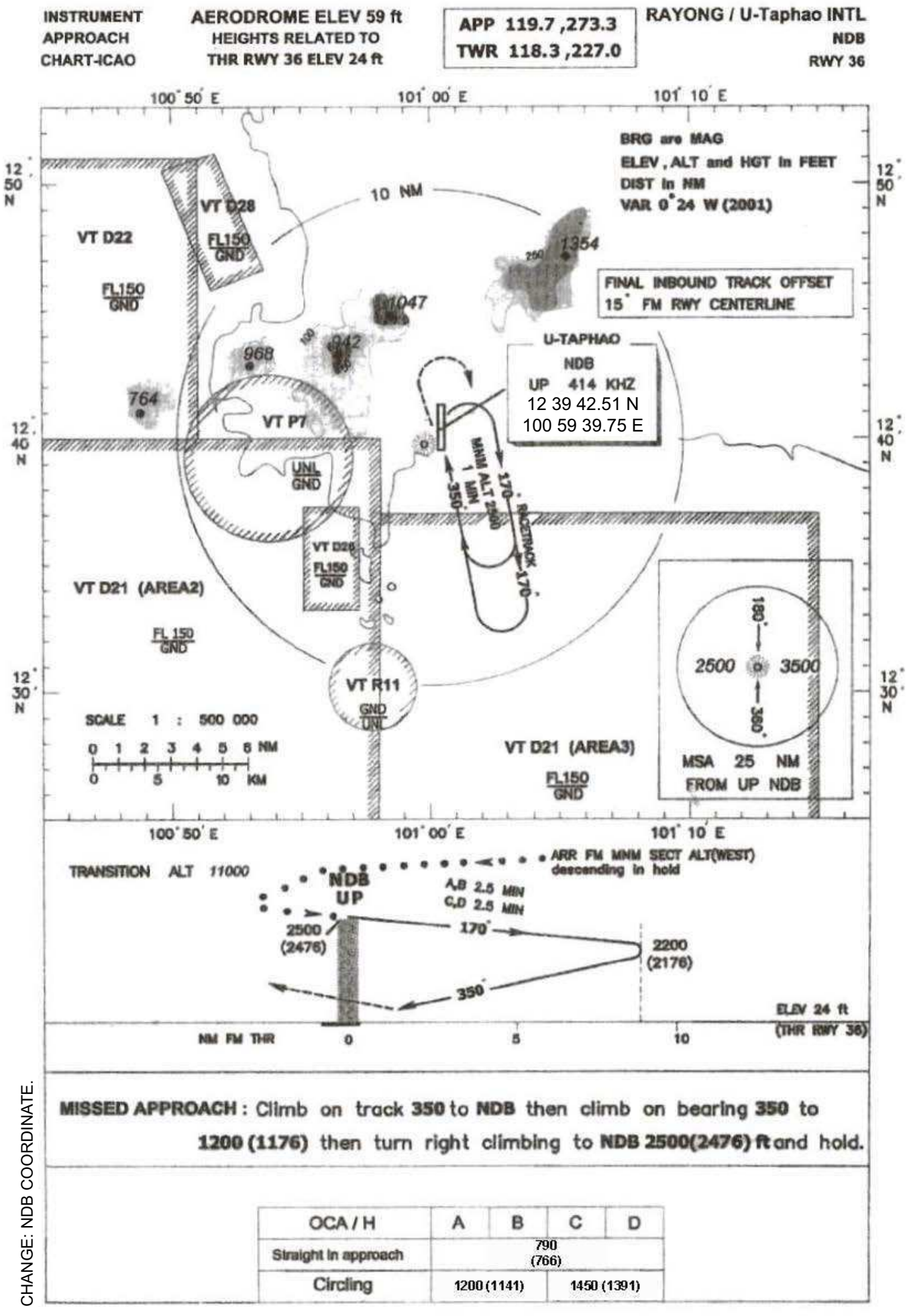
Pilots are requested to report bird strikes to the staff of the airport via
Airside Operations:
Phone +663 824 5040
E-mail: airsideops.utp@gmail.com
Aerodrome and Aviation Standards Division:
Phone +663 824 4524
E-mail: standard@utapao.com, standardutp@gmail.com

Species which account for high to very high to bird strike risk are as follows:

SPECIES	WEIGHT (KG)	PERIOD
Glareola maldivarum (Oriental Pratincole)	0.05 - 0.2	April - September
Vanellus indicus (Red-wattled Lapwing)	0.15	All year (Mostly in April - September)
Charadrius alexandrius (Kentish Plover)	0.06	All yaer (Mostly in October - February)
Columba livia (Rock Pigeon)	0.4	All year (Mostly in April - October)
Acridotheres grandis (White -vented Myna)	0.1	All year (Mostly in April - September)
Acridotheres tristis (Common Myna)	0.1	All year (Mostly in April - September)
Coracias affinis (Indochinese Roller)	0.2	All year
Anastomus oscitans (Asian Openbill)	1.0 - 1.3	All year (Mostly in May - August)
Ardea intermedia (Intermediate Egret)	0.4 - 1.0	All year
Pernis ptilorhynchus (Oriental Honey-buzzard)	0.75 - 1.49	All year (Mostly in August - January)
Streptopelia tranquebarica (Red Collared Dove)	0.09	All year (Mostly in June - September)
Geopelia striata (Zebra Dove)	0.08	All year (Mostly in May - August)
Apus nipalensis (House Swift)	0.015	All year (Mostly in October - January)
Cypsiurus balasiensis (Asian Palm Swift)	0.012	October - January
Hirundo rustica (Barn Swollow)	0.02	November - February
Anthus rufulus (Paddyfield Pipit)	0.02	All year
Haliastur indus (Brahminy Kite)	0.3 - 0.6	All year (Mostly in July - December)
Tyto alba (Barn owl)	0.9	All year

VTBU AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTBU-2-1
Aerodrome Ground Movement Chart - ICAO	AD 2-VTBU-2-3
Aerodrome Ground Movement Chart - ICAO (Verso)	AD 2-VTBU-2-4
Aerodrome Obstacle Chart - ICAO Type A - RWY 18/36	AD 2-VTBU-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - BKK1A	AD 2-VTBU-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 18 - BKK1A (Tabular description)	AD 2-VTBU-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - BKK1B	AD 2-VTBU-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - BKK1B (Tabular description)	AD 2-VTBU-6-4
Instrument Approach Chart - ICAO - NDB RWY 36	AD 2-VTBU-8-1
Instrument Approach Chart - ICAO - VOR RWY 18	AD 2-VTBU-8-3
Instrument Approach Chart - ICAO - VOR RWY 18 (Fix and point list table)	AD 2-VTBU-8-4
Instrument Approach Chart - ICAO - VOR RWY 36	AD 2-VTBU-8-5
Instrument Approach Chart - ICAO - VOR RWY 36 (Fix and point list table)	AD 2-VTBU-8-6
Instrument Approach Chart - ICAO - ILS or LOC y RWY18	AD 2-VTBU-8-7
Instrument Approach Chart - ICAO - ILS or LOC y RWY18 (Tabular description)	AD 2-VTBU-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 18	AD 2-VTBU-8-9
Instrument Approach Chart - ICAO - ILS or LOC z RWY18 (Tabular description)	AD 2-VTBU-8-10
Instrument Approach Chart - ICAO - RNP RWY 18	AD 2-VTBU-8-11
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description)	AD 2-VTBU-8-12
Instrument Approach Chart - ICAO - RNP RWY 36	AD 2-VTBU-8-13
Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)	AD 2-VTBU-8-14



MISSED APPROACH : Climb on track **350** to **NDB** then climb on bearing **350** to **1200 (1176)** then turn right climbing to **NDB 2500(2476) ft** and hold.

OCA / H	A	B	C	D
Straight in approach	790 (766)			
Circling	1200 (1141)		1450 (1391)	

CHANGE: NDB COORDINATE.

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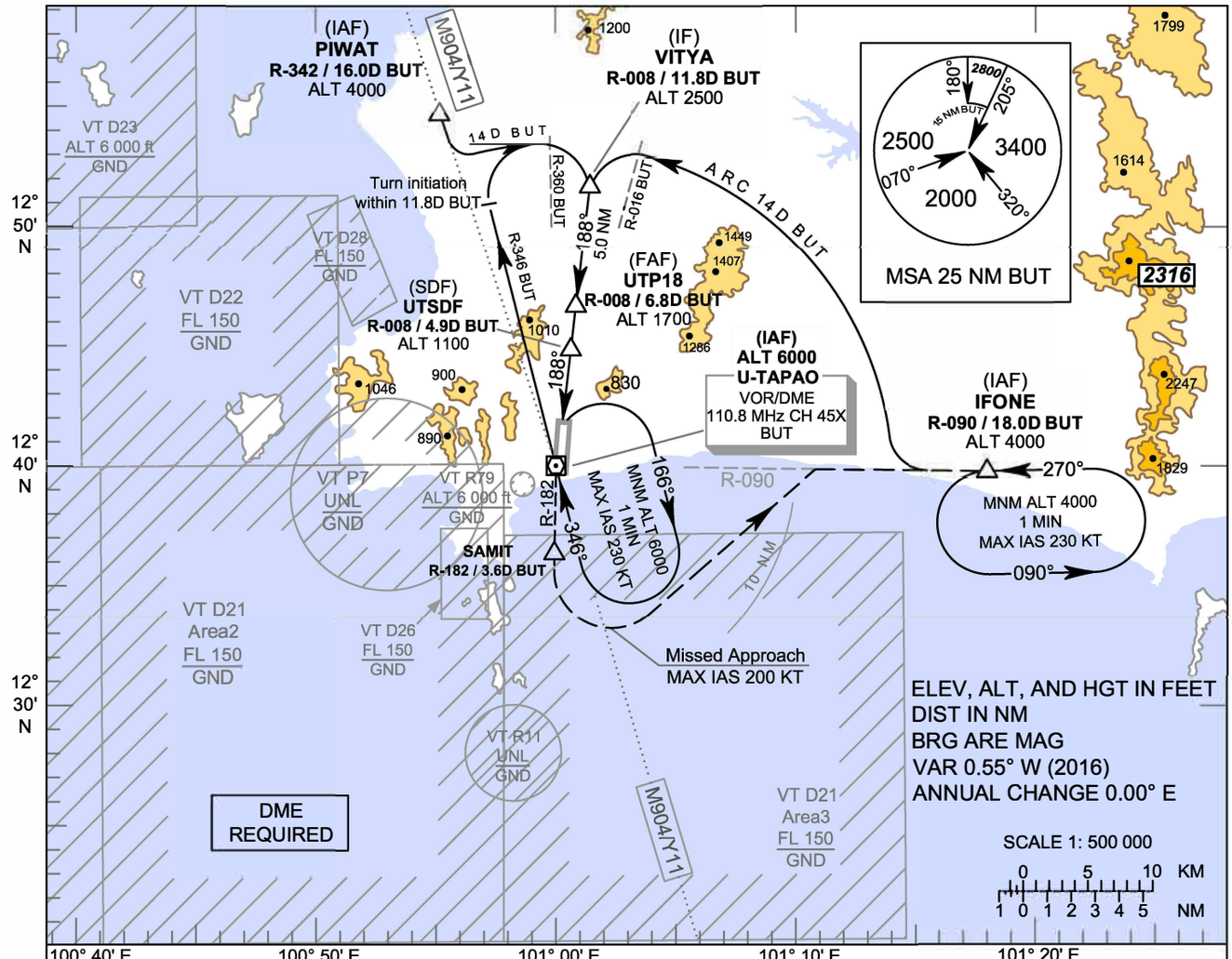
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 59 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

RAYONG / U-TAPAO RAYONG PATTAYA INTL (VTBU)

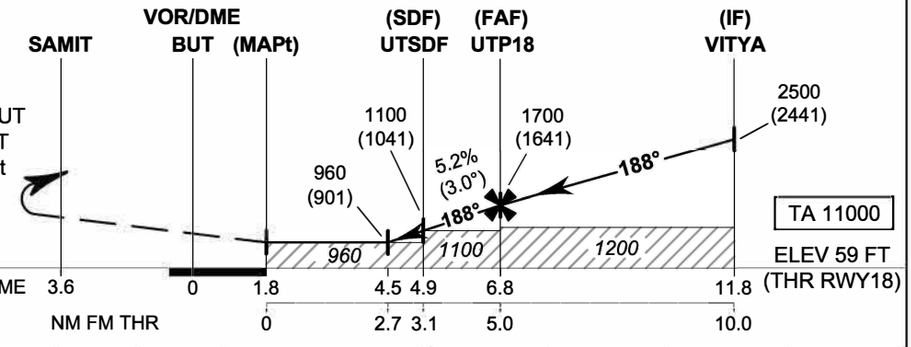
VOR RWY18



CAUTION: Aircraft shall avoid entering VT R11

MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.

Climb to intercept outbound R-182 BUT VOR to SAMIT. After SAMIT and ALT passing 1500 FT, turn left to intercept outbound R-090 BUT VOR, then proceed to IFONE and hold or as directed by ATC



OCA/H	A	B	C	D	Distance (BUT)	4.5 D	5 D	6 D	FAF
Straight-in Approach	960 (901)				Altitude (Height)	960 (901)	1120 (1061)	1435 (1376)	1700 (1641)
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1200 (1141)		1450 (1391)		Rate of descent	(ft/min)	369	474	527	632	737	843

CHANGE: TOWER FREQUENCY.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 59 FT
HEIGHTS RELATED TO AERODROME ELEV

RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)

VOR RWY18

Fix / Point		Coordinates	
PIWAT (IAF)	R-342 / 16.0D BUT	12 55 16.58 N	100 54 56.50 E
VITYA (IF)	R-008 / 11.8D BUT	12 51 42.99 N	101 01 30.24 E
UTP18 (FAF)	R-008 / 6.8D BUT	12 46 43.34 N	101 00 52.49 E
UTSDF (SDF)	R-008 / 4.9D BUT	12 44 49.70 N	101 00 38.17 E
MAPt	1.8D BUT	12 41 45.04 N	101 00 14.93 E
THR RWY18	-	12 41 44.26 N	101 00 22.66 E
VOR (IAF)	BUT	12 40 00.00 N	101 00 01.70 E
SAMIT	R-182 / 3.6D BUT	12 36 20.17 N	100 59 55.90 E
IFONE (IAF)	R-090 / 18.0D BUT	12 40 11.24 N	101 18 26.44 E

CHANGE: VOR COORDINATE.

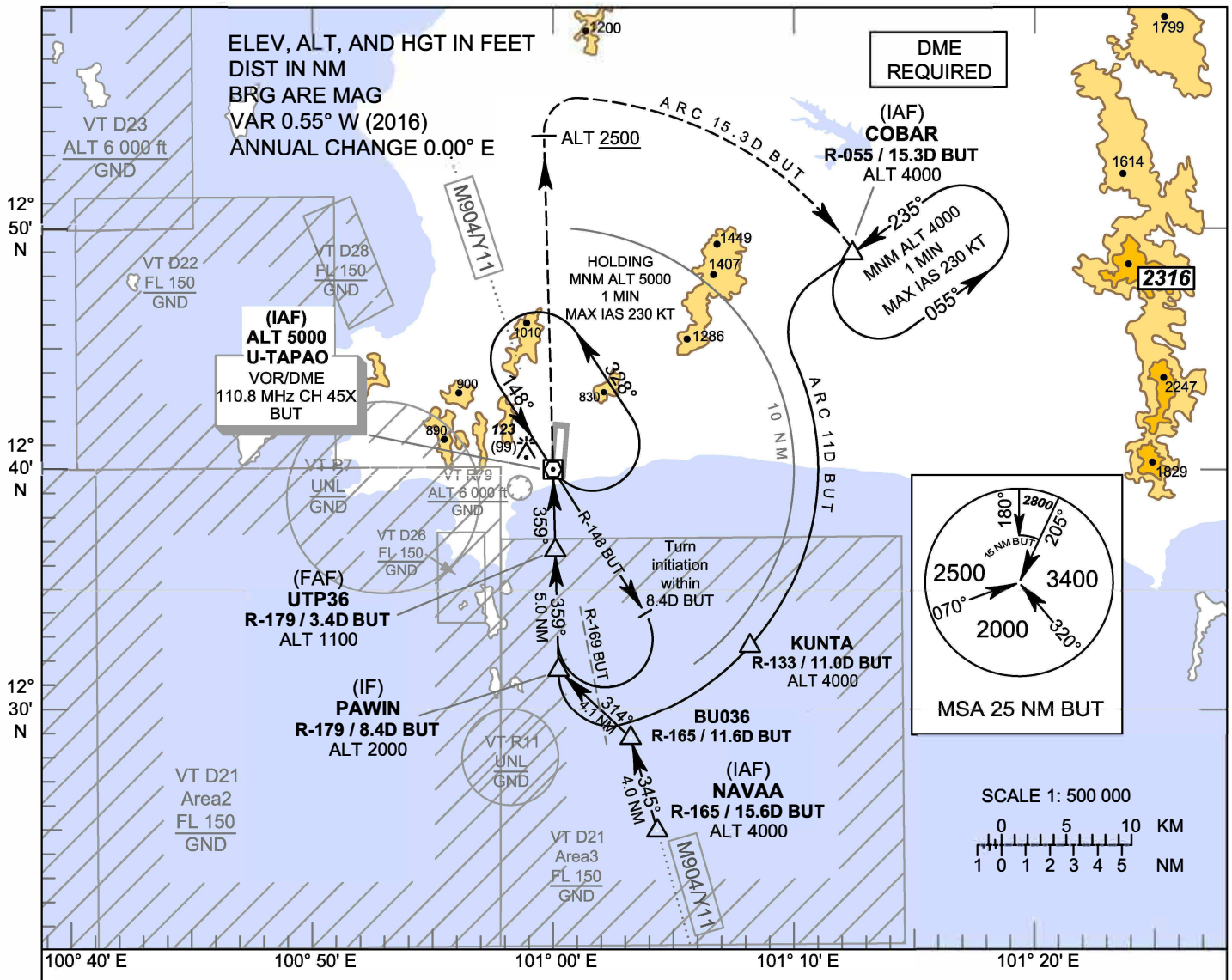
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 24 FT

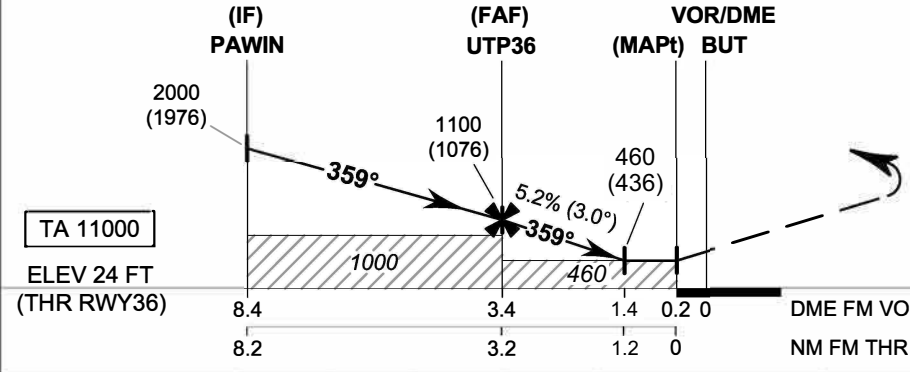
APP	: 119.7 , 134.5 238.3 , 273.3
TWR	: 118.3 , 227.0
GND	: 121.9 , 275.8
ATIS	: 127.2

RAYONG / U-TAPAO RAYONG PATTAYA INTL (VTBU)

VOR RWY36



CAUTION: Aircraft shall avoid entering VT R11



MISSED APPROACH:
No turn before MAPt.
Climb to COBAR at 4000 FT via ARC 15.3 D BUT VOR and hold or as directed by ATC (ALT at least 2500 FT before follow ARC).

CHANGE: OCA.

OCA/H	A	B	C	D	Distance (BUT)	FAF	3 D	2 D	1.4 D
Straight-in Approach	460 (436)				Altitude (Height)	1100 (1076)	960 (936)	645 (621)	460 (436)
					Ground speed	knot 70	90	100	120	140	160
Circling (OCH AAL)	1200 (1141)		1450 (1391)		Rate of descent	(ft/min) 369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 24 FT

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

VOR RWY36

Fix / Point		Coordinates	
NAVAA (IAF)	R-165 / 15.6D BUT	12 24 52.49 N	101 04 20.27 E
BU036	R-165 / 11.6D BUT	12 28 44.64 N	101 03 14.18 E
PAWIN (IF)	R-179 / 8.4D BUT	12 31 37.12 N	101 00 11.72 E
UTP36 (FAF)	R-179 / 3.4D BUT	12 36 37.94 N	101 00 05.73 E
MAPt	0.2D BUT	12 39 50.76 N	101 00 01.89 E
THR RWY36	-	12 39 50.42 N	101 00 13.26 E
VOR (IAF)	BUT	12 40 00.00 N	101 00 01.70 E
COBAR (IAF)	R-055 / 15.3D BUT	12 48 53.69 N	101 12 49.13 E
KUNTA	R-133 / 11.0D BUT	12 32 33.09 N	101 08 20.24 E

CHANGE: VOR COORDINATE.

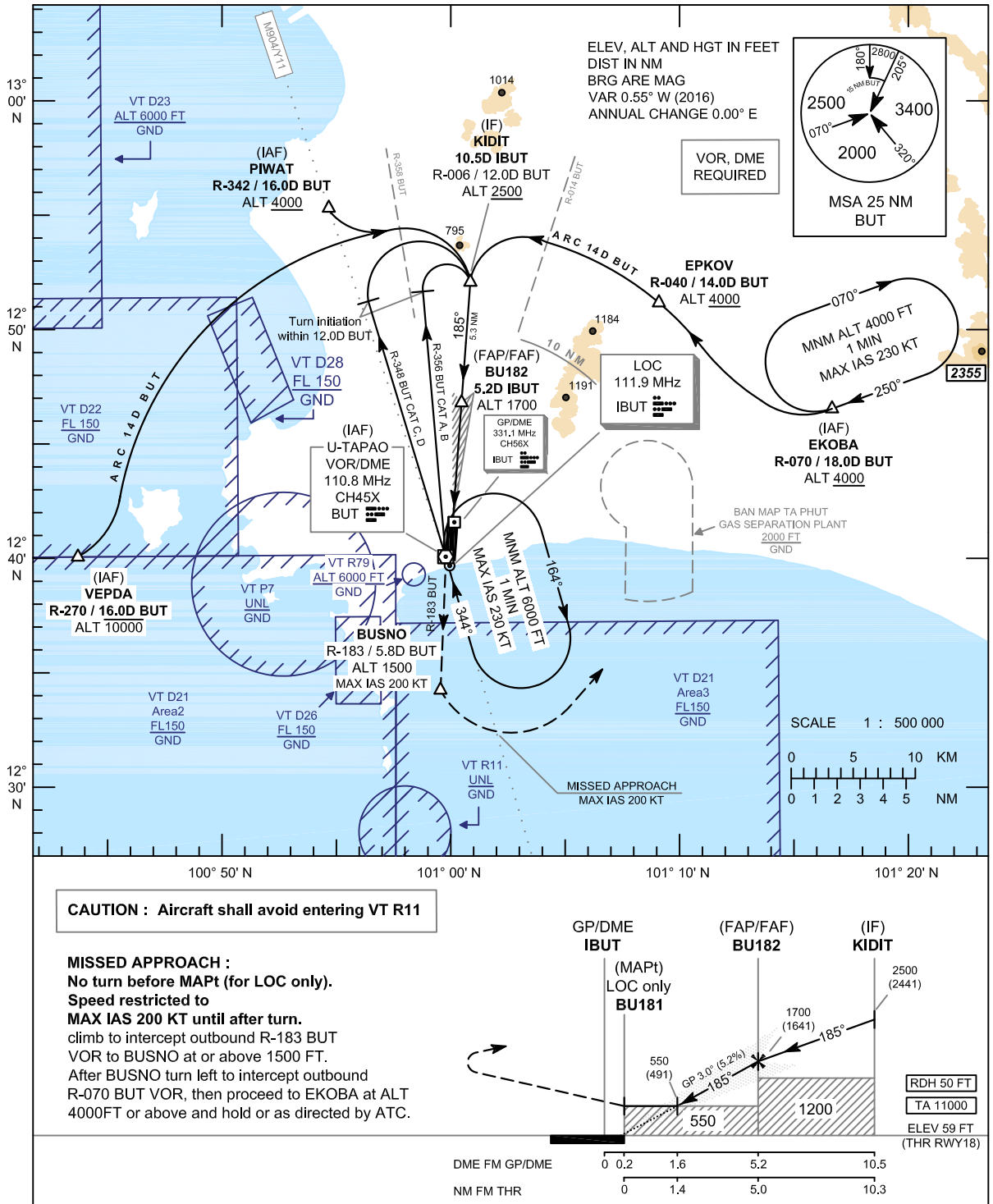
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 59 FT

APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

RAYONG / U-TAPAO RAYONG PATTAYA INTL (VTBU)

ILS or LOC y RWY18



CAUTION : Aircraft shall avoid entering VT R11

MISSED APPROACH :
No turn before MAPt (for LOC only).
Speed restricted to
MAX IAS 200 KT until after turn.
climb to intercept outbound R-183 BUT
VOR to BUSNO at or above 1500 FT.
After BUSNO turn left to intercept outbound
R-070 BUT VOR, then proceed to EKOBA at ALT
4000FT or above and hold or as directed by ATC.

CHANGE:NEW CHART.

OCA/H		A	B	C	D
Straight-in Approach	CAT I	300 (241)			
LOC only		550 (491)			
Circling (OCH AAL)		1200 (1141)		1450 (1391)	

GS OUT							
Distance (IBUT)	1.6 D	2 D	3 D	4 D	5 D	FAF	
Altitude (Height)	550 (491)	680 (621)	995 (936)	1310 (1251)	1625 (1566)	1700 (1641)	
Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 59 FT

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

ILS or LOC y RWY18

FIX / POINT		Coordinates		Pronunciation
(IAF) VEPDA	R-270 / 16.0D BUT	12° 39' 50.78" N	100° 43' 39.73" E	VEP-DA
(IAF) PIWAT	R-342 / 16.0D BUT	12° 55'16.58" N	100° 54' 56.50" E	PHI-WAT
(IAF) EKOBA	R-070 / 18.0D BUT	12° 46' 19.70" N	101° 17' 16.82" E	E-KO-BA
EPKOV	R-040 / 14.0D BUT	12° 50' 51.09" N	101° 09' 08.44" E	EB-KOV
(IF) KIDIT	10.5D IBUT	12° 51' 59.80" N	101° 01' 13.26" E	KI-DIT
(FAF/FAP) BU182	5.2D IBUT	12° 46' 43.76" N	101° 00' 47.25" E	-
(MAPt@THR18) BU181	0.2D IBUT	12° 41' 43.40" N	101° 00' 22.54" E	-
BUSNO	R-183 / 5.8D BUT	12° 34' 10.84" N	100° 59' 45.24" E	BUS-NO
LOC	IBUT	12° 39' 37.26" N	101° 00' 12.16" E	-
GP/DME	IBUT	12° 41' 32.95" N	101° 00' 25.78" E	-
(IAF) VOR	BUT	12° 40' 00.00" N	101° 00' 01.70" E	-

CHANGE: VOR, LOC AND GP/DME COORDINATES.

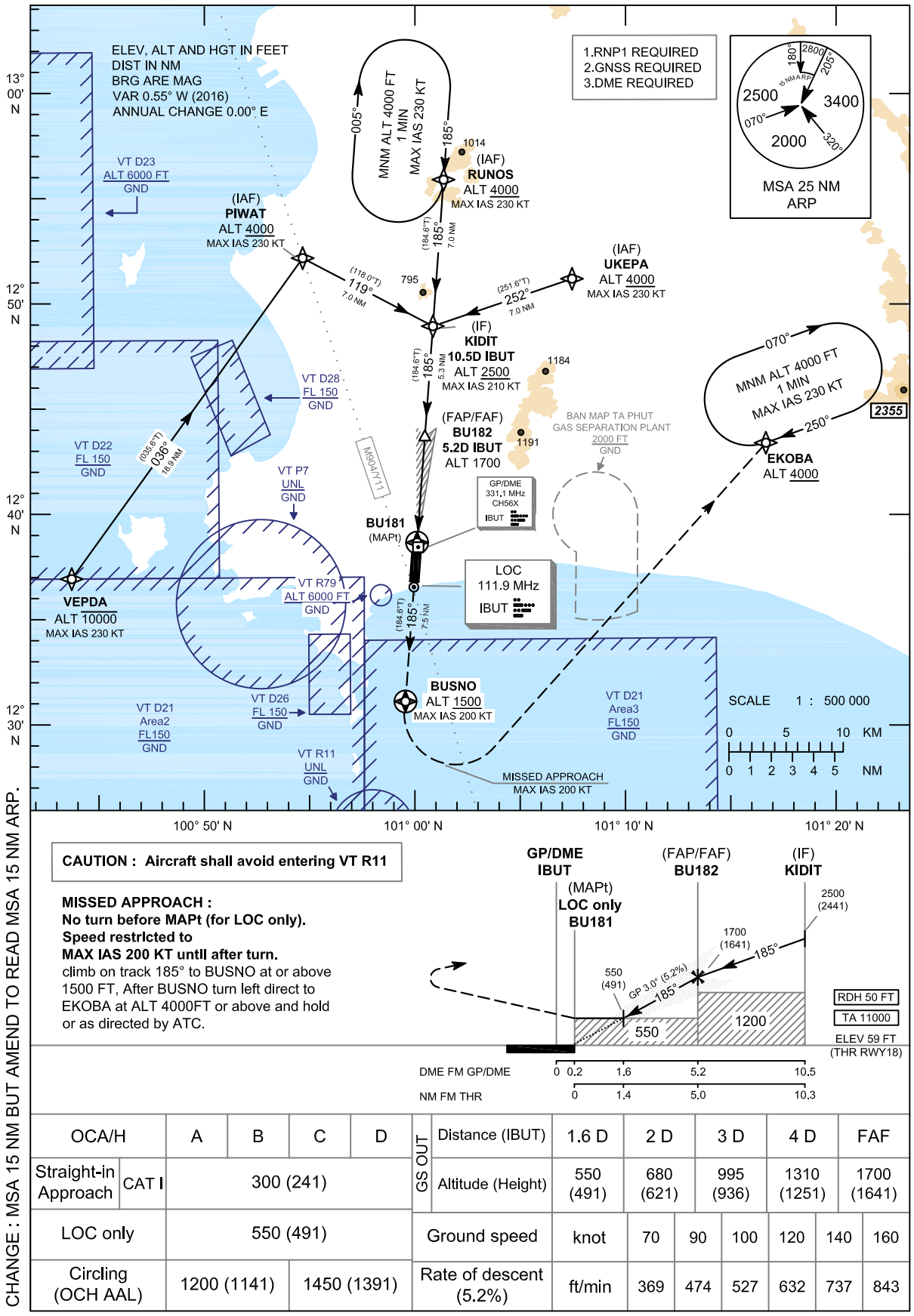
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 59 FT

APP : 119.7 , 134.5
238.3 , 273.3
TWR : 118.3 , 227.0
GND : 121.9 , 275.8
ATIS : 127.2

RAYONG / U-TAPAO RAYONG PATTAYA INTL (VTBU)

ILS or LOC z RWY18



CAUTION : Aircraft shall avoid entering VT R11

MISSED APPROACH :
No turn before MAPt (for LOC only).
Speed restricted to
MAX IAS 200 KT until after turn.
climb on track 185° to BUSNO at or above 1500 FT, After BUSNO turn left direct to EKOBA at ALT 4000FT or above and hold or as directed by ATC.

OCA/H		A	B	C	D
Straight-in Approach	CAT I	300 (241)			
LOC only		550 (491)			
Circling (OCH AAL)		1200 (1141)		1450 (1391)	

GS OUT							
Distance (IBUT)	1.6 D	2 D	3 D	4 D	FAF		
Altitude (Height)	550 (491)	680 (621)	995 (936)	1310 (1251)	1700 (1641)		
Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 59 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 59 FT

**RAYONG / U-TAPAO RAYONG
PATTAYA INTL (VTBU)**

ILS or LOC z RWY18

CHANGE: LOC AND GP/DME COORDINATES.

TABULAR DESCRIPTION

ILS or LOC z RWY18

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	VEPDA	-	-	+0.6	-	-	-10000	-230	-	RNP1
020	TF	PIWAT (IAF)	-	036°(035.6°)	+0.6	18.9	-	+4000	-230	-	RNP1
030	TF	KIDIT (IF)	-	119°(118.0°)	+0.6	7.0	-	+2500	-210	-	RNP1
010	IF	PIWAT (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP1
020	TF	KIDIT (IF)	-	119°(118.0°)	+0.6	7.0	-	+2500	-210	-	RNP1
010	IF	RUNOS (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP1
020	TF	KIDIT (IF)	-	185°(184.6°)	+0.6	7.0	-	+2500	-210	-	RNP1
010	IF	UKEPA (IAF)	-	-	+0.6	-	-	+4000	-230	-	RNP1
020	TF	KIDIT (IF)	-	252°(251.6°)	+0.6	7.0	-	+2500	-210	-	RNP1
010	IF	KIDIT (IF)	-	-	+0.6	-	-	+2500	-	-	RNP1
TRANSITION TO ILS or LOC											
020	TF	BU182 (FAF/FAP)	-	185°(184.6°)	+0.6	5.3	-	@1700	-	-	ILS
030	TF	BU181 (MAPt)	Y	185°(184.6°)	+0.6	5.0	-	@109	-	-3.0/50	ILS
040	CF	BUSNO	Y	185°(184.6°)	+0.6	7.5	-	+1500	-200	-	RNP1
050	DF	EKOBA	-	-	+0.6	-	-	+4000	-200	-	RNP1
060	HM	EKOBA	Y	250°(249.5°)	+0.6	1 Minute	R	+4000	-230	-	RNP1

WAYPOINT LIST

ILS or LOC z RWY18		
Waypoint Identifier	**Coordinates**	**Pronunciation**
VEPDA	12° 39' 50.78" N 100° 43' 39.73" E	VEP-DA
(IAF) PIWAT	12° 55' 16.58" N 100° 54' 56.50" E	PHI-WAT
(IAF) RUNOS	12° 58' 57.17" N 101° 01' 47.64" E	RU-NOS
(IAF) UKEPA	12° 54' 11.87" N 101° 07' 58.29" E	EU-KE-PA
(IF) KIDIT	12° 51' 59.80" N 101° 01' 13.26" E	KI-DIT
(FAF/FAP) BU182	12° 46' 43.76" N 101° 00' 47.25" E	-
(MAPt) BU181	12° 41' 43.40" N 101° 00' 22.54" E	-
BUSNO	12° 34' 10.84" N 100° 59' 45.24" E	BUS-NO
EKOBA	12° 46' 19.70" N 101° 17' 16.82" E	E-KO-BA

FIX / POINT		**Coordinates**		**Pronunciation**
(IF) KIDIT	10.5D IBUT	12° 51' 59.80" N	101° 01' 13.26" E	KI-DIT
(FAF/FAP) BU182	5.2D IBUT	12° 46' 43.76" N	101° 00' 47.25" E	-
(MAPt@THR18) BU181	0.2D IBUT	12° 41' 43.40" N	101° 00' 22.54" E	-
LOC	IBUT	12° 39' 37.26" N	101° 00' 12.16" E	-
GP/DME	IBUT	12° 41' 32.95" N	101° 00' 25.78" E	-

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
0.60% +0.30% -0.13% -0.80% (1110 M 1460 M 1910 M 3050 M)	60x45	NIL	3290x300	90x90	NIL	NIL	NIL
+0.80% +0.13% -0.30% -0.60% (1140 M 1590 M 1940 M 3050 M)	60x45	NIL	3290x300	90x90	NIL	YES	NIL

VTSS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	3050	3050	3110	3050	NIL
26	3050	3050	3110	3050	NIL

VTSS 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 Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	SALS 420 M LIH	Green	PAPI Both 3° (64.06 FT)	NIL	NIL	3050 M 60 M White FM2450-3050 M Yellow: LIH	Red	60 Red	NIL
26	SALS 420 M LIH	Green	PAPI Both 3° (61.09 FT)	NIL	NIL	3050 M 60 M White FM 2450-3050 M Yellow: LIH	Red	60 Red	NIL

VTSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of control tower, FLG WG EV 3 Sec / IBN: NIL H24
2	LDI location and LGT Anemometer location and LGT	WDI: 2 Wind Cones, illuminated at 1. 450 M from THR RWY 26 : offset to the left side from RCL 105 M., and 2. 450 M from THR RWY 08 : offset to the left side from RCL 65 M. Anemometer: see AD Chart.
3	TWY edge and centre line lighting	EDGE: All TWY Centre line: NIL
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) other lighting 15 sec.
5	Remarks	NIL

VTSS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Helicopters to approach using active runway, take off and land as instructed by ATC.

VTSS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on HTY (065602.78N 1002316.60E)
2	Vertical limits	3000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Hat Yai Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Hat Yai Approach	126.7 MHz 301.5 MHz 121.5 MHz [1)] 243.0 MHz [1)] 133.2 MHz [2)]	H24	[1)]Emergency frequency [2)]Backup frequency
TWR	Hat Yai Tower	118.1 MHz 275.8 MHz 121.5 MHz [1)] 243.0 MHz [1)] 133.2 MHz [2)]	H24	
GND	Hat Yai Ground	121.9 MHz 257.8 MHz 121.5 MHz [1)] 243.0 MHz [1)]	H24	
ATIS	Hat Yai Intl. Airport	128.8 MHz	H24	

VTSS 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	HTY	115.3 MHz CH100X	H24	065602.8N 1002316.6E	37.3 m	DVOR/DME restriction, due to mountainous terrain surround DVOR/ DME station coverage check does not provide adequate signal to 40 nm at the required altitude in various areas as following: – RDL 171-240 DEG at 10 nm ALT should not below 5,000 ft. – RDL 131-170 DEG at 20 nm ALT should not below 4,000 ft. – RDL 031-130 DEG at 40 nm ALT should not below 5,000 ft. – RDL 241-270 DEG at 40 nm ALT should not below 7,000 ft. – RDL 271-300 DEG at 40 nm ALT should not below 10,000 ft. – RDL 301-330 DEG at 40 nm ALT should not below 6,000 ft. – RDL 331-030 DEG at 40 nm ALT should not below 3,000 ft.
ILS CAT I LOC RWY 26	IHTY	109.9 MHz	H24	065549.0N 1002230.1E	37.7 m	RWY 26 ILS Glide slope not coincident with PAPI starting at 0.7 DME
GP/DME		333.8 MHz 36X		065558.8N 1002419.3E		
TACAN	HTY	115.70 MHz CH104X	2300-1100 Daily	065541N 1002344E		HR service 30 Min PN to ATC

VTSS AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into airport, the procedure of the inbound traffic of VFR flights, conventional and prop-jet aircraft, be set up as follow:

a) Aircraft entering to land from North of Hat Yai International Airport, shall report over Pak Phayun District, designated as PAPA PAPA (0722.0N 10022.0E) which is approximately 26 nm on R-356 of HTY VOR/DME. When reaching PP the aircraft will be instructed to join aerodrome traffic circuit accordingly.
b) Aircraft entering to land from East of Hat Yai International Airport, shall report over Chana District, designated as CHARLIE NOVEMBER (0655.0E 10044.5E) which is approximately 20 nm on R-094 of HTY VOR/DME. When reaching CN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
c) Aircraft entering to land from South of Hat Yai International Airport, shall report over Sadao District, designated as SIERRA DELTA (0639.0N 10027.0E) which is approximately 18 nm on R-175 of HTY VOR/DME. When reaching SD the aircraft will be instructed to join aerodrome traffic circuit accordingly.
d) Aircraft entering to land from North-west of Hat Yai International Airport, shall report over Khao Hua Chang, designated as KILO CHARLIE (0718.0N 10002.0E) and Rattaphum District, designated as ROMEO PAPA (0708.0N 10016.0E) which are approximately 31 nm on R-315 and 14 nm on R-322 of HTY VOR/DME respectively, when reaching RP the aircraft will be instructed to join aerodrome traffic circuit accordingly.

1.2 Aerodrome traffic circuit

Using both sides of traffic circuit.

1.3 Overhead approach pattern

a) Using runway 08 by right turn pattern
b) Using runway 26 by left turn pattern.

2. STARTING UP PROCEDURE

2.1 All IFR aircraft are to call "Ground Control" 5 minutes prior to start up to request for ATC clearance.

2.2 Pilot are to inform "Ground Control" their call signs, and proposed flight level if it is different from the flight plan when they make the call as item 2.1 above.

2.3 In order to provide a more flexible ground traffic movement all domestic departures shall on longer be required to be ready to taxi within 5 minutes after clearance received.

3. PUSH BACK PROCEDURE

3.1 Procedures for Push-back of aircraft in Apron described on paragraph as follows:

3.1.1 Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or push-back of aircraft commences.

3.1.2 When the pilot is ready for start-up and push-back, Pilots shall seek confirmation from the ground crew that there is on hazard to his aircraft starting up. Pilots shall then notify the ground controller that he is ready for push-back. On being told by Hat Yai Ground that push-back is approved, Pilots shall co-ordinate with the ground crew for the start-up and push-back of the aircraft.

3.1.3 Pilots are reminded that they shall always use minimum power when starting engine or manoeuvring within the apron area. It is especially important when commencing to taxi that breakaway thrust is kept to an absolute minimum and then reduced to idle thrust as soon as practicable.

3.1.4 The points where the tug will be disconnected from the aircraft and breakaway thrust will be applied on “taxilane N”

3.1.5 Due to aircraft congestion, self-maneuvering is not permitted at any parking stands, all aircraft must use tow bar for push-back procedures except aircraft code letter C or below that permitted from Hat Yai International Airport.

3.2 The following table describes the procedure for push-back of aircraft from the aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, Hat Yai Ground will issue specific instructions to the pilots.

Aircraft stand	Aircraft push back procedure
Stand 1,2	The aircraft (on idle power) shall be pushed back on yellow guideline to face East until its nosewheel on safe positioned at the taxilane N, the tug will be disconnected on this position. Breakaway thrust will be applied when cleared to taxi.
Stand 3,4,5,6,7	The aircraft (on idle power) shall be pushed back on yellow guideline to face either East or West until its nosewheel on safe positioned at the taxilane N, the tug will be disconnected on this position. Breakaway thrust will be applied when cleared to taxi.
Stand 8,9	The aircraft (on idle power) shall be pushed back on yellow guideline to face west until its nosewheel on safe positioned at the taxilane N, the tug will be disconnected on this position. Breakaway thrust will be applied when cleared to taxi.
Remarks	Stand 1 and 9 capacity up to code C MAX wingspan 29 M. Stand 2,3,4,7,8 capacity up to code C. Stand 5 capacity up to code E. Stand 6 up to code E MAX wingspan 64 M. Taxi lane N not available for aircraft code E taxi or tow behind stand no. 5,6 When aircraft code E parked at stand 5,6.

4. SAFEGATE DOCKING SYSTEM – IN SYSTEM AT HAT YAI INTERNATIONAL AIRPORT

4.1 INTRODUCTION

4.1.1 The SAFEGATE Docking System – in system is install at bay No. 4, 5 and 6

4.1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centre line and stop position

4.2 PILOT OPERATING INSTRUCTION

4.2.1 Safety procedure

a) General warning

The DGS system has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure.

If the pilot is unsure of the information, being shown on the DGS display unit, he must immediate stop the aircraft and obtain further information for clearance.

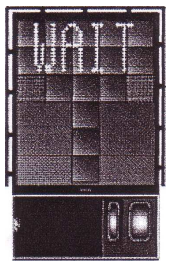
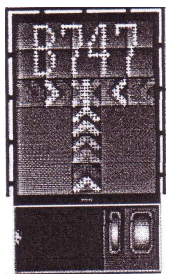
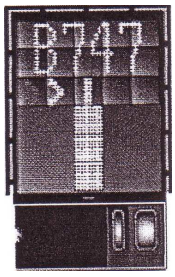
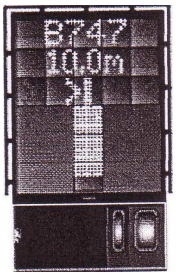
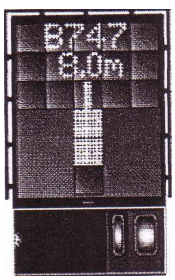
b) Item to check before entering the stand area

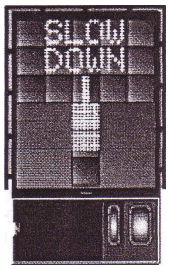
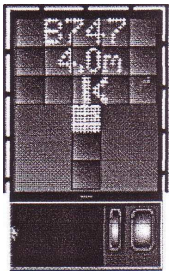
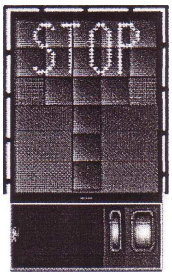
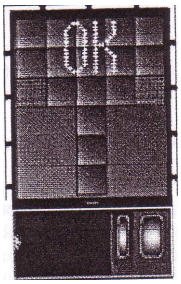
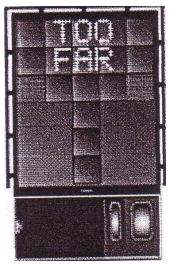
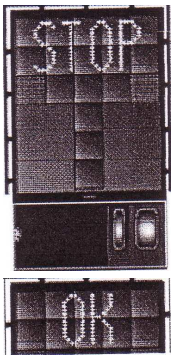
Warning : The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

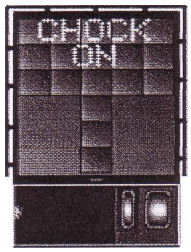
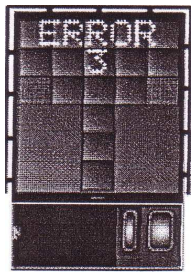
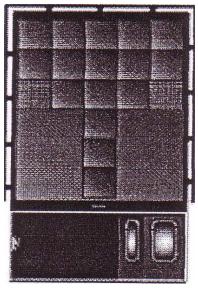
Warning : The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft/ The Correctness of other information, such as 'door 2', shall also be checked.

c) The SBU message

The message STOP SBU means that docking has been interrupted and has to be resumed only by manual guidance. Do not try to resume docking without manual guidance.

	START-OF-DOCKING The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.
	CAPTURE The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. If shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed. The pilot must not proceed beyond the bridge, unless the arrows have been superseded by closing rate bar.
	TRACKING. When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line. This indicator give correct position and azimuth guidance.
	CLOSING RATE. Display of digital countdown will start when the aircraft is 20 M from stop position. When the aircraft is less than 12 M from the stop position, the closing rate is indicated by turning off one row of the center line symbol per 0.5 M, covered by the aircraft. Thus, when the last row is turned off, 0.5 M remains to stop.
	ALIGNED TO CENTRE The aircraft is eight meters from the stop position. The absence of any direction arrow indicates an aircraft on the centre line.

	SLOW DOWN If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.
	AZIMUTH GUIDANCE The aircraft is 4 M from the stop-position. The yellow arrow indicates an aircraft to the right of the centre line, and the red flashing arrow indicates the direction to turn.
	STOP POSITION REACHED. When the correct stop-position is reached, the display will show STOP and red lights will be lit.
	DOCKING COMPLETE. When the aircraft has parked, OK will be displayed.
	OVERSHOOT If the aircraft overshoot the stop-position, TOO FAR will be displayed.
	STOP SHORT If the aircraft is found standing still but has not reached the intended stop position, the message STOP OK will be shown after a while.

	CHOCKS ON. CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the “Chocks On” button on the operator panel.
	ERROR. If a system error occurs, the message ERROR is display with an error code. The code is used for maintenance purposes and explained else where.
	SYSTEM BREAKDOWN In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance. POWER FAILURE In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

4.3 ALLOCATION OF AIRCRAFT PARKING BAYS.

All aircraft parking bays are allocated by Ground / Apron. Controller with regard to aircraft type involved and the prevailing or anticipated traffic situation.

4.4 AIRCRAFT MARSHALLING AND TOWING SERVICES.

The marshalling of scheduled, non-scheduled, and general aviation aircraft into the bays either manually or by the VDGS Guide-In system, and the pushing out of aircraft for departure with a maximum takeoff weight of 5,700 kilograms, shall be under the responsibility of the aircraft operator or its appointed ground handling agency that has passed Marshalling Signals training as required by Annex 2 and has a certificate from the airline or company that has a duty to provide Marshalling Service.
General aviation aircraft with a maximum takeoff weight below 5,700 kilograms and without a ground handling agent shall notify the ATC to coordinate the Airside Operations Division to provide Marshalling Signal Service.

4.5 TAXIING PROCEDURES

Due to the distance between the centerline of runway and centerline of taxiway A is 120 m. and centerline of taxiway J is 150 m. That does not conform to the requirement of The Civil Aviation Authority of Thailand. Operational Restrictions procedure on taxiway A and J as follow
- Taxiway A and J not available to other aircraft when aircraft with code C, D or E taking off or landing on the runway, aircraft may be requested to hold on apron.

4.5.1 Arriving Aircraft

4.5.1.1 Aircraft entering the aprons are to follow closely to the taxiing and apron centre line so as to avoid reducing safety distance between them and parking aircraft.

4.5.2 Departing Aircraft

4.5.2.1 When start-up clearance is issued by ATC, and then pushed out onto apron centre line.

5. 180 DEGREES TURN ON RUNWAY

To prevent runway pavement damage, all aircraft code letter “C” and higher are not allowed to make 180 degrees turn on Runway.

VTSS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSS AD 2.22 FLIGHT PROCEDURES

1. LOW VISIBILITY PROCEDURES (LVP)

1.1 RWY 26 is equipped with ILS and is approved for CAT I operations.

1.2 Low visibility procedures will be established when a visibility of less than RVR 550M.

1.3 Low visibility procedures will be enforced based on 3 Phases of Low visibility conditions (LVC) as following.

1.3.1 LVC warning (RVR 800-550M)

1.3.1.1 LVC warning or preparation phase will be established when RVR is less than 800M but not less than 550M.

1.3.1.2 All ground operators will be informed by flashing-orange lights.

1.3.1.3 Standard Operating Procedures (SOPs) for low visibility condition shall be strictly applied by all ground operators.

1.3.2 LVP In Operation (RVR 550M-100M)

1.3.2.1 LVP In Operation will be established when RVR is less than 550M but not less than 100M.

1.3.2.2 All ground operators will be informed by flashing-white lights.

1.3.2.3 Standard Operating Procedures (SOPs) for low visibility condition shall be strictly applied by all ground operators.

1.3.2.4 All the vehicles must have their obstruction light “ON” and comply with speed limit of vehicles on Service road and the Apron area as mentioned in the airport rules and regulations.

1.3.2.5 A Follow-me car is available on stand by to assist pilot during taxi upon request.

1.3.2.6 The number of vehicles on the manoeuvring area shall be restricted. No vehicle enters the ILS sensitive area.

1.3.3 STOP work phase (RVR < 100M)

1.3.3.1 When RVR is less than 100M all ground operators will be informed by flashing-white lights with sound (siren).

1.3.3.2 Standard Operating Procedures (SOPs) for low visibility condition shall be strictly applied by all ground operators.

1.3.3.3 STOP All operations in the apron area.

1.4 Termination of low visibility procedures (RVR > 800M)

1.4.1 LVP will be terminated when RVR is greater than 800M and a continuing improvement in these condition is expected.

1.4.2 All ground operators will be informed when LVP is terminated by telephone and all warning lights are turned off.

1.4.3 All ground operators shall resume normal operations.

2. SPEED CONTROL PROCEDURE IN HAT YAI TMA

a) All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 FT AMSL are subject to fly not faster than indicated air speed 250 knots unless authorized by ATC.
b) Speed will be reduced to 220 knots during 20-25 track miles from touchdown.
c) 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
d) 150 to 160 knots at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extent determined by ATC.
e) Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.
f) ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase “NO SPEED RESTRICTIONS”. An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase “RESUME NORMAL SPEED” will be used.
g) All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
h) If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

NOTE - an instruction to “RESUME NORMAL SPEED” does not cancel speed restrictions that applicable to published procedure of upcoming segments of flight, aircraft shall comply speed restrictions specified in a) b) c) and d)

3. IFR DEPARTURES OTHER THAN VIA SID

IFR departure procedures described below are determined for the purpose of case when an instrument departure via SID is impossible or undesirable.

4. VISUAL DEPARTURES

Visual departures during take-off and initial climb-out are permitted during the daytime and Visual Meteorological Conditions (VMC). ATC clearance to execute a visual departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute a visual departure

- meteorological conditions in the direction of take-off and the following climb-out shall enable visual reference to terrain up to Minimum Sector Altitude (MSA) or Minimum Flight Altitude (MFA) stated in ATC clearance,
- the pilot shall be responsible for obstacle clearance until such specified altitude,
- the pilot prior to take-off shall agree to execute this procedure,
- the ATC clearance shall be readback,

5. OMNIDIRECTIONAL DEPARTURES

Omnidirectional departures during take-off and initial climb-out are permitted during the day and night. ATC clearance to execute an omnidirectional departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute an omnidirectional departure:

- the pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below,
- the pilot shall be responsible for adherence to such obtained ATC clearance,
- the pilot prior to take-off shall agree to execute this procedure,
- The ATC clearance shall be readback,

- Runway 08:

HAT YAI OMNI 08 Departure: Required climb gradient 365 ft per NM (6.0%) until 4,400 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.0%	(ft/min)	395	456	608	911	1215	1519	1823

No turn before DER.
After departure climb straight ahead until 2,000 ft (or altitude assigned by ATC between 2,000 ft – 3,900 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 26:

HAT YAI OMNI 26 Departure: Required climb gradient 395 ft per NM (6.5%) until 4,400 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.5%	(ft/min)	428	494	658	987	1316	1646	1975

No turn before DER.
After departure climb straight ahead until 2,000 ft (or altitude assigned by ATC between 2,000 ft – 3,900 ft), then comply with ATC clearance issued (or as directed by ATC).

VTSS AD 2.23 ADDITIONAL INFORMATION

1. Operations of aircraft at Hat Yai International Airport outside Airport's hours of operation.

1.1 All aircraft wishing to operate outside specified hours of operations at Hat Yai International Airport shall adhere to the following procedures:

1.1.1 Inform the airport authority, and approval must be received before such operation.

1.1.2 All scheduled and non-scheduled flights, including flight selecting Hat Yai International Airport as alternate aerodrome shall have handling agent at Hat Yai International Airport.

1.1.3 Nose-in parking is applicable to all aircraft.

1.1.4 Aircraft ready to taxi out shall prepare their own tow bars.

Remark: Aircraft below code letter “C” is allowed to seft-maneuver. Inform Hat Yai before seft-maneuver.

2. BIRD CONCENTRATIONS

2.1 BIRD CONCENTRATIONS IN THE VICINITY OF AN AERODROME
The existence of birds at Hat Yai International Airport varies throughout the year. The large birds and migratory birds commonly found at Hat Yai International Airport includes the following:

- Asian Openbill or Open-billed Stork (Weighting approximately 1000g - 1300g each)
- Cattle Egret (Weighting approximately 250g - 500g each)
- Oriental Pratincole (Weighting approximately 59g-95g each)

2.2 There could be an increase in bird activities during the usual migratory months of March to July. During this period, migratory birds may use an aerodrome as their feeding and nesting ground.

2.3 There could be some activities to reduce birds such as mowing the grass and plants. Grass mowing takes place in various areas. between 0200-0900 and 1600-2100 UTC. This activity will attract birds during sunrise to sunset. Pilots are advised to exercise with caution. The grass cutting on runway strip and taxiway strip will be carried out at night after last flight operated.

VTSS AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSS-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTSS-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTSS-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 08/26	AD 2-VTSS-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PADPA1D PIMER1D TAXEB1D	AD 2-VTSS-6-1
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PADPA1D PIMER1D TAXEB1D (Tabular description 1)	AD 2-VTSS-6-2
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 08 - DANDO1D ELREM1D ENVON1D KARMI1D KENNE1D PADPA1D PIMER1D TAXEB1D (Tabular description 2)	AD 2-VTSS-6-3
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C	AD 2-VTSS-6-5
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C (Tabular description 1)	AD 2-VTSS-6-6
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C (Tabular description 2)	AD 2-VTSS-6-7
Standard Departure Chart - Instrument (SID) -ICAO - RNAV RWY 26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PADPA1C PIMER1C TAXEB1C (Waypoint list table)	AD 2-VTSS-6-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B	AD 2-VTSS-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B (Tabular description 1)	AD 2-VTSS-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIMER1B TAMOS1B TAXEB1B (Tabular description 2)	AD 2-VTSS-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A	AD 2-VTSS-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A (Tabular description 1)	AD 2-VTSS-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIMER1A TAMOS1A TAXEB1A (Tabular description 2)	AD 2-VTSS-7-7
Instrument Approach Chart - ICAO - VOR a	AD 2-VTSS-8-1
Instrument Approach Chart - ICAO - VOR a (Fix and point list table)	AD 2-VTSS-8-2
Instrument Approach Chart - ICAO - VOR RWY 26	AD 2-VTSS-8-3
Instrument Approach Chart - ICAO - VOR RWY26 (Fix and point list table)	AD 2-VTSS-8-4
Instrument Approach Chart – ICAO - ILS or LOC y RWY26	AD 2-VTSS-8-5
Instrument Approach Chart – ICAO - ILS or LOC y RWY26 (Fix and point list table)	AD 2-VTSS-8-6

Chart name	Page
Instrument Approach Chart – ICAO - ILS or LOC z RWY 26	AD 2-VTSS-8-7
Instrument Approach Chart – ICAO - ILS or LOC z RWY 26 (Tabular description)	AD 2-VTSS-8-8
Instrument Approach Chart – ICAO - ILS or LOC z RWY 26 (Fix and point list table)	AD 2-VTSS-8-9
Instrument Approach Chart - ICAO - RNP RWY 08	AD 2-VTSS-8-11
Instrument Approach Chart - ICAO - RNP RWY 08 (Tabular description)	AD 2-VTSS-8-12
Instrument Approach Chart - ICAO - RNP RWY 26	AD 2-VTSS-8-13
Instrument Approach Chart - ICAO - RNP RWY 26 (Tabular description)	AD 2-VTSS-8-14

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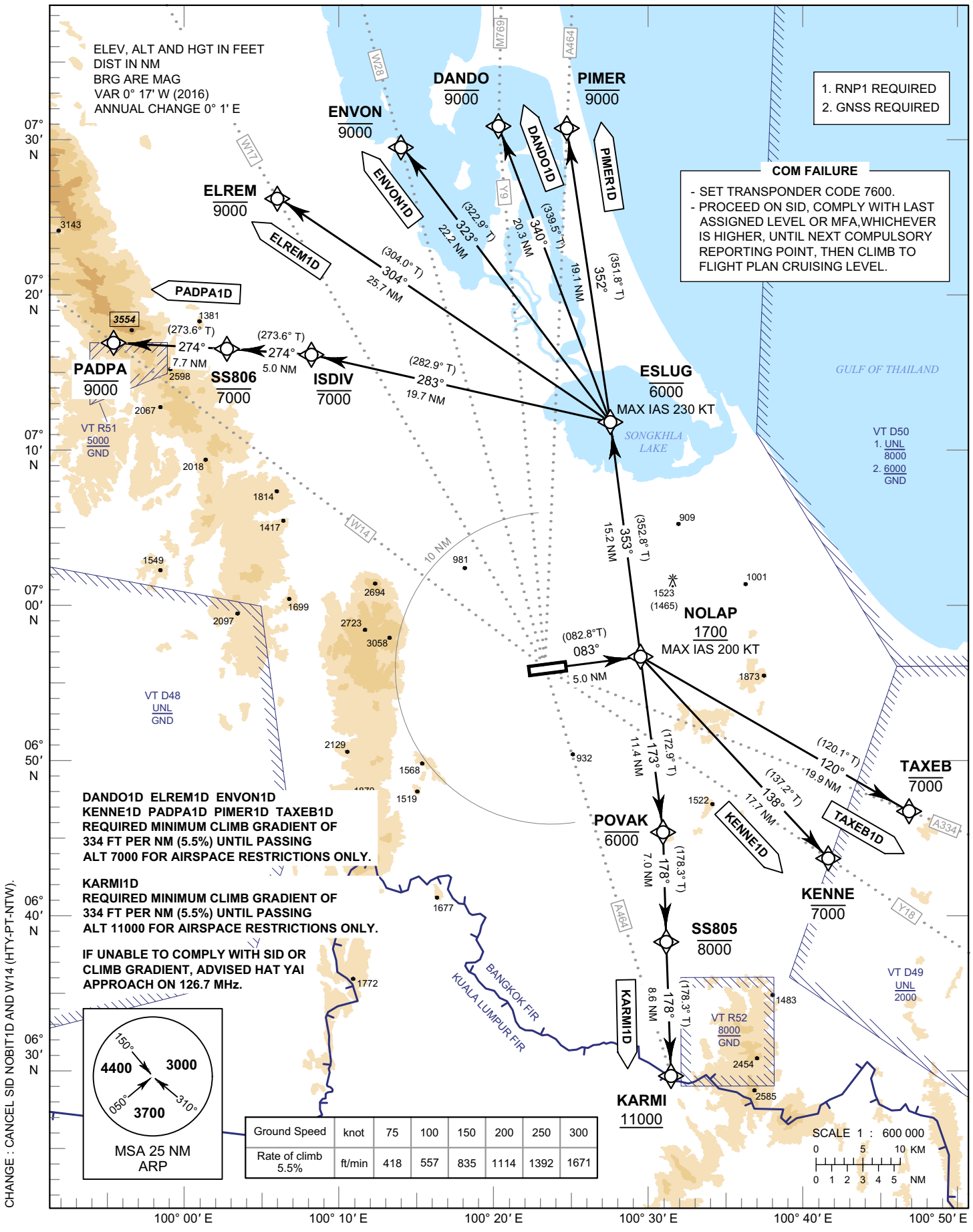
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY08

DANDO1D ELREM1D
ENVON1D KARMI1D KENNE1D
PADPA1D PIMER1D TAXEB1D



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY08

DANDO1D ELREM1D
ENVON1D KARMI1D KENNE1D
PADPA1D PIMER1D TAXEB1D

TABULAR DESCRIPTION (1)

RNAV RWY08											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
DANDO1D TO M769											
010	-	DER RWY08	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.20	5.0	-	+1700	-200	-	RNP 1
030	TF	ESLUG	-	353° (352.8°)	+0.20	15.2	-	-6000	-230	-	RNP 1
040	TF	DANDO	-	340° (339.5°)	+0.20	20.3	-	-9000	-	-	RNP 1
ELREM1D TO W17											
010	-	DER RWY08	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.20	5.0	-	+1700	-200	-	RNP 1
030	TF	ESLUG	-	353° (352.8°)	+0.20	15.2	-	-6000	-230	-	RNP 1
040	TF	ELREM	-	304° (304.0°)	+0.20	25.7	-	-9000	-	-	RNP 1
ENVON1D TO W28											
010	-	DER RWY08	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.20	5.0	-	+1700	-200	-	RNP 1
030	TF	ESLUG	-	353° (352.8°)	+0.20	15.2	-	-6000	-230	-	RNP 1
040	TF	ENVON	-	323° (322.9°)	+0.20	22.2	-	-9000	-	-	RNP 1
KARMI1D TO A464											
010	-	DER RWY08	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.20	5.0	-	+1700	-200	-	RNP 1
030	TF	POVAK	-	173° (172.9°)	+0.20	11.4	-	-6000	-	-	RNP 1
040	TF	SS805	-	178° (178.3°)	+0.20	7.0	-	-8000	-	-	RNP 1
050	TF	KARMI	-	178° (178.3°)	+0.20	8.6	-	+11000	-	-	RNP 1
KENNE1D TO Y18											
010	-	DER RWY08	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.20	5.0	-	+1700	-200	-	RNP 1
030	TF	KENNE	-	138° (137.2°)	+0.20	17.7	-	-7000	-	-	RNP 1
PIMER1D TO A464											
010	-	DER RWY08	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.20	5.0	-	+1700	-200	-	RNP 1
030	TF	ESLUG	-	353° (352.8°)	+0.20	15.2	-	-6000	-230	-	RNP 1
040	TF	PIMER	-	352° (351.8°)	+0.20	19.1	-	-9000	-	-	RNP 1

CHANGE : CANCEL SID NOBIT1D.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY08

DANDO1D ELREM1D
ENVON1D KARMI1D KENNE1D
PADPA1D PIMER1D TAXEB1D

TABULAR DESCRIPTION (2)

RNAV RWY08											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PADPA1D TO W14											
010	-	DER RWY08	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.20	5.0	-	+1700	-200	-	RNP 1
030	TF	ESLUG	-	353° (352.8°)	+0.20	15.2	-	-6000	-230	-	RNP 1
040	TF	ISDIV	-	283° (282.9°)	+0.20	19.7	-	-7000	-	-	RNP 1
050	TF	SS806	-	274° (273.6°)	+0.20	5.0	-	-7000	-	-	RNP 1
060	TF	PADPA	-	274° (273.6°)	+0.20	7.7	-	-9000	-	-	RNP 1
TAXEB1D TO A334											
010	-	DER RWY08	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	NOLAP	-	083° (082.8°)	+0.20	5.0	-	+1700	-200	-	RNP 1
030	TF	TAXEB	-	120° (120.1°)	+0.20	19.9	-	-7000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY08	
Waypoint Identifier	Coordinates
DER RWY08	06° 56' 03.89" N 100° 24' 28.52" E
DANDO	07° 30' 53.98" N 100° 20' 23.99" E
ELREM	07° 26' 15.66" N 100° 06' 06.53" E
ENVON	07° 29' 33.35" N 100° 14' 06.25" E
ESLUG	07° 11' 48.09" N 100° 27' 33.63" E
ISDIV	07° 16' 12.19" N 100° 08' 17.10" E
KARMI	06° 29' 40.00" N 100° 31' 21.00" E
KENNE	06° 43' 39.82" N 100° 41' 31.60" E
NOLAP	06° 56' 41.46" N 100° 29' 27.83" E
PADPA	07° 16' 59.86" N 099° 55' 31.86" E
PIMER	07° 30' 44.98" N 100° 24' 48.60" E
POVAK	06° 45' 22.57" N 100° 30' 52.86" E
SS805	06° 38' 20.75" N 100° 31' 05.46" E
SS806	07° 16' 31.00" N 100° 03' 15.82" E
TAXEB	06° 46' 40.97" N 100° 46' 44.74" E

CHANGE : CANCEL NOBIT.

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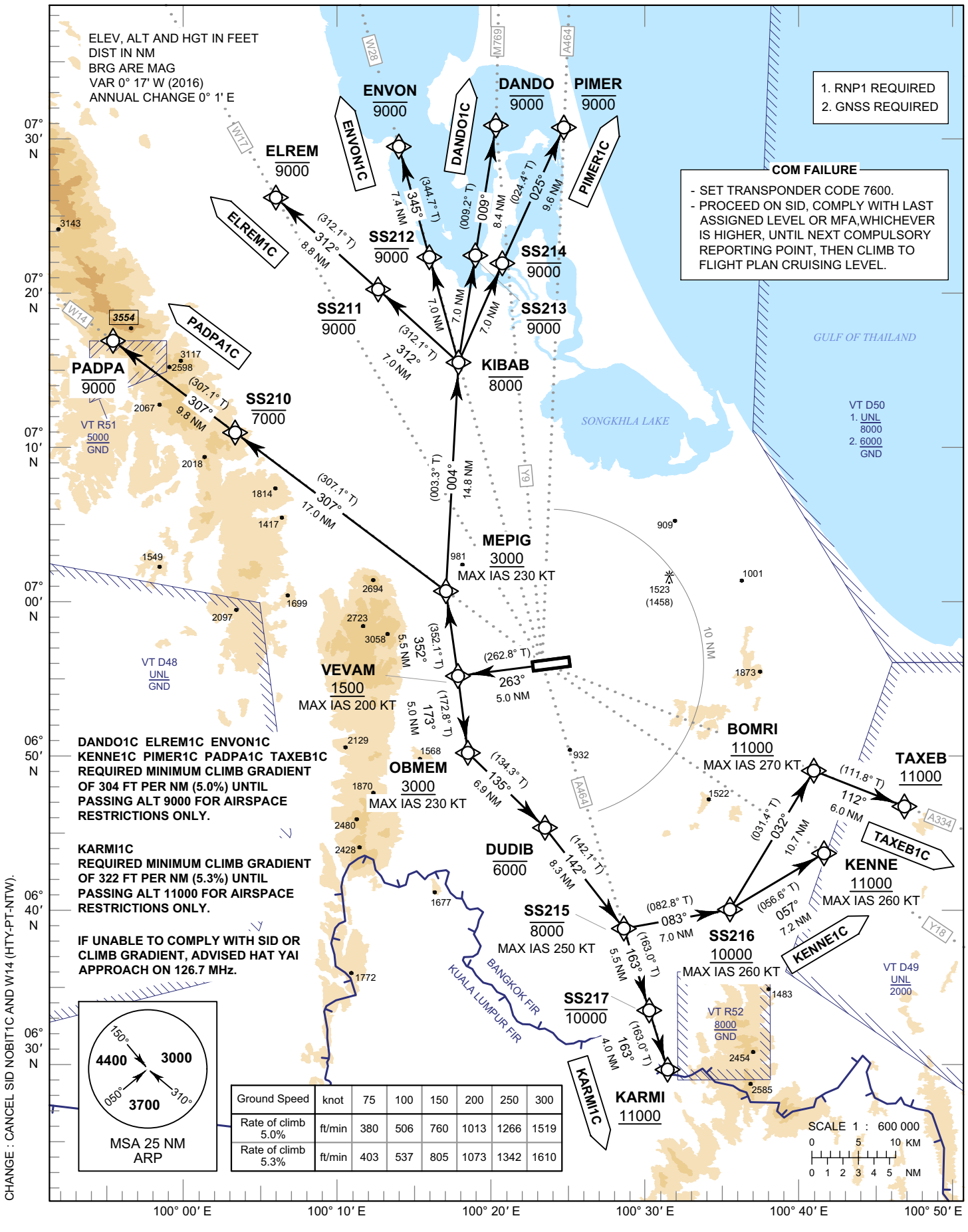
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

DANDO1C ELREM1C
ENVON1C KARMI1C KENNE1C
PADPA1C PIMER1C TAXEB1C



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

DANDO1C ELREM1C
ENVON1C KARMI1C KENNE1C
PADPA1C PIMER1C TAXEB1C

TABULAR DESCRIPTION (1)

RNAV RWY26											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course ° M (° T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
DANDO1C TO M769											
010	-	DER RWY26	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.20	5.0	-	+1500	-200	-	RNP 1
030	TF	MEPIG	-	352° (352.1°)	+0.20	5.5	-	+3000	-230	-	RNP 1
040	TF	KIBAB	-	004° (003.3°)	+0.20	14.8	-	-8000	-	-	RNP 1
050	TF	SS213	-	009° (009.2°)	+0.20	7.0	-	-9000	-	-	RNP 1
060	TF	DANDO	-	009° (009.2°)	+0.20	8.4	-	-9000	-	-	RNP 1
ELREM1C TO W17											
010	-	DER RWY26	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.20	5.0	-	+1500	-200	-	RNP 1
030	TF	MEPIG	-	352° (352.1°)	+0.20	5.5	-	+3000	-230	-	RNP 1
040	TF	KIBAB	-	004° (003.3°)	+0.20	14.8	-	-8000	-	-	RNP 1
050	TF	SS211	-	312° (312.1°)	+0.20	7.0	-	-9000	-	-	RNP 1
060	TF	ELREM	-	312° (312.1°)	+0.20	8.8	-	-9000	-	-	RNP 1
ENVON1C TO W28											
010	-	DER RWY26	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.20	5.0	-	+1500	-200	-	RNP 1
030	TF	MEPIG	-	352° (352.1°)	+0.20	5.5	-	+3000	-230	-	RNP 1
040	TF	KIBAB	-	004° (003.3°)	+0.20	14.8	-	-8000	-	-	RNP 1
050	TF	SS212	-	345° (344.7°)	+0.20	7.0	-	-9000	-	-	RNP 1
060	TF	ENVON	-	345° (344.7°)	+0.20	7.4	-	-9000	-	-	RNP 1
KARMI1C TO A464											
010	-	DER RWY26	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.20	5.0	-	+1500	-200	-	RNP 1
030	TF	OBMEM	-	173° (172.8°)	+0.20	5.0	-	+3000	-230	-	RNP 1
040	TF	DUDIB	-	135° (134.3°)	+0.20	6.9	-	-6000	-	-	RNP 1
050	TF	SS215	-	142° (142.1°)	+0.20	8.3	-	-8000	-250	-	RNP 1
060	TF	SS217	-	163° (163.0°)	+0.20	5.5	-	-10000	-	-	RNP 1
070	TF	KARMI	-	163° (163.0°)	+0.20	4.0	-	+11000	-	-	RNP 1
KENNE1C TO Y18											
010	-	DER RWY26	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.20	5.0	-	+1500	-200	-	RNP 1
030	TF	OBMEM	-	173° (172.8°)	+0.20	5.0	-	+3000	-230	-	RNP 1
040	TF	DUDIB	-	135° (134.3°)	+0.20	6.9	-	-6000	-	-	RNP 1
050	TF	SS215	-	142° (142.1°)	+0.20	8.3	-	-8000	-250	-	RNP 1
060	TF	SS216	-	083° (082.8°)	+0.20	7.0	-	+10000	-260	-	RNP 1
070	TF	KENNE	-	057° (056.6°)	+0.20	7.2	-	+11000	-260	-	RNP 1

CHANGE : REVISE TABULAR DESCRIPTION.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

DANDO1C ELREM1C
ENVON1C KARMI1C KENNE1C
PADPA1C PIMER1C TAXEB1C

CHANGE : CANCEL SID NOBIT1C.

TABULAR DESCRIPTION (2)

RNAV RWY26											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course ° M (° T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ TCH**	**Navigation Specification**
PADPA1C TO W14											
010	-	DER RWY26	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.20	5.0	-	+1500	-200	-	RNP 1
030	TF	MEPIG	-	352° (352.1°)	+0.20	5.5	-	+3000	-230	-	RNP 1
040	TF	SS210	-	307° (307.1°)	+0.20	17.0	-	-7000	-	-	RNP 1
050	TF	PADPA	-	307° (307.1°)	+0.20	9.8	-	-9000	-	-	RNP 1
PIMER1C TO A464											
010	-	DER RWY26	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.20	5.0	-	+1500	-200	-	RNP 1
030	TF	MEPIG	-	352° (352.1°)	+0.20	5.5	-	+3000	-230	-	RNP 1
040	TF	KIBAB	-	004° (003.3°)	+0.20	14.8	-	-8000	-	-	RNP 1
050	TF	SS214	-	025° (024.4°)	+0.20	7.0	-	-9000	-	-	RNP 1
060	TF	PIMER	-	025° (024.4°)	+0.20	9.6	-	-9000	-	-	RNP 1
TAXEB1C TO A334											
010	-	DER RWY26	-	-	+0.20	-	-	-	-	-	RNP 1
020	CF	VEVAM	-	263° (262.8°)	+0.20	5.0	-	+1500	-200	-	RNP 1
030	TF	OBMEM	-	173° (172.8°)	+0.20	5.0	-	+3000	-230	-	RNP 1
040	TF	DUDIB	-	135° (134.3°)	+0.20	6.9	-	-6000	-	-	RNP 1
050	TF	SS215	-	142° (142.1°)	+0.20	8.3	-	-8000	-250	-	RNP 1
060	TF	SS216	-	083° (082.8°)	+0.20	7.0	-	+10000	-260	-	RNP 1
070	TF	BOMRI	-	032° (031.4°)	+0.20	10.7	-	+11000	-270	-	RNP 1
080	TF	TAXEB	-	112° (111.8°)	+0.20	6.0	-	+11000	-	-	RNP 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

DANDO1C ELREM1C
ENVON1C KARMI1C KENNE1C
PADPA1C PIMER1C TAXEB1C

WAYPOINT LIST

RNAV RWY26		
Waypoint Identifier	**Coordinates**	
DER RWY26	06° 55' 51.50" N	100° 22' 49.91" E
BOMRI	06° 48' 55.17" N	100° 41' 08.68" E
DANDO	07° 30' 53.98" N	100° 20' 23.99" E
DUDIB	06° 45' 22.75" N	100° 23' 27.25" E
ELREM	07° 26' 15.66" N	100° 06' 06.53" E
ENVON	07° 29' 33.35" N	100° 14' 06.25" E
KARMI	06° 29' 40.00" N	100° 31' 21.00" E
KENNE	06° 43' 39.82" N	100° 41' 31.60" E
KIBAB	07° 15' 35.92" N	100° 17' 55.59" E
MEPIG	07° 00' 43.85" N	100° 17' 04.66" E
OBMEM	06° 50' 14.83" N	100° 18' 28.25" E
PADPA	07° 16' 59.86" N	099° 55' 31.86" E
PIMER	07° 30' 44.98" N	100° 24' 48.60" E
SS210	07° 11' 01.95" N	100° 03' 26.27" E
SS211	07° 20' 18.91" N	100° 12' 42.05" E
SS212	07° 22' 22.99" N	100° 16' 04.14" E
SS213	07° 22' 32.54" N	100° 19' 02.91" E
SS214	07° 22' 00.26" N	100° 20' 50.14" E
SS215	06° 38' 49.97" N	100° 28' 32.74" E
SS216	06° 39' 42.51" N	100° 35' 31.53" E
SS217	06° 33' 30.60" N	100° 30' 10.46" E
TAXEB	06° 46' 40.97" N	100° 46' 44.74" E
VEVAM	06° 55' 13.86" N	100° 17' 50.62" E

CHANGE : CANCEL NOBIT.

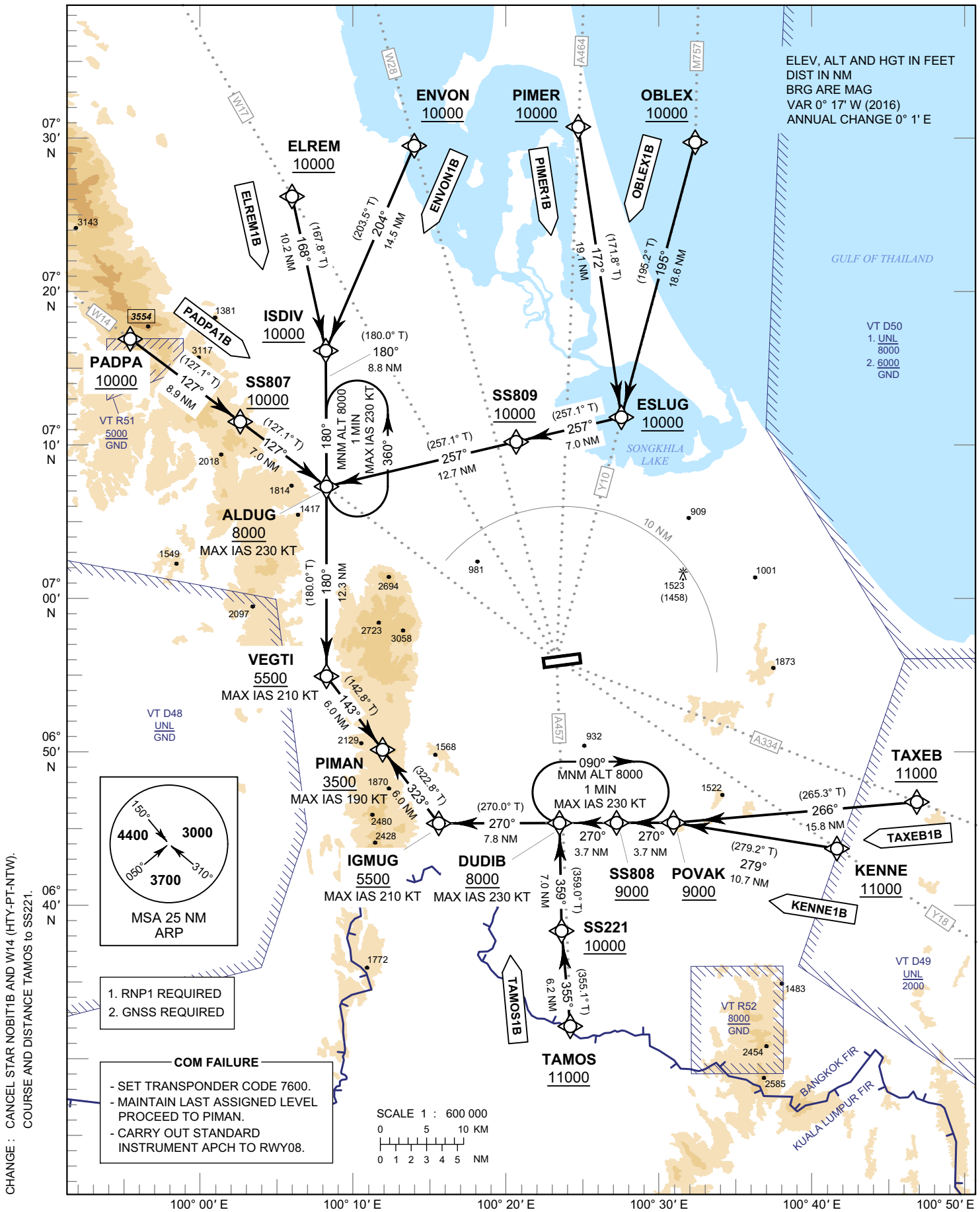
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY08

ELREM1B ENVON1B
KENNE1B OBLEX1B PADPA1B
PIMER1B TAMOS1B TAXEB1B



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY08

ELREM1B ENVON1B
KENNE1B OBLEX1B PADPA1B
PIMER1B TAMOS1B TAXEB1B

CHANGE : CANCEL STAR NOBIT1B.

TABULAR DESCRIPTION (1)

RNAV RWY08											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ELREM1B FROM W17											
010	IF	ELREM	-	-	+0.20	-	-	+10000	-	-	RNP 1
020	TF	ISDIV	-	168° (167.8°)	+0.20	10.2	-	+10000	-	-	RNP 1
030	TF	ALDUG	-	180° (180.0°)	+0.20	8.8	-	+8000	-230	-	RNP 1
040	TF	VEGTI	-	180° (180.0°)	+0.20	12.3	-	+5500	-210	-	RNP 1
050	TF	PIMAN	-	143° (142.8°)	+0.20	6.0	-	+3500	-190	-	RNP 1
ENVON1B FROM W28											
010	IF	ENVON	-	-	+0.20	-	-	+10000	-	-	RNP 1
020	TF	ISDIV	-	204° (203.5°)	+0.20	14.5	-	+10000	-	-	RNP 1
030	TF	ALDUG	-	180° (180.0°)	+0.20	8.8	-	+8000	-230	-	RNP 1
040	TF	VEGTI	-	180° (180.0°)	+0.20	12.3	-	+5500	-210	-	RNP 1
050	TF	PIMAN	-	143° (142.8°)	+0.20	6.0	-	+3500	-190	-	RNP 1
KENNE1B FROM Y18											
010	IF	KENNE	-	-	+0.20	-	-	+11000	-	-	RNP 1
020	TF	POVAK	-	279° (279.2°)	+0.20	10.7	-	+9000	-	-	RNP 1
030	TF	SS808	-	270° (270.0°)	+0.20	3.7	-	+9000	-	-	RNP 1
040	TF	DUDIB	-	270° (270.1°)	+0.20	3.7	-	+8000	-230	-	RNP 1
050	TF	IGMUG	-	270° (270.0°)	+0.20	7.8	-	+5500	-210	-	RNP 1
060	TF	PIMAN	-	323° (322.8°)	+0.20	6.0	-	+3500	-190	-	RNP 1
OBLEX1B FROM M757											
010	IF	OBLEX	-	-	+0.20	-	-	+10000	-	-	RNP 1
020	TF	ESLUG	-	195° (195.2°)	+0.20	18.6	-	+10000	-	-	RNP 1
030	TF	SS809	-	257° (257.1°)	+0.20	7.0	-	+10000	-	-	RNP 1
040	TF	ALDUG	-	257° (257.1°)	+0.20	12.7	-	+8000	-230	-	RNP 1
050	TF	VEGTI	-	180° (180.0°)	+0.20	12.3	-	+5500	-210	-	RNP 1
060	TF	PIMAN	-	143° (142.8°)	+0.20	6.0	-	+3500	-190	-	RNP 1
PADPA1B FROM W14											
010	IF	PADPA	-	-	+0.20	-	-	+10000	-	-	RNP 1
020	TF	SS807	-	127° (127.1°)	+0.20	8.9	-	+10000	-	-	RNP 1
030	TF	ALDUG	-	127° (127.1°)	+0.20	7.0	-	+8000	-230	-	RNP 1
040	TF	VEGTI	-	180° (180.0°)	+0.20	12.3	-	+5500	-210	-	RNP 1
050	TF	PIMAN	-	143° (142.8°)	+0.20	6.0	-	+3500	-190	-	RNP 1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY08

ELREM1B ENVON1B
KENNE1B OBLEX1B PADPA1B
PIMER1B TAMOS1B TAXEB1B

TABULAR DESCRIPTION (2)

RNAV RWY08											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PIMER1B FROM A464											
010	IF	PIMER	-	-	+0.20	-	-	+10000	-	-	RNP 1
020	TF	ESLUG	-	172° (171.8°)	+0.20	19.1	-	+10000	-	-	RNP 1
030	TF	SS809	-	257° (257.1°)	+0.20	7.0	-	+10000	-	-	RNP 1
040	TF	ALDUG	-	257° (257.1°)	+0.20	12.7	-	+8000	-230	-	RNP 1
050	TF	VEGTI	-	180° (180.0°)	+0.20	12.3	-	+5500	-210	-	RNP 1
060	TF	PIMAN	-	143° (142.8°)	+0.20	6.0	-	+3500	-190	-	RNP 1
TAMOS1B FROM A457											
010	IF	TAMOS	-	-	+0.20	-	-	+11000	-	-	RNP 1
020	TF	SS221	-	355° (355.1°)	+0.20	6.2	-	+10000	-	-	RNP 1
030	TF	DUDIB	-	359° (359.0°)	+0.20	7.0	-	+8000	-230	-	RNP 1
040	TF	IGMUG	-	270° (270.0°)	+0.20	7.8	-	+5500	-210	-	RNP 1
050	TF	PIMAN	-	323° (322.8°)	+0.20	6.0	-	+3500	-190	-	RNP 1
TAXEB1B FROM A334											
010	IF	TAXEB	-	-	+0.20	-	-	+11000	-	-	RNP 1
020	TF	POVAK	-	266° (265.3°)	+0.20	15.8	-	+9000	-	-	RNP 1
030	TF	SS808	-	270° (270.0°)	+0.20	3.7	-	+9000	-	-	RNP 1
040	TF	DUDIB	-	270° (270.1°)	+0.20	3.7	-	+8000	-230	-	RNP 1
050	TF	IGMUG	-	270° (270.0°)	+0.20	7.8	-	+5500	-210	-	RNP 1
060	TF	PIMAN	-	323° (322.8°)	+0.20	6.0	-	+3500	-190	-	RNP 1

CHANGE : CANCEL NOBIT. COURSE AND DISTANCE TAMOS to SS221.

WAYPOINT LIST

RNAV RWY08			
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ALDUG	07° 07' 22.40" N 100° 08' 17.10" E	PIMAN	06° 50' 10.99" N 100° 11' 55.91" E
DUDIB	06° 45' 22.75" N 100° 23' 27.25" E	PIMER	07° 30' 44.98" N 100° 24' 48.60" E
ELREM	07° 26' 15.66" N 100° 06' 06.53" E	POVAK	06° 45' 22.57" N 100° 30' 52.86" E
ENVON	07° 29' 33.35" N 100° 14' 06.25" E	SS221	06° 38' 20.79" N 100° 23' 34.36" E
ESLUG	07° 11' 48.09" N 100° 27' 33.63" E	SS807	07° 11' 36.85" N 100° 02' 40.03" E
IGMUG	06° 45' 22.81" N 100° 15' 34.64" E	SS808	06° 45' 22.56" N 100° 27' 09.72" E
ISDIV	07° 16' 12.19" N 100° 08' 17.10" E	SS809	07° 10' 13.59" N 100° 20' 41.82" E
KENNE	06° 43' 39.82" N 100° 41' 31.60" E	TAMOS	06° 32' 07.90" N 100° 24' 06.50" E
OBLEX	07° 29' 47.50" N 100° 32' 27.63" E	TAXEB	06° 46' 40.97" N 100° 46' 44.74" E
PADPA	07° 16' 59.86" N 099° 55' 31.86" E	VEGTI	06° 54' 59.13" N 100° 08' 17.10" E

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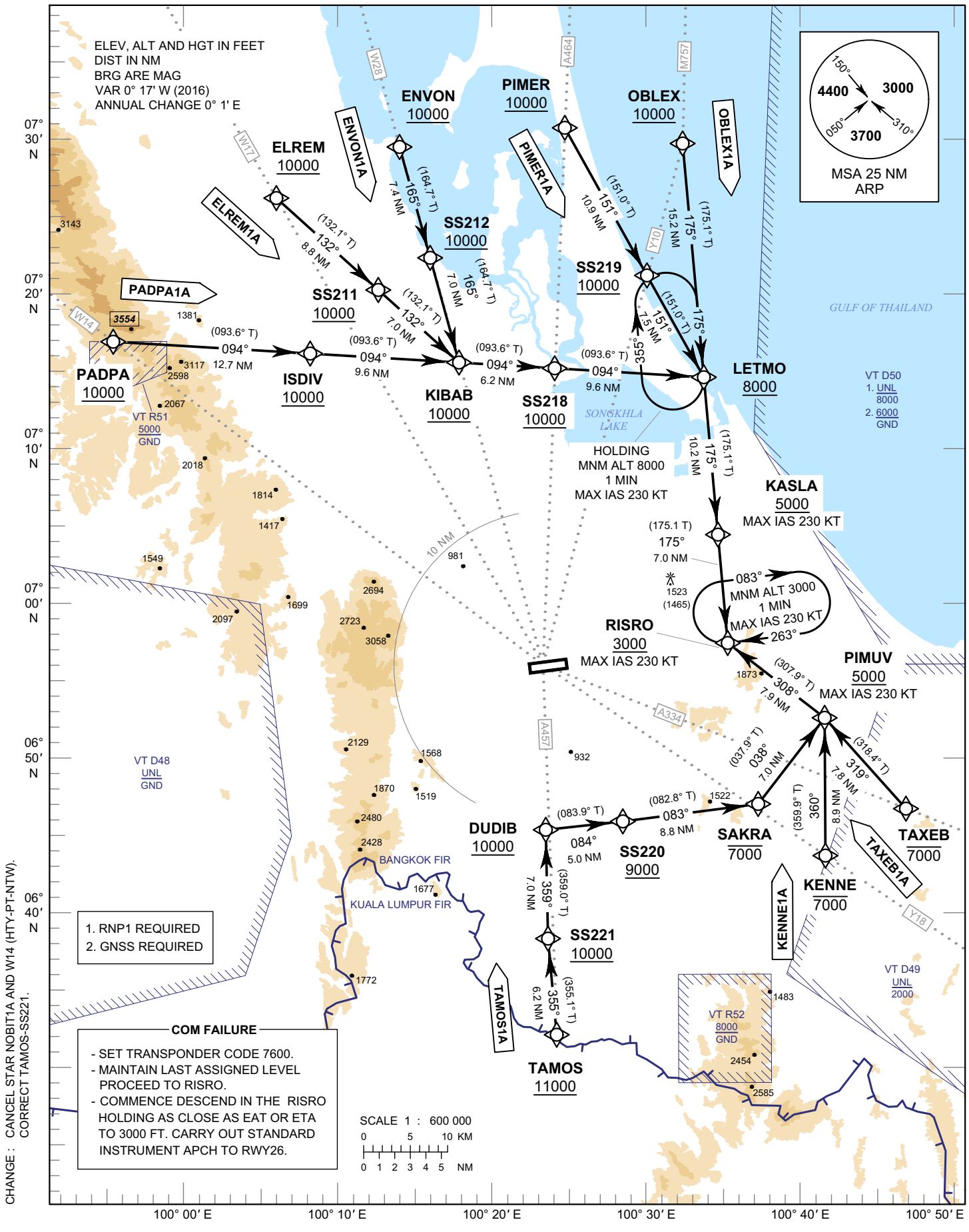
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

ELREM1A ENVON1A
KENNE1A OBLEX1A PADPA1A
PIMER1A TAMOS1A TAXEB1A



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

ELREM1A ENVON1A
KENNE1A OBLEX1A PADPA1A
PIMER1A TAMOS1A TAXEB1A

TABULAR DESCRIPTION (1)

RNAV RWY26											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ELREM1A FROM W17											
010	IF	ELREM	-	-	+0.20	-	-	+10000	-	-	RNP 1
020	TF	SS211	-	132° (132.1°)	+0.20	8.8	-	+10000	-	-	RNP 1
030	TF	KIBAB	-	132° (132.1°)	+0.20	7.0	-	+10000	-	-	RNP 1
040	TF	SS218	-	094° (093.6°)	+0.20	6.2	-	+10000	-	-	RNP 1
050	TF	LETMO	-	094° (093.6°)	+0.20	9.6	-	+8000	-	-	RNP 1
060	TF	KASLA	-	175° (175.1°)	+0.20	10.2	-	+5000	-230	-	RNP 1
070	TF	RISRO	-	175° (175.1°)	+0.20	7.0	-	+3000	-230	-	RNP 1
ENVON1A FROM W28											
010	IF	ENVON	-	-	+0.20	-	-	+10000	-	-	RNP 1
020	TF	SS212	-	165° (164.7°)	+0.20	7.4	-	+10000	-	-	RNP 1
030	TF	KIBAB	-	165° (164.7°)	+0.20	7.0	-	+10000	-	-	RNP 1
040	TF	SS218	-	094° (093.6°)	+0.20	6.2	-	+10000	-	-	RNP 1
050	TF	LETMO	-	094° (093.6°)	+0.20	9.6	-	+8000	-	-	RNP 1
060	TF	KASLA	-	175° (175.1°)	+0.20	10.2	-	+5000	-230	-	RNP 1
070	TF	RISRO	-	175° (175.1°)	+0.20	7.0	-	+3000	-230	-	RNP 1
KENNE1A FROM Y18											
010	IF	KENNE	-	-	+0.20	-	-	-7000	-	-	RNP 1
020	TF	PIMUV	-	360° (359.9°)	+0.20	8.9	-	+5000	-230	-	RNP 1
030	TF	RISRO	-	308° (307.9°)	+0.20	7.9	-	+3000	-230	-	RNP 1
OBLEX1A FROM M757											
010	IF	OBLEX	-	-	+0.20	-	-	+10000	-	-	RNP 1
020	TF	LETMO	-	175° (175.1°)	+0.20	15.2	-	+8000	-	-	RNP 1
030	TF	KASLA	-	175° (175.1°)	+0.20	10.2	-	+5000	-230	-	RNP 1
040	TF	RISRO	-	175° (175.1°)	+0.20	7.0	-	+3000	-230	-	RNP 1
PADPA1A FROM W14											
010	IF	PADPA	-	-	+0.20	-	-	+10000	-	-	RNP 1
020	TF	ISDIV	-	094° (093.6°)	+0.20	12.7	-	+10000	-	-	RNP 1
030	TF	KIBAB	-	094° (093.6°)	+0.20	9.6	-	+10000	-	-	RNP 1
040	TF	SS218	-	094° (093.6°)	+0.20	6.2	-	+10000	-	-	RNP 1
050	TF	LETMO	-	094° (093.6°)	+0.20	9.6	-	+8000	-	-	RNP 1
060	TF	KASLA	-	175° (175.1°)	+0.20	10.2	-	+5000	-230	-	RNP 1
070	TF	RISRO	-	175° (175.1°)	+0.20	7.0	-	+3000	-230	-	RNP 1

CHANGE : CANCEL STAR NOBIT1A.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

SONGKHLA / Hat Yai Intl (VTSS)
RNAV RWY26

ELREM1A ENVON1A
KENNE1A OBLEX1A PADPA1A
PIMER1A TAMOS1A TAXEB1A

TABULAR DESCRIPTION (2)

RNAV RWY26											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PIMER1A FROM A464											
010	IF	PIMER	-	-	+0.20	-	-	+10000	-	-	RNP 1
020	TF	SS219	-	151° (151.0°)	+0.20	10.9	-	+10000	-	-	RNP 1
030	TF	LETMO	-	151° (151.0°)	+0.20	7.5	-	+8000	-	-	RNP 1
040	TF	KASLA	-	175° (175.1°)	+0.20	10.2	-	+5000	-230	-	RNP 1
050	TF	RISRO	-	175° (175.1°)	+0.20	7.0	-	+3000	-230	-	RNP 1
TAMOS1A FROM A457											
010	IF	TAMOS	-	-	+0.20	-	-	+11000	-	-	RNP 1
020	TF	SS221	-	355° (355.1°)	+0.20	6.2	-	+10000	-	-	RNP 1
030	TF	DUDIB	-	359° (359.0°)	+0.20	7.0	-	+10000	-	-	RNP 1
040	TF	SS220	-	084° (083.9°)	+0.20	5.0	-	+9000	-	-	RNP 1
050	TF	SAKRA	-	083° (082.8°)	+0.20	8.8	-	-7000	-	-	RNP 1
060	TF	PIMUV	-	038° (037.9°)	+0.20	7.0	-	+5000	-230	-	RNP 1
070	TF	RISRO	-	308° (307.9°)	+0.20	7.9	-	+3000	-230	-	RNP 1
TAXEB1A FROM A334											
010	IF	TAXEB	-	-	+0.20	-	-	-7000	-	-	RNP 1
020	TF	PIMUV	-	319° (318.4°)	+0.20	7.8	-	+5000	-230	-	RNP 1
030	TF	RISRO	-	308° (307.9°)	+0.20	7.9	-	+3000	-230	-	RNP 1

WAYPOINT LIST

RNAV RWY26				
Waypoint Identifier	Coordinates		Waypoint Identifier	Coordinates
DUDIB	06° 45' 22.75" N	100° 23' 27.25" E	PIMUV	06° 52' 33.56" N 100° 41' 31.05" E
ELREM	07° 26' 15.66" N	100° 06' 06.53" E	RISRO	06° 57' 25.07" N 100° 35' 15.76" E
ENVON	07° 29' 33.35" N	100° 14' 06.25" E	SAKRA	06° 47' 00.40" N 100° 37' 11.89" E
ISDIV	07° 16' 12.19" N	100° 08' 17.10" E	SS211	07° 20' 18.91" N 100° 12' 42.05" E
KASLA	07° 04' 25.58" N	100° 34' 39.39" E	SS212	07° 22' 22.99" N 100° 16' 04.14" E
KENNE	06° 43' 39.82" N	100° 41' 31.60" E	SS218	07° 15' 12.50" N 100° 24' 07.31" E
KIBAB	07° 15' 35.92" N	100° 17' 55.59" E	SS219	07° 21' 11.51" N 100° 30' 07.03" E
LETMO	07° 14' 35.84" N	100° 33' 46.59" E	SS220	06° 45' 54.52" N 100° 28' 26.54" E
OBLEX	07° 29' 47.50" N	100° 32' 27.63" E	SS221	06° 38' 20.79" N 100° 23' 34.36" E
PADPA	07° 16' 59.86" N	099° 55' 31.86" E	TAMOS	06° 32' 07.90" N 100° 24' 06.50" E
PIMER	07° 30' 44.98" N	100° 24' 48.60" E	TAXEB	06° 46' 40.97" N 100° 46' 44.74" E

CHANGE : CANCEL NOBIT. CORRECT TAMOS-SS221.

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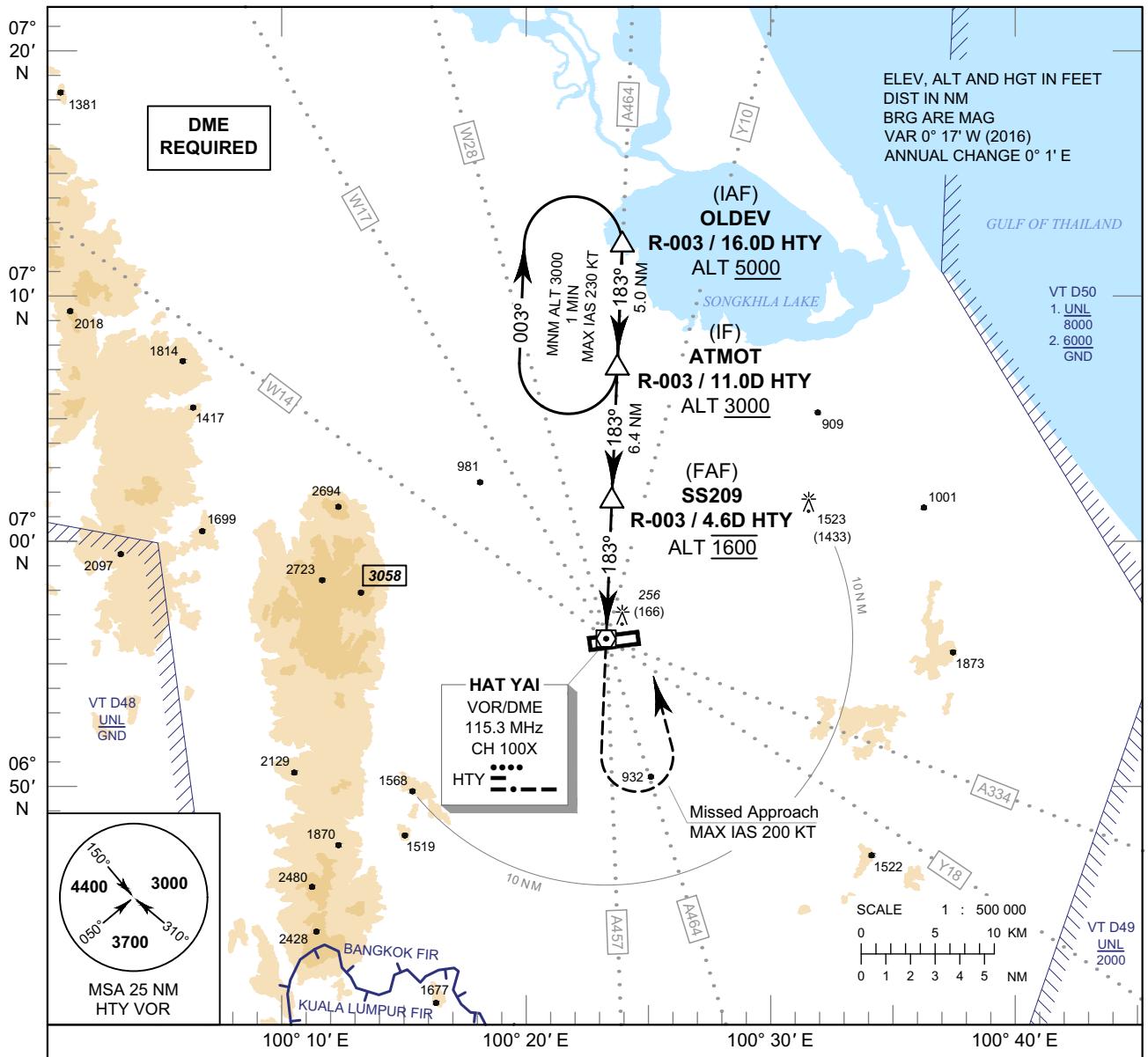
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO AERODROME ELEV

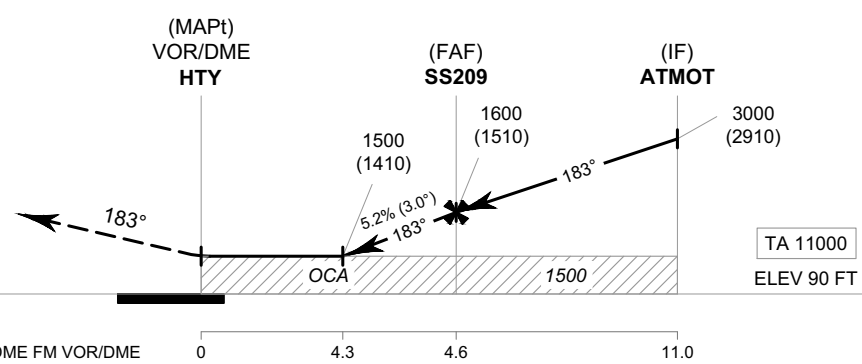
APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)

VOR a



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb straight ahead to 2000 FT, then turn left to intercept outbound R-003 HTY VOR and proceed to ATMOT at minimum 3000 FT and hold or as directed by ATC.



OCA/H	A	B	C	D
Straight - in Approach	Not authorized			
Circling (OCH AAL)	900 (810)		1500 (1410)	

Distance (HTY)		4.3D			FAF		
Altitude (Height)		1500 (1410)			1600 (1510)		
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : CANCEL W14 (HTY-PT-NTW).

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO AERODROME ELEV

SONGKHLA / Hat Yai Intl (VTSS)

VOR a

Fix / Point		Coordinates	
(IAF) OLDEV	R-003 / 16.0D HTY	07° 12' 06.40" N	100° 23' 59.08" E
(IF) ATMOT	R-003 / 11.0D HTY	07° 07' 05.26" N	100° 23' 45.76" E
(FAF) SS209	R-003 / 4.6D HTY	07° 00' 39.80" N	100° 23' 28.71" E
(MAPt) VOR	HTY	06° 56' 02.78" N	100° 23' 16.60" E

CHANGE : VOR COORDINATES.

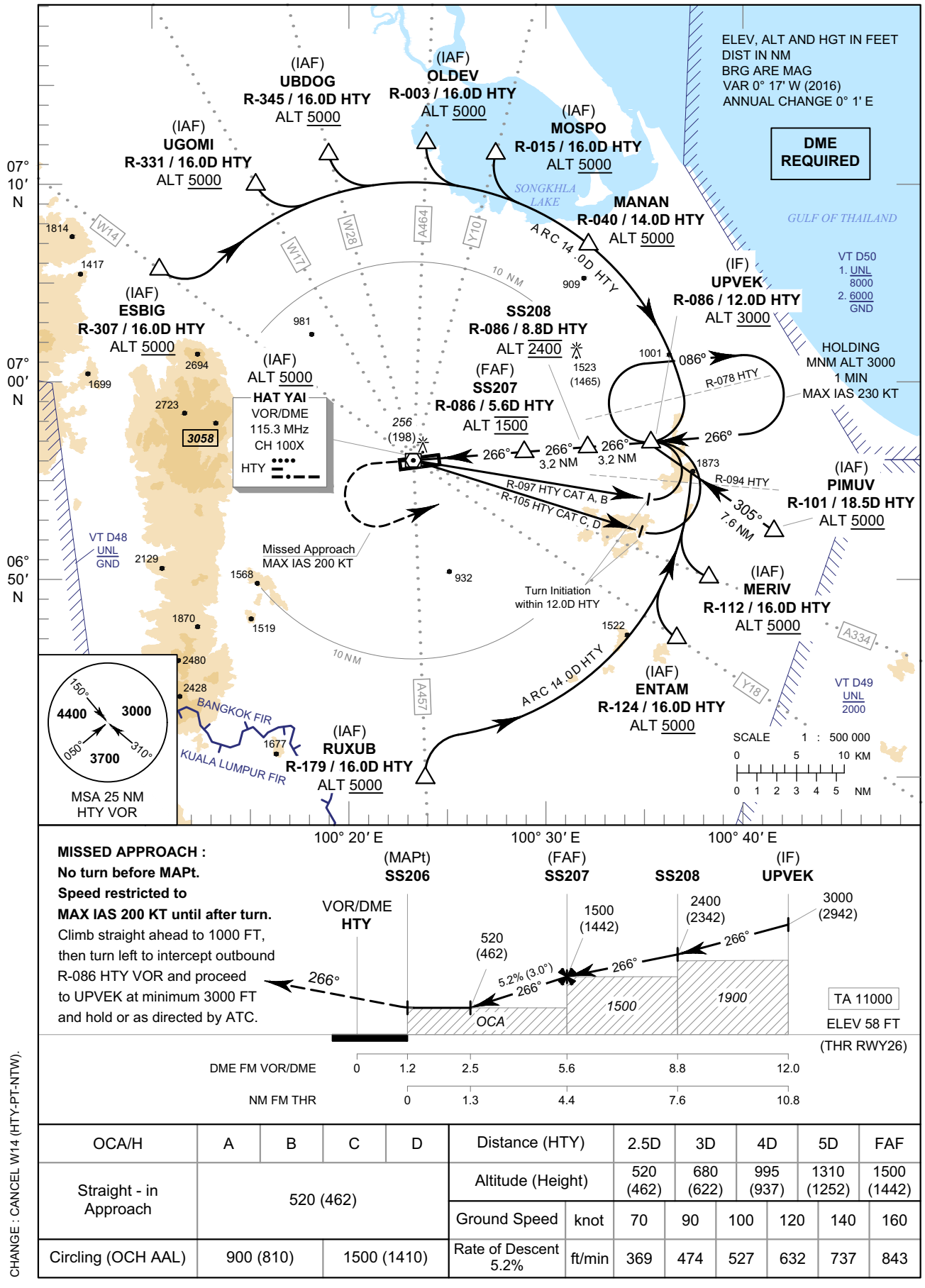
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)

VOR RWY26



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb straight ahead to 1000 FT, then turn left to intercept outbound R-086 HTY VOR and proceed to UPVEK at minimum 3000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight - in Approach	520 (462)			
Circling (OCH AAL)	900 (810)		1500 (1410)	

Distance (HTY)		2.5D	3D	4D	5D	FAF
Altitude (Height)		520 (462)	680 (622)	995 (937)	1310 (1252)	1500 (1442)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : CANCEL W14 (HTY-PT-NTW).

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

SONGKHLA / Hat Yai Intl (VTSS)

VOR RWY26

Fix / Point		Coordinates	
(IAF) ESBIG	R-307 / 16.0D HTY	07° 05' 44.68" N	100° 10' 26.50" E
(IAF) UGOMI	R-331 / 16.0D HTY	07° 10' 01.79" N	100° 15' 20.13" E
(IAF) UBDOG	R-345 / 16.0D HTY	07° 11' 33.24" N	100° 19' 02.01" E
(IAF) OLDEV	R-003 / 16.0D HTY	07° 12' 06.40" N	100° 23' 59.08" E
(IAF) MOSPO	R-015 / 16.0D HTY	07° 11' 33.58" N	100° 27' 29.68" E
MANAN	R-040 / 14.0D HTY	07° 06' 52.90" N	100° 32' 15.17" E
(IAF) RUXUB	R-179 / 16.0D HTY	06° 39' 58.28" N	100° 23' 32.72" E
(IAF) ENTAM	R-124 / 16.0D HTY	06° 47' 01.10" N	100° 36' 35.09" E
(IAF) MERIV	R-112 / 16.0D HTY	06° 50' 05.31" N	100° 38' 12.95" E
(IAF) PIMUV	R-101 / 18.5D HTY	06° 52' 33.56" N	100° 41' 31.05" E
(IF) UPVEK	R-086 / 12.0D HTY	06° 56' 55.46" N	100° 35' 18.78" E
SS208	R-086 / 8.8D HTY	06° 56' 41.42" N	100° 32' 05.99" E
(FAF) SS207	R-086 / 5.6D HTY	06° 56' 27.33" N	100° 28' 52.72" E
(MAPt) SS206	R-086 / 1.2D HTY	06° 56' 07.99" N	100° 24' 28.12" E
(IAF) VOR	HTY	06° 56' 02.78" N	100° 23' 16.60" E

CHANGE: VOR COORDINATES.

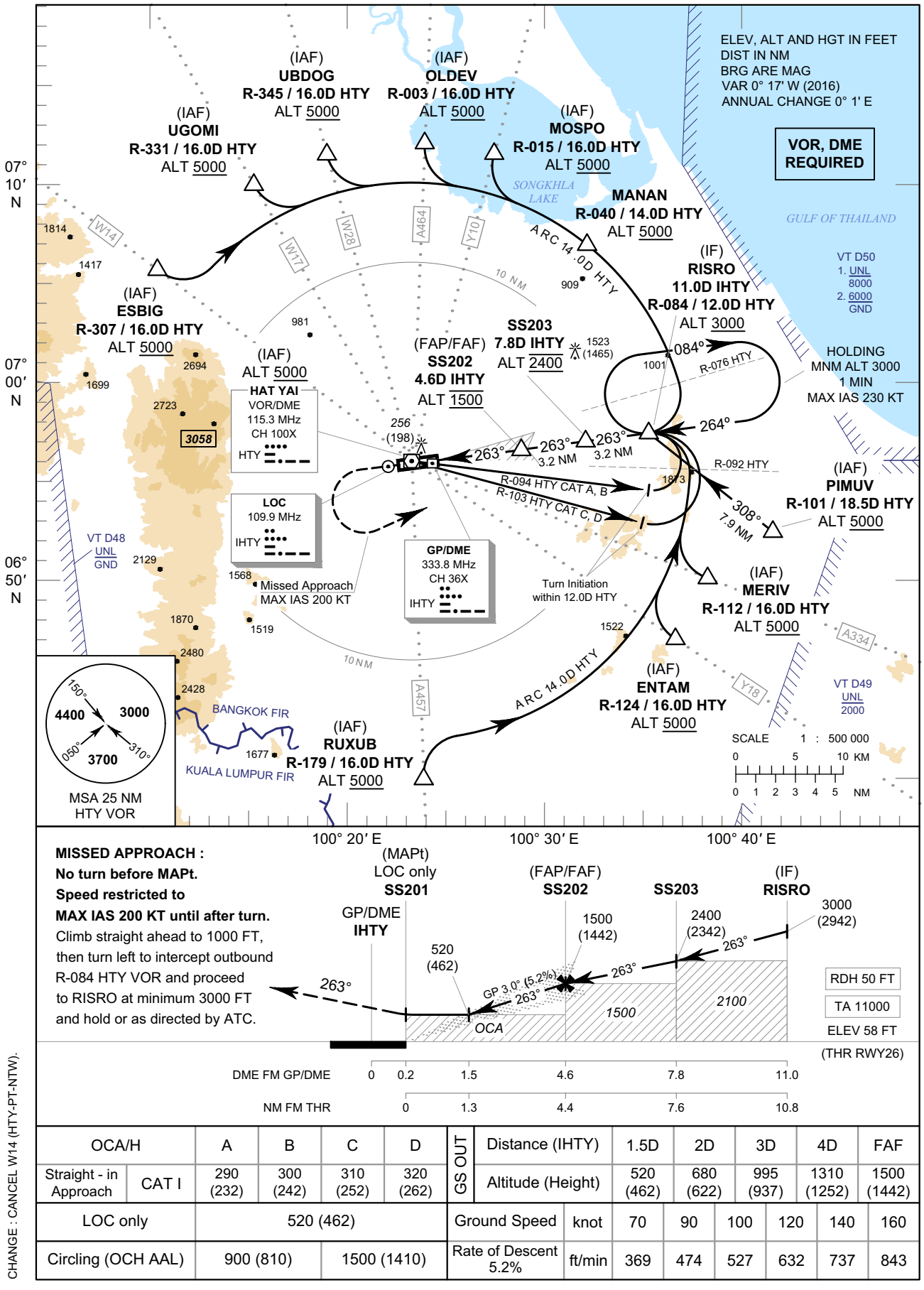
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

APP : 126.7, 301.5
TWR : 118.1, 275.8
GND : 121.9, 257.8
ATIS : 128.8

SONGKHLA / Hat Yai Intl (VTSS)

ILS or LOC y RWY26



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb straight ahead to 1000 FT, then turn left to intercept outbound R-084 HTY VOR and proceed to RISRO at minimum 3000 FT and hold or as directed by ATC.

OCA/H		A	B	C	D
Straight - in Approach	CAT I	290 (232)	300 (242)	310 (252)	320 (262)
LOC only		520 (462)			
Circling (OCH AAL)		900 (810)		1500 (1410)	

GS OUT							
Distance (IHTY)	1.5D	2D	3D	4D	FAF		
Altitude (Height)	520 (462)	680 (622)	995 (937)	1310 (1252)	1500 (1442)		
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : CANCEL W14 (HTY-PT-NTW).

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

SONGKHLA / Hat Yai Intl (VTSS)

ILS or LOC y RWY26

Fix / Point		Coordinates	
(IAF) ESBIG	R-307 / 16.0D HTY	07° 05' 44.68" N	100° 10' 26.50" E
(IAF) UGOMI	R-331 / 16.0D HTY	07° 10' 01.79" N	100° 15' 20.13" E
(IAF) UBDOG	R-345 / 16.0D HTY	07° 11' 33.24" N	100° 19' 02.01" E
(IAF) OLDEV	R-003 / 16.0D HTY	07° 12' 06.40" N	100° 23' 59.08" E
(IAF) MOSPO	R-015 / 16.0D HTY	07° 11' 33.58" N	100° 27' 29.68" E
MANAN	R-040 / 14.0D HTY	07° 06' 52.90" N	100° 32' 15.17" E
(IAF) RUXUB	R-179 / 16.0D HTY	06° 39' 58.28" N	100° 23' 32.72" E
(IAF) ENTAM	R-124 / 16.0D HTY	06° 47' 01.10" N	100° 36' 35.09" E
(IAF) MERIV	R-112 / 16.0D HTY	06° 50' 05.31" N	100° 38' 12.95" E
(IAF) PIMUV	R-101 / 18.5D HTY	06° 52' 33.56" N	100° 41' 31.05" E
(IF) RISRO	11.0D IHTY	06° 57' 25.07" N	100° 35' 15.76" E
SS203	7.8D IHTY	06° 57' 01.07" N	100° 32' 04.19" E
(FAP/FAF) SS202	4.6D IHTY	06° 56' 36.96" N	100° 28' 51.91" E
(MAPt@THR26) SS201	0.2D IHTY	06° 56' 03.89" N	100° 24' 28.52" E
LOC	IHTY	06° 55' 49.01" N	100° 22' 30.05" E
GP/DME	IHTY	06° 55' 58.75" N	100° 24' 19.31" E
(IAF) VOR	HTY	06° 56' 02.78" N	100° 23' 16.60" E

CHANGE: VOR LOC GP/DME COORDINATES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
HEIGHTS RELATED TO
THR RWY26 - ELEV 58 FT

SONGKHLA / Hat Yai Intl (VTSS)

ILS or LOC z RWY26

Fix / Point		Coordinates	
(IF) RISRO	11.0D IHTY	06° 57' 25.07" N	100° 35' 15.76" E
SS203	7.8D IHTY	06° 57' 01.07" N	100° 32' 04.19" E
(FAP/FAF) SS202	4.6D IHTY	06° 56' 36.96" N	100° 28' 51.91" E
(MAPt@THR26) SS201	0.2D IHTY	06° 56' 03.89" N	100° 24' 28.52" E
LOC	IHTY	06° 55' 49.01" N	100° 22' 30.05" E
GP/DME	IHTY	06° 55' 58.75" N	100° 24' 19.31" E

CHANGE: GP/DME LOC COORDINATES.

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VTSE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	060.06°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	104223.22N 0992112.19E -95 FT	THR 22 FT
24	240.06°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	104257.38N 0992212.16E -94 FT	THR 22 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0%	60x60	NIL	2340x300	240x90	NIL	NIL	NIL
0%	60x60	NIL	2340x300	240x90	NIL	NIL	NIL

VTSE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	2100	2100	2160	2100	NIL
24	2100	2100	2160	2100	NIL

VTSE 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 Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	NIL	Green	PAPI Left 3° (48.30 FT)	NIL	NIL	2100 M 60 M White, FM 1500 M-2100 M Yellow, 5 steps, LIH	Red NIL	60 M Red	NIL
24	SALS 420 M	Green	PAPI Left 3° (46.76 FT)	NIL	NIL	2100 M 60 M White, FM 1500 M-2100 M Yellow, 5 steps, LIH	Red NIL	60 M Red	NIL

VTSE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building FLG W G EV 3 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 290 M from THR 24 off set to the left side 90 M from RCL, illuminated. 2. Wind cone at 180 M from RCL, illuminated. 3. Wind cone at 315 M from THR 06 off set to the left side 75 M from RCL, illuminated.
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply at tower and air field lighting (AFL) building. Switch-over time: 15 SEC.
5	Remarks	NIL

VTSE AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	In front of tower
2	TLOF and/or FATO elevation M/FT	6 m. (18 ft.)
3	TLOF and FATO area dimensions, surface, strength, marking	Dimensions: 20 x 22 M. Surface: Concrete Marked / No.1, 2
4	True and MAG BRG of FATO	240º
5	Declared distance available	Clear
6	APP and FATO lighting	NIL
7	Remarks	Landing area on both side of apron

VTSE AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on CPN DVOR/DME (104240.3N 0992156.1E)
2	Vertical limits	2000 ft /AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Chumphon Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Chumphon Approach	122.6 MHz 121.5 MHz [1)]	As AD OPR HR	[1)]Emergency frequency
TWR	Chumphon Tower	122.15 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Chumphon Airport	128.45 MHz	As AD OPR HR	

VTSE 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
NDB	CP	279 KHz	H24	104303.9N 0992158.0E		50 nm coverage was check and found as follow: – Bearing 016-200 degrees ALT should not below 1,500 ft. – Bearing 201-225 degrees ALT should not below 5,000 ft. – Bearing 226-015 degrees unable to perform flight inspection due to border limited
DVOR/DME	CPN	110 MHz CH37X	H24	104240.3N 0992156.1E	5.50 m (18 ft.)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit at the required altitude and distance in various areas as follows: 1. 40 nm – Radial 011°-020° altitude should not below 5 000 ft. – Radial 021°-050° altitude should not below 4 000 ft. – Radial 051°-100° altitude should not below 2 000 ft. – Radial 101°-110° altitude should not below 4 000 ft. – Radial 111°-190° altitude should not below 2 000 ft. – Radial 191°-225° altitude should not below 4 000 ft. – Radial 226°-230° altitude should not below 6 000 ft. 2. 30 nm (Due to border limited) – Radial 231°-270° altitude should not below 5 000 ft. 3. 20 nm (Due to border limited) – Radial 271°-010° altitude should not below 5 000 ft.
LOC RWY 24 ILS CAT I	ICPN	109.9 MHz	H24	104218.3N 0992103.6E		LOC: Designated operation coverage 18 NM, ALT 6300 FT AMSL
GP		333.8 MHz	H24	104249.3N 0992200.9E		GP: 3 DEG, RDH 50 ft
DME	ICPN	CH36X (109.9 MHz)	H24	104220.3N 0992102.4E	15 ft	DME: Paired with LOC FREQ.

VTSE AD 2.20 LOCAL AERODROME REGULATIONS

1.180 Degrees turn on the runway

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C or higher shall make 180 degrees turn at the runway turn pad located at the end of runway 24 and 06 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTSE AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSE AD 2.22 FLIGHT PROCEDURES

1. VFR PROCEDURES

Details of VFR entry and exit procedures, see charts.

2. IFR DEPARTURES OTHER THAN VIA SID

IFR departure procedures described below are determined for the purpose of case when an instrument departure via SID is impossible or undesirable.

3. VISUAL DEPARTURES

Visual departures during take-off and initial climb-out are permitted during the daytime and Visual Meteorological Conditions (VMC). ATC clearance to execute a visual departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute a visual departure

- meteorological conditions in the direction of take-off and the following climb-out shall enable visual reference to terrain up to Minimum Sector Altitude (MSA) or Minimum Flight Altitude (MFA) stated in ATC clearance,
- the pilot shall be responsible for obstacle clearance until such specified altitude,
- the pilot prior to take-off shall agree to execute this procedure,
- the ATC clearance shall be readback,

4. OMNIDIRECTIONAL DEPARTURES

Omnidirectional departures during take-off and initial climb-out are permitted during the day and night. ATC clearance to execute an omnidirectional departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute an omnidirectional departure:

- the pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below,
- the pilot shall be responsible for adherence to such obtained ATC clearance,
- the pilot prior to take-off shall agree to execute this procedure,
- The ATC clearance shall be readback,

- Runway 06:

CHUMPHON OMNI 06 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,700 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 3.3%	(ft/min)	217	251	334	501	668	835	1003

No turn before DER.
After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 ft – 3,000 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 24:

CHUMPHON OMNI 24 Departure: Required climb gradient 335 ft per NM (5.5%) until 3,700 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 5.5%	(ft/min)	363	418	557	835	1114	1392	1671

No turn before DER.
After departure climb straight ahead until 1,500 ft (or altitude assigned by ATC between 1,500 ft – 3,000 ft), then comply with ATC clearance issued (or as directed by ATC).

VTSE AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSE AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSE-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTSE-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTSE-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 06/24	AD 2-VTSE-3-1
Instrument Approach Chart - ICAO - NDB RWY 06	AD 2-VTSE-8-1
Instrument Approach Chart - ICAO - NDB RWY 24	AD 2-VTSE-8-3
Instrument Approach Chart - ICAO - VOR RWY 06	AD 2-VTSE-8-5
Instrument Approach Chart - ICAO - VOR RWY 06 (Fix and point list table)	AD 2-VTSE-8-6
Instrument Approach Chart - ICAO - VOR RWY 24	AD 2-VTSE-8-7
Instrument Approach Chart - ICAO - VOR RWY 24 (Fix and point list table)	AD 2-VTSE-8-8
Instrument Approach Chart - ICAO - ILS or LOC y RWY 24	AD 2-VTSE-8-9
Instrument Approach Chart - ICAO - ILS or LOC y RWY 24 (Fix and point list table)	AD 2-VTSE-8-10
Instrument Approach Chart - ICAO - ILS or LOC z RWY 24	AD 2-VTSE-8-11
Instrument Approach Chart - ICAO - ILS or LOC z RWY 24 (Tabular description)	AD 2-VTSE-8-12
Instrument Approach Chart - ICAO - ILS or LOC z RWY 24 (Fix and point list table)	AD 2-VTSE-8-13
Instrument Approach Chart - ICAO - RNP RWY 06	AD 2-VTSE-8-15
Instrument Approach Chart - ICAO - RNP RWY 06 (Tabular description)	AD 2-VTSE-8-16
Instrument Approach Chart - ICAO - RNP RWY 24	AD 2-VTSE-8-17
Instrument Approach Chart - ICAO - RNP RWY 24 (Tabular description)	AD 2-VTSE-8-18
VFR ENTRY PROCEDURE CHART - RWY 06/24	AD 2-VTSE-9-1
VFR ENTRY PROCEDURE CHART - RWY 06/24 (Tabular description)	AD 2-VTSE-9-2
VFR EXIT PROCEDURE CHART - RWY 06	AD 2-VTSE-9-3
VFR EXIT PROCEDURE CHART - RWY 06 (Tabular description)	AD 2-VTSE-9-4
VFR EXIT PROCEDURE CHART - RWY 24	AD 2-VTSE-9-5
VFR EXIT PROCEDURE CHART - RWY 24 (Tabular description)	AD 2-VTSE-9-6

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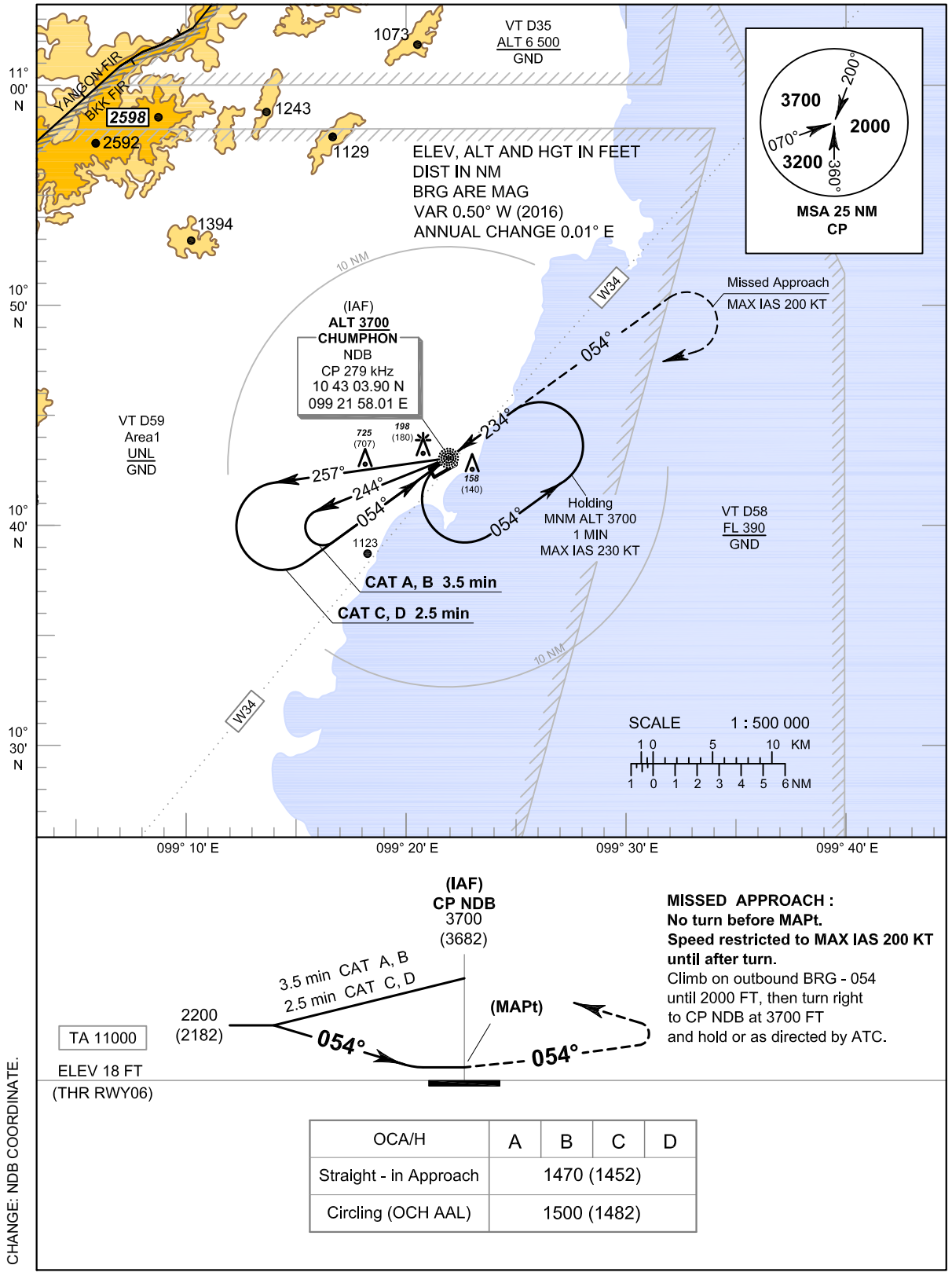
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

CHUMPHON / Chumphon (VTSE)

NDB RWY06



CHANGE: NDB COORDINATE.

OCA/H	A	B	C	D
Straight - in Approach	1470 (1452)			
Circling (OCH AAL)	1500 (1482)			

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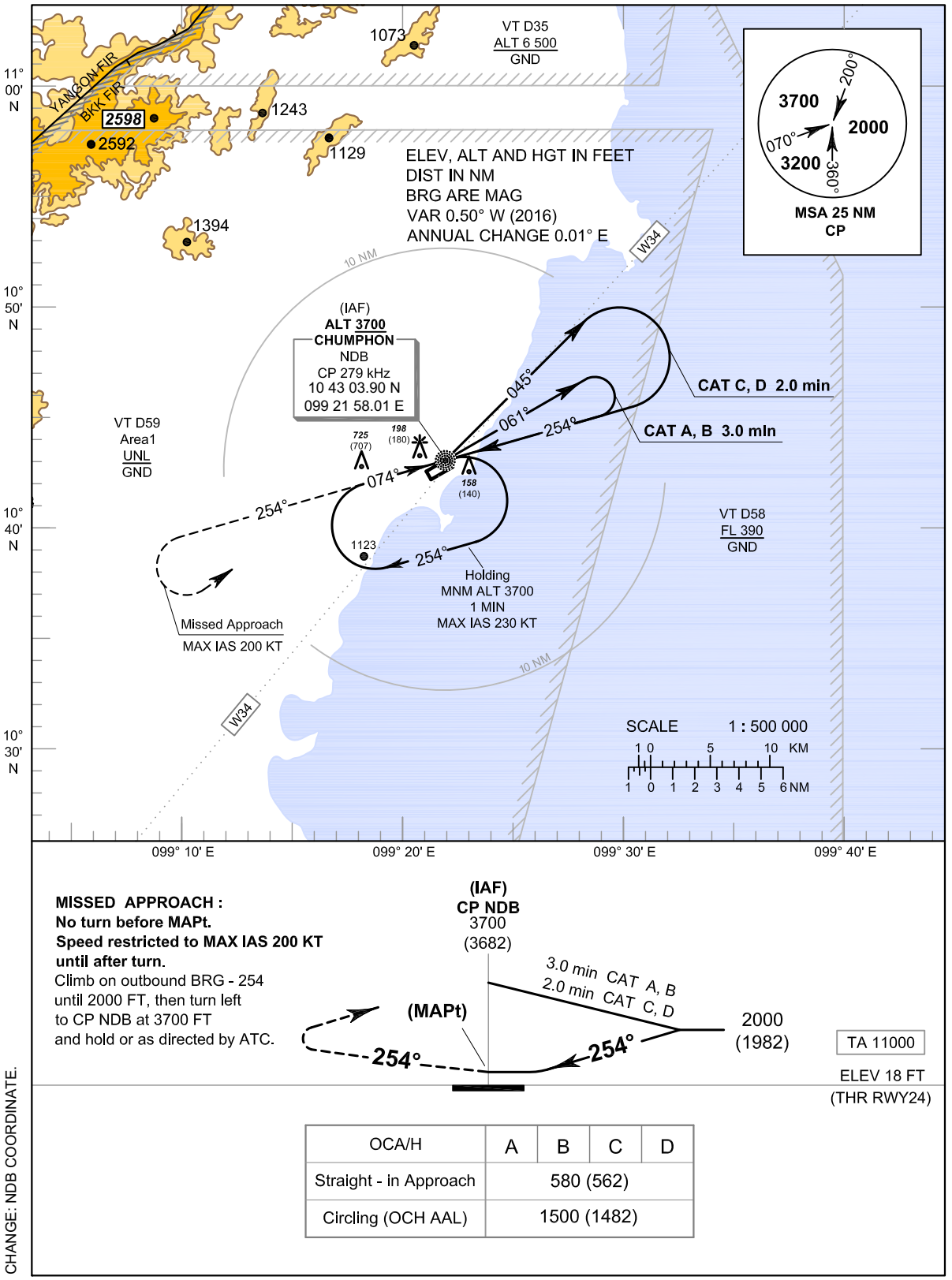
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

CHUMPHON / Chumphon (VTSE)

NDB RWY24



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 200 KT until after turn.
Climb on outbound BRG - 254
until 2000 FT, then turn left
to CP NDB at 3700 FT
and hold or as directed by ATC.

TA 11000

ELEV 18 FT
(THR RWY24)

OCA/H	A	B	C	D
Straight - in Approach	580 (562)			
Circling (OCH AAL)	1500 (1482)			

CHANGE: NDB COORDINATE.

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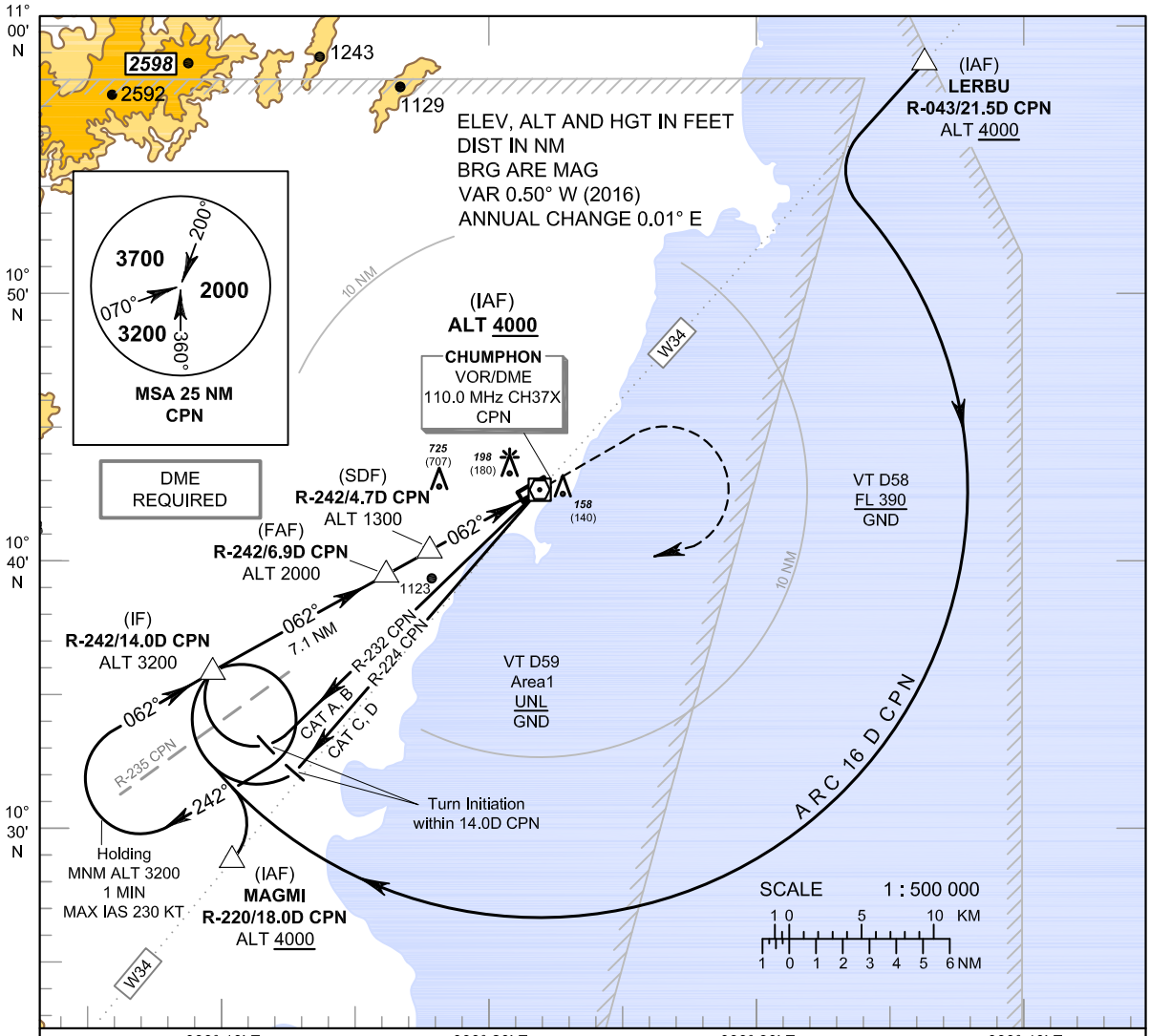
INSTRUMENT APPROACH CHART - ICAO

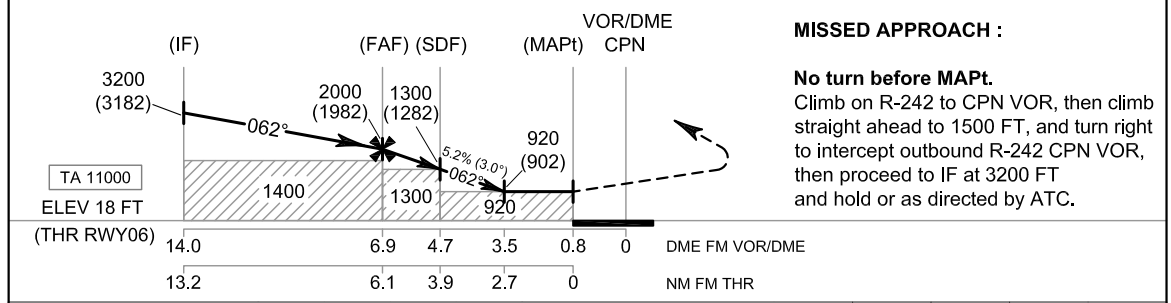
AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

CHUMPHON / Chumphon (VTSE)

VOR RWY06





MISSED APPROACH :

No turn before MAPt.
Climb on R-242 to CPN VOR, then climb straight ahead to 1500 FT, and turn right to intercept outbound R-242 CPN VOR, then proceed to IF at 3200 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	Distance to CPN	FAF	6 D	SDF	4 D	3.5 D
Straight - in Approach	920 (902)				Altitude (Height)	2000 (1982)	1710 (1692)	1300 (1282)	1080 (1062)	920 (902)
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1500 (1482)				Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

CHANGE : ATIS FREQUENCY ADDED.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

CHUMPHON / Chumphon (VTSE)

VOR RWY06

FIX/POINT		COORDINATES	
(IAF) LERBU	R-043 / 21.5D CPN	10° 58' 37.01" N	099° 36' 35.66" E
(IAF) MAGMI	R-220 / 18.0D CPN	10° 28' 46.08" N	099° 10' 14.75" E
(IF)	R-242 / 14.0D CPN	10° 35' 55.39" N	099° 09' 27.50" E
(FAF)	R-242 / 6.9D CPN	10° 39' 20.76" N	099° 15' 47.04" E
(SDF)	R-242 / 4.7D CPN	10° 40' 24.36" N	099° 17' 44.68" E
(MAPt)	R-242 / 0.8D CPN	10° 42' 18.08" N	099° 21' 15.06" E
VOR	CPN	10° 42' 40.25" N	099° 21' 56.06" E

CHANGE: VOR/DME COORDINATE.

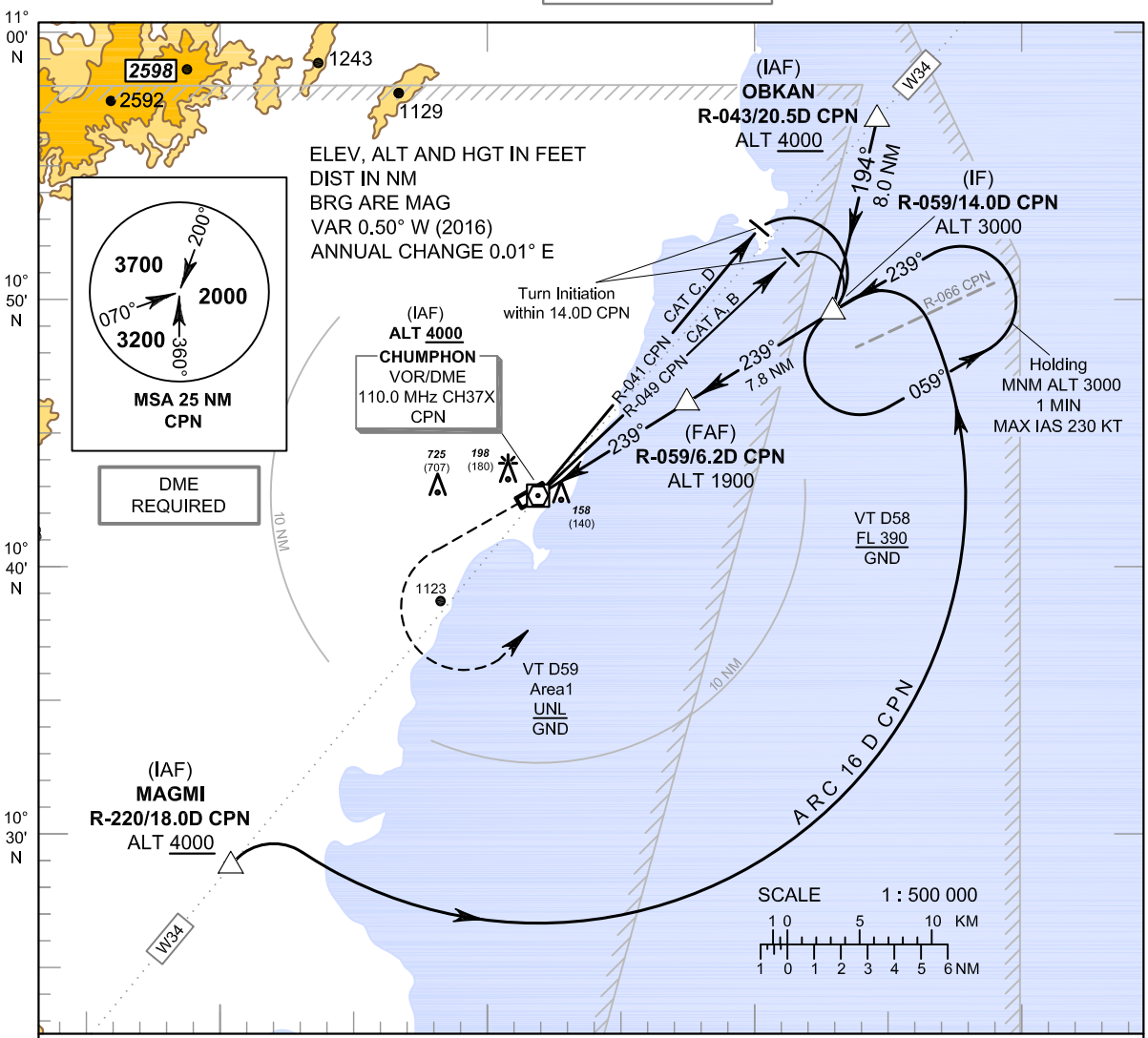
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

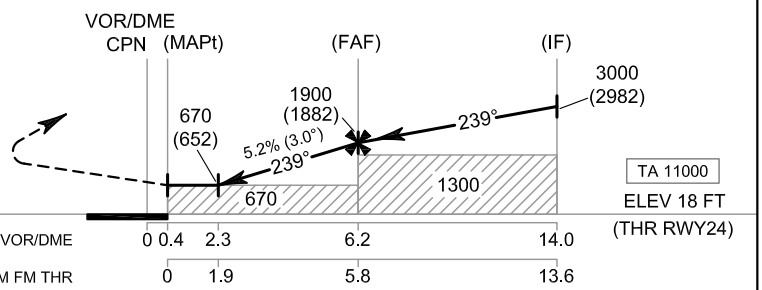
CHUMPHON / Chumphon (VTSE)

VOR RWY24



MISSED APPROACH :

No turn before MAPt.
Climb on R-059 to CPN VOR, then climb straight ahead to 1500 FT, and turn left to intercept outbound R-059 CPN VOR, then proceed to IF at 3000 FT and hold or as directed by ATC.



OCA/H	A	B	C	D	Distance to CPN	2.3 D	3 D	4 D	5 D	6 D	FAF
Straight - in Approach	670 (652)				Altitude (Height)	670 (652)	890 (872)	1205 (1187)	1520 (1502)	1840 (1822)	1900 (1882)
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1500 (1482)				Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

CHANGE : ATIS FREQUENCY ADDED.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO AERODROME ELEV

CHUMPHON / Chumphon (VTSE)

VOR RWY24

FIX/POINT		COORDINATES	
(IAF) OBKAN	R-043 / 20.5D CPN	10° 57' 52.72" N	099° 35' 54.90" E
(IAF) MAGMI	R-220 / 18.0D CPN	10° 28' 46.08" N	099° 10' 14.75" E
(IF)	R-059 / 14.0D CPN	10° 50' 03.39" N	099° 34' 02.29" E
(FAF)	R-059 / 6.2D CPN	10° 45' 56.54" N	099° 27' 17.59" E
(MAPt)	R-059 / 0.4D CPN	10° 42' 52.03" N	099° 22' 15.38" E
VOR	CPN	10° 42' 40.25" N	099° 21' 56.06" E

CHANGE: VOR/DME COORDINATE.

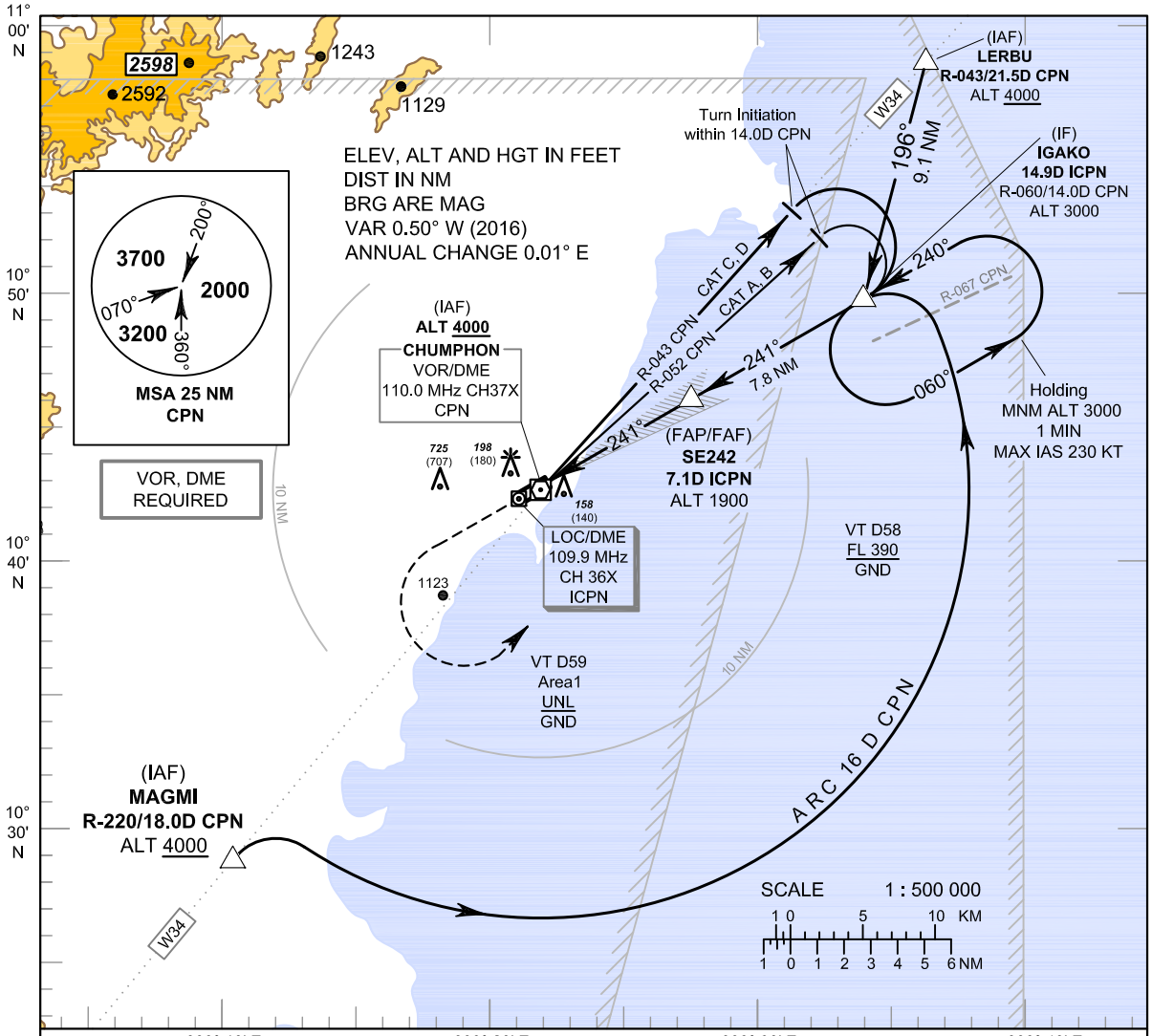
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO
THR RWY24 - ELEV 18 FT

APP : 122.6
TWR : 122.15 , 236.6
ATIS : 128.45

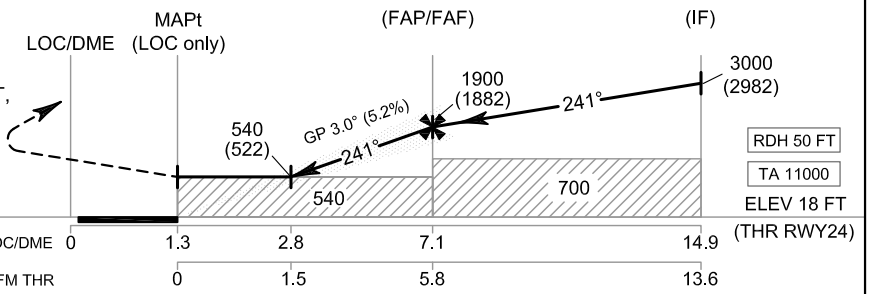
CHUMPHON / Chumphon (VTSE)

ILS or LOC y RWY24



MISSED APPROACH :

No turn before MAPt.
Climb straight ahead to 1500 FT, then turn left to intercept outbound R-060 CPN VOR, then proceed to IF at 3000 FT and hold or as directed by ATC.



OCA/H		A	B	C	D	GS out	Distance to ICPN	2.8 D	3 D	4 D	5 D	6 D	FAF
Straight - in Approach	CAT I	390 (372)					Altitude (Height)	540 (522)	605 (587)	920 (902)	1235 (1217)	1550 (1532)	1900 (1882)
LOC only		540 (522)					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)		1500 (1482)					Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

CHANGE : ATIS FREQUENCY ADDED.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO
THR RWY24 - ELEV 18 FT

CHUMPHON / Chumphon (VTSE)

ILS or LOC y RWY24

FIX/POINT		COORDINATES	
(IAF) LERBU	R-043 / 21.5D CPN	10° 58' 37.01" N	099° 36' 35.66" E
(IAF) MAGMI	R-220 / 18.0D CPN	10° 28' 46.08" N	099° 10' 14.75" E
(IF) IGAKO	14.9D ICPN	10° 49' 46.39" N	099° 34' 10.81" E
(FAP/FAF) SE242	7.1D ICPN	10° 45' 51.86" N	099° 27' 18.51" E
(MAPt) THR RWY24	1.3D ICPN	10° 42' 57.41" N	099° 22' 12.14" E
LOC/DME	ICPN	10° 42' 18.33" N	099° 21' 03.61" E
GP	ICPN	10° 42' 49.28" N	099° 22' 05.86" E
VOR	CPN	10° 42' 40.25" N	099° 21' 56.06" E

CHANGE: LOC/DME AND GP COORDINATES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18 FT
HEIGHTS RELATED TO
THR RWY24 - ELEV 18 FT

CHUMPHON / Chumphon (VTSE)

ILS or LOC z RWY24

FIX/POINT		COORDINATES	
(IF) IGAKO	14.9D ICPN	10° 49' 46.39" N	099° 34' 10.81" E
(FAP/FAF) SE242	7.1D ICPN	10° 45' 51.86" N	099° 27' 18.51" E
(MAPt) THR RWY24	1.3D ICPN	10° 42' 57.41" N	099° 22' 12.14" E
LOC/DME	ICPN	10° 42' 18.33" N	099° 21' 03.61" E
GP	ICPN	10° 42' 49.28" N	099° 22' 05.86" E

CHANGE: LOC/DME AND GP COORDINATES.

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3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTSG AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on KBI DVOR/DME(080627.0N 0985839.0E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Krabi Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Krabi Approach	120.05 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Krabi Tower	122.5 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
GND	Krabi Ground	121.9 MHz	As AD OPR HR	
ATIS	Krabi Airport	132.4 MHz	As AD OPR HR	

VTSG 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
NDB	KB	299 KHz	H24	080619.5N 0985828.3E		50 nm coverage restricted as follow: – BRG 090-160 DEG ALT should not below 4000 ft. – BRG 161-270 DEG ALT should not below 1500 ft. – BRG 271-300 DEG ALT should not below 5000 ft. – BRG 351-089 DEG ALT should not below 7000 ft. – BRG 301-350 DEG excessive needle oscillation out of tolerances.

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	KBI	111 MHz CH47X	H24	080627.0N 0985839.0E		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 nm at required altitude in various areas as follows: – Radial 001°-180° altitude should not below 5 500 ft. – Radial 181°-200° altitude should not below 7 000 ft. – Radial 201°-340° altitude should not below 10 000 ft. – Radial 341°-360° altitude should not below 15 500 ft.
ILS CAT I LOC/DME RWY 32	IKBI	110.1 MHz CH38X	H24	080630.6N 0985842.4E		Designated operation coverage 18 nm, ALT 6300 ft/AMSL.
GP		334.4 MHz	H24	080518.9N 0985946.5E		3.2 DEG, RDH 56.5 ft.

VTSG AD 2.20 LOCAL AERODROME REGULATIONS

1. For preventing runway pavement structural damage, aircraft with weight equivalent to or heavier than B737 or A319 are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turn pad located near the threshold of runway 32.

2. Traffic departing runway 14 may be delayed in the apron or on the appropriate taxiway in case there is a landing traffic on runway 32.

3. USE OF RUNWAYS

Runway landing restriction for aircraft requiring the use of aerodrome:

– Runway 14/32: For AOC holder, minimum RVR by MET is 750 m. or minimum visibility by MET is 1,000 m. Less are not permitted.

VTSG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSG AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN KRABI TMA

a) All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 FT AMSL are subject to fly not faster than indicated air speed 230 knots unless authorized by ATC.
b) Speed will be reduced to 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
c) 150 to 160 knots at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extent determined by ATC.
d) Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.
e) ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase “NO SPEED RESTRICTIONS”. An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase “RESUME NORMAL SPEED” will be used.
f) All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
g) If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

NOTE - an instruction to “RESUME NORMAL SPEED” does not cancel speed restrictions that applicable to published procedure of upcoming segments of flight, aircraft shall comply speed restrictions specified in a) b) and c)

VTSG AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSG AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSG-2-1
Aerodrome Obstacle Chart - ICAO Type A - RWY14/32	AD 2-VTSG-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 14 - SURAT2H TRANG2D PHUKET2F	AD 2-VTSG-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 32 - SURAT2G TRANG2C PHUKET2E	AD 2-VTSG-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G	AD 2-VTSG-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G (Tabular description)	AD 2-VTSG-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F	AD 2-VTSG-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F (Tabular description)	AD 2-VTSG-6-8
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F (Waypoint list table)	AD 2-VTSG-6-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E	AD 2-VTSG-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E (Tabular description)	AD 2-VTSG-7-2
Instrument Approach Chart - ICAO - VOR RWY 32	AD 2-VTSG-8-1
Instrument Approach Chart - ICAO - VOR RWY 32 (Fix and point list table)	AD 2-VTSG-8-2
Instrument Approach Chart - ICAO - LOC RWY 32	AD 2-VTSG-8-3
Instrument Approach Chart - ICAO - LOC RWY 32 (Fix and point list table)	AD 2-VTSG-8-4
Instrument Approach Chart - ICAO - ILS RWY 32	AD 2-VTSG-8-5
Instrument Approach Chart - ICAO - ILS RWY 32 (Fix and point list table)	AD 2-VTSG-8-6
Instrument Approach Chart - ICAO - RNP RWY 32	AD 2-VTSG-8-7
Instrument Approach Chart - ICAO - RNP RWY 32 (Tabular description)	AD 2-VTSG-8-8

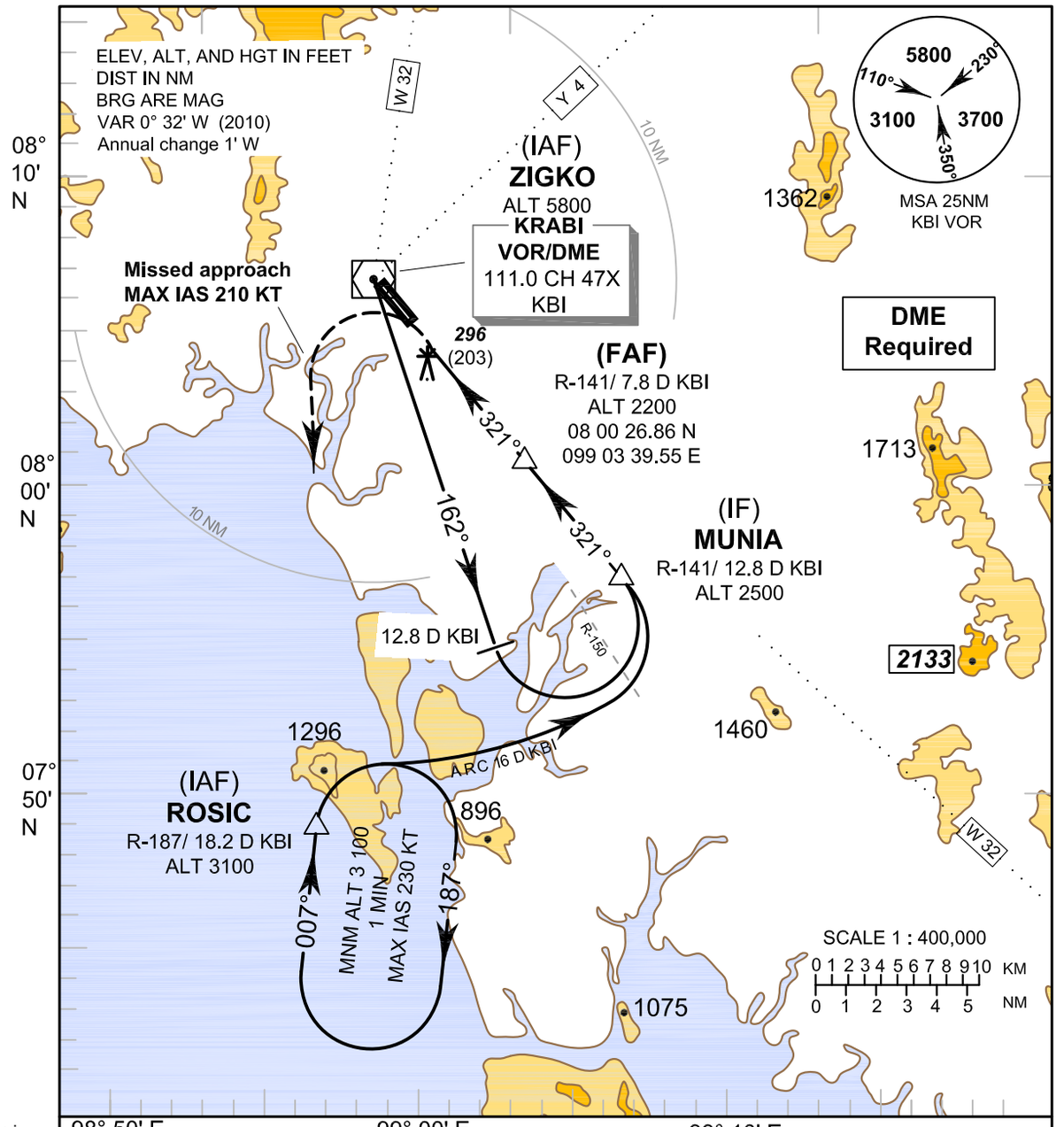
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INSTRUMENT APPROACH CHART-ICAO

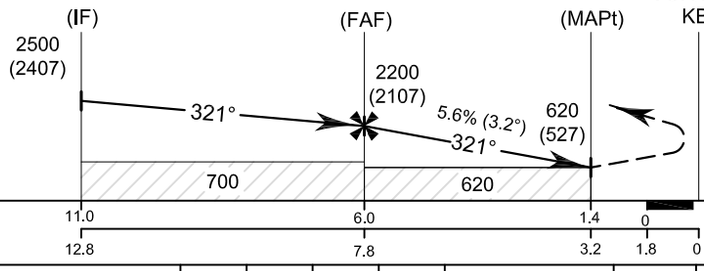
AERODROME ELEV 93 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4

KRABI/Krabi (VTSG)
VOR RWY 32



TA 11 000



Missed Approach :
No turn before MAPt.
Speed restricted to
MAX IAS 210 KT until after turn.
At MAPt, turn left climb to intercept outbound R-187 KBI VOR then proceed to **ROSIC** at 3100 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	Distance(KBI)	FAF	7 D	6 D	5 D	4 D	3.2 D
straight-in approach	620 (527)				Altitude (Height)	2200 (2107)	1910 (1817)	1570 (1477)	1230 (1137)	890 (797)	620 (527)
					Ground Speed	knot	70	90	100	120	140	160
Circling	Not Authorized				Rate of descent (5.6%)	(ft/min)	397	510	567	681	794	907

CHANGE: TWR FREQUENCY. GND FREQUENCY. ATIS FREQUENCY.

KRABI/Krabi (VTSG)
VOR RWY 32

Fix / Point		Coordinates	
ZIGKO (IAF)	KBI	08 06 27.19 N	098 58 39.07 E
ROSIC (IAF)	R - 187 / 18.2 D KBI	07 48 17.81 N	098 56 45.33 E
MUNIA (IF)	R - 141 / 12.8 D KBI	07 56 35.16 N	099 06 52.74 E
FAF	R - 141 / 7.8 D KBI	08 00 26.86 N	099 03 39.55 E
MAPt	R - 141 / 3.2 D KBI	08 04 00.17 N	099 00 41.60 E
VOR	KBI	08 06 26.99 N	098 58 39.02 E

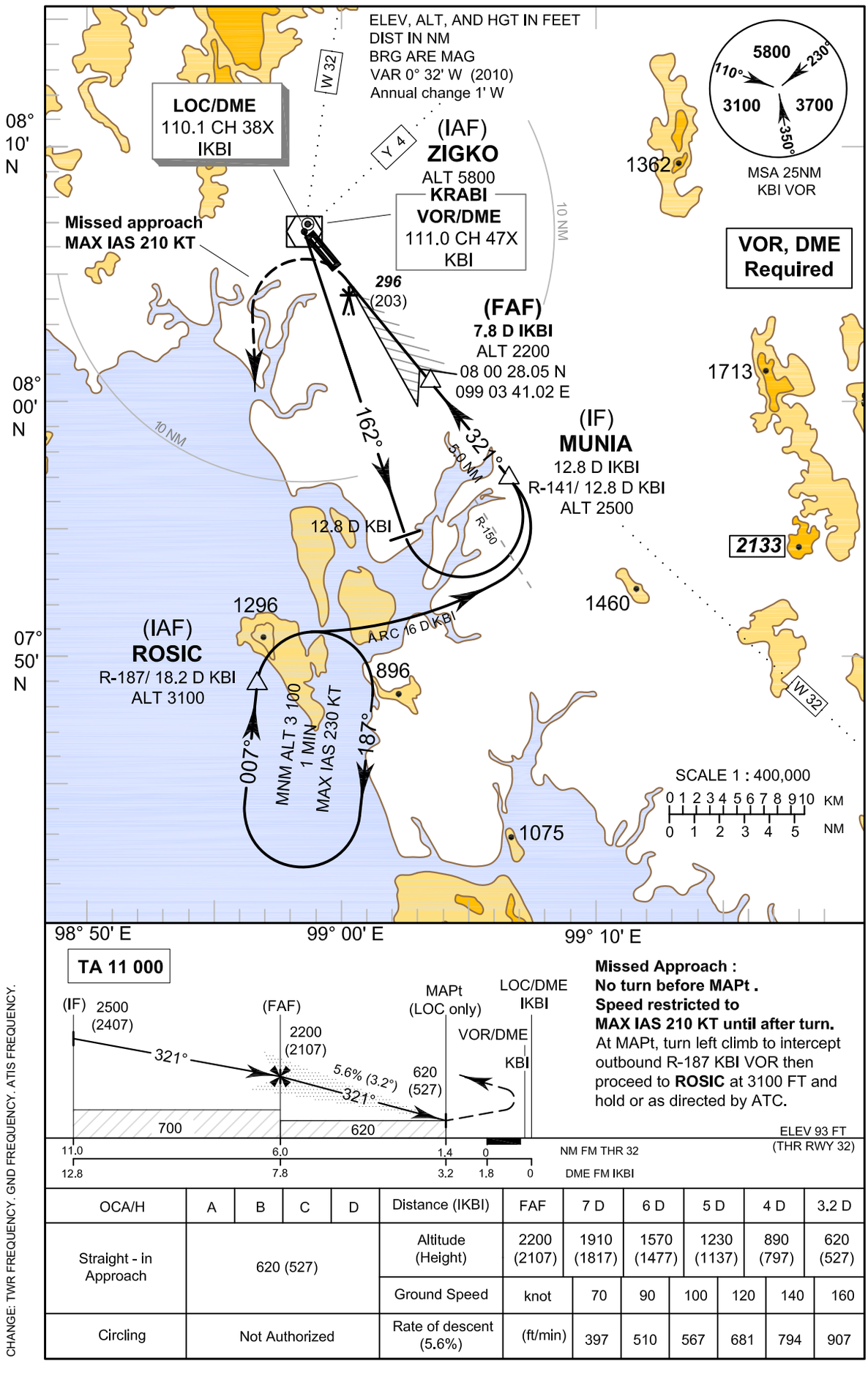
CHANGE : VOR COORDINATE.

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 93 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 120.05
TWR : 122.5, 236.6
GND : 121.9
ATIS : 132.4

KRABI/Krabı (VTSG)
LOC RWY 32



Missed Approach :
No turn before MAPt .
Speed restricted to
MAX IAS 210 KT until after turn.
At MAPt, turn left climb to intercept outbound R-187 KBI VOR then proceed to **ROSIC** at 3100 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	Distance (IKBI)	FAF	7 D	6 D	5 D	4 D	3.2 D
Straight - in Approach	620 (527)				Altitude (Height)	2200 (2107)	1910 (1817)	1570 (1477)	1230 (1137)	890 (797)	620 (527)
					Ground Speed	knot	70	90	100	120	140	160
Circling	Not Authorized				Rate of descent (5.6%)	(ft/min)	397	510	567	681	794	907

CHANGE: TWR FREQUENCY. GND FREQUENCY. ATIS FREQUENCY.

KRABI/Krabi (VTSG)
LOC RWY 32

Fix / Point		Coordinates	
ZIGKO (IAF)	KBI	08 06 27.19 N	098 58 39.07 E
ROSIC (IAF)	R - 187 / 18.2 D KBI	07 48 17.81 N	098 56 45.33 E
MUNIA (IF)	12.8 D IKBI	07 56 35.16 N	099 06 52.74 E
FAF	7.8 D IKBI	08 00 28.05 N	099 03 41.02 E
MAPt	3.2 D IKBI	08 04 02.48 N	099 00 44.43 E
LOC / DME	IKBI	08 06 30.59 N	098 58 42.39 E
VOR	KBI	08 06 26.99 N	098 58 39.02 E

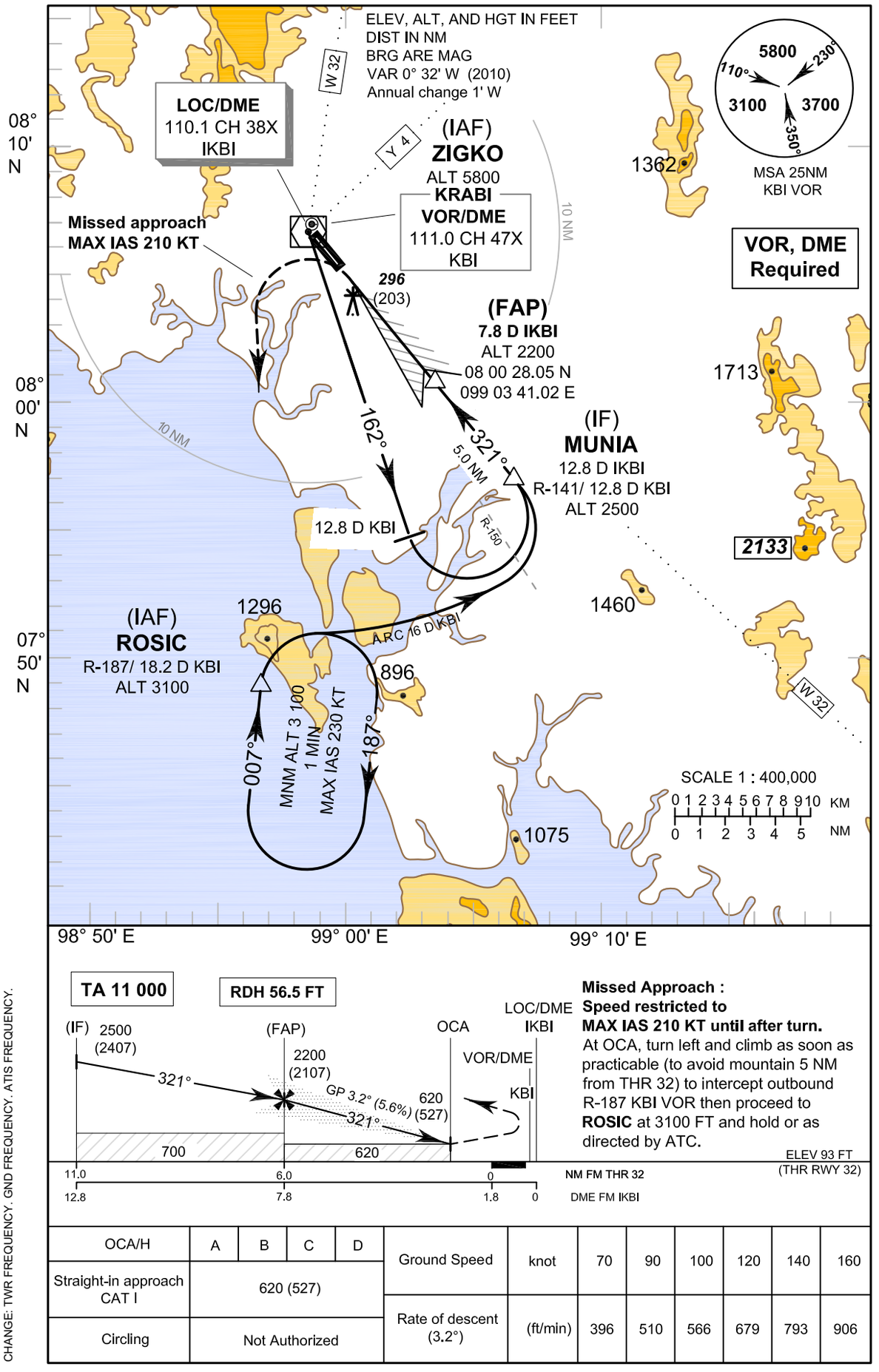
CHANGE: VOR, LOC/DME COORDINATE.

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 93 FT
HEIGHTS RELATED TO
AERODROME ELEV

APP	: 120.05
TWR	: 122.5, 236.6
GND	: 121.9
ATIS	: 132.4

KRABI/Krabi (VTSG)
ILS RWY 32



Missed Approach :
Speed restricted to
MAX IAS 210 KT until after turn.
At OCA, turn left and climb as soon as practicable (to avoid mountain 5 NM from THR 32) to intercept outbound R-187 KBI VOR then proceed to **ROSIC** at 3100 FT and hold or as directed by ATC.

ELEV 93 FT
(THR RWY 32)

OCA/H	A	B	C	D	Ground Speed	knot	70	90	100	120	140	160
Straight-in approach CAT I	620 (527)				Rate of descent (3.2°)	(ft/min)	396	510	566	679	793	906
Circling	Not Authorized											

CHANGE: TWR FREQUENCY. GND FREQUENCY. ATIS FREQUENCY.

KRABI/Krabi (VTSG)
ILS RWY 32

Fix / Point		Coordinates	
ZIGKO (IAF)	KBI	08 06 27.19 N	098 58 39.07 E
ROSIC (IAF)	R - 187 / 18.2 D KBI	07 48 17.81 N	098 56 45.33 E
MUNIA (IF)	12.8 D IKBI	07 56 35.16 N	099 06 52.74 E
FAF	7.8 D IKBI	08 00 28.05 N	099 03 41.02 E
LOC / DME	IKBI	08 06 30.59 N	098 58 42.39 E
VOR	KBI	08 06 26.99 N	098 58 39.02 E

CHANGE: VOR, LOC/DME COORDINATE..

VTCH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCH - MAE HONG SON / MAE HONG SON AIRPORT

VTCH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	191806.18N 0975830.20E
2	Direction and distance from (city)	2 KM NE, from city
3	Elevation/Reference temperature	929 FT/30°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.75°W (2016)/0.01°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Mae Hong Son Airport Mae Hong Son Airports Niwet Pisan Road Amphoe Muang Mae Hong Son 58000 Thailand Tel: +665 361 2057 +665 361 1499 Fax: +665 361 1499 AFS: VTCHYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTCH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0130-1100
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	0130-1100
6	MET Briefing Office	NIL
7	ATS	0130-1100
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Chiang Mai Air Traffic Control Centre (1st floor of tower building) Tel: +669 1818 5798 Fax: +665 327 7897

VTCH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTCH AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Taxis
4	Medical facilities	NIL
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

VTCH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 6
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTCH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	The aerodrome is available all seasons.

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

1	Apron surface and strength	Surface: Asphalt Strength: PCN 41/F/C/X/T (Apron 1) Surface: Concrete Strength: PCN 45/R/C/X/T (Apron 2)
2	Taxiway width, surface and strength	Taxiway A Width: 17.5 M Surface: Asphalt Strength: PCN 41/F/C/X/T Taxiway B Width: 20 M Surface: Asphalt Strength: PCN 41 F/C/X/T Taxiway C Width: 20 M Surface: Asphalt Strength: PCN 41 F/C/X/T

VTUN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUN - NAKHON RATCHASIMA / KHORAT AIRPORT

VTUN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	145604N 1020443E
2	Direction and distance from (city)	020/5 KM from Nakhon Ratchasima
3	Elevation/Reference temperature	222 M(729) /35°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	NIL
6	AD Administration, address, telephone, telefax, telex, AFS	Wing 1, Khorat AFB Royal Thai Air Force Nakhon Ratchasima Province Thailand Tel: +662 534 6000 Ext. 40554-5 +668 7248 6083 Fax: NIL AFS: VTUNYXYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Royal Thai Air Force

VTUN AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0100-0900 MON-FRI
2	Customs and immigration	NIL
3	Health and sanitation	0100-0900 MON-FRI
4	AIS Briefing Office	0100-0900 MON-FRI
5	ATS Reporting Office (ARO)	0100-0900 MON-FRI
6	MET Briefing Office	0100-0900 MON-FRI
7	ATS	H24
8	Fuelling	0100-0900 MON-FRI
9	Handling	0100-0900 MON-FRI
10	Security	H24
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Base Operation Office. (1st floor of Flight support unit building) Tel: +664 435 8110 Ext 40515-6 E-mail: korat_tower2011@hotmail.com

VTUN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JP-8
3	Fuelling facilities/capacity	- 5 JP-8 Refueller @ 20,000 L - 2 JP-8 Refueller @ 24,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL

7	Remarks	NIL

VTUN AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	In the city
3	Transportation	Car hire from and to the city
4	Medical facilities	First aid at Aerodrome, hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	Office in the city
7	Remarks	NIL

VTUN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 6
2	Rescue equipment	YES
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTUN AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	The aerodrome is available all seasons.

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 50/R/B/W/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Concrete Strength: TWY A: PCN 46/R/B/W/T TWY B: PCN 46/R/B/W/T TWY C: PCN 53/R/B/W/T TWY D: PCN 47/R/B/W/T TWY E: PCN 47/R/B/W/T TWY J: PCN 39/R/B/W/T TWY G: PCN 39/R/B/W/T
3	Altimeter checkpoint location and elevation	Elevation: 221 M (727 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	RWY and TWY markings and LGT	RWY and TWY: Marked and lighted
3	Stop bars	NIL
4	Remarks	NIL

VTUN AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	Radio mast HGT 183 M painted red/white LGTD on top	145610N 1020020E	Radio mast HGT 131 M painted red/white LGTD on top	145640N 1020820E	NIL
			Radio mast HGT 86 M painted red/white LGTD on top	145237N 1020435E	

VTUN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Khorat
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	00, 065, 12
4	Type of landing forecast Interval of issuance	Trend 2 HR
5	Briefing/consultation provided	Personal Consultation
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	Telefax Self-Briefing Terminal
9	ATS units provided with information	Khorat TWR Khorat APP
10	Additional information (limitation of service, etc.)	NIL

VTUN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	062.5°	3000x45	PCN 59/R/B/W/T Concrete	145541.63N 1020358.39E	222 M/729 FT
24	242.5°	3000x45	PCN 59/R/B/W/T Concrete	145627.20N 1020527.42E	210 M/686 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.498%	300x45	NIL	3120x140	NIL	NIL
0.498%	300x45	NIL	3120x140	NIL	NIL

VTUN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	3000	3000	3300	3000	- The TORA When entering RWY from TWY G is 2,552 M. - The ASDA When entering RWY from TWY G is 2,852 M. - The TORA When entering RWY from TWY D is 1,950 M. - The ASDA When entering RWY from TWY D is 2,250 M.
24	3000	3000	3300	3000	- The TORA When entering RWY from TWY J is 2,582 M. - The ASDA When entering RWY from TWY J is 2,882 M. - The TORA When entering RWY from TWY C is 2,222 M. - The ASDA When entering RWY from TWY C is 2,522 M.

VTUN 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 Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	CAT1 900 M	Green	PAPI Both 3° 53.19 FT	NIL	NIL	3000 M 45 M White, LIH	Red	NIL	NIL
24	CAT1 900 M	Green	PAPI Both 3° 66.11 FT	NIL	NIL	3000 M 45 M White, LIH	Red	NIL	NIL

VTUN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Alternating white and green lights installed on The top of water tank tower. ABN: Installed at location 145543N1020505E
2	LDI location and LGT Anemometer location and LGT	LDI: NIL 3 WDIs are lighted and installed at following locations: - 1 WDI 320 M from THR 06, 109 M off-set to the right from RWY Centre Line.illuminated. - 1 WDI 1,112 M from THR 24, 140 M off-set to the left from RWY Centre Line.illuminated. - 1 WDI 292 M from THR 24, 117 M off-set to the left from RWY Centre Line.illuminated. 2 Anemometers are lighted and installed at following locations: - 1 Anemometer 441 M. from RWY Centre Line locations at 145557.71N 1020501.55E. - 1 Anemometer 144 M. from RWY Centre Line locations at 145606.70N 1020457.88E.
3	TWY edge and centre line lighting	EDGE: ALL TWY TWY Centre line lighting: NIL
4	Secondary power supply/switch-over time	- Secondary power supply at tower automatic within 15 Sec. limited to RDO/COM only. - Secondary power supply all air field lighting (AFL). automatic Switch-over time: 0 Sec.
5	Remarks	NIL

VTUN AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Helicopter LDG/TKOF by using runways

VTUN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 10 NM radius centred on 1456.1N 10204.8E
2	Vertical limits	3000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Khorat Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Khorat Approach	349.0 MHZ 129.75 MHZ	H24	Secondary Operation
ASR	Khorat Arrival	349.0 MHZ 129.75 MHZ	0100-0900 MON-FRI	Weekend and Public holiday on request at least 1 hour prior required to Radar Approach.
ASR	Khorat Departure	285.0 MHZ 134.1 MHZ		
SRA	Final Controller	382.4 MHZ		
TWR	Khorat Tower	240.5 MHZ 122.2 MHZ *121.5 MHZ *243.0 MHZ	H24	*Emergency Freq.
GND	Khorat Ground	257.8 MHZ 121.75 MHZ		
ATIS	Khorat AD	134.8 MHZ 390.6 MHZ	0100-0900 MON-FRI	

VTUN 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
TACAN	KRT	CH125X	2300-1100	145606.0N 1020421.8E	NIL	315 M (Centre line of RWY)
DVOR/DME	KRT	113.7 MHz CH84X	H24	145502.3N 1020823.3E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at required altitude in various areas as follows: – Radial 081°-280° altitude should not below 5 000 FT – Radial 281°-080° altitude should not below 3 500 FT
ILS (CAT I) LOC GP/DME	IKRT	109.9 MHz CH36X	MON-FRI 2300-1100	145535.31N 1020346.04E		PAPI, runway 24 not coincident with ILS glide slope starting from 0.6 DME or 960 ft (MSL)
GP		333.8 MHz	MON-FRI 2300-1100	145620.02N 1020522.05E		Military used and/or civil aircraft used in military services only
LLZ		109.9 MHz CH36X	MON-FRI 2300-1100	145533.78N 1020346.80E		

VTUN AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into Khorat Airport, the procedures of inbound traffic for VFR flight, conventional and prop-jet aircraft be set up as follows

a) Aircraft entering to land from northwest or northeast of Khorat Airport, shall report over MIKE Point (151100.0 N 1020400.00 E, approximately R360/15 NM from KRT TACAN) and/or NOVEMBER Point (150600.00 N 1020400.00 E, approximately R360/10 NM from KRT TACAN) When reaching NOVEMBER Point the aircraft will be instructed to join aerodrome traffic pattern accordingly.
b) Aircraft entering to land from southwest or southeast of Khorat Airport, shall report over YANKEE Point (143500.00 N 1020400.00 E, approximately R180/20 NMfrom KRT TACAN) and/or Sierra Point (144500.00 N 1020400.00 E, approximately R180/10 NMfrom KRT TACAN) When reaching SIERRA Point the aircraft will be instructed to join aerodrome traffic pattern accordingly.

2. Inbound - join circuit pattern at 45 º in the middle of the down at the following heights:

a. 1 500 FT for jet aircraft,
b. 1 000 FT for conventional aircraft,
c. 800 FT for light aircraft,
d. 500 FT for helicopter.

VTUN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUN AD 2.22 FLIGHT PROCEDURES

1. VFR HELICOPTER ROUTES WITHIN KHORAT AIRPORT

Helicopter Operating Procedures as follow;

1.1 Helicopters flying VFR shall operate on the VFR helicopter routes under VMC while entering,leaving or transiting over Khorat controlled airspace, in accordance with the attached chart, except when directed by air traffic controllers.

1.2 Helicopters shall maintain 500 FT above ground level when following the VFR helicopter routes and make position reports of each reporting point on the VFR helicopter routes, unless otherwise advised by air traffic controllers.

1.3 Helicopters intending to fly via positions/points which not prescribed on the VFR helicopter routes shall advise air traffic controllers.

1.4 ATC instructions for helicopters operating on the VFR helicopter routes shall be issued as follows: (aircraft call sign) CLEARED TO (destination or point) VIA HELICOPTER ROUTES, MAINTAIN (altitude) REPORT ESTABLISHED [or REPORT OVER (point)]

1.5 Helicopters are responsible for obstacle and terrain clearance, if any manoeuvres deviate from the assigned VFR helicopter routes, regarding obstacle or terrain, the helicopter pilots shall advise air traffic controllers for such manoeuvres and, afterwards, resume on the VFR helicopter routes as soon as practicable.

1.6 Helicopters shall maintain own separation from other VFR traffic within Khorat controlled airspace, including Class C airspace. Air traffic controllers will provide traffic information, regarding known traffic, when available.

1.7 Air traffic controllers may instruct helicopters to fly via published VFR reporting points or instruct the helicopters to hold over any positions/points deemed necessary, depending on traffic conditions..

1.8 If helicopters encounter visibility below VMC minima during flight, the helicopter pilots shall advise air traffic controllers without delay.

1.9 Helicopters shall maintain two-way communication with Khorat Tower or khorat Approach while in Khorat control airspace and shall change over to other units only when instructed to do so by the controllers.

1.10 Before taking off from heliports or helipads within Khorat controlled airspace, helicopters shall contact Khorat Tower on frequency 122.2 MHZ or Khorat Approach on frequency 129.75 MHZ. If such communication could not be done, helicopter pilots/operators shall use other available means, e.g. telephones, to receive departure instructions and necessary information prior to take-off.

1.11 After take-off, two-way radio communication shall be established as soon as possible. If helicopters are unable to contact the ATC units before reaching altitude 500 FT above ground level, e.g. due to communication equipment failure, the helicopters shall return to land for solving the problem and notify Khorat Tower by telephone.

1.12 In case where helicopters departing from outside Khorat controlled airspace are unable to contact Khorat Approach or Khorat Tower before entering Khorat controlled airspace, the helicopters shall enter the VFR helicopter routes via the nearest reporting point and fly on the VFR helicopter routes to the destination as filed in the flight plan or as latest notified to air traffic controllers..

1.13 The completion of landings at heliports or helipads within Khorat controlled airspace shall be notified to Khorat Tower by radio or telephone as soon as practicable.

1.14 Table of VFR reporting points for helicopters within Khorat controlled airspace.

No.	Reporting Point	Landmark	Redial/DME from KRT VOR	Lat/Long
1.	PHOL SONG KRAM	Railway Station	R-021/27D KRT	152053.72N 1021813.06E
2.	NONG PRUE	Pond	R-072/30D KRT	150456.00N 1023747.00E
3.	DON WAI	Pond	R-038/15D KRT	150659.62N 1021733.66E
4.	JOR HOR	Bridge	R-360/7D KRT	150138.02N 1020817.00E
5	SURANAREE RTA CAMP	Intersection	R-301/5D KRT	145729.00N 1020357.00E
6.	LAM SAM LAI	Pond	R-227/22D KRT	144004.45N 1015134.47E
7.	KUT CHIK	Railway Station	R-268/15D KRT	145419.00N 1015253.00E
8.	LAM TAK KONG	Railway Station	R-262/38D KRT	144851.00 1012936.00E
9.	SI KHIU	Bridge	R-264/26D KRT	145145.00N 1014154.00E
10.	MIKE 6	Bridge	R-295/11D KRT	145935.38N 1015755.17E
	KRT VOR/DME		-	145502.35N 1020823.32E

1.15 VFR helicopter routes for departure and arrival at Khorat Airport (VTUN)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point
VTUN - NORTHEAST BOUND	PHOL SONG KRAM			
VTUN - EAST BOUND	DON WAI	NONG PRUE		
VTUN - SOUTHWEST BOUND	MIKE 6	SI KHIU	LAM TAK KONG	
VTUN - SOUTH BOUND	MIKE 6	KUT CHIK	LAM SAM LAI	

1.16 VFR helicopter routes for departure and arrival at SURANAREE (RTA CAMP)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point
RTA CAMP - NORTHEAST BOUND	PHOL SONG KRAM			
RTA CAMP - EAST BOUND	DON WAI	NONG PRUE		
RTA CAMP - SOUTHWEST BOUND	MIKE 6	SI KHIU	LAM TAK KONG	
RTA CAMP - SOUTH BOUND	MIKE 6	KUT CHIK	LAM SAM LAI	

1.17 VFR helicopter routes for departure and arrival at JOR HOR (RTP CAMP)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point
RTP CAMP - NORTHEAST BOUND	PHOL SONG KRAM			
RTP CAMP - EAST BOUND	DON WAI	NONG PRUE		
RTP CAMP - SOUTHWEST BOUND	MIKE 6	SI KHIU	LAM TAK KONG	
RTP CAMP - SOUTH BOUND	MIKE 6	KUT CHIK	LAM SAM LAI	

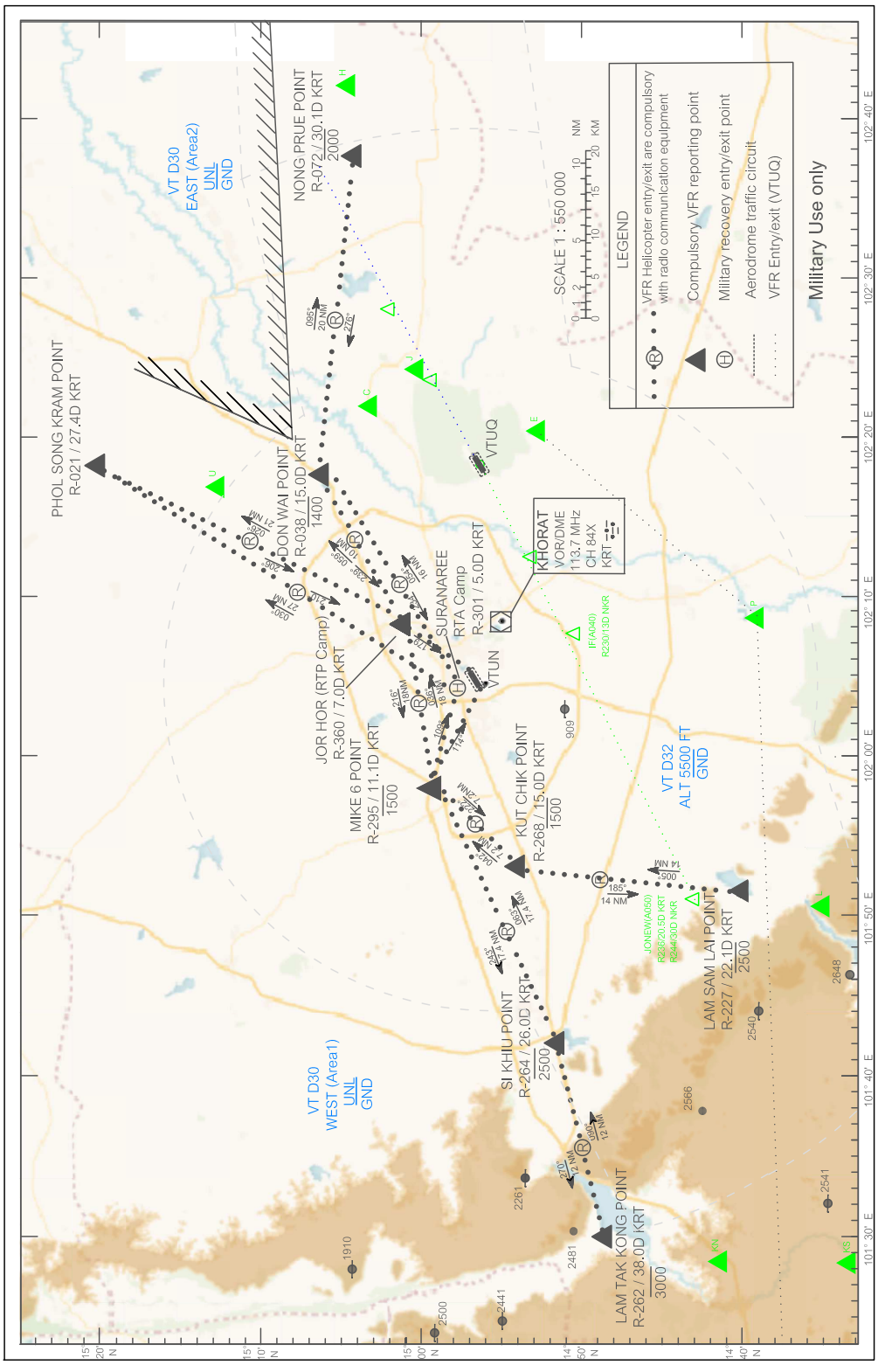
VFR ENTRY/EXIT PROCEDURE FOR HELICOPTER CHART

AERODROME ELEV 729 FT
HEIGHTS RELATED TO AERODROME ELEV

RATCHASIMA	
APP	: 123.6
TWR	: 119.8, 236.6
ATIS	: 126.6

KHORAT	
APP	: 129.75, 349.0
TWR	: 122.2, 240.5
GND	: 121.75, 275.8
ATIS	: 390.6, 134.8

NAKHON RATCHASIMA/
Khorat (VTUN)
RWY 06/24



2. Aerodrome traffic circuit

- Using both sides of traffic circuit.

2.1 Overhead Pattern

Fly initial at 300 KIAS. Pattern and Break altitude is 2,200 ft. MSL. The standard break is:

- Using runway 06 by Right turn pattern.
- Using runway 24 by left turn pattern.

2.2 Straight-In Pattern

Request a straight-in upon contact with Korat Approach and reiterate your request with Korat Tower when transferred to the tower frequency. Be at 1,700 ft. MSL by 6 NM.

2.3 Re-entry Pattern

The re-entry pattern altitude is 2,700 ft. MSL. Proceed to the 6 NM initial or closed traffic pattern as directed by Korat Tower.

2.4 Closed Traffic Pattern

Do not climb above 1,700 ft. MSL before the turn to downwind. Mid-field and present position closed patterns are authorized with Korat Tower approval.

3. Radio Communication Failure Procedure

All attempts should be made to have radio-capable aircraft bring/chase NORDO aircraft home. If no chase ship is available, follow the single-ship recovery procedures below:

- Intercept KRT R-330 or R-150 at 10 DME 1,700 ft. MSL then proceeded inbound.
- Hold at 3-5 DME until the active runway can be determined.
- Join appropriate downwind at 7 NM initial.
- Fly low approach between runway and taxiway at 500 ft. AGL, rock wings.
- Pitchout at departure end, establish landing configuration, and check mobile control or tower for the green light on downwind and/or on final.
- After landing, taxi clears off the runway and waits for the “Follow Me” vehicle.

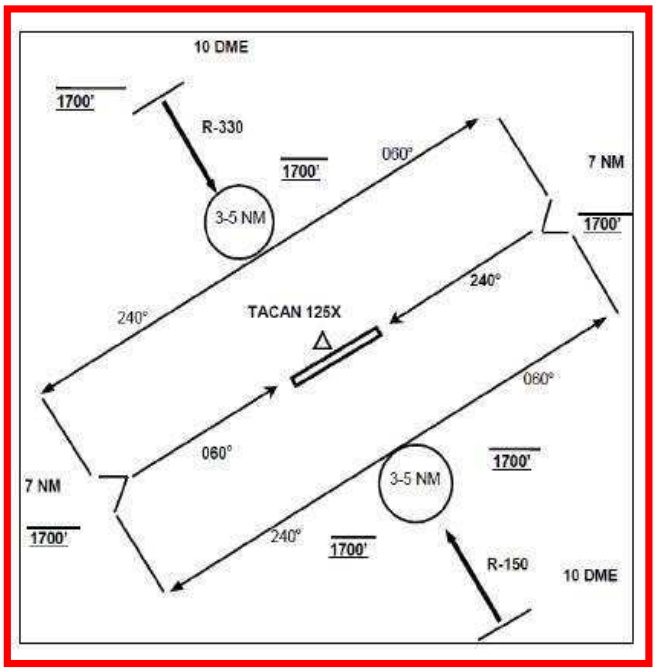


Figure : RADIO COMMUNICATION FAILURE PROCEDURE

VTUN AD 2.23 ADDITIONAL INFORMATION

- Runway 06/24 RAG installed details as follows:

BAK14: 1,415 FT from threshold runway 06 / 1,252 FT from threshold runway 24 Operating cable height above runway 3 inches.

NET BARRIER: 115 FT from threshold into overrun runway 06 / 82 FT from threshold into overrun runway 24 height 3.70 M.

- Bird concentrations in the vicinity of an aerodrome.

VTUN AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Instrument Approach Chart - ICAO - ILS or LOC RWY 24	AD 2-VTUN-8-1
Instrument Approach Chart - ICAO - ILS or LOC RWY 24 (Fix and point list table)	AD 2-VTUN-8-2

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VTSF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	006.49°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	083148.51N 0995637.41E	THR 13 FT TDZ 13 FT
19	186.49°	2100x45	PCN 42/F/C/X/T Asphaltic concrete	083256.73N 0995644.61E	THR 13 FT TDZ 13 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0%	60x60	NIL	2340x300	NIL	NIL
0%	60x60	NIL	2340x300	NIL	NIL

VTSF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	2100	2100	2160	2100	NIL
19	2100	2100	2160	2100	NIL

VTSF 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 Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	SALS 420M LIH	Green	PAPI Left 3°	NIL	NIL	2100 M 60 M White, LIM	Red	NIL	NIL
19	SALS 420M	Green	PAPI Left 3° (47.32 FT)	NIL	NIL	2100 M 60 M White, LIM	Red	NIL	NIL

VTSF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building FLG WG EV 7 SEC
2	LDI location and LGT Anemometer location and LGT	LDI(1) : wind cone at 300 M from THR 01 off set Left side 102.5 M, illuminated LDI(2) : wind cone at 300 M from THR 19 off set Left side 102.5 M, illuminated
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the air field lighting (AFL). Switch over time : 15 SEC
5	Remarks	NIL

VTSF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Helicopter is approach using active runway and landing as instructed by ATC.

VTSF AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on Nakhon Si Thammarat DVOR/DME (083230.0N 0995648.7E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Nakhon Si Thammarat Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSF AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Nakhon Si Thammarat Approach	119.75 MHz 121.5 MHz[1)]	As AD OPR HR	[1)]Emergency frequency
TWR	Nakhon Si Thammarat Tower	122.55 MHz 236.6 MHz 121.5 MHz[1)] 243.0 MHz[1)]	As AD OPR HR	
GND	Nakhon Si Thammarat Ground	121.9 MHz	As AD OPR HR	
ATIS	Nakhon Si Thammarat Airport	123.4 MHz	As AD OPR HR	

VTSF 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	NKS	117.4 MHz CH121X	H24	083230.0N 0995648.7E		Due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 nm, at required altitudes is various areas: RDL 001-190 beyond 40 NM should not below 2500 ft. RDL 191-240 beyond 40 nm should not below 7000 ft. RDL 241-280 beyond 25 nm should not below 8000 ft. RDL 281-320 beyond 40 nm should not below 7000 ft. RDL 321-360 beyond 40 nm should not below 5000 ft.
LOC RWY19 ILS CAT I	INKS	109.7 MHz	H24	083138.4N 0995636.4E		a) Localizer - Designated operational coverage 18 nm ±10º and 10 nm ±35º of localizer course, no back course and voice feature.
GP		333.2 MHz	H24	083245.3N 0995647.3E		b) Glide path 3° - RWY19 ILS Glide Path not coincident with PAPI starting at 1 DME or 400 ft (MSL)
DME		CH34X (333.2 MHz)	H24	083245.1N 0995647.2E		DME - Paired with Glide Path. - Power output 100 watts. - Omni-directional antenna.

VTSF AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C or higher shall make 180 degrees turn at the runway turn pads located at the end of runway 01 and 19 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTSF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSF AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN NAKHON SI THAMMARAT TMA

a) All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 FT AMSL are subject to fly not faster than indicated air speed 250 knots unless authorized by ATC.
b) Speed will be reduced to 220 knots during 20-25 track miles from touchdown.
c) 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
d) 150 to 160 knots at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extent determined by ATC.
e) Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.
f) ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase “NO SPEED RESTRICTIONS”. An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase “RESUME NORMAL SPEED” will be used.
g) All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
h) If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

NOTE - an instruction to “RESUME NORMAL SPEED” does not cancel speed restrictions that applicable to published procedure of upcoming segments of flight, aircraft shall comply speed restrictions specified in a) b) c) and d)

2. IFR DEPARTURES OTHER THAN VIA SID

IFR departure procedures described below are determined for the purpose of case when an instrument departure via SID is impossible or undesirable.

3. VISUAL DEPARTURES

Visual departures during take-off and initial climb-out are permitted during the daytime and Visual Meteorological Conditions (VMC). ATC clearance to execute a visual departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute a visual departure

- meteorological conditions in the direction of take-off and the following climb-out shall enable visual reference to terrain up to Minimum Sector Altitude (MSA) or Minimum Flight Altitude (MFA) stated in ATC clearance,
- the pilot shall be responsible for obstacle clearance until such specified altitude,
- the pilot prior to take-off shall agree to execute this procedure,
- the ATC clearance shall be readback,

4. OMNIDIRECTIONAL DEPARTURES

Omnidirectional departures during take-off and initial climb-out are permitted during the day and night. ATC clearance to execute an omnidirectional departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute an omnidirectional departure:

- the pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below,
- the pilot shall be responsible for adherence to such obtained ATC clearance,
- the pilot prior to take-off shall agree to execute this procedure,
- The ATC clearance shall be readback,

- Runway 01:

NAKHON SI THAMMARAT OMNI 01 Departure: Required climb gradient 365 ft per NM (6.0%) until 7,500 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.0%	(ft/min)	395	456	608	912	1216	1519	1823

No turn before DER.
After departure climb straight ahead until 3,000 ft (or altitude assigned by ATC between 3,000 ft – 6,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 19:

NAKHON SI THAMMARAT OMNI 19 Departure: Required climb gradient 395 ft per NM (6.5%) until 7,500 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.5%	(ft/min)	428	494	658	987	1316	1646	1975

No turn before DER.
After departure climb straight ahead until 4,000 ft (or altitude assigned by ATC between 4,000 ft – 6,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTSF AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSF AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSF-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - GIFBY1A TAWIT1A PEDOR1A PUYOL1A WADEZ1A	AD 2-VTSF-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - GIFBY1A TAWIT1A PEDOR1A PUYOL1A WADEZ1A (Tabular description)	AD 2-VTSF-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - GIFBY1B TAWIT1B PEDOR1B PUYOL1B WADEZ1B	AD 2-VTSF-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - GIFBY1B TAWIT1B PEDOR1B PUYOL1B WADEZ1B (Tabular description)	AD 2-VTSF-6-4
Instrument Approach Chart - ICAO - VOR RWY 01	AD 2-VTSF-8-1
Instrument Approach Chart - ICAO - VOR RWY 01 (Fix and point list table)	AD 2-VTSF-8-2
Instrument Approach Chart - ICAO - VOR y RWY 19	AD 2-VTSF-8-3
Instrument Approach Chart - ICAO - VOR y RWY 19 (Fix and point list table)	AD 2-VTSF-8-4
Instrument Approach Chart - ICAO - VOR z RWY 19	AD 2-VTSF-8-5
Instrument Approach Chart - ICAO - VOR z RWY 19 (Fix and point list table)	AD 2-VTSF-8-6
Instrument Approach Chart - ICAO - ILS or LOC y RWY 19	AD 2-VTSF-8-7
Instrument Approach Chart - ICAO - ILS or LOC y RWY 19 (Fix and point list table)	AD 2-VTSF-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 19	AD 2-VTSF-8-9
Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 (Fix and point list table)	AD 2-VTSF-8-10
Instrument Approach Chart - ICAO - RNP RWY 01	AD 2-VTSF-8-11
Instrument Approach Chart - ICAO - RNP RWY 01 (Tabular description)	AD 2-VTSF-8-12
Instrument Approach Chart - ICAO - RNP RWY 19	AD 2-VTSF-8-13
Instrument Approach Chart - ICAO - RNP RWY 19 (Tabular description)	AD 2-VTSF-8-14

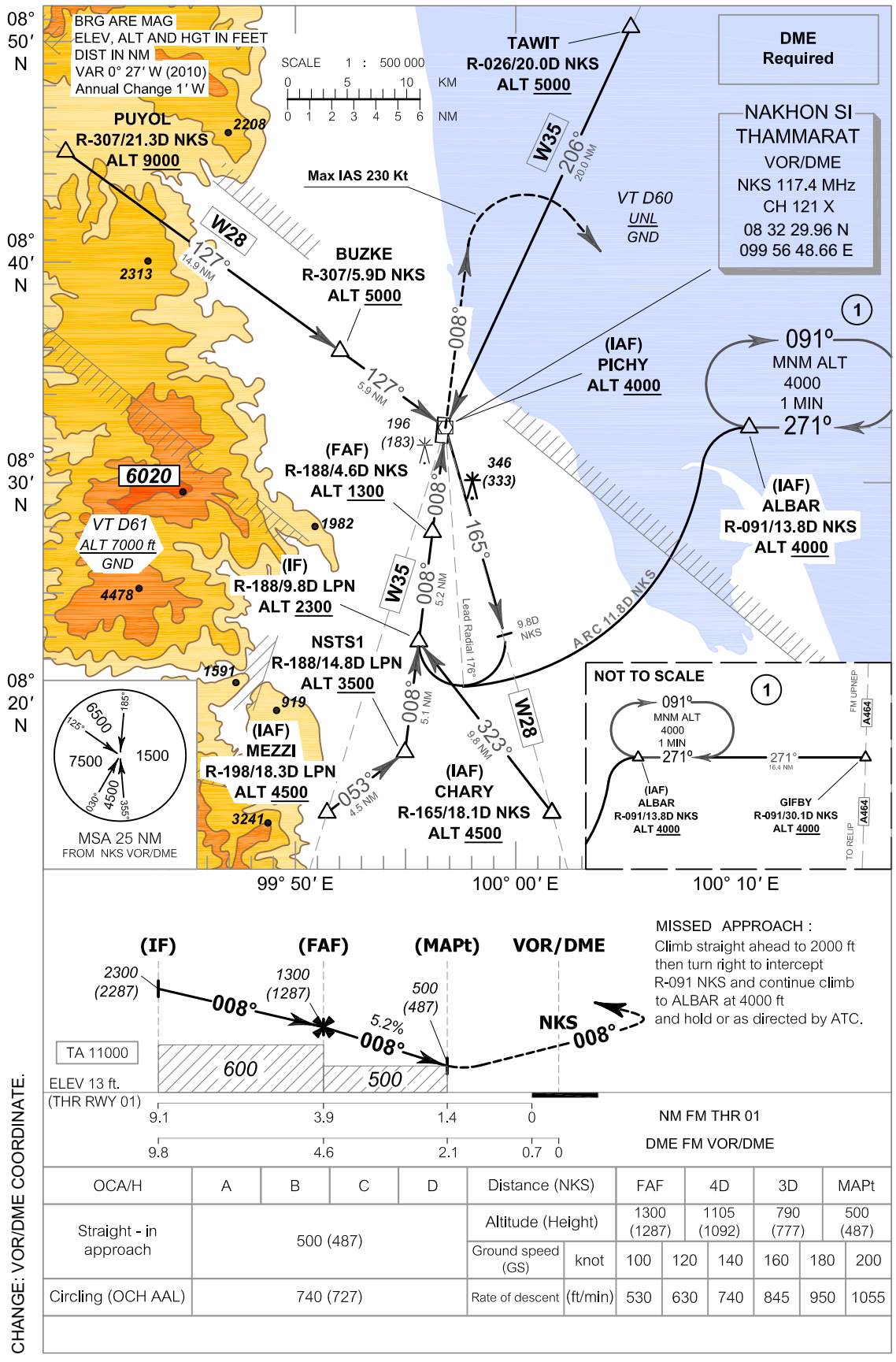
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 13 ft
HEIGHTS RELATED TO AERODROME ELEV.

APP : 119.75
TWR : 122.55, 236.6
GND : 121.9
ATIS : 123.4

NAKHON SI THAMMARAT / Nakhon Si Thammarat (VTSF)
VOR RWY 01



CHANGE: VOR/DME COORDINATE.

OCA/H	A	B	C	D	Distance (NKS)		FAF	4D	3D	MAPt
Straight - in approach	500 (487)				Altitude (Height)		1300 (1287)	1105 (1092)	790 (777)	500 (487)
					Ground speed (GS)	knot	100	120	140	160	180	200
Circling (OCH AAL)	740 (727)				Rate of descent	(ft/min)	530	630	740	845	950	1055

NAKHON SI THAMMARAT /
Nakhon Si Thammarat (VTSF)
VOR RWY 01

CHANGE: VOR/DME COORDINATE.

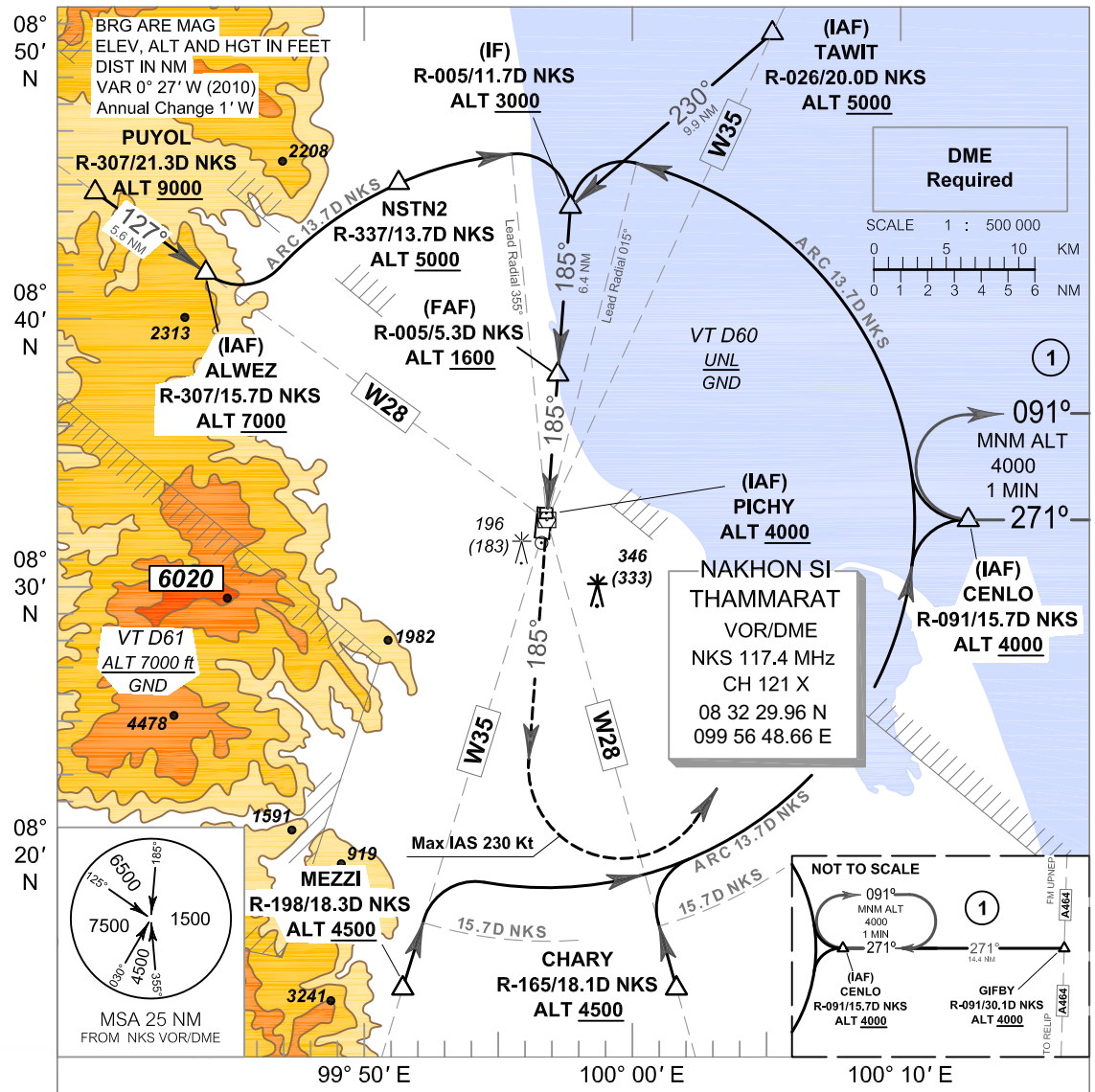
TAWIT	20.0D, R-026 NKS	08 50 42.75 N* 08 50.71 N*	100 05 21.15 E* 100 05.35 E*
PUYOL	21.3D, R-307 NKS	08 45 05.88 N* 08 45.10 N*	099 39 26.35 E* 099 39.44 E*
BUZKE	5.9D, R-307 NKS	08 35 59.67 N* 08 35.99 N*	099 51 59.33 E* 099 51.99 E*
GIFBY	30.1D, R-091 NKS	08 32 24.27 N* 08 32.40 N*	100 27 14.36 E* 100 27.24 E*
(IAF) PICHY	NKS	08 32 29.96 N* 08 32.50 N*	099 56 48.66 E* 099 56.81 E*
(IAF) ALBAR	13.8D, R-091 NKS	08 32 27.64 N* 08 32.46 N*	100 10 43.05 E* 100 10.72 E*
(IAF) MEZZI	18.3D, R-198 NKS	08 14 57.53 N* 08 14.96 N*	099 51 20.98 E* 099 51.35 E*
(IAF) CHARY	18.1D, R-165 NKS	08 14 56.10 N* 08 14.94 N*	100 01 38.50 E* 100 01.64 E*
NSTS1	14.8D, R-188 NKS	08 17 42.87 N* 08 17.71 N*	099 54 55.30 E* 099 54.92 E*
(IF)	9.8D, R-188 NKS	08 22 45.23 N* 08 22.75 N*	099 55 33.91 E* 099 55.57 E*
(FAF)	4.6D, R-188 NKS	08 27 56.28 N* 08 27.94 N*	099 56 13.67 E* 099 56.23 E*
(MAPt)	2.1D, R-188 NKS	08 30 24.11 N* 08 30.40 N*	099 56 32.57 E* 099 56.54 E*

INSTRUMENT APPROACH CHART - ICAO

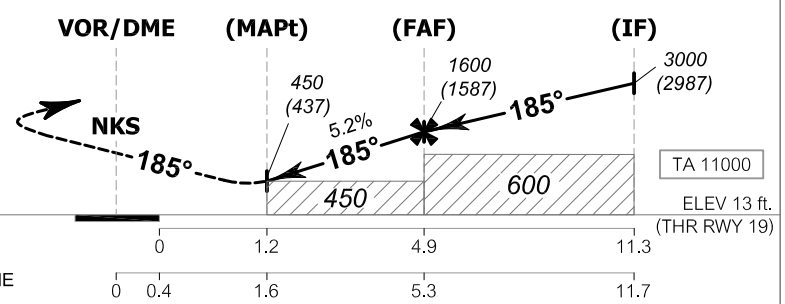
AERODROME ELEV. 13 ft
HEIGHTS RELATED TO AERODROME ELEV.

APP : 119.75
TWR : 122.55, 236.6
GND : 121.9
ATIS : 123.4

NAKHON SI THAMMARAT / Nakhon Si Thammarat (VTSF)
VOR y RWY 19



MISSED APPROACH :
Climb straight ahead to 2000 ft
then turn left to intercept
R-091 NKS
and continue climb
to CENLO at 4000 ft
and hold or as directed by ATC.



OCA/H	A	B	C	D	Distance (NKS)		MAPt	2D	3D	4D	5D	FAF
Straight - in approach	450 (437)				Altitude (Height)		450 (437)	570 (557)	885 (872)	1200 (1187)	1515 (1502)	1600 (1587)
					Ground speed (GS)	knot	100	120	140	160	180	200
Circling (OCH AAL)	740 (727)				Rate of descent	(ft/min)	530	630	740	845	950	1055

CHANGE: VOR/DME COORDINATE.

NAKHON SI THAMMARAT /
Nakhon Si Thammarat (VTSF)
VOR y RWY 19

CHANGE: VOR/DME COORDINATE.

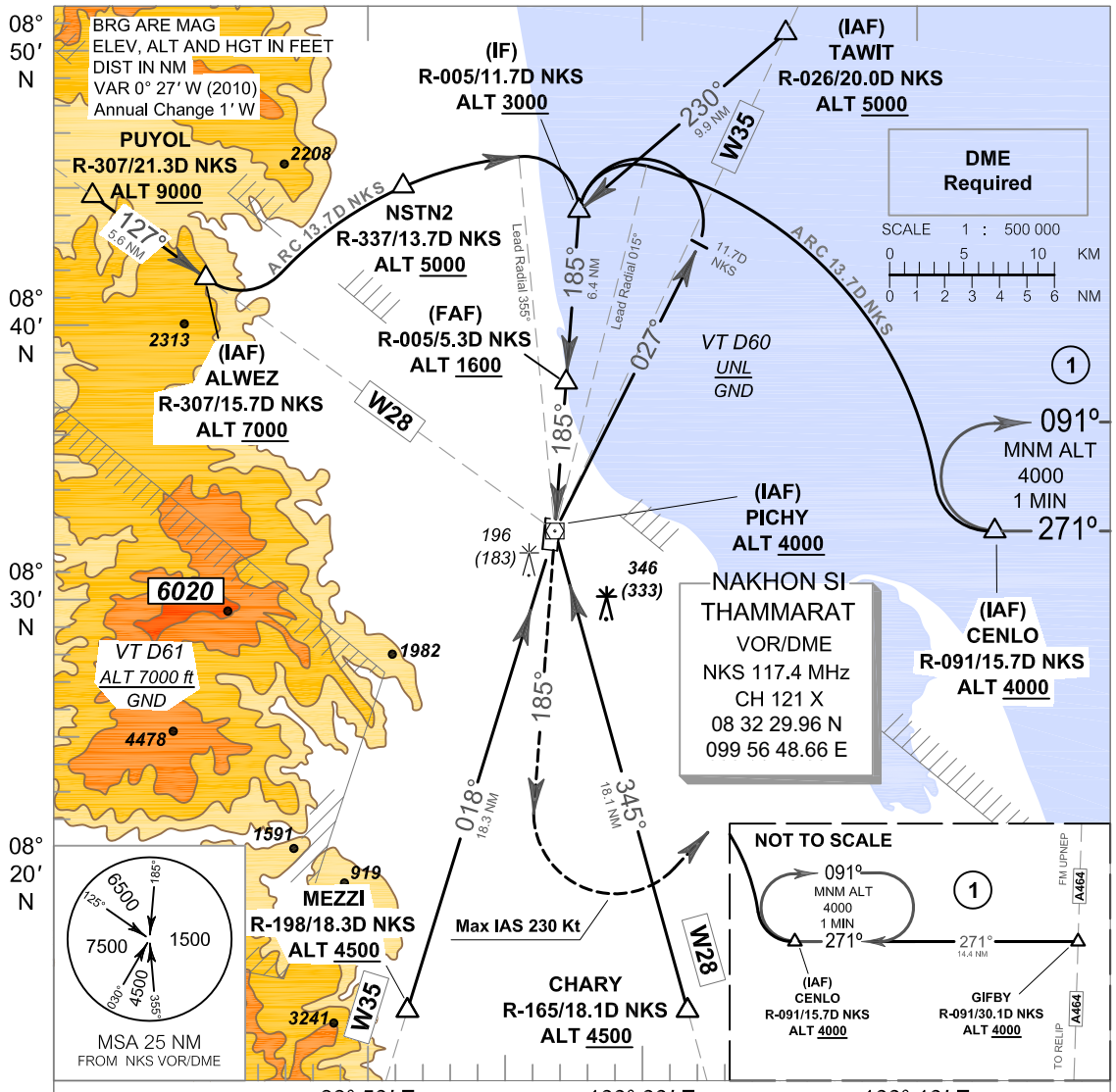
PUYOL	21.3D, R-307 NKS	08 45 05.88 N* 08 45.10 N*	099 39 26.35 E* 099 39.44 E*
MEZZI	18.3D, R-198 NKS	08 14 57.53 N* 08 14.96 N*	099 51 20.98 E* 099 51.35 E*
CHARY	18.1D, R-165 NKS	08 14 56.10 N* 08 14.94 N*	100 01 38.50 E* 100 01.64 E*
GIFBY	30.1D, R-091 NKS	08 32 24.27 N* 08 32.40 N*	100 27 14.36 E* 100 27.24 E*
(IAF) ALWEZ	15.7D, R-307 NKS	08 41 47.77 N* 08 41.80 N*	099 43 59.73 E* 099 43.99 E*
(IAF) TAWIT	20.0D, R-026 NKS	08 50 42.75 N* 08 50.71 N*	100 05 21.15 E* 100 05.35 E*
(IAF) CENLO	15.7D, R-091 NKS	08 32 27.27 N* 08 32.45 N*	100 12 39.92 E* 100 12.67 E*
(IAF) PICHY	NKS	08 32 29.96 N* 08 32.50 N*	099 56 48.66 E* 099 56.81 E*
NSTN2	13.7D R-337 NKS	08 45 07.47 N* 08 45.12 N*	099 51 16.85 E* 099 51.28 E*
(IF)	11.7D R-005 NKS	08 44 13.57 N* 08 44.23 N*	099 57 43.68 E* 099 57.73 E*
(FAF)	5.3D, R-005 NKS	08 37 50.74 N* 08 37.85 N*	099 57 13.73 E* 099 57.23 E*
(MAPt)	1.6D, R-005 NKS	08 34 08.41 N* 08 34.14 N*	099 56 56.35 E* 099 56.94 E*

INSTRUMENT APPROACH CHART - ICAO

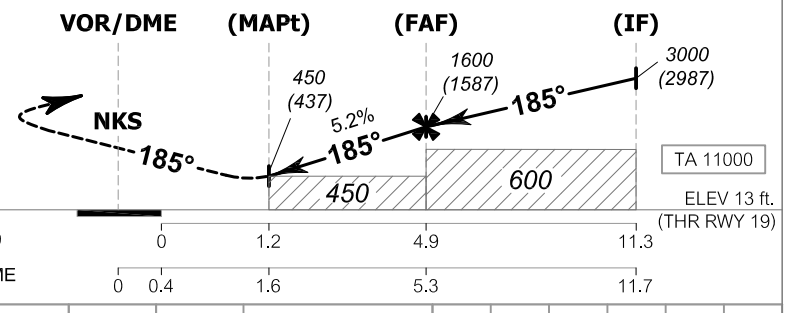
AERODROME ELEV. 13 ft
HEIGHTS RELATED TO AERODROME ELEV.

APP : 119.75
TWR : 122.55, 236.6
GND : 121.9
ATIS : 123.4

NAKHON SI THAMMARAT / Nakhon Si Thammarat (VTSF)
VOR z RWY 19



MISSED APPROACH :
Climb straight ahead to 2000 ft
then turn left to intercept
R-091 NKS
and continue climb
to CENLO at 4000 ft
and hold or as directed by ATC.



OCA/H	A	B	C	D	Distance (NKS)		MAPt	2D	3D	4D	5D	FAF
Straight - in approach	450 (437)				Altitude (Height)		450 (437)	570 (557)	885 (872)	1200 (1187)	1515 (1502)	1600 (1587)
					Ground speed (GS)	knot	100	120	140	160	180	200
Circling (OCH AAL)	740 (727)				Rate of descent	(ft/min)	530	630	740	845	950	1055

CHANGE: VOR/DME COORDINATES.

NAKHON SI THAMMARAT /
Nakhon Si Thammarat (VTSF)
VOR z RWY 19

CHANGE: VOR/DME COORDINATES.

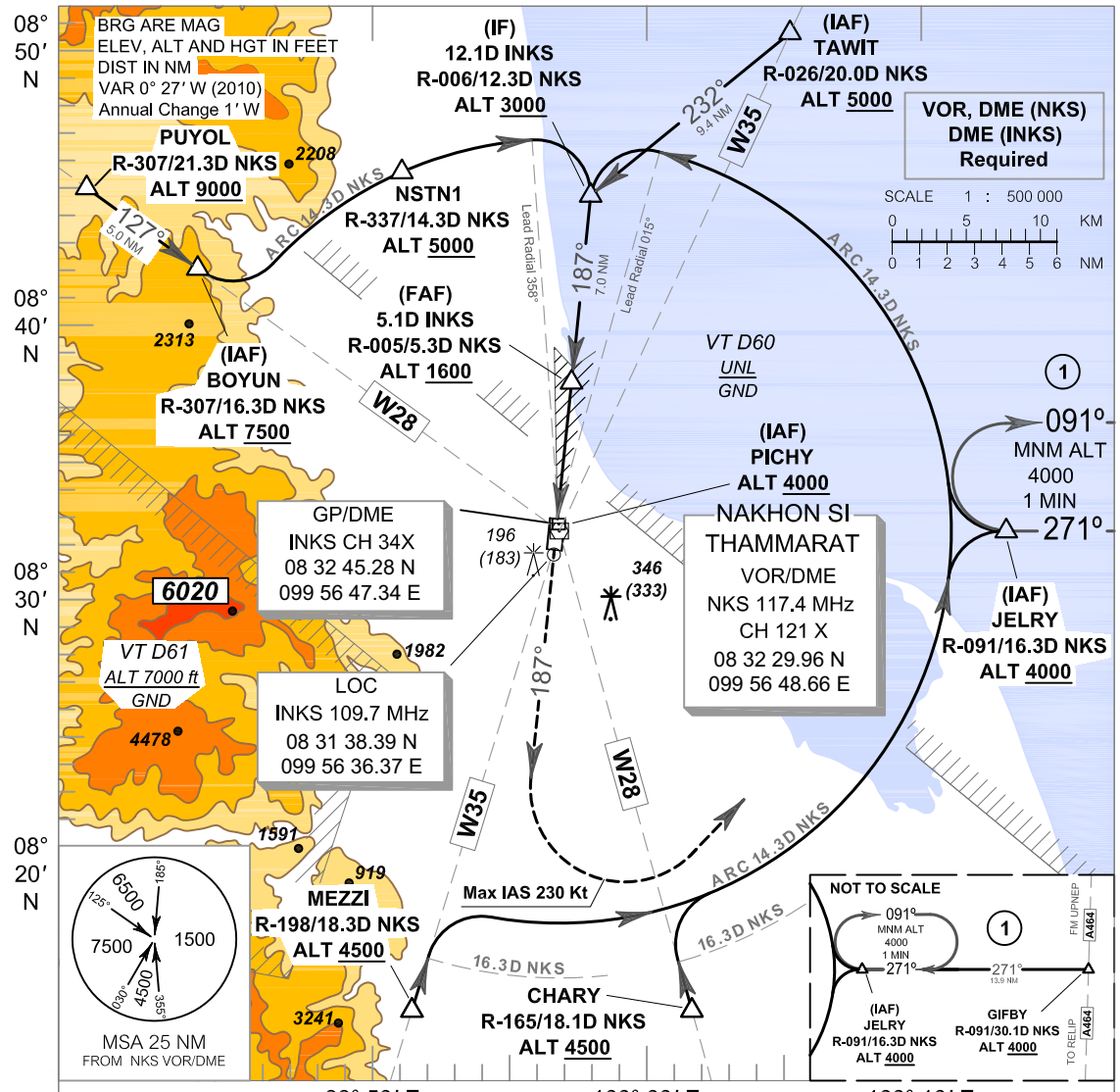
PUYOL	21.3D, R-307 NKS	08 45 05.88 N* 08 45.10 N*	099 39 26.35 E* 099 39.44 E*
MEZZI	18.3D, R-198 NKS	08 14 57.53 N* 08 14.96 N*	099 51 20.98 E* 099 51.35 E*
CHARY	18.1D, R-165 NKS	08 14 56.10 N* 08 14.94 N*	100 01 38.50 E* 100 01.64 E*
GIFBY	30.1D, R-091 NKS	08 32 24.27 N* 08 32.40 N*	100 27 14.36 E* 100 27.24 E*
(IAF) ALWEZ	15.7D, R-307 NKS	08 41 47.77 N* 08 41.80 N*	099 43 59.73 E* 099 43.99 E*
(IAF) TAWIT	20.0D, R-026 NKS	08 50 42.75 N* 08 50.71 N*	100 05 21.15 E* 100 05.35 E*
(IAF) CENLO	15.7D, R-091 NKS	08 32 27.27 N* 08 32.45 N*	100 12 39.92 E* 100 12.67 E*
(IAF) PICHY	NKS	08 32 29.96 N* 08 32.50 N*	099 56 48.66 E* 099 56.81 E*
NSTN2	13.7D, R-337 NKS	08 45 07.47 N* 08 45.12 N*	099 51 16.85 E* 099 51.28 E*
(IF)	11.7D, R-005 NKS	08 44 13.57 N* 08 44.23 N*	099 57 43.68 E* 099 57.73 E*
(FAF)	5.3D, R-005 NKS	08 37 50.74 N* 08 37.85 N*	099 57 13.73 E* 099 57.23 E*
(MAPt)	1.6D, R-005 NKS	08 34 08.41 N* 08 34.14 N*	099 56 56.35 E* 099 56.94 E*

INSTRUMENT APPROACH CHART - ICAO

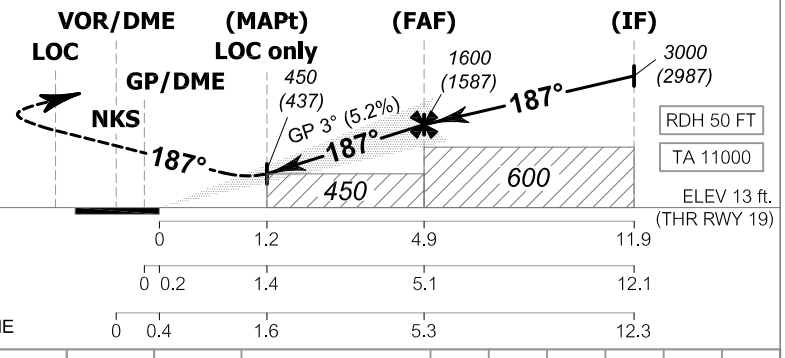
AERODROME ELEV. 13 ft
HEIGHTS RELATED TO
THR RWY 19 ELEV. 13 ft

APP : 119.75
TWR : 122.55, 236.6
GND : 121.9
ATIS : 123.4

NAKHON SI THAMMARAT / Nakhon Si Thammarat (VTSF)
ILS or LOC y RWY 19



MISSED APPROACH :
Climb straight ahead to 2000 ft
then turn left to intercept
R-091 NKS
and continue climb
to JELRY at 4000 ft
and hold or as directed by ATC.



OCA/H	A	B	C	D
Straight - in approach CAT I	220 (207)			
LOC Only	450 (437)			
Circling (OCH AAL)	740 (727)			

Distance (INKS)		MAPt	2D	3D	4D	5D	FAF
Altitude (Height)		450 (437)	630 (617)	950 (937)	1265 (1252)	1580 (1567)	1600 (1587)
Ground speed (GS)	knot	100	120	140	160	180	200
Rate of descent	(ft/min)	530	630	740	845	950	1055

CHANGE: LOC, GP/DME AND VOR/DME COORDINATES.

NAKHON SI THAMMARAT /
Nakhon Si Thammarat (VTSF)
ILS or LOC y RWY 19

CHANGE: VOR/DME COORDINATES.

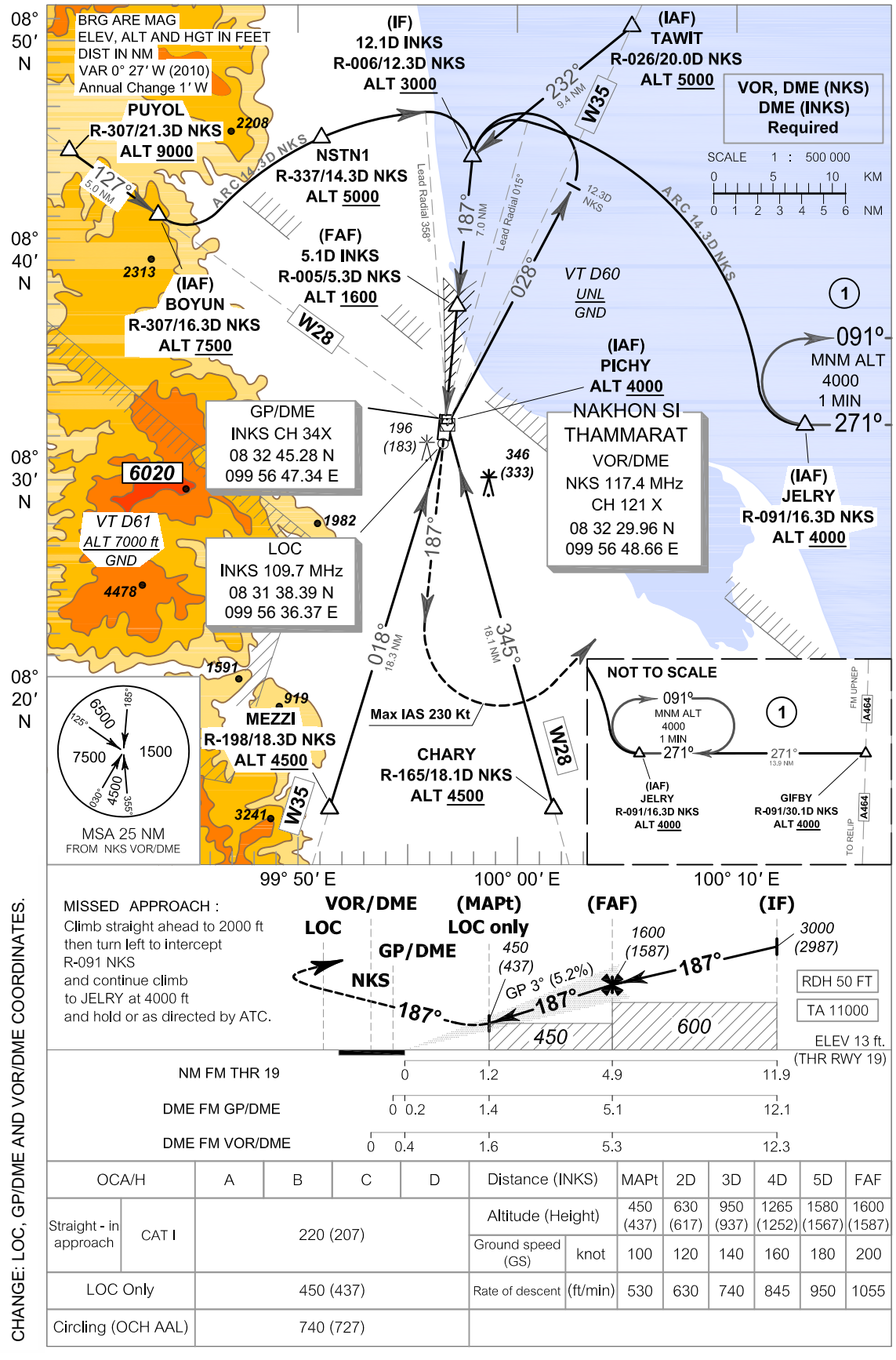
TAWIT	20.0D, R-026 NKS	08 50 42.75 N* 08 50.71 N*	100 05 21.15 E* 100 05.35 E*
PUYOL	21.3D, R-307 NKS	08 45 05.88 N* 08 45.10 N*	099 39 26.35 E* 099 39.44 E*
GIFBY	30.1D, R-091 NKS	08 32 24.27 N* 08 32.40 N*	100 27 14.36 E* 100 27.24 E*
NSTN1	14.3D, R-337 NKS	08 45 39.55 N* 08 45.66 N*	099 51 02.78 E* 099 51.05 E*
MEZZI	18.3D, R-198 NKS	08 14 57.53 N* 08 14.96 N*	099 51 20.98 E* 099 51.35 E*
CHARY	18.1D, R-165 NKS	08 14 56.10 N* 08 14.94 N*	100 01 38.50 E* 100 01.64 E*
(IAF) BOYUN	16.3D, R-307 NKS	08 42 08.37 N* 08 42.14 N*	099 43 31.30 E* 099 43.52 E*
(IAF) PICHY	NKS	08 32 29.96 N* 08 32.50 N*	099 56 48.66 E* 099 56.81 E*
(IAF) JELRY	16.3D, R-091 NKS	08 32 27.17 N* 08 32.45 N*	100 13 15.10 E* 100 13.25 E*
(IF)	12.1D INKS	08 44 47.33 N* 08 44.79 N*	099 57 59.70 E* 099 57.99 E*
(FAF)	5.1D INKS	08 37 50.54 N* 08 37.84 N*	099 57 15.66 E* 099 57.26 E*
(MAPt)	1.4D INKS	08 34 08.66 N* 08 34.14 N*	099 56 52.23 E* 099 56.87 E*

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 13 ft
HEIGHTS RELATED TO
THR RWY 19 ELEV. 13 ft

APP : 119.75
TWR : 122.55, 236.6
GND : 121.9
ATIS : 123.4

NAKHON SI THAMMARAT / Nakhon Si Thammarat (VTSF)
ILS or LOC z RWY 19



CHANGE: LOC, GP/DME AND VOR/DME COORDINATES.

MISSED APPROACH :
Climb straight ahead to 2000 ft
then turn left to intercept
R-091 NKS
and continue climb
to JELRY at 4000 ft
and hold or as directed by ATC.

OCA/H	A	B	C	D	Distance (INKS)		MAPt	2D	3D	4D	5D	FAF
Straight - in approach CAT I	220 (207)				Altitude (Height)		450 (437)	630 (617)	950 (937)	1265 (1252)	1580 (1567)	1600 (1587)
					Ground speed (GS)	knot	100	120	140	160	180	200
LOC Only	450 (437)				Rate of descent	(ft/min)	530	630	740	845	950	1055
Circling (OCH AAL)	740 (727)											

NAKHON SI THAMMARAT /
Nakhon Si Thammarat (VTSF)
ILS or LOC z RWY 19

CHANGE: VOR/DME COORDINATES.

TAWIT	20.0D, R-026 NKS	08 50 42.75 N* 08 50.71 N*	100 05 21.15 E* 100 05.35 E*
PUYOL	21.3D, R-307 NKS	08 45 05.88 N* 08 45.10 N*	099 39 26.35 E* 099 39.44 E*
GIFBY	30.1D, R-091 NKS	08 32 24.27 N* 08 32.40 N*	100 27 14.36 E* 100 27.24 E*
NSTN1	14.3D, R-337 NKS	08 45 39.55 N* 08 45.66 N*	099 51 02.78 E* 099 51.05 E*
MEZZI	18.3D, R-198 NKS	08 14 57.53 N* 08 14.96 N*	099 51 20.98 E* 099 51.35 E*
CHARY	18.1D, R-165 NKS	08 14 56.10 N* 08 14.94 N*	100 01 38.50 E* 100 01.64 E*
(IAF) BOYUN	16.3D, R-307 NKS	08 42 08.37 N* 08 42.14 N*	099 43 31.30 E* 099 43.52 E*
(IAF) PICHY	NKS	08 32 29.96 N* 08 32.50 N*	099 56 48.66 E* 099 56.81 E*
(IAF) JELRY	16.3D, R-091 NKS	08 32 27.17 N* 08 32.45 N*	100 13 15.10 E* 100 13.25 E*
(IF)	12.1D INKS	08 44 47.33 N* 08 44.79 N*	099 57 59.70 E* 099 57.99 E*
(FAF)	5.1D INKS	08 37 50.54 N* 08 37.84 N*	099 57 15.66 E* 099 57.26 E*
(MAPt)	1.4D INKS	08 34 08.66 N* 08 34.14 N*	099 56 52.23 E* 099 56.87 E*

VTSC AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	NIL	NIL	NIL	NIL	NIL

VTSC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Narathiwat, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Southern East-Coast Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +667 356 5077 ext. 6606
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Narathiwat TWR
10	Additional information (limitation of service, etc.)	NIL

VTSC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
02	023.43°	2500x45	PCN 65/F/C/X/T Asphaltic concrete	063026.88N 1014416.86E -35 FT	THR 23 FT
20	203.43°	2500x45	PCN 65/F/C/X/T Asphaltic concrete	063141.55N 1014449.22E -35 FT	THR 23 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location & description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
NIL	60x45	NIL	2740x300	NIL	NIL	NIL	NIL
NIL	60x45	NIL	2740x300	NIL	NIL	NIL	NIL

VTSC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	2500	2500	2560	2500	NIL
20	2500	2500	2560	2500	NIL

VTSC 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 Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
02	CAT1 900 m LIH	Green	PAPI Left 3°	NIL	NIL	2500 m 60 m White, LIH	Red	NIL	NIL
20	SALS 300 m LIH	Green	PAPI Left 3°	NIL	NIL	2500 m 60 m White, LIH	Red	NIL	NIL

VTSC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building, FLG W G EV 7 SEC
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: ALL TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport Switch-over time: 15 SEC
5	Remarks	NIL

VTSC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTSC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on NTW DVOR/DME (063138.2N 1014442.5E)
2	Vertical limits	2000 ft/AGL

3	Airspace classification	C
4	ATS unit call sign Language(s)	Narathiwat Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Narathiwat Approach	125.55 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Narathiwat Tower	122.7 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
GND	Narathiwat Ground	121.9 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Narathiwat Airport	383 KHz	As AD OPR HR	

VTSC 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
NDB	NT	383 KHz	H24	063141.3N 1014459.1E		NDB, 50 nm coverage restriction as follows: – Bearing 260º-300º altitude should not below 5 500 ft – Bearing 301º-055º altitude should not below 1 500 ft – Bearing 056º-259º unable to perform flight inspection due to border limited

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	NTW	116.3 MHz CH110X	H24	063138.2N 1014442.5E		DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 nm at the required altitude in various areas as follows: a) 40 nm clockwise orbit flown from – Radial 271º-290º altitude should not below 9 000 ft – Radial 291º-300º altitude should not below 4 000 ft – Radial 301º-020º altitude should not below 2 000 ft b) 20 nm clockwise orbit flown from – Radial 021º-130º altitude should not below 2 000 ft – Radial 131º-270º altitude should not below 5 000 ft 2. Due to the out-of-tolerance 30 Hz FM deviation ratio on radial 294º unusable within 10-40 nm.
ILS CAT I LOC RWY 02	INTW	110.1 MHz	H24	063150.9N 1014453.3E		ILS coverage over a sector 035° either side of runway centreline, no back course and voice feature. Distance 1 050 m to THR RWY 02.
GP/DME		334.4 MHz CH 38X	H24	063035.8N 1014425.0E		Narathiwat GP RWY 02 unusable beyond 6 degrees left of LOC course.

VTSC AD 2.20 LOCAL AERODROME REGULATIONS

For preventing runway pavement structural damage, aircraft with weight equivalent to or heavier than B737 or A319 are not allowed to make 180 degree turn on the runway. The turn shall be made on the runway turnpad located near the threshold of runway 02.

VTSC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSC AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

IFR departure procedures described below are determined for the purpose of case when an instrument departure via SID is impossible or undesirable.

2. VISUAL DEPARTURES

Visual departures during take-off and initial climb-out are permitted during the daytime and Visual Meteorological Conditions (VMC). ATC clearance to execute a visual departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute a visual departure

- meteorological conditions in the direction of take-off and the following climb-out shall enable visual reference to terrain up to Minimum Sector Altitude (MSA) or Minimum Flight Altitude (MFA) stated in ATC clearance,
- the pilot shall be responsible for obstacle clearance until such specified altitude,
- the pilot prior to take-off shall agree to execute this procedure,
- the ATC clearance shall be readback,

3. OMNIDIRECTIONAL DEPARTURES

Omnidirectional departures during take-off and initial climb-out are permitted during the day and night. ATC clearance to execute an omnidirectional departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute an omnidirectional departure:

- the pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below,
- the pilot shall be responsible for adherence to such obtained ATC clearance,
- the pilot prior to take-off shall agree to execute this procedure,
- The ATC clearance shall be readback,

- Runway 02:

NARA OMNI 02 Departure: Required climb gradient 304 ft per NM (5.0%) until 5,000 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 5.0%	(ft/min)	329	380	506	760	1013	1266	1519

No turn before DER.
After departure climb straight ahead until 1,000 ft (or altitude assigned by ATC between 1,000 – 5,000 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 20:

NARA OMNI 20 Departure: Required climb gradient 383 ft per NM (6.3%) until 5,000 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.3%	(ft/min)	415	478	638	957	1276	1595	1914

No turn before DER.
After departure climb straight ahead until 1,500 ft (or altitude assigned by ATC between 1,500 – 5,000 ft), then comply with ATC clearance issued (or as directed by ATC).

VTSC AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSC AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSC-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 - ERVES1A NUBKA1A	AD 2-VTSC-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 - ERVES1A NUBKA1A (Tabular description)	AD 2-VTSC-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - ERVES1B NUBKA1B	AD 2-VTSC-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - ERVES1B NUBKA1B (Tabular description)	AD 2-VTSC-6-4
Instrument Approach Chart - ICAO - VOR RWY 02	AD 2-VTSC-8-1
Instrument Approach Chart - ICAO - VOR RWY 02 (Fix and point list table)	AD 2-VTSC-8-2
Instrument Approach Chart - ICAO - VOR RWY 20	AD 2-VTSC-8-3
Instrument Approach Chart - ICAO - VOR RWY 20 (Fix and point list table)	AD 2-VTSC-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 02	AD 2-VTSC-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 02 (Fix and point list table)	AD 2-VTSC-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02	AD 2-VTSC-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02 (Tabular description)	AD 2-VTSC-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02 (Fix and Point list table)	AD 2-VTSC-8-9
Instrument Approach Chart - ICAO - RNP RWY 02	AD 2-VTSC-8-11
Instrument Approach Chart - ICAO - RNP RWY 02 (Tabular description)	AD 2-VTSC-8-12
Instrument Approach Chart - ICAO - RNP RWY 20	AD 2-VTSC-8-13
Instrument Approach Chart - ICAO - RNP RWY 20 (Tabular description)	AD 2-VTSC-8-14

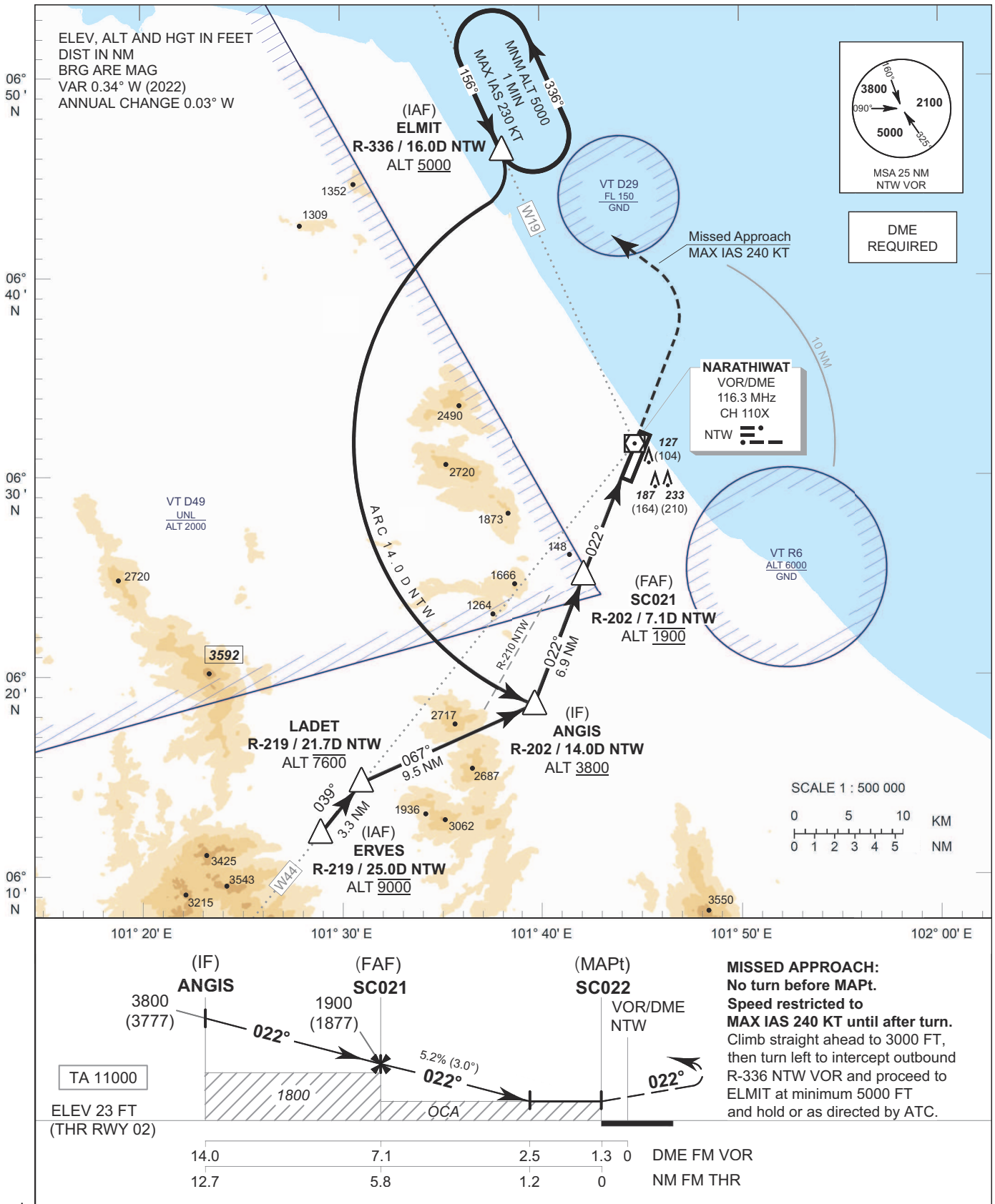
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	: 125.55 MHz
TWR	: 122.7, 236.6 MHz
GND	: 121.9 MHz
ATIS	: 383.0 kHz

NARATHIWAT / Narathiwat (VTSC)

VOR RWY02



MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 240 KT until after turn.
Climb straight ahead to 3000 FT, then turn left to intercept outbound R-336 NTW VOR and proceed to ELMIT at minimum 5000 FT and hold or as directed by ATC.

CHANGE :IAF WAYPOINT.

OCA/H	A	B	C	D
Straight - in Approach	450 (427)			
Circling (OCH AAL)	900 (877)			

Distance (NTW)	FAF	7D	6D	5D	4D	3D	2.5D
Altitude (Height)	1900 (1877)	1875 (1852)	1555 (1532)	1240 (1217)	925 (929)	610 (587)	450 (427)
Ground Speed	knot	70	90	100	120	140	160
Rate of Decent 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO AERODROME ELEV

NARATHIWAT / Narathiwat (VTSC)

VOR RWY02

Fix / Point		Coordinates	
(IAF) ELMIT	R-336 / 16.0D NTW	06° 46' 18.49" N	101° 38' 07.93" E
(IAF) ERVES	R-219 / 25.0D NTW	06° 12' 07.88" N	101° 28' 53.20" E
LADET	R-219 / 21.7D NTW	06° 14' 40.58" N	101° 30' 56.96" E
(IF) ANGIS	R-202 / 14.0D NTW	06° 18' 31.09" N	101° 39' 37.95" E
(FAF) SC021	R-202 / 7.1D NTW	06° 24' 59.05" N	101° 42' 08.01" E
(MAPt) SC022	R-202 / 1.3D NTW	06° 30' 27.61" N	101° 44' 15.14" E
VOR	NTW	06° 31' 38.23" N	101° 44' 42.45" E

CHANGE : VOR COORDINATE.

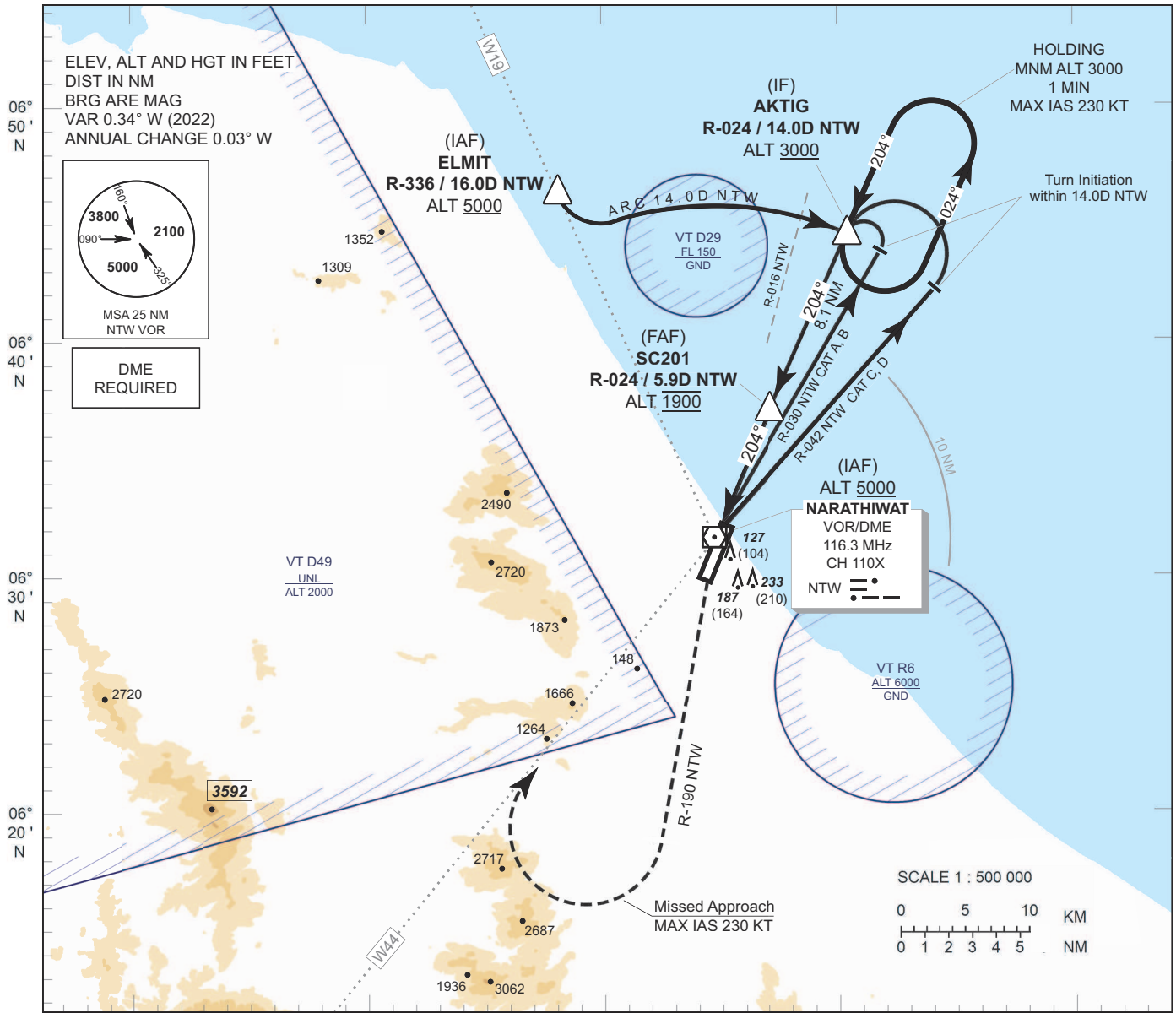
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO AERODROME ELEV

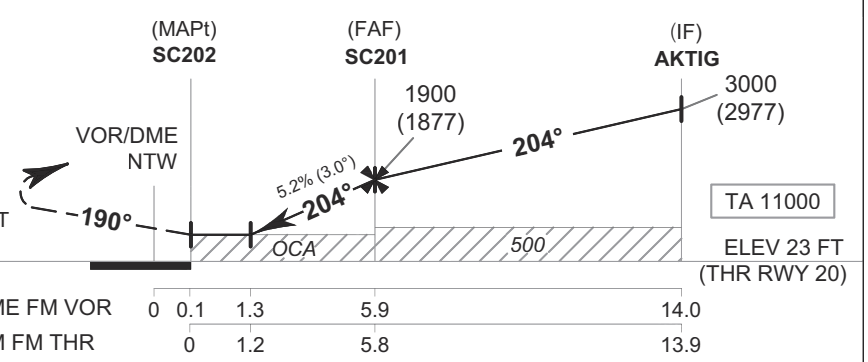
APP	: 125.55 MHz
TWR	: 122.7, 236.6 MHz
GND	: 121.9 MHz
ATIS	: 383.0 kHz

NARATHIWAT / Narathiwat (VTSC)

VOR RWY20



MISSED APPROACH:
No turn before MAPt.
Speed restricted to
MAX IAS 230 KT until after turn.
At MAPt , Climb and turn left to intercept outbound R-190 NTW VOR to 2100 FT, then turn right to intercept outbound R-024 NTW VOR and proceed to AKTIG at minimum 3000 FT and hold or as directed by ATC.



OCA/H	A	B	C	D
Straight - in Approach	450 (427)			
Circling (OCH AAL)	900 (877)			

Distance (NTW)		1.3D	2D	3D	4D	5D	FAF
Altitude (Height)		450 (427)	675 (652)	990 (967)	1305 (1282)	1620 (1597)	1900 (1877)
Ground Speed	knot	70	90	100	120	140	160
Rate of Decent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : REVISED CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO AERODROME ELEV

NARATHIWAT / Narathiwat (VTSC)

VOR RWY20

Fix / Point		Coordinates	
(IAF) VOR	NTW	06° 31' 38.23" N	101° 44' 42.45" E
(IAF) ELMIT	R-336 / 16.0D NTW	06° 46' 18.49" N	101° 38' 07.93" E
(IF) AKTIG	R-024 / 14.0D NTW	06° 44' 29.84" N	101° 50' 24.60" E
(FAF) SC201	R-024 / 5.9D NTW	06° 37' 03.22" N	101° 47' 06.54" E
(MAPt) SC202	R-024 / 0.1D NTW	06° 31' 43.54" N	101° 44' 44.83" E

CHANGE: VOR COORDINATE.

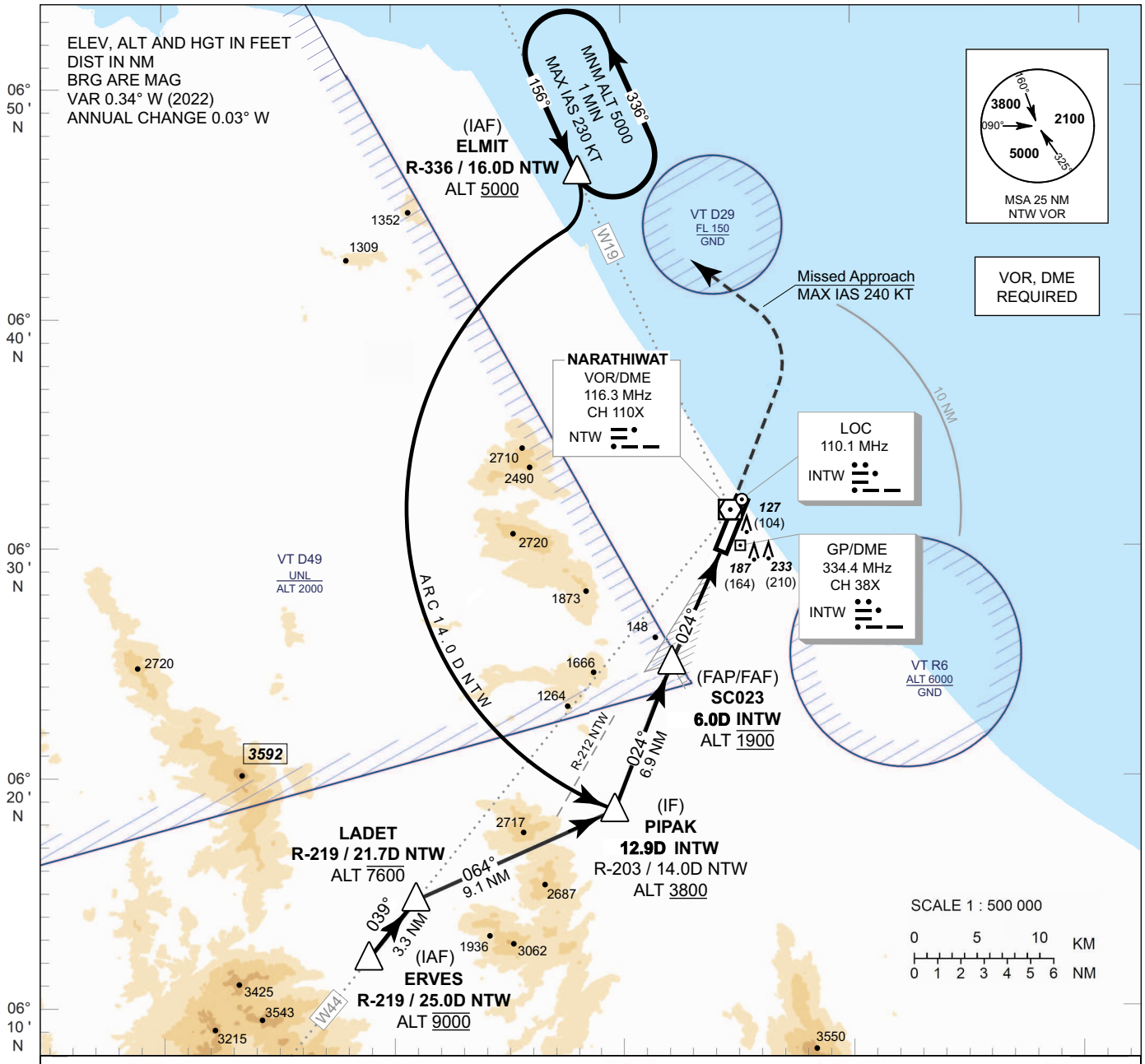
INSTRUMENT APPROACH CHART - ICAO

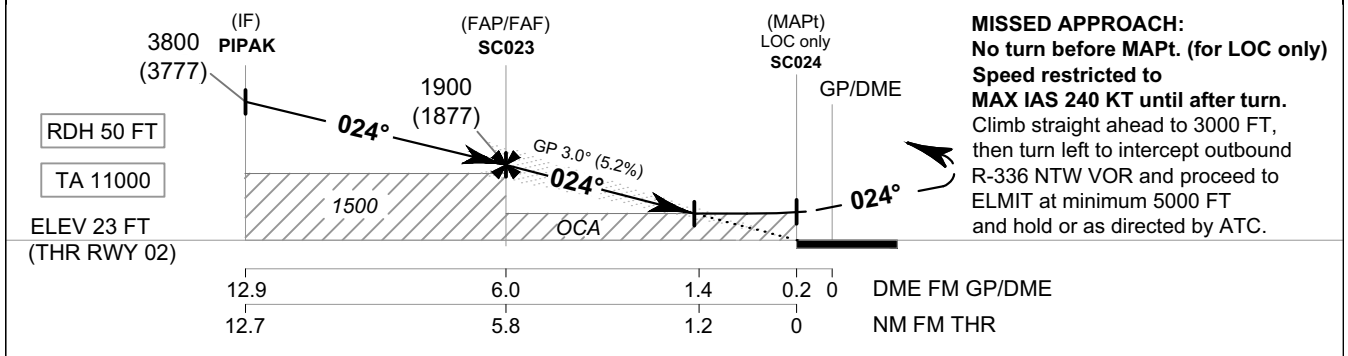
AERODROME ELEV 23 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 23 FT

APP	: 125.55 MHz
TWR	: 122.7, 236.6 MHz
GND	: 121.9 MHz
ATIS	: 383.0 kHz

NARATHIWAT / Narathiwat (VTSC)

ILS or LOC y RWY02





MISSED APPROACH:
No turn before MAPt. (for LOC only)
Speed restricted to
MAX IAS 240 KT until after turn.
Climb straight ahead to 3000 FT, then turn left to intercept outbound R-336 NTW VOR and proceed to ELMIT at minimum 5000 FT and hold or as directed by ATC.

CHANGE: PIPAK, SC023 AND SC024 GP/DME DISTANCE.

OCA/H		A	B	C	D
Straight - in Approach	CAT I	300 (277)			
LOC only		450 (427)			
Circling (OCH AAL)		900 (877)			

GS OUT								
Distance (INTW)		FAF	6D	5D	4D	3D	2D	1.4D
Altitude (Height)		1900 (1877)	1840 (1817)	1525 (1502)	1210 (1187)	895 (872)	580 (557)	450 (427)
Ground Speed	knot	70	90	100	120	140	160	
Rate of Decent 5.2%	ft/min	369	474	527	632	737	843	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 23 FT

NARATHIWAT / Narathiwat (VTSC)

ILS or LOC y RWY02

Fix / Point		Coordinates	
(IAF) ELMIT	R-336 / 16.0D NTW	06° 46' 18.49" N	101° 38' 07.93" E
(IAF) ERVES	R-219 / 25.0D NTW	06° 12' 07.88" N	101° 28' 53.20" E
LADET	R-219 / 21.7D NTW	06° 14' 40.58" N	101° 30' 56.96" E
(IF) PIPAK	12.9D INTW	06° 18' 41.73" N	101° 39' 11.78" E
(FAP/FAF) SC023	6.0D INTW	06° 25' 05.99" N	101° 41' 57.99" E
(MAPt) SC024	0.2D INTW	06° 30' 26.88" N	101° 44' 16.86" E
LOC	INTW	06° 31' 50.94" N	101° 44' 53.29" E
GP/DME	INTW	06° 30' 35.76" N	101° 44' 24.99" E
VOR	NTW	06° 31' 38.23" N	101° 44' 42.45" E

CHANGE : LOC, GP/DME AND VOR COORDINATE.
PIPAK, SC023 AND SC024 GP/DME DISTANCE.

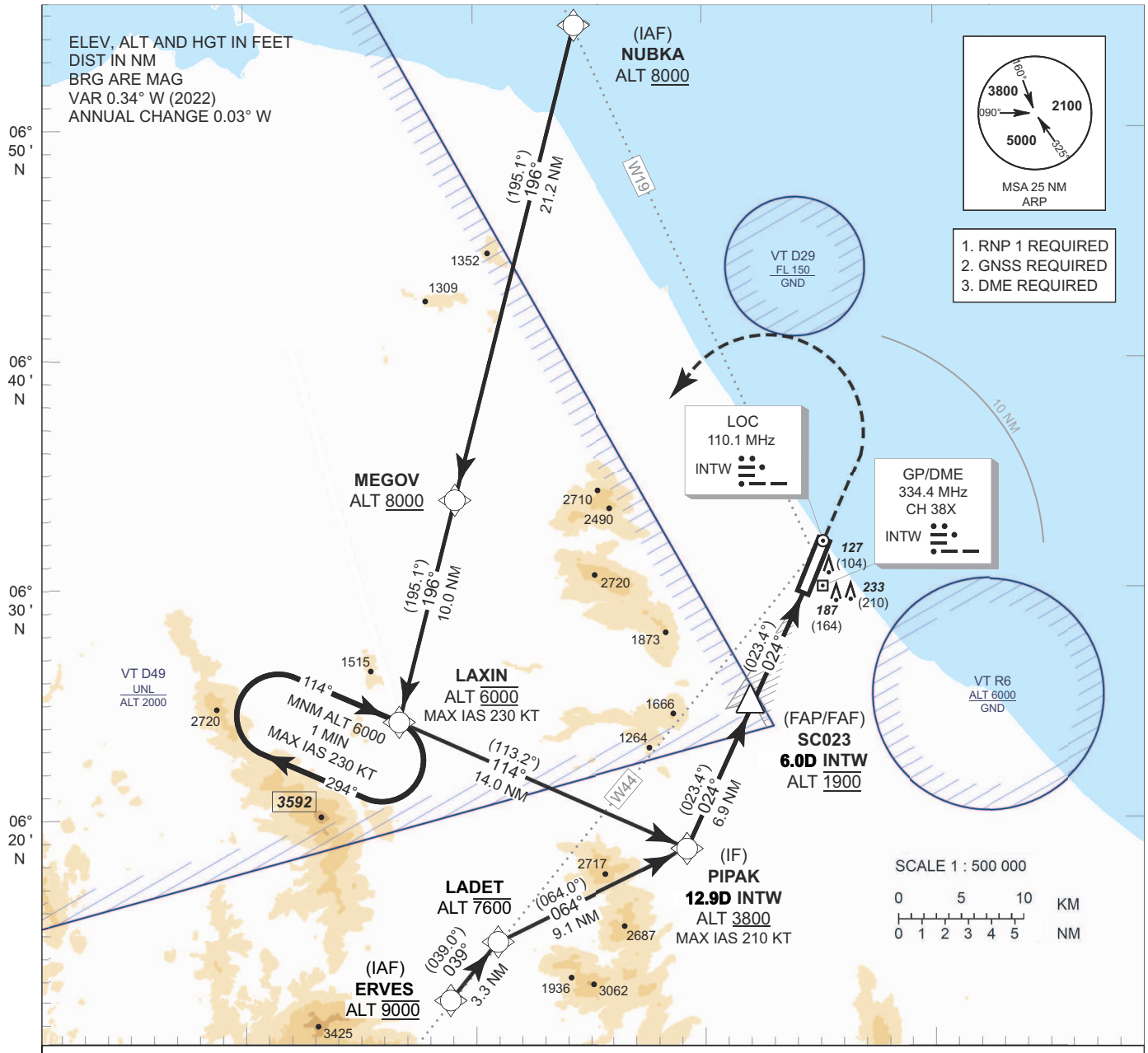
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 23 FT

APP : 125.55 MHz
TWR : 122.7, 236.6 MHz
GND : 121.9 MHz
ATIS : 383.0 kHz

NARATHIWAT / Narathiwat (VTSC)

ILS or LOC z RWY02



CHANGE: PIPAK, SC023 AND SC024 GP/DME DISTANCE.

OCA/H		A	B	C	D
Straight - in Approach	CAT I	300 (277)			
LOC only		450 (427)			
Circling (OCH AAL)		900 (877)			

GS OUT								
Distance (INTW)	FAF	6D	5D	4D	3D	2D	1.4D
Altitude (Height)	1900 (1877)	1840 (1817)	1525 (1502)	1210 (1187)	895 (872)	580 (557)	450 (427)
Ground Speed	knot	70	90	100	120	140	160
Rate of Decent 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 23 FT

NARATHIWAT / Narathiwat (VTSC)

ILS or LOC z RWY02

TABULAR DESCRIPTION

ILS or LOC z RWY02											
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) NUBKA	-	-	+0.40	-	-	+8000	-	-	RNP 1
020	TF	MEGOV	-	196° (195.1°)	+0.40	21.2	-	+8000	-	-	RNP 1
030	TF	LAXIN	-	196° (195.1°)	+0.40	10.0	-	@6000	-230	-	RNP 1
040	TF	(IF) PIPAK	-	114° (113.2°)	+0.40	14.0	-	+3800	-210	-	RNP 1
010	IF	(IAF) ERVES	-	-	+0.40	-	-	@9000	-	-	RNP 1
020	TF	LADET	-	039° (039.0°)	+0.40	3.3	-	-7600	-	-	RNP 1
030	TF	(IF) PIPAK	-	064° (064.0°)	+0.40	9.1	-	+3800	-210	-	RNP 1
010	IF	(IF) PIPAK	-	-	+0.40	-	-	+3800	-210	-	RNP 1
TRANSITION TO ILS or LOC											
020	TF	(FAF) SC023	-	024° (023.4°)	+0.40	6.9	-	@1900	-	-	ILS
030	TF	(MAPt @ THR02) SC024	Y	024° (023.4°)	+0.40	5.8	-	@73	-	-3.0/50	ILS
040	CA	-	-	024° (023.4°)	+0.40	-	-	+1800	-	-	RNP 1
050	DF	LAXIN	-	-	+0.40	-	L	@6000	-	-	RNP 1
060	HM	LAXIN	Y	114° (113.2°)	+0.40	1 minute	R	+6000	-230	-	RNP 1

WAYPOINT LIST

ILS or LOC z RWY02	
Waypoint Identifier	**Coordinates**
ERVES	06° 12' 07.88" N 101° 28' 53.20" E
LADET	06° 14' 40.58" N 101° 30' 56.96" E
LAXIN	06° 24' 15.00" N 101° 26' 14.66" E
MEGOV	06° 33' 57.05" N 101° 28' 51.75" E
NUBKA	06° 54' 33.58" N 101° 34' 25.82" E
PIPAK	06° 18' 41.73" N 101° 39' 11.78" E
SC023	06° 25' 05.99" N 101° 41' 57.99" E
SC024	06° 30' 26.88" N 101° 44' 16.86" E

CHANGE : WAYPOINT LAXIN ALTITUDE RESTRICTION.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 23 FT

NARATHIWAT / Narathiwat (VTSC)

ILS or LOC z RWY02

Fix / Point		Coordinates	
(IF) PIPAK	12.9D INTW	06° 18' 41.73" N	101° 39' 11.78" E
(FAP/FAF) SC023	6.0D INTW	06° 25' 03.53" N	101° 41' 56.93" E
(MAPt @ THR02) SC024	0.2D INTW	06° 30' 26.88" N	101° 44' 16.86" E
LOC	INTW	06° 31' 50.94" N	101° 44' 53.29" E
GP/DME	INTW	06° 30' 35.76" N	101° 44' 24.99" E

CHANGE: LOC AND GP/DME COORDINATES.
PIPAK,SC023 AND SC024 GP/DME DISTANCE.

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VTSK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on 064718.45N 1010852.51E
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Pattani Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Pattani Approach	126.0 MHz	23:00-11:00 [2]	[1] Emergency frequency [2] Outside this period and Holiday 1 HR PN to ATC
TWR	Pattani Tower	119.3 MHz 236.6 MHz 121.5 MHz [1]	H24	

VTSK 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
NIL						

VTSK AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTSK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSK AD 2.22 FLIGHT PROCEDURES

NIL

VTSK AD 2.23 ADDITIONAL INFORMATION

NIL

VTSK AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSK-2-1
Instrument Approach Chart - ICAO - RNP RWY 08 CAT A, B	AD 2-VTSK-8-1
Instrument Approach Chart - ICAO - RNP RWY 08 CAT A, B (Tabular description)	AD 2-VTSK-8-2
Instrument Approach Chart - ICAO - RNP RWY 26 CAT A, B	AD 2-VTSK-8-3
Instrument Approach Chart - ICAO - RNP RWY 26 CAT A, B (Tabular description)	AD 2-VTSK-8-4

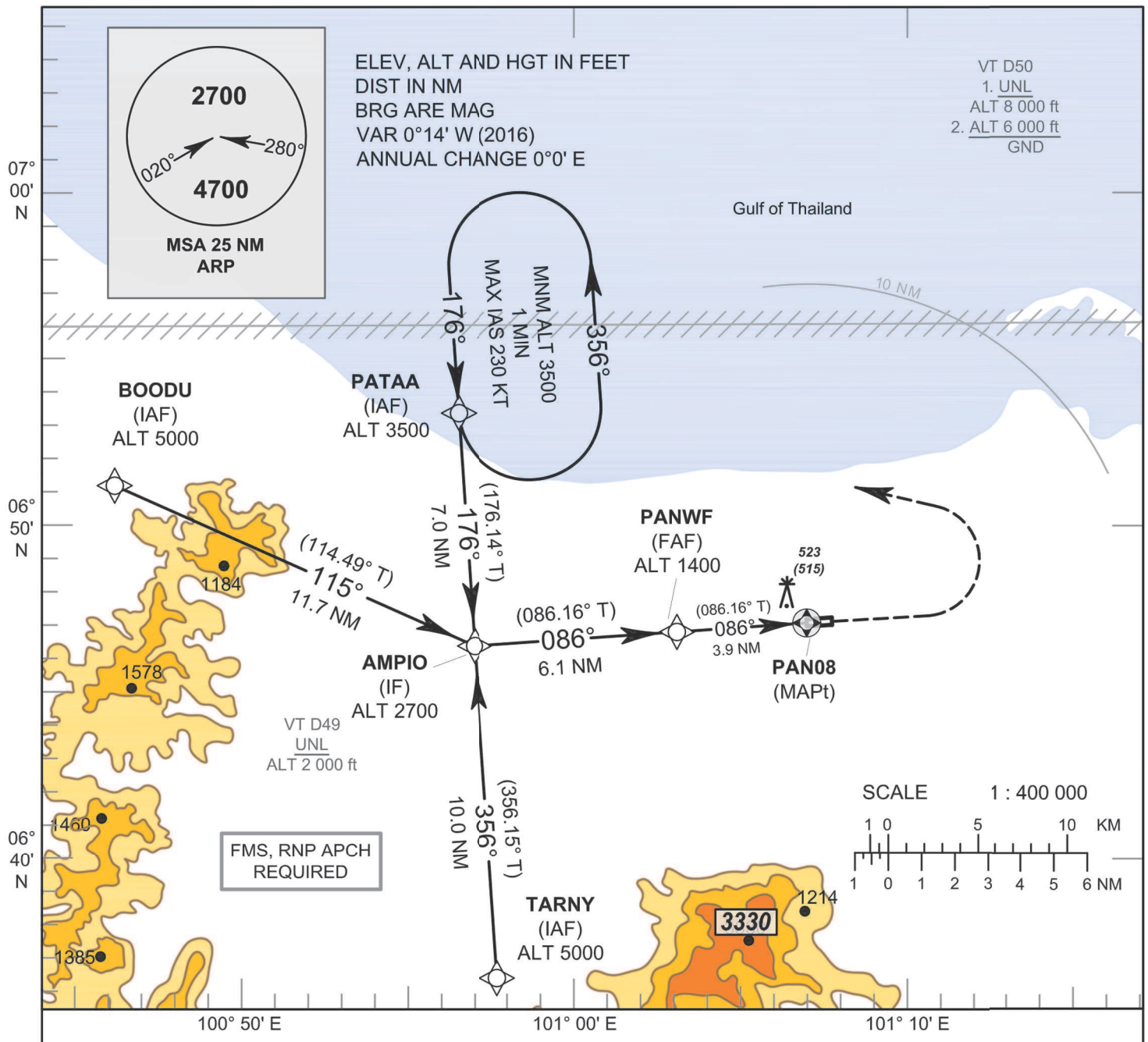
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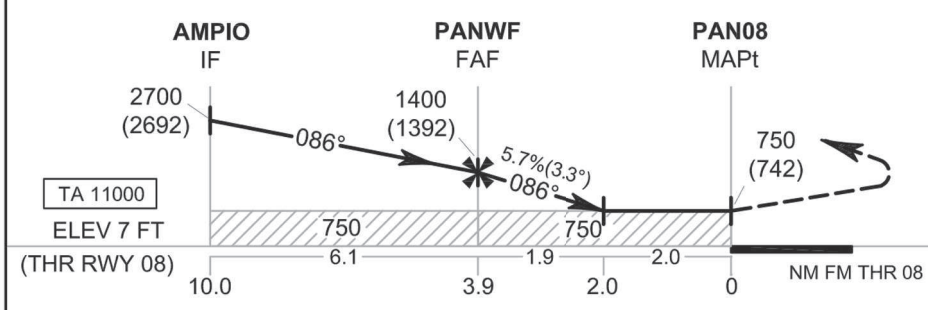
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 126.0
TWR : 119.3

PATTANI / Pattani (VTSK)
RNP RWY08
CAT A, B





MISSED APPROACH :

No turn before MAPt.
Climb on track 086 ° to 2000 FT, then turn left direct to PATAA at 3500 FT and hold or as directed by ATC.

CHANGE: CANCEL W14

OCA/H	A	B	NM to NEXT WPT	FAF	3 NM	2 NM
LNAV	750 (742)		Altitude (Height)	1400 (1392)	1095 (1087)	750 (742)
			Ground speed	knot 70	90 100	120 140 160
Circling (OCH AAL)	1900 (1892)		Rate of descent FAF-MAPt (5.7%)	(ft/min) 404	519 577	693 808 924

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO AERODROME ELEV

PATTANI / Pattani (VTSK)
RNP RWY08
CAT A, B

TABULAR DESCRIPTION

RNP RWY08

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	PATAA (IAF)	-	-	+ 0.2	-	-	@3500	-	-	RNP APCH
020	TF	AMPIO (IF)	-	176°(176.14°)	+ 0.2	7.0	-	@2700	-	-	RNP APCH
010	IF	BOODU (IAF)	-	-	+ 0.2	-	-	@5000	-	-	RNP APCH
020	TF	AMPIO (IF)	-	115°(114.49°)	+ 0.2	11.7	-	@2700	-	-	RNP APCH
010	IF	TARNY (IAF)	-	-	+ 0.2	-	-	@5000	-	-	RNP APCH
020	TF	AMPIO (IF)	-	356°(356.15°)	+ 0.2	10.0	-	@2700	-	-	RNP APCH
010	IF	AMPIO (IF)	-	-	+ 0.2	-	-	@2700	-	-	RNP APCH
020	TF	PANWF (FAF)	-	086°(086.16°)	+ 0.2	6.1	-	@1400	-	-	RNP APCH
030	TF	PAN08 (MAPt)	Y	086°(086.16°)	+ 0.2	3.9	-	@750	-	-	RNP APCH
040	CA	-	-	086°(086.16°)	+ 0.2	-	-	+ 2000	-	-	RNP APCH
050	DF	PATAA (IAF)	-	-	+ 0.2	-	L	+ 3500	-	-	RNP APCH
060	HM	PATAA (IAF)	Y	176°(176.14°)	+ 0.2	1 minute	L	+ 3500	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY08

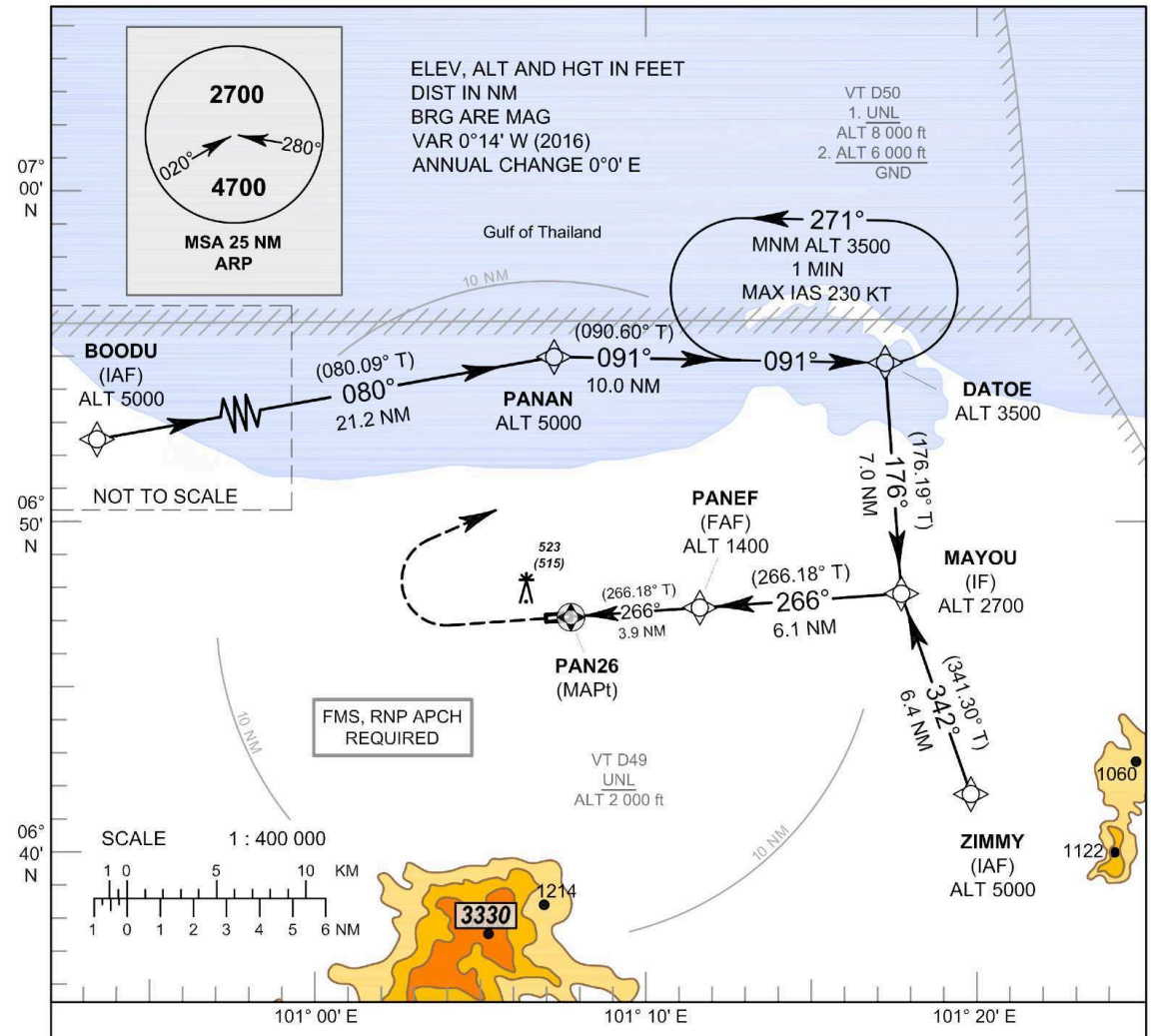
Waypoint Identifier	Coordinates	
PATAA	06° 53' 26.76" N	100° 58' 19.94" E
BOODU	06° 51' 17.61" N	100° 48' 07.49" E
TARNY	06° 36' 24.20" N	100° 59' 28.85" E
AMPIO	06° 46' 25.71" N	100° 58' 48.33" E
PANWF	06° 46' 50.39" N	101° 04' 55.39" E
PAN08 (THR 08)	06° 47' 06.12" N	101° 08' 50.08" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO AERODROME ELEV

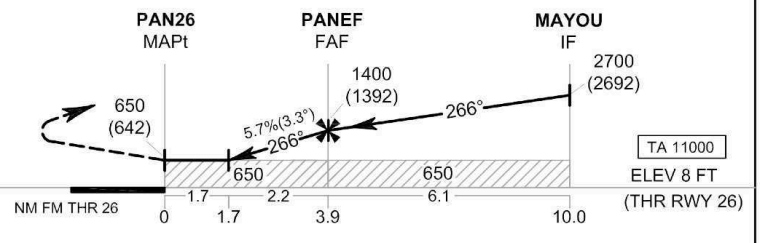
APP : 126.0
TWR : 119.3

PATTANI / Pattani (VTSK)
RNP RWY26
CAT A, B



MISSED APPROACH :

No turn before MAPt.
Climb on track 266° to 2000 FT, then turn right direct to DATOE at 3500 FT and hold or as directed by ATC.



CHANGE: CANCEL W14

OCA/H	A	B	NM to NEXT WPT	1.7 NM	2 NM	3 NM	FAF
LNAV	650 (642)		Altitude (Height)	650 (642)	750 (742)	1095 (1087)	1400 (1392)
			Ground speed	knot 70	90	100	120	140	160
Circling (OCH AAL)	1900 (1892)		Rate of descent FAF-MAPt (5.7%)	(ft/min) 404	519	577	693	808	924

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO AERODROME ELEV

PATTANI / Pattani (VTSK)
RNP RWY26
CAT A, B

TABULAR DESCRIPTION

RNP RWY26

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	ZIMMY (IAF)	-	-	+ 0.2	-	-	@5000	-	-	RNP APCH
020	TF	MAYOU (IF)	-	342°(341.30°)	+ 0.2	6.4	-	@2700	-	-	RNP APCH
010	IF	BOODU (IAF)	-	-	+ 0.2	-	-	@5000	-	-	RNP APCH
020	TF	PANAN	-	080°(080.09°)	+ 0.2	21.2	R	@5000	-	-	RNP APCH
030	TF	DATOE	-	091°(090.60°)	+ 0.2	10.0	R	@3500	-	-	RNP APCH
040	TF	MAYOU (IF)	-	176°(176.19°)	+ 0.2	7.0	-	@2700	-	-	RNP APCH
010	IF	MAYOU (IF)	-	-	+ 0.2	-	-	@2700	-	-	RNP APCH
020	TF	PANEF (FAF)	-	266°(266.18°)	+ 0.2	6.1	-	@1400	-	-	RNP APCH
030	TF	PAN26 (MAPt)	Y	266°(266.18°)	+ 0.2	3.9	-	@650	-	-	RNP APCH
040	CA	-	-	266°(266.18°)	+ 0.2	-	-	+ 2000	-	-	RNP APCH
050	DF	DATOE	-	-	+ 0.2	-	R	+ 3500	-	-	RNP APCH
060	HM	DATOE	Y	091°(090.60°)	+ 0.2	1 minute	L	+ 3500	- 230	-	RNP APCH

WAYPOINT LIST

RNP RWY26

Waypoint Identifier	Coordinates	
ZIMMY	06° 41' 42.51" N	101° 21' 41.65" E
BOODU	06° 51' 17.61" N	100° 48' 07.49" E
PANAN	06° 54' 56.90" N	101° 09' 06.07" E
DATOE	06° 54' 50.44" N	101° 19' 09.32" E
MAYOU	06° 47' 49.36" N	101° 19' 37.41" E
PANEF	06° 47' 24.87" N	101° 13' 30.31" E
PAN26 (THR 26)	06° 47' 09.17" N	101° 09' 35.62" E

VTCP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCP - PHRAE / PHRAE AIRPORT

VTCP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	180756N 1000953E
2	Direction and distance from (city)	3 km E, from city
3	Elevation/Reference temperature	540 FT/27°C
4	Geoid Undulation at AD ELEV PSN	-121FT
5	MAG VAR/Annual change	1°W (2022)/0.05°W
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Phrae Airport Phrae Airport 72 Chohae Road, Tambon Nachack Amphoe Muangphrae, Phrae Province 54000 Thailand Tel: +665 451 1184 +665 452 2706 Fax: +665 452 2705 AFS: VTCPYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTCP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0130-0930
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	0130-0930
6	MET Briefing Office	NIL
7	ATS	0130-0930
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Phitsanulok Airport (1st floor of airport building) Tel: +665 530 1078 +669 2262 3140 Fax: +665 530 1077

VTCP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTCP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	NIL
4	Medical facilities	NIL
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

VTCP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTCP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	The aerodrome is available all seasons.

VTCP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSTIONS DATA

1	Apron surface and strength	Surface: Asphaltic concrete Strength: PCN 20/F/C/X/T
2	Taxiway width, surface and strength	Width: 15 M Surface: Asphaltic concrete Strength: PCN 20/F/C/X/T
3	Altimeter checkpoint location and elevation	Location : At Apron Elevation : 534 FT (162.81 M)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTCP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Phrae, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	0000-1000 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 453 1307 ext. 4508
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS)
9	ATS units provided with information	Phrae TWR
10	Additional information (limitation of service, etc.)	NIL

VTCP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	005.39°	1500x30	PCN 20/F/C/X/T Asphaltic concrete	180731.51N 1000950.38E	THR 540 FT
19	185.39°	1500x30	PCN 20/F/C/X/T Asphaltic concrete	180820.08N 1000955.31E	THR 537 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location &description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
	75x30	NIL	1770x150	NIL	NIL	NIL	NIL
	75x30	NIL	1770x150	NIL	NIL	NIL	NIL

VTCP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	1500	1500	1575	1500	NIL
19	1500	1500	1575	1500	NIL

VTCP 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 Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	NIL	Green NIL	PAPI Left 3° (44.98 FT)	NIL	NIL	1500 M 55.56 M FM 0 M - 1000 M White, FM 1000 M - 1500 M Yellow, LIH	Red NIL	75 M Red	RTIL
19	NIL	Green NIL	PAPI Left 3.2° (45.77 FT)	NIL	NIL	1500 M 55.56 M FM 0 M - 1000 M White, FM 1000 M - 1500 M Yellow, LIH	Red NIL	75 M Red	RTIL

VTCP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W G EV 2 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 267 M from THR 19 off set to the left side 90 M from RCL, illuminated. 2. Wind cone at 110 M from RCL off set to the left side 50 M from TWY CL, illuminated. 3. Wind cone at 252 M from THR 01 off set to the left side 90 M from RCL, illuminated.
3	TWY edge and centre line lighting	TWY edge: All TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Airfield Lighting (AFL) building. Switch-over time: 15 SEC.
5	Remarks	NIL

VTCP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTCP AD 2.17 ATS AIRSPACE

To execute an omnidirectional departure:

- the pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below,
- the pilot shall be responsible for adherence to such obtained ATC clearance,
- the pilot prior to take-off shall agree to execute this procedure,
- The ATC clearance shall be readback,

- Runway 01:

PHRAE OMNI 01 Departure: Required climb gradient 286 ft per NM (4.7%) until 7,500 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 4.7%	(ft/min)	309	357	476	714	952	1190	1428

No turn before DER.
After departure climb straight ahead until 3,500 ft (or altitude assigned by ATC between 3,500 ft - 6,500 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 19:

PHRAE OMNI 19 Departure: Required climb gradient 487 ft per NM (8.0%) until 7,500 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 8.0%	(ft/min)	527	608	810	1215	1620	2025	2430

No turn before DER.
After departure climb straight ahead until 3,500 ft (or altitude assigned by ATC between 3,500 ft - 6,500 ft), then comply with ATC clearance issued (or as directed by ATC).

VTCP AD 2.23 ADDITIONAL INFORMATION

NIL

VTCP AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTCP-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - AIZAK1E IDKOR1E OTBAD1E SUNGO1E	AD 2-VTCP-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - AIZAK1E IDKOR1E OTBAD1E SUNGO1E (Tabular description)	AD 2-VTCP-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - AIZAK1A IDKOR1A OTBAD1A SUNGO1A	AD 2-VTCP-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - AIZAK1A IDKOR1A OTBAD1A SUNGO1A (Tabular description)	AD 2-VTCP-6-4
Instrument Approach Chart - ICAO - VOR RWY 01	AD 2-VTCP-8-1
Instrument Approach Chart - ICAO - VOR RWY 01 (Fix and point list table)	AD 2-VTCP-8-2
Instrument Approach Chart - ICAO - VOR RWY 19	AD 2-VTCP-8-3
Instrument Approach Chart - ICAO - VOR RWY 19 (Fix and point list table)	AD 2-VTCP-8-4
Instrument Approach Chart - ICAO - RNP RWY 01	AD 2-VTCP-8-5
Instrument Approach Chart - ICAO - RNP RWY 01 (Tabular description)	AD 2-VTCP-8-6
Instrument Approach Chart - ICAO - RNP RWY 19	AD 2-VTCP-8-7
Instrument Approach Chart - ICAO - RNP RWY 19 (Tabular description)	AD 2-VTCP-8-8

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

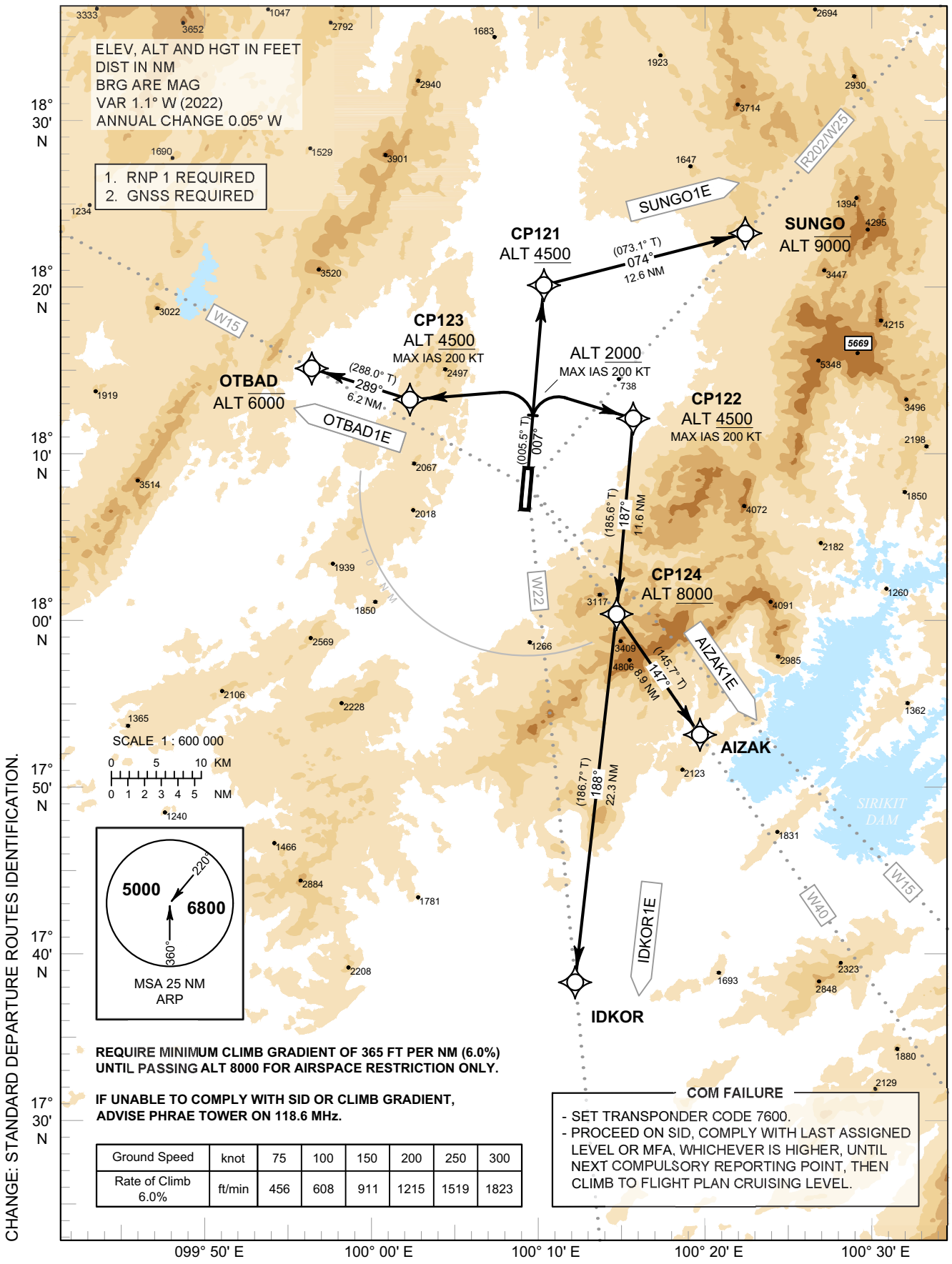
TRANSITION ALTITUDE
11000 FT

APP : 120.1 MHz
TWR : 118.6, 236.6 MHz
ATIS : 340.0 kHz

PHRAE / Phrae (VTCP)

RNAV RWY01

AIZAK1E IDKOR1E OTBAD1E SUNGO1E



Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 6.0%	ft/min	456	608	911	1215	1519	1823

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PHRAE / Phrae (VTCP)

RNAV RWY01

AIZAK1E IDKOR1E OTBAD1E SUNGO1E

CHANGE : CHANGE: STANDARD DEPARTURE ROUTES IDENTIFICATION.

TABULAR DESCRIPTION

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
AIZAK1E TO W40											
010	-	DER RWY01	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	007° (005.5°)	+1.2	-	-	+2000	-200	-	RNP 1
030	DF	CP122	-	-	+1.2	-	R	+4500	-200	-	RNP 1
040	TF	CP124	-	187° (185.6°)	+1.2	11.6	-	+8000	-	-	RNP 1
050	TF	AIZAK	-	147° (145.7°)	+1.2	8.9	-	-	-	-	RNP 1
IDKOR1E TO W22											
010	-	DER RWY01	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	007° (005.5°)	+1.2	-	-	+2000	-200	-	RNP 1
030	DF	CP122	-	-	+1.2	-	R	+4500	-200	-	RNP 1
040	TF	CP124	-	187° (185.6°)	+1.2	11.6	-	+8000	-	-	RNP 1
050	TF	IDKOR	-	188° (186.7°)	+1.2	22.3	-	-	-	-	RNP 1
OTBAD1E TO W15											
010	-	DER RWY01	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	007° (005.5°)	+1.2	-	-	+2000	-200	-	RNP 1
030	DF	CP123	-	-	+1.2	-	L	+4500	-200	-	RNP 1
040	TF	OTBAD	-	289° (288.0°)	+1.2	6.2	-	-6000	-	-	RNP 1
SUNGO1E TO R202/W25											
010	-	DER RWY01	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	007° (005.5°)	+1.2	-	-	+2000	-200	-	RNP 1
030	DF	CP121	-	-	+1.2	-	-	+4500	-	-	RNP 1
040	TF	SUNGO	-	074° (073.1°)	+1.2	12.6	-	-9000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY01		
Waypoint Identifier	**Coordinates**	
DER RWY01	18° 08' 20.08" N	100° 09' 55.31" E
AIZAK	17° 53' 02.46" N	100° 20' 40.03" E
CP121	18° 19' 31.68" N	100° 11' 03.56" E
CP122	18° 12' 01.06" N	100° 16' 36.88" E
CP123	18° 13' 19.23" N	100° 02' 32.87" E
CP124	18° 00' 23.96" N	100° 15' 25.72" E
IDKOR	17° 38' 09.69" N	100° 12' 43.33" E
OTBAD	18° 15' 14.17" N	099° 56' 22.32" E
SUNGO	18° 23' 11.99" N	100° 23' 45.83" E

VTBP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTBP - PRACHUAP KHIRIKHAN / PRACHUAP AIRPORT

VTBP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	114718.30N 0994816.65E
2	Direction and distance from (city)	3 KM SE of Prachuap Khirikhan Province
3	Elevation/Reference temperature	17 ft/25.5°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	NIL
6	AD Administration, address, telephone, telefax, telex, AFS	Wing 5, Prachuap Air Force Base Prachuap Khirikhan Province Thailand Tel: +663 260 3919 Fax: +662 534 6000 Ext.60550 AFS: VTBPYXYX
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Operator: Royal Thai Air Force

VTBP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1100 every day
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	0100-0900 every day
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	2300-1100 every day
7	ATS	2300-1100 every day
8	Fuelling	0100-0900 MON-FRI
9	Handling	0100-0900 MON-FRI
10	Security	H24
11	De-icing	NIL
12	Remarks	Outside these HR services are available O/R. Request to be submitted to TWR not later than 0900 UTC.

VTBP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JP8
3	Fuelling facilities/capacity	2 Trucks 8000 L, 75 L/MIN
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTBP AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	In the city
3	Transportation	Car hire from and to the city
4	Medical facilities	First aid at Aerodrome. Hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	Office in the city
7	Remarks	NIL

VTBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within ATS HR; 1 fire fighting trucks with 10,000 L Of water 1,500 L of form, Within ATS HR; 1 fire fighting trucks with 4,000 L Of water 500 L of form, Command post vehicle 1
2	Rescue equipment	Yes, 1 boat of 15 persons
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTBP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	The aerodrome is available all seasons.

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

1	Apron surface and strength	Surface: Asphalt Strength: PCN 45/F/B/X/T
2	Taxiway width, surface and strength	Width: TWY A 50 FT, TWY B 30 FT Surface: Asphalt Strength: PCN 43/F/A/X/T (TWY A), PCN 45/F/B/X/T (TWY B)
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 16.847 FT (5.135 M)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTBP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding position. Parking follow the signalman.
2	RWY and TWY markings and LGT	RWY: Designation, THR, centre line and distance Markers lighted. Runway edge light provided For RWY 08/26 only. TWY: Taxiway edge light, Centre line and holding positions at all TWY/RWY intersections marked.
3	Stop bars	NIL
4	Remarks	NIL

VTPH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	159.96°	2100x35	PCN 42/F/B/Y/T Concrete and asphalt	123841.01N 0995652.75E	THR 62 FT TDZ 62 FT
34	339.96°	2100x35	PCN 42/F/B/Y/T Concrete and asphalt	123741.54N 0995715.28E	THR 17 FT TDZ 22 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	NIL	NIL	2236x120	NIL	NIL
NIL	60x35	NIL	2236x120	NIL	NIL

VTPH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2100	2100	2100	2100	NIL
34	2100	2100	2160	1950	NIL

VTPH 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 Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	NIL	NIL	PAPI Left 3° (15.72 M)	NIL	NIL	2100 M 60 M White, LIH	Red	NIL	NIL
34	NIL	NIL	NIL	NIL	NIL	2100 M 60 M White, LIH	Red	NIL	NIL

* RWY 16 PAPI restriction. Due mountain on right side of approach path, distance approximately 6 NM from RWY, 1300 FT height, aircraft approach to RWY 16 Should be careful,

VTPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W EV 7 SEC
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: All TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time 12 SEC.
5	Remarks	NIL

VTPH AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTPH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on HHN DVOR/DME (123803.9N 0995704.2E). Excluding VTR3.
2	Vertical limits	2000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Hua Hin Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTPH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Hua Hin Approach	126.2 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Hua Hin Tower	122.7 MHz 236.6 MHz 121.5 MHz[1)] 243.0 MHz[1)]	As AD OPR HR	
GND	Hua Hin Ground	121.9 MHz	As AD OPR HR	
ATIS	Hua Hin Airport	126.8 MHz	As AD OPR HR	

VTPH 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
NDB	HN	213 KHz	H24	123842.0N 0995646.5E	NIL	The coverage orbit data refer to commissioning check as follows: 1. 50 nm orbit flown from bearing 001°-179° (CW) at altitude 1 500 ft 2. 30 nm orbit flown from bearing 180°-360° (CW) at altitude 4 000 ft (due to border limited) 3. Due to the fluctuation of needle is out of tolerance from bearing 180°-330°
DVOR/DME	HHN	113.3 MHz CH80X	H24	123803.9N 0995704.2E	NIL	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: 1. 40 nm clockwise orbit – Radial 001°-170° altitude should not below 3 000 ft – Radial 171°-210° altitude should not below 7 000 ft – Radial 301°-340° altitude should not below 10 000 ft – Radial 340°-360° altitude should not below 3 000 ft 2. 30 nm clockwise orbit (Due to border limited) – Radial 211°- 300° altitude should not below 10 000 ft 3. Radial 341° distance 10.3 DME at altitude 4 000 ft found roughness out of tolerance

VTPH AD 2.20 LOCAL AERODROME REGULATIONS

1. Operating limitation

To operate at VTPH, Commercial flight with Code C aircraft shall require an authorization from the Airport Director in accordance with established procedures. Please contact AD administration Unit as specified in VTPH AD 2.2 AERODROME GEOGRAPHECAL AND ADMINISTRATIVE DATA for more detail of the authorization procedure.

2. Operation at the airport during aircraft code C operating at VTPH

When conducting operations with Code C aircraft on the runway (RWY) or taxiway, all other aircraft operations shall be held in abeyance behind runway holding position or intermediate holding position, or aircraft shall comply with instructions issued by ATC.

VTPH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPH AD 2.22 FLIGHT PROCEDURES

1. Types of ATC Services

Within Hua Hin TMA (Class D Airspace), Hua Hin approach control will provide VFR/IFR flights with ATS surveillance services based on only partial radar coverage from Suvarnabhumi and Don Mueang SSRs. Procedural control service will be provided in the remaining areas.

2. VFR PROCEDURES

Details of VFR entry and exit procedures, see charts.

3. SPEED CONTROL PROCEDURE IN HUA HIN TMA

a) All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 FT AMSL are subject to fly not faster than indicated air speed 250 knots unless authorized by ATC.
b) Speed will be reduced to 220 knots during 20-25 track miles from touchdown.
c) 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
d) 150 to 160 knots at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extent determined by ATC.
e) Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.
f) ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase “NO SPEED RESTRICTIONS”. An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase “RESUME NORMAL SPEED” will be used.
g) All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
h) If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

NOTE - an instruction to “RESUME NORMAL SPEED” does not cancel speed restrictions that applicable to published procedure of upcoming segments of flight, aircraft shall comply speed restrictions specified in a) b) c) and d)

VTPH AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

Bird concentration in the vicinity of an aerodrome.

VTPH AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPH-2-1
Instrument Approach Chart - ICAO - NDB RWY 16	AD 2-VTPH-8-1
Instrument Approach Chart - ICAO - VOR RWY 16	AD 2-VTPH-8-3
Instrument Approach Chart - ICAO - VOR RWY 16 (Fix and point list table)	AD 2-VTPH-8-4
Instrument Approach Chart - ICAO - RNP RWY 16	AD 2-VTPH-8-5
Instrument Approach Chart - ICAO - RNP RWY 16 (Tabular description)	AD 2-VTPH-8-6
VFR ENTRY PROCEDURE CHART - RWY 16/34	AD 2-VTPH-9-1
VFR ENTRY PROCEDURE CHART - RWY 16/34 (Tabular description)	AD 2-VTPH-9-2
VFR ENTRY PROCEDURE FOR HELICOPTER CHART - RWY 16/34	AD 2-VTPH-9-3
VFR ENTRY PROCEDURE FOR HELICOPTER CHART - RWY 16/34 (Tabular description)	AD 2-VTPH-9-4
VFR EXIT PROCEDURE CHART - RWY 16	AD 2-VTPH-9-5
VFR EXIT PROCEDURE CHART - RWY 16 (Tabular description)	AD 2-VTPH-9-6
VFR EXIT PROCEDURE CHART - RWY 34	AD 2-VTPH-9-7
VFR EXIT PROCEDURE CHART - RWY 34 (Tabular description)	AD 2-VTPH-9-8
VFR EXIT PROCEDURE FOR HELICOPTER CHART - RWY 16	AD 2-VTPH-9-9
VFR EXIT PROCEDURE FOR HELICOPTER CHART - RWY 16 (Tabular description)	AD 2-VTPH-9-10
VFR EXIT PROCEDURE FOR HELICOPTER CHART - RWY 34	AD 2-VTPH-9-11
VFR EXIT PROCEDURE FOR HELICOPTER CHART - RWY 34 (Tabular description)	AD 2-VTPH-9-12

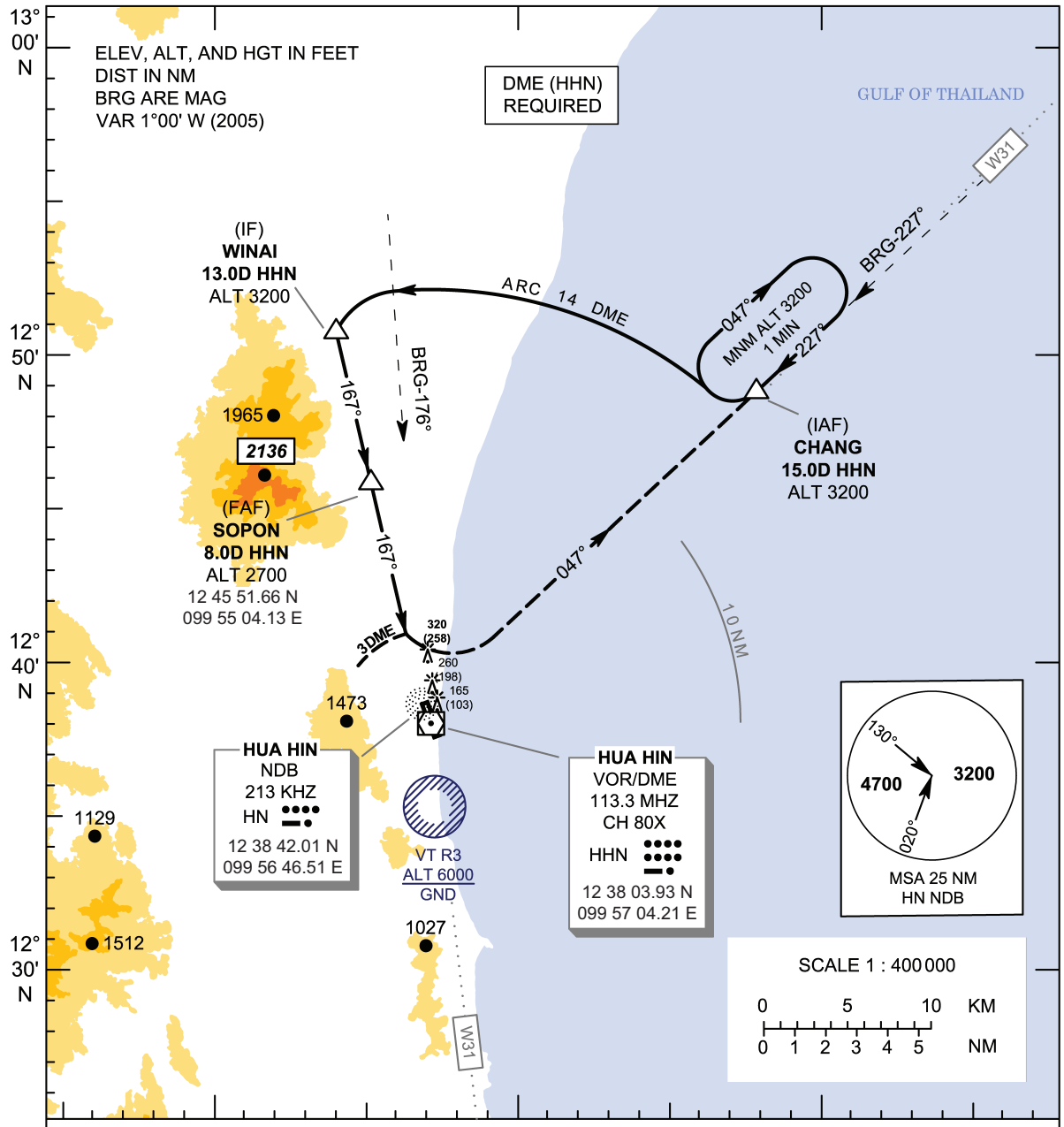
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 62 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	:	126.2
TWR	:	122.7, 236.6
GND	:	121.9
ATIS	:	126.8

PRACHUAP KHIRI KHAN / Hua Hin (VTPH)
NDB RWY16



OCA/H	A	B	C
Straight - in Approach	940 (878)		
Circling	Not Authorized		

Distance	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME
Altitude (Height)	2700 (2638)	2350 (2288)	2000 (1938)	1650 (1588)	1300 (1238)	940 (878)

Ground Speed	knot	100	120	140	160	180
FAF-MAPt 5 NM	min:sec	3:00	2:30	2:09	1:53	1:40
Rate of Descent	ft/min	595	715	835	995	1075

CHANGE: VOR/DME AND NDB COORDINATES.

December 2019

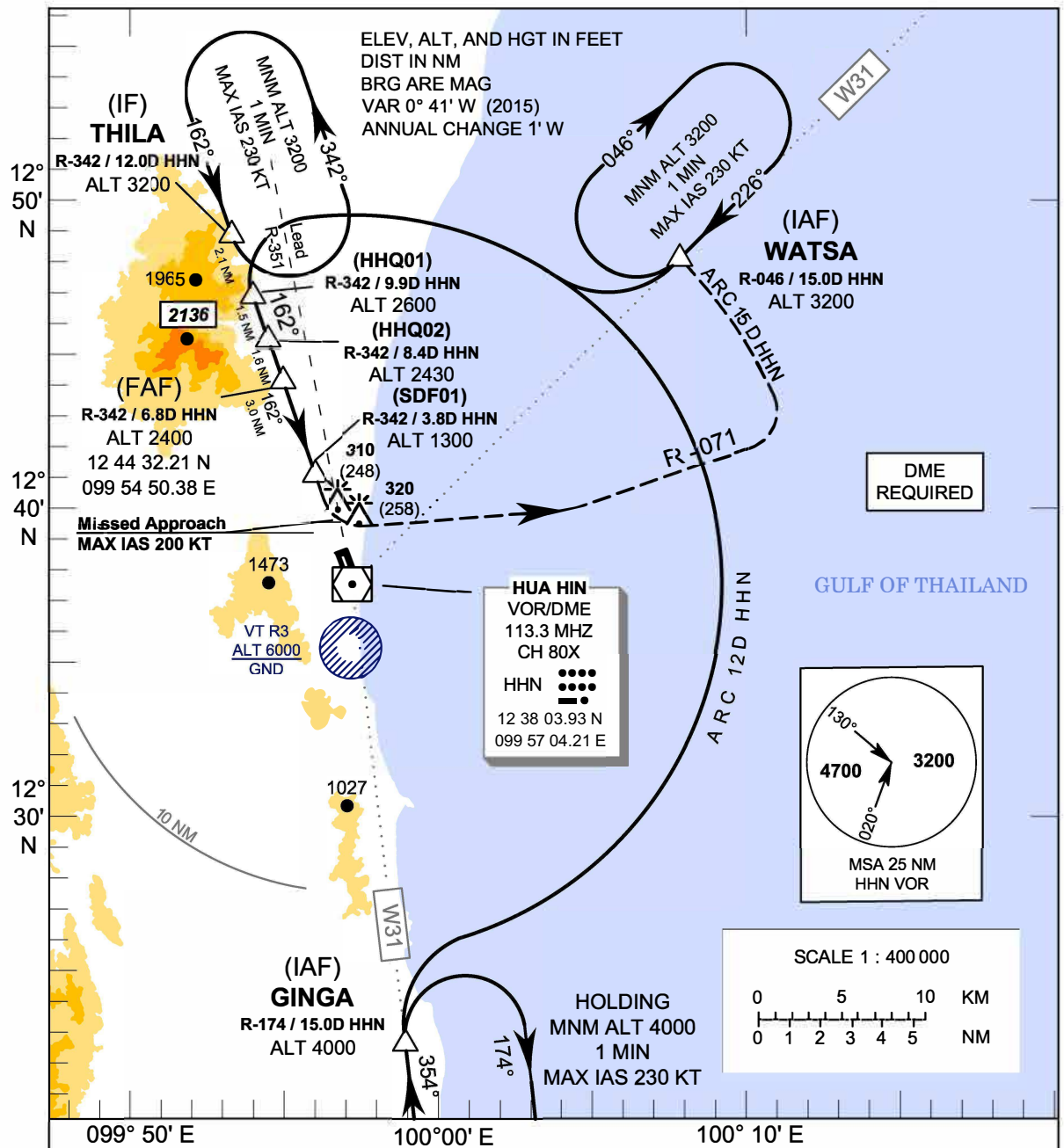
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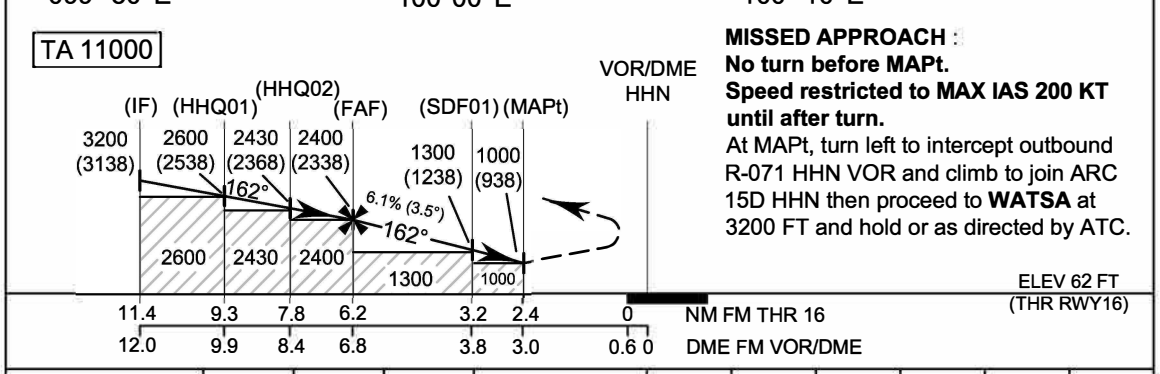
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 62 FT
HEIGHTS RELATED TO AERODROME ELEV

APP	126.2
TWR	122.7, 236.6
GND	121.9
ATIS	126.8

PRACHUAP KHIRI KHAN / Hua Hin (VTPH)
VOR RWY16





MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 200 KT until after turn.
At MAPt, turn left to intercept outbound R-071 HHN VOR and climb to join ARC 15D HHN then proceed to **WATSA** at 3200 FT and hold or as directed by ATC.

OCA/H	A	B	C	Distance (HHN)	FAF	6 D	5 D	4 D	SDF01	3.0 D
Straight-in Approach	1000 (938)			Altitude (Height)	2400 (2338)	2115 (2053)	1740 (1678)	1370 (1308)	1300 (1238)	1000 (938)
				Ground Speed	knot	70	90	100	120	140	160
Circling	Not Authorized			Rate of Descent	ft/min	432	556	618	741	865	988

CHANGE: VOR/DME COORDINATE.

December 2019

**PRACHUAP KHIRIKHAN/
Hua Hin (VTPH)
VOR RWY16**

Fix / Point		Coordinates	
(IAF) GINGA	R - 174 / 15.0 D HHN	12 23 05.39 N	099 58 46.55 E
(IAF) WATSA	R - 046 / 15.0 D HHN	12 48 39.73 N	100 07 59.26 E
(IF) THILA	R - 342 / 12.0 D HHN	12 49 29.03 N	099 53 07.95 E
HHQ01	R - 342 / 9.9 D HHN	12 47 29.17 N	099 53 49.32 E
HHQ02	R - 342 / 8.4 D HHN	12 46 03.54 N	099 54 18.87 E
FAF	R - 342 / 6.8 D HHN	12 44 32.21 N	099 54 50.38 E
SDF01	R - 342 / 3.8 D HHN	12 41 40.96 N	099 55 49.45 E
MAPt	R - 342 / 3.0 D HHN	12 40 55.30 N	099 56 05.19 E
VOR	HHN	12 38 03.93 N	099 57 04.21 E

CHANGE: VOR/DME COORDINATE.

VTSR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Six landing areas on both sides of apron.

VTSR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on RAN DVOR/DME (094640.7N 0983501.4E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Ranong Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Ranong Approach	125.1 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Ranong Tower	122.25 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Ranong Airport	126.475 MHz	As AD OPR HR	

VTSR 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
NDB	RN	375 KHz	H24	094659.9N 0983527.6E		50 nm orbit flown from: – Bearing 020°-040° altitude should not below 5 000 ft. – Bearing 041°-140° altitude should not below 3 500 ft. – Bearing 141°-200° altitude should not below 5 500 ft. – Bearing 201°-019° unable to perform flight inspection due to border limited.
DVOR/DME	RAN	113.4 MHz CH 81X	H24	094640.7N 0983501.4E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station coverage, check does not provide adequate signal to 40 NM at the required altitude in various areas as follows: 20 NM orbit – Radial 020°-040° altitude should not below 6 000 ft. – Radial 041°-060° altitude should not below 12 000 ft. – Radial 061°-120° altitude should not below 16 000 ft. – Radial 151°-170° altitude should not below 9 000 ft. 40 NM orbit – Radial 121°-150° altitude should not below 16 000 ft. – Radial 171°-187° altitude should not below 12 000 ft. – Radial 188°-230° altitude should not below 7 000 ft. – Radial 231°-019° unable to fly due to border limited.
ILS CAT I LOC RWY 02	IRAN	110.5 MHz	H24	094718.3N 0983525.0E		ILS/DME RWY 02 unusable beyond 5° right of LOC course.
GP/DME		329.6 MHz CH 42X	H24	094620.4N 0983455.1E		

VTSR AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTSR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSR AD 2.22 FLIGHT PROCEDURES

NIL

VTSR AD 2.23 ADDITIONAL INFORMATION

NIL

VTSR AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSR-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 - PAYUN1A	AD 2-VTSR-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 - PAYUN1A (Tabular description)	AD 2-VTSR-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 - KAOYA1A NEETA1A	AD 2-VTSR-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 - KAOYA1A NEETA1A (Tabular description)	AD 2-VTSR-6-4
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - PAYUN1B	AD 2-VTSR-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - PAYUN1B (Tabular description)	AD 2-VTSR-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - KAOYA1B NEETA1B	AD 2-VTSR-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - KAOYA1B NEETA1B (Tabular description)	AD 2-VTSR-6-8
Instrument Approach Chart - ICAO - VOR RWY 02	AD 2-VTSR-8-1
Instrument Approach Chart - ICAO - VOR RWY 02 (Fix and point list table)	AD 2-VTSR-8-2
Instrument Approach Chart - ICAO - ILS RWY 02	AD 2-VTSR-8-3
Instrument Approach Chart - ICAO - ILS RWY 02 (Fix and point list table)	AD 2-VTSR-8-4
Instrument Approach Chart - ICAO - LOC RWY 02	AD 2-VTSR-8-5
Instrument Approach Chart - ICAO - LOC RWY 02 (Fix and point list table)	AD 2-VTSR-8-6
Instrument Approach Chart - ICAO - RNP RWY 02	AD 2-VTSR-8-7
Instrument Approach Chart - ICAO - RNP RWY 02 (Tabular description)	AD 2-VTSR-8-8

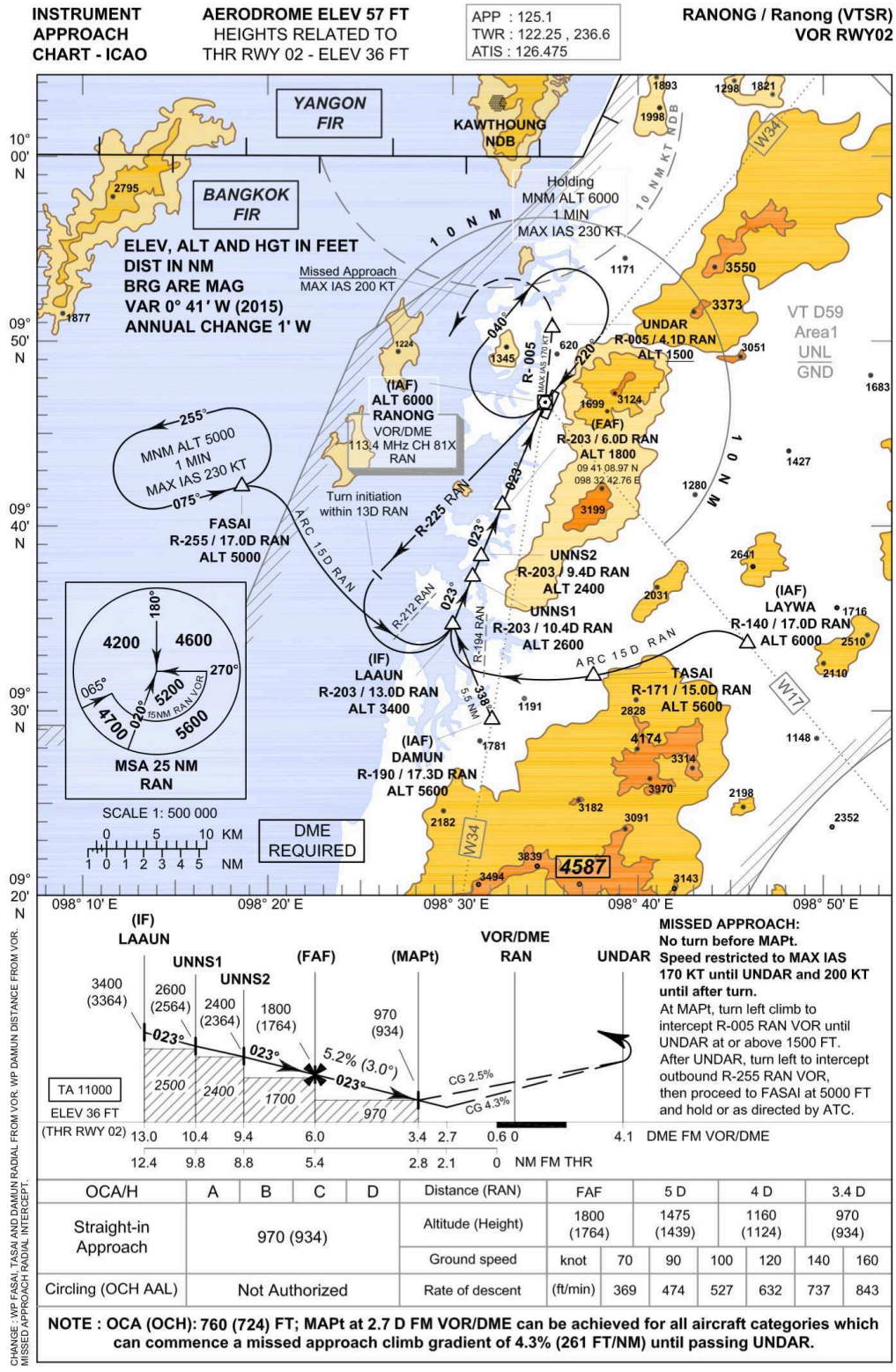
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 57 FT
HEIGHTS RELATED TO THR RWY 02 - ELEV 36 FT

APP : 125.1
TWR : 122.25 , 236.6
ATIS : 126.475

RANONG / Ranong (VTSR)
VOR RWY02



MISSED APPROACH:
No turn before MAPt.
Speed restricted to MAX IAS 170 KT until UNDAR and 200 KT until after turn.
At MAPt, turn left climb to intercept R-005 RAN VOR until UNDAR at or above 1500 FT.
After UNDAR, turn left to intercept outbound R-255 RAN VOR, then proceed to FASAI at 5000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	Distance (RAN)	FAF	5 D	4 D	3.4 D
Straight-in Approach	970 (934)				Altitude (Height)	1800 (1764)	1475 (1439)	1160 (1124)	970 (934)
					Ground speed	knot 70	90	100	120	140	160
Circling (OCH AAL)	Not Authorized				Rate of descent	(ft/min) 369	474	527	632	737	843

NOTE : OCA (OCH): 760 (724) FT; MAPt at 2.7 D FM VOR/DME can be achieved for all aircraft categories which can commence a missed approach climb gradient of 4.3% (261 FT/NM) until passing UNDAR.

CHANGE : WP FASAI, TASAI AND DAMUN RADIAL FROM VOR. WP DAMUN DISTANCE FROM VOR. MISSED APPROACH RADIAL INTERCEPT.

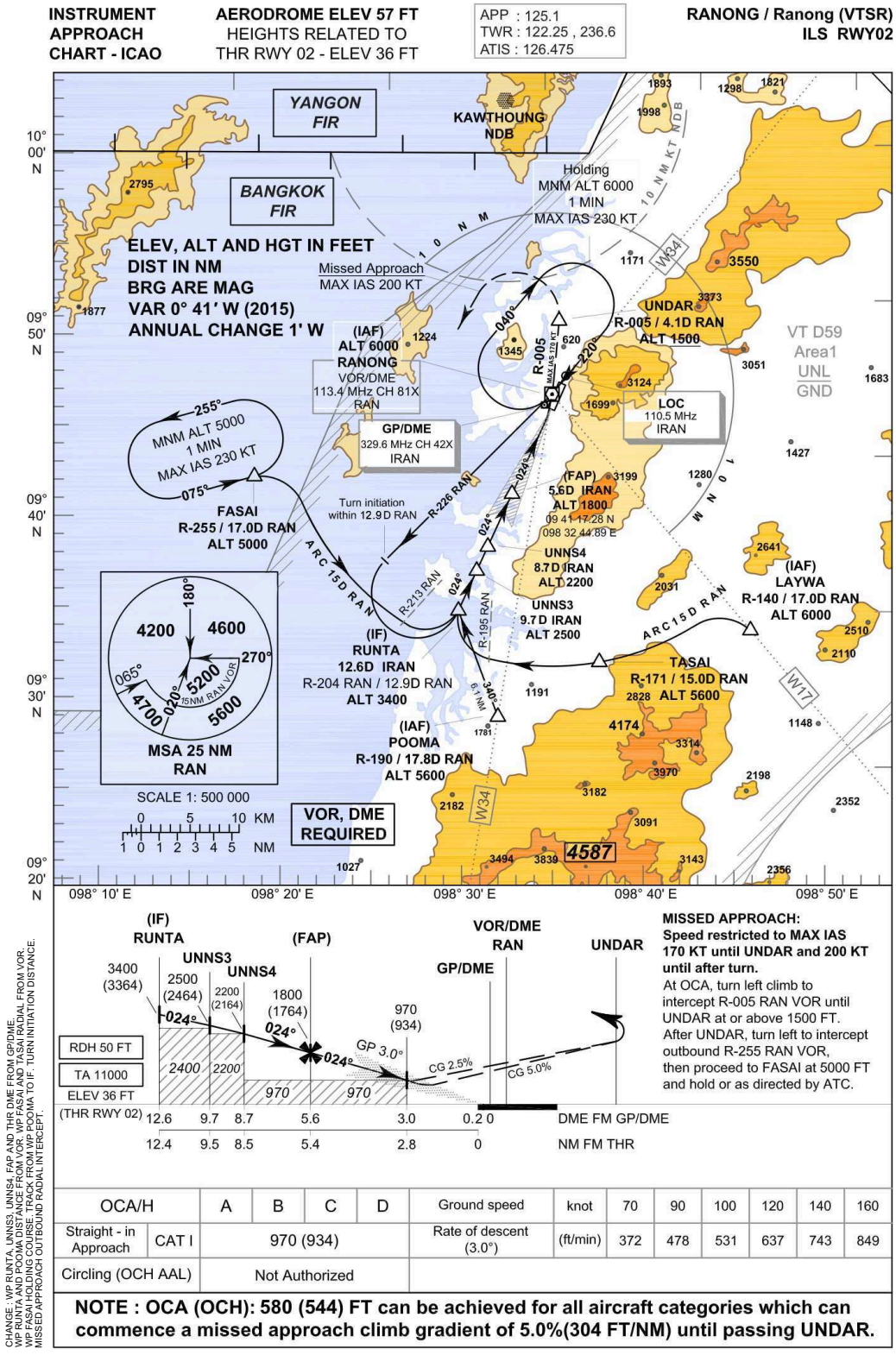
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 57 FT
HEIGHTS RELATED TO
THR RWY 02 - ELEV 36 FT

RANONG / Ranong (VTSR)
VOR RWY02

Fix / Point		Coordinates	
LAYWA (IAF)	R-140 / 17.0 D RAN	09 33 39.55 N	098 46 08.20 E
TASAI	R-171 / 15.0 D RAN	09 31 52.58 N	098 37 41.43 E
DAMUN (IAF)	R-190 / 17.3 D RAN	09 29 30.56 N	098 32 09.21 E
LAAUN (IF)	R-203 / 13.0 D RAN	09 34 39.04 N	098 30 00.27 E
UNNS1	R-203 / 10.4 D RAN	09 37 03.88 N	098 31 00.61 E
UNNS2	R-203 / 9.4 D RAN	09 37 59.58 N	098 31 23.82 E
FAF	R-203 / 6.0 D RAN	09 41 08.97 N	098 32 42.76 E
MAPt (CG 2.5%)	R-203 / 3.4 D RAN	09 43 33.80 N	098 33 43.14 E
MAPt (CG 4.3%)	R-203 / 2.7 D RAN	09 44 12.75 N	098 33 59.49 E
THR RWY 02	-	09 46 09.60 N	098 34 54.54 E
VOR (IAF)	RAN	09 46 40.71 N	098 35 01.36 E
UNDAR	R-005 / 4.1 D RAN	09 50 48.28 N	098 35 19.08 E
FASAI	R-255 / 17.0 D RAN	09 42 08.62 N	098 18 26.53 E

CHANGE : VOR COORDINATE. WP FASAI, TASAI AND DAMUN
RADIAL FROM VOR. WP DAMUN DISTANCE FROM VOR.



OCA/H		A	B	C	D	Ground speed	knot	70	90	100	120	140	160
Straight - in Approach	CAT I	970 (934)				Rate of descent (3.0°)	(ft/min)	372	478	531	637	743	849
Circling (OCH AAL)		Not Authorized											

NOTE : OCA (OCH): 580 (544) FT can be achieved for all aircraft categories which can commence a missed approach climb gradient of 5.0%(304 FT/NM) until passing UNDAR.

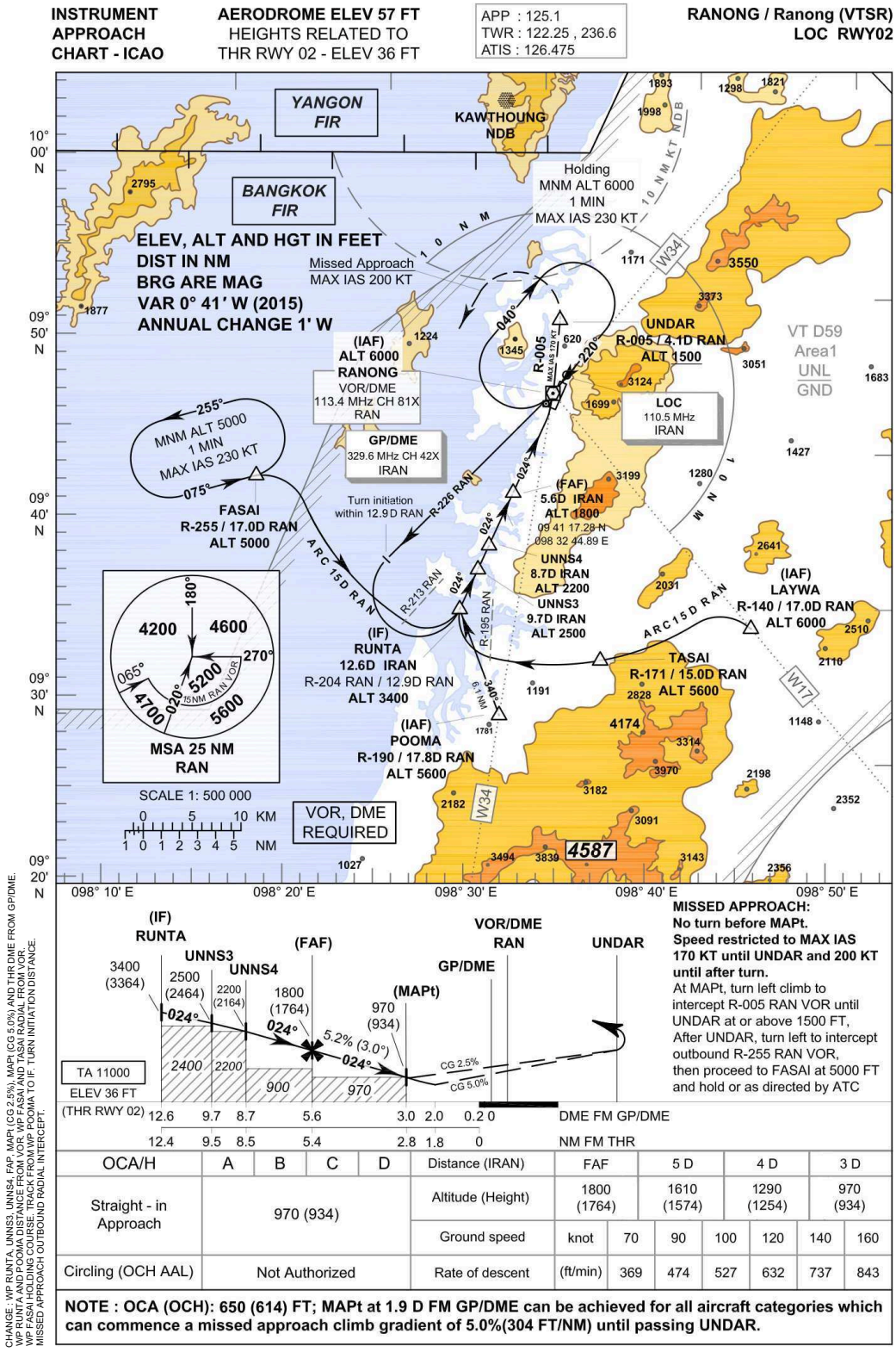
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 57 FT
HEIGHTS RELATED TO
THR RWY 02 - ELEV 36 FT

RANONG / Ranong (VTSR)
ILS RWY02

Fix / Point		Coordinates	
LAYWA (IAF)	R-140 / 17.0 D RAN	09 33 39.55 N	098 46 08.20 E
TASAI	R-171 / 15.0 D RAN	09 31 52.58 N	098 37 41.43 E
POOMA (IAF)	R-190 / 17.8 D RAN	09 29 00.78 N	098 32 04.23 E
RUNTA (IF)	12.6 D IRAN	09 34 45.42 N	098 29 51.20 E
UNNS3	9.7 D IRAN	09 37 26.02 N	098 31 00.81 E
UNNS4	8.7 D IRAN	09 38 21.40 N	098 31 24.81 E
FAP	5.6 D IRAN	09 41 13.07 N	098 32 39.24 E
THR RWY 02	-	09 46 09.60 N	098 34 54.54 E
GP / DME	IRAN	09 46 20.38 N	098 34 55.13 E
VOR (IAF)	RAN	09 46 40.71 N	098 35 01.36 E
LOC	IRAN	09 47 18.28 N	098 35 25.01 E
UNDAR	R-005 / 4.1 D RAN	09 50 48.28 N	098 35 19.08 E
FASAI	R-255 / 17.0 D RAN	09 42 08.62 N	098 18 26.53 E

CHANGE : VOR, GP/DME, LOC, WP UNNS3, UNNS4, FAP COORDINATE.
WP RUNTA, UNNS3, UNNS4, FAP DISTANCE FROM GP/DME.
WP TASAI AND FASAI RADIAL FROM VOR. WP POOMA DISTANCE FROM VOR.


INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 57 FT
HEIGHTS RELATED TO THR RWY 02 - ELEV 36 FT
APP : 125.1
TWR : 122.25 , 236.6
ATIS : 126.475
RANONG / Ranong (VTSR)
LOC RWY02
YANGON FIR
BANGKOK FIR
KAWTHOUNG NDB
ELEV, ALT AND HGT IN FEET
DIST IN NM
BRG ARE MAG
VAR 0° 41′ W (2015)
ANNUAL CHANGE 1′ W
Missed Approach
MAX IAS 200 KT
Holding
MNM ALT 6000
1 MIN
MAX IAS 230 KT
10 NM KT NDB
(IAF)
ALT 6000
RANONG
VOR/DME
113.4 MHz CH 81X
RAN
GP/DME
329.6 MHz CH 42X
IRAN
R-005
MAX IAS 170 KT
UNDAR
R-005 / 4.1D RAN
ALT 1500
LOC
110.5 MHz
IRAN
VT D59
Area1
UNL
GND
MNM ALT 5000
1 MIN
MAX IAS 230 KT
255°
075°
FASAI
R-255 / 17.0D RAN
ALT 5000
Turn initiation
within 12.9 D RAN
R-226 RAN
ARC 15 D RAN
(FAF)
5.6D IRAN
ALT 1800
09 41 17.28 N
098 32 44.89 E
UNNS4
8.7D IRAN
ALT 2200
UNNS3
9.7D IRAN
ALT 2500
R-213 RAN
R-195 RAN
(IF)
RUNTA
12.6D IRAN
R-204 RAN / 12.9D RAN
ALT 3400
(IAF)
POOMA
R-190 / 17.8D RAN
ALT 5600
(IAF)
LAYWA
R-140 / 17.0D RAN
ALT 6000
TASAI
R-171 / 15.0D RAN
ALT 5600
4200
4600
5200
4700
5600
180°
270°
065°
020°
15NM RAN VOR
MSA 25 NM
RAN
SCALE 1: 500 000
0 5 10 KM
1 0 1 2 3 4 5 NM
VOR, DME
REQUIRED
4587
W34
W17
098° 10' E
098° 20' E
098° 30' E
098° 40' E
098° 50' E
10° 00' N
09° 50' N
09° 40' N
09° 30' N
09° 20' N
(IF)
RUNTA
UNNS3
UNNS4
(FAF)
VOR/DME
RAN
GP/DME
UNDAR
(MAPt)
3400
(3364)
2500
(2464)
2200
(2164)
1800
(1764)
970
(934)
024°
5.2% (3.0°)
CG 2.5%
CG 5.0%
2400
2200
900
970
TA 11000
ELEV 36 FT
(THR RWY 02)
12.6 9.7 8.7 5.6 3.0 2.0 0.2 0
DME FM GP/DME
12.4 9.5 8.5 5.4 2.8 1.8 0
NM FM THR
MISSED APPROACH:
No turn before MAPt.
Speed restricted to MAX IAS 170 KT until UNDAR and 200 KT until after turn.
At MAPt, turn left climb to intercept R-005 RAN VOR until UNDAR at or above 1500 FT,
After UNDAR, turn left to intercept outbound R-255 RAN VOR,
then proceed to FASAI at 5000 FT and hold or as directed by ATC
OCA/H
A
B
C
D
Distance (IRAN)
FAF
5 D
4 D
3 D
Straight - in Approach
970 (934)
Altitude (Height)
1800 (1764)
1610 (1574)
1290 (1254)
970 (934)
Ground speed
knot
70
90
100
120
140
160
Circling (OCH AAL)
Not Authorized
Rate of descent
(ft/min)
369
474
527
632
737
843
NOTE : OCA (OCH): 650 (614) FT; MAPt at 1.9 D FM GP/DME can be achieved for all aircraft categories which can commence a missed approach climb gradient of 5.0%(304 FT/NM) until passing UNDAR.
CHANGE: WP RUNTA, UNNS3, UNNS4, FAP, MAPt (CG 2.5%) AND MAPt (CG 5.0%) AND THR DME FROM GP/DME.
WP POOMA, ALT, DME DISTANCE FROM VOR, WP FASAI AND TASAI RADIAL FROM VOR.
WP FASAI HOLDING OUTBOUND TRACK FROM VOR, WP POOMA TO IF, TURN INITIATION DISTANCE.
MISSED APPROACH OUTBOUND RADIAL INTERCEPT.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 57 FT
HEIGHTS RELATED TO
THR RWY 02 - ELEV 36 FT

RANONG / Ranong (VTSR)
LOC RWY02

Fix / Point		Coordinates	
LAYWA (IAF)	R-140 / 17.0 D RAN	09 33 39.55 N	098 46 08.20 E
TASAI	R-171 / 15.0 D RAN	09 31 52.58 N	098 37 41.43 E
POOMA (IAF)	R-190 / 17.8 D RAN	09 29 00.78 N	098 32 04.23 E
RUNTA (IF)	12.6 D IRAN	09 34 45.42 N	098 29 51.20 E
UNNS3	9.7 D IRAN	09 37 26.00 N	098 31 00.81 E
UNNS4	8.7 D IRAN	09 38 21.40 N	098 31 24.81 E
(FAF)	5.6 D IRAN	09 41 13.07 N	098 32 39.24 E
MAPt (CG 2.5%)	3.0 D IRAN	09 43 37.09 N	098 33 41.70 E
MAPt (CG 5.0%)	2.0 D IRAN	09 44 32.51 N	098 34 05.74 E
THR RWY 02	-	09 46 09.60 N	098 34 54.54 E
GP / DME	IRAN	09 46 20.38 N	098 34 55.13 E
VOR (IAF)	RAN	09 46 40.71 N	098 35 01.36 E
LOC	IRAN	09 47 18.28 N	098 35 25.01 E
UNDAR	R-005 / 4.1 D RAN	09 50 48.28 N	098 35 19.08 E
FASAI	R-255 / 17.0 D RAN	09 42 08.62 N	098 18 26.53 E

CHANGE : WP UNNS3, UNNS4, FAF, MAPt (CG 2.5%), MAPt (CG 5.0%), GP/DME, VOR,AND LOC COORDINATE. WP RUNTA, UNNS3, UNNS4, FAF, MAPt (CG 2.5%), MAPt (CG 5.0%) DME FROM GP/DME. WP POOMA DISTANCE FROM VOR. WP FASAI AND TASAI RADIAL FROM VOR.

VTUI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Sakon Nakhon, Upper Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Upper Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +664 271 6574 ext. 7613
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS) and Weather Radar
9	ATS units provided with information	Sakon Nakhon TWR
10	Additional information (limitation of service, etc.)	NIL

VTUI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	045.50°	2600x45	PCN 43/F/D/X/T Asphaltic Concrete	171112.56N 1040635.89E	THR 529 FT TDZ 529 FT
23	225.50°	2600x45	PCN 43/F/D/X/T Asphaltic Concrete	171212.45N 1040738.22E	THR 526 FT TDZ 526 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0.0385%	NIL	NIL	2720x150	300x90	NIL	NIL	NIL
0.0385%	NIL	NIL	2720x150	168x90	NIL	NIL	NIL

VTUI AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2600	2600	2600	2600	NIL
23	2600	2600	2600	2600	NIL

VTUI 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 Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	NIL	Green NIL	PAPI LEFT 3° (55.77 FT)	NIL	NIL	2600 M 30 M FM 0 M-2000 M White, FM 2000 M- 2600 M Yellow, LIH	Red NIL	NIL	RTIL
23	SALS 420 M LIH	Green NIL	PAPI LEFT 3° (47.48 FT)	NIL	NIL	2600 M 30 M FM 0 M-2000 M White, FM 2000 M-2600 M Yellow, LIH	Red NIL	NIL	NIL

VTUI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of ATC tower, FLG W G EV 3 SEC. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: Wind cone at 1360 M from THR 05 off set to the left side 90 M from RCL, illuminated.
3	TWY edge and centre line lighting	TWY edge: ALL TWY TWY centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply at Airfield Lighting (AFL) building Switch-over time: 15 SEC.
5	Remarks	NIL

VTUI AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTUI AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on SKN DVOR/DME (171250.8N 1040812.4E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C

VTSB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTSB AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on STN DVOR/DME (090746.2N 0990805.1E)
2	Vertical limits	3000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Surat Thani Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Surat Thani Approach	123.35 / 240.0 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Surat Thani Tower	122.7 MHz 274.5 MHz 121.5 MHz [1)] 243.0 MHz [1)]	As AD OPR HR	
GND	Surat Thani Ground	121.9 MHz 275.8 MHz	As AD OPR HR	
ATIS	Surat Thani Airport	125.95 MHz	As AD OPR HR	

VTSB 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	STN	110.6 MHz CH43X	H24	090746.2N 0990805.1E		DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage orbit 40 nm as follow: RDL 001-070 DEG ALT should not below 1500 ft RDL 071-090 DEG ALT should not below 3500 ft RDL 091-150 DEG ALT should not below 5000 ft RDL 151-190 DEG ALT should not below 1500 ft RDL 191-360 DEG ALT should not below 4000 ft RDL 227 DEG distance approximate 10-13 DME out of tolerance roughness and scalloping.
ILS CAT I LOC RWY22	ISTN	109.5 MHz	H24	090715.0N 0990726.8E		Designated operational coverage 18 nm ±10º and 10 nm ±35º of localizer course, no back course and voice feature, the antenna array is located on extended runway centre line at distance 305 m from THR of runway 04.
GP/DME		332.6 MHz CH32X	H24	090821.8N 0990837.5E		- Glide Path 3° - DME co-located with Glide Slope power output 100 watts Uni-directional
TACAN	SRT	CH79	2300-1100	0907.9N 09908.1E		Military Facility

VTSB AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Reporting points for VFR flight In order to expedite and maintain an orderly flow of air traffic into Surat Thani Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft be set up as follow:

a) Aircraft entering to land from north of Surat Thani Airport, shall report over Chai Ya District, designated as CHARLIE point (0923.0N 9912.5E) which is approximately 15 nm on bearing 010º from SR NDB. When reaching CHARLIE the aircraft will be instructed to join aerodrome traffic pattern accordingly.
b) Aircraft entering to land from east of Surat Thani Airport, shall report over Surat Thani District, designated as SIERRA point (0908.0N 9920.0E) which is approximately 12 nm on bearing 090º from SR NDB. When reaching SIERRA the aircraft will be instructed to join aerodrome traffic pattern accordingly.
c) Aircraft entering to land from south of Surat Thani Airport, shall report over Ban Nasan District, designated as NOVEMBER point (0848.0N 9922.0E) which is approximately 25 nm on bearing 145º from SR NDB. When reaching NOVEMBER the aircraft will be instructed to join aerodrome traffic pattern accordingly.
d) Aircraft entering to land from west of Surat Thani Airport, shall report over Khirirat Nikhom District, designated as KILO point (0902.0N 09858.0E) which is approximately 14 nm on bearing 240º from SR NDB. When reaching KILO the aircraft will be instructed to join aerodrome traffic pattern accordingly.

1.2 Aerodrome traffic circuit

Using both sides of traffic circuit

1.3 Overhead approach pattern

a) Using runway 04 by left turn pattern

Chart name	Page
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 22 - ADLAL1A EMVEL1A IDNAR1A IKERA1A LAMUL1A SEGRA1A TAVAT1A TOGIM1A	AD 2-VTSB-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 22 - ADLAL1A EMVEL1A IDNAR1A IKERA1A LAMUL1A SEGRA1A TAVAT1A TOGIM1A (Tabular description 1)	AD 2-VTSB-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 22 - ADLAL1A EMVEL1A IDNAR1A IKERA1A LAMUL1A SEGRA1A TAVAT1A TOGIM1A (Tabular description 2)	AD 2-VTSB-7-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 22 - ADLAL1A EMVEL1A IDNAR1A IKERA1A LAMUL1A SEGRA1A TAVAT1A TOGIM1A (Waypoint list table)	AD 2-VTSB-7-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 22	AD 2-VTSB-8-1
Instrument Approach Chart - ICAO - ILS or LOC z RWY 22 (Tabular description)	AD 2-VTSB-8-2
Instrument Approach Chart - ICAO - ILS or LOC z RWY 22 (Fix and point list table)	AD 2-VTSB-8-3
Instrument Approach Chart - ICAO - RNP RWY 04	AD 2-VTSB-8-5
Instrument Approach Chart - ICAO - RNP RWY 04 (Tabular description)	AD 2-VTSB-8-6
Instrument Approach Chart - ICAO - RNP RWY 22	AD 2-VTSB-8-7
Instrument Approach Chart - ICAO - RNP RWY 22 (Tabular description)	AD 2-VTSB-8-8

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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 20 FT
HEIGHTS RELATED TO
THR RWY22 - ELEV 18 FT

SURAT THANI / Surat Thani (VTSB)

ILS or LOC z RWY22

Fix / Point		Coordinates		Pronunciation
GULNA (IF)	12.2D ISTN	09° 17' 12.09" N	099° 17' 10.72" E	GUN - NA
SB202 (FAP/FAF)	6.9D ISTN	09° 13' 22.20" N	099° 13' 25.76" E	-
MAPt (LOC only)	1.3D ISTN	09° 09' 20.11" N	099° 09' 29.00" E	-
LOC	ISTN	09° 07' 15.02" N	099° 07' 26.77" E	-
GP/DME	ISTN	09° 08' 21.78" N	099° 08' 37.50" E	-

CHANGE: LOC AND GP/DME COORDINATES.

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VTSM 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	SMU	117.6 MHz CH123X	H24	093249.3N 1000342.3E	24m	DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at required altitude in various areas as follows: – Radial 000º-015º beyond 25 nm altitude should not below 4 000 ft. – Radial 016º-040º beyond 25 nm altitude should not below 6 000 ft. – Radial 041º-060º beyond 20 nm altitude should not below 11 000 ft. – Radial 061º-070º beyond 25 nm altitude should not below 9 000 ft. – Radial 071º-120º beyond 40 nm altitude should not below 11 000 ft. – Radial 121º-180º beyond 40 nm altitude should not below 5 000 ft. – Radial 181º-210º beyond 25 nm altitude should not below 8 000 ft. – Radial 211º-260º beyond 20 nm altitude should not below 9 000 ft. – Radial 261º-280º beyond 25 nm altitude should not below 7 000 ft. – Radial 281º-360º beyond 40 nm altitude should not below 8 000 ft.

VTSM AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTSM AD 2.21 NOISE ABATEMENT PROCEDURES

1. ICAO Noise Abatement Departure Procedure RWY17/35

1.1 ICAO have developed aircraft operating procedures, Noise Abatement Departure Procedure 1 (NADP 1) and Noise Abatement Departure Procedure 2 (NADP 2), for the take-off climb to ensure that the necessary safety of flight operations is maintained whilst minimizing exposure to noise on the ground.

1.2 NADP 1 is intended to provide noise reduction for noise sensitive areas in close proximity to the departure end of the runway. NADP 2 provides noise reduction to areas more distant from the runway end.

1.3 All operators are to adopt NADP 1 procedures for all take-offs from Samui Airport on RWY17 or RWY35

1.4 Full details of NADP 1 and NADP 2 are contained in ICAO Procedures for Air Navigation Services – Aircraft Operations, Volume 1 – Flight Procedures (PANSOPS, Doc 8168 Volume 1).

1.5 For Propeller and Turboprop Aeroplane, after take-off Pilot-in-Command should aim to use an airspeed giving the best rate of climb.

2. Noise Mitigating Measures

2.1 The following procedures are implemented to reduce aircraft noise levels when operating conditions permit. These measures include:

a) Preferential use of Runway
b) APU Restrictions
c) Reverse Thrust Use

2.2 Preferential use of Runway

RWY35 for take-off and RWY17 for landing are preferentially to be used. However, in order to achieve maximum flight safety, this procedure is not applied under the following circumstances.

a) The use of other runway is necessary in consideration of safety of the aircraft operation.

b) The condition of the specified runway is not suitable for landing or take-off.
c) The tail wind component, including gusts, exceeds 5 KT.
d) The cross wind component, including gusts, exceeds 15 KT.
e) When the possibility exists that orderly flow of traffic may be impeded.

2.3 APU Restrictions

For noise abatement purposes, pilots are encouraged to limit Auxiliary Power Units (APU) use to the minimum time necessary. The maximum recommended APU run-time is (30) minutes.

2.4 Reverse Thrust Use

The use of reverse thrust may negatively impact the residential community surrounding the Samui Airport, particularly during night hours. The use of minimum reverse thrust necessary for safety is recommended consistent with runway conditions and available length.

3. Noise Level Limits

3.1 Noise Operating Restrictions

Under the Environmental Protection (Aircraft Noise) Regulations, international and domestic aircraft operating to/from Samui Airport are required to be certified as compliant with the relevant ICAO Annex 16 Volume I, Aircraft Noise.

– Subsonic jets must be certified as Chapter 3 or Chapter 4.
– Aircraft with Chapter 2 noise certification are not permitted to operate.

3.2 Marginally Compliant Chapter 3 (MCC3) Aircraft

The operations to flights which will be operated by subsonic jet aircraft that meet the Chapter 3 standards by a cumulative margin of not more than 5 EPNdB (Marginally Compliant Chapter 3 (MCC3) Aircraft) will be prohibited for take-off and landing at Samui Airport between 1100 UTC and 2359 UTC.

3.3 Exempted MCC3 Aircraft

MCC3 aircraft operated for emergency, medical and humanitarian purposes are exempted from the above restriction.

VTSM AD 2.22 FLIGHT PROCEDURES

1. SPEED CONTROL PROCEDURE IN SAMUI TMA

a) All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 FT AMSL are subject to fly not faster than indicated air speed 250 knots unless authorized by ATC.
b) Speed will be reduced to 220 knots during 20-25 track miles from touchdown.
c) 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
d) 150 to 160 knots at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extent determined by ATC.
e) Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.
f) ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase “NO SPEED RESTRICTIONS”. An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase “RESUME NORMAL SPEED” will be used.
g) All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
h) If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

NOTE - an instruction to “RESUME NORMAL SPEED” does not cancel speed restrictions that applicable to published procedure of upcoming segments of flight, aircraft shall comply speed restrictions specified in a) b) c) and d)

2. IFR DEPARTURES OTHER THAN VIA SID

IFR departure procedures described below are determined for the purpose of case when an instrument departure via SID is impossible or undesirable.

3. VISUAL DEPARTURES

Visual departures during take-off and initial climb-out are permitted during the daytime and Visual Meteorological Conditions (VMC). ATC clearance to execute a visual departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute a visual departure

- meteorological conditions in the direction of take-off and the following climb-out shall enable visual reference to terrain up to Minimum Sector Altitude (MSA) or Minimum Flight Altitude (MFA) stated in ATC clearance,
- the pilot shall be responsible for obstacle clearance until such specified altitude,
- the pilot prior to take-off shall agree to execute this procedure,
- the ATC clearance shall be readback,

4. OMNIDIRECTIONAL DEPARTURES

Omnidirectional departures during take-off and initial climb-out are permitted during the day and night. ATC clearance to execute an omnidirectional departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute an omnidirectional departure:

- the pilot shall be maintaining a minimum climb gradient up to specific altitude as published shown as below,
- the pilot shall be responsible for adherence to such obtained ATC clearance,
- the pilot prior to take-off shall agree to execute this procedure,
- The ATC clearance shall be readback,

- Runway 17:

SAMUI OMNI 17 Departure: Required climb gradient 402 ft per NM (6.6%) until 3,700 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.6%	(ft/min)	435	501	668	1003	1337	1671	2005

No turn before DER.
After departure climb on heading 160° until 3,000 ft, then comply with ATC clearance issued (or as directed by ATC).

- Runway 35:

SAMUI OMNI 35 Departure: Required climb gradient 402 ft per NM (6.6%) until 3,700 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 6.6%	(ft/min)	435	501	668	1003	1337	1671	2005

No turn before DER.
After departure climb straight ahead until 3,000 ft, then comply with ATC clearance issued (or as directed by ATC).

VTSM AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

1.1 Bird concentrations in the vicinity of an aerodrome.

VTSM AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSM-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTSM-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTSM-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 35/17	AD 2-VTSM-3-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A	AD 2-VTSM-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A (Tabular description)	AD 2-VTSM-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A (Waypoint list table)	AD 2-VTSM-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B	AD 2-VTSM-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B (Tabular description)	AD 2-VTSM-6-6

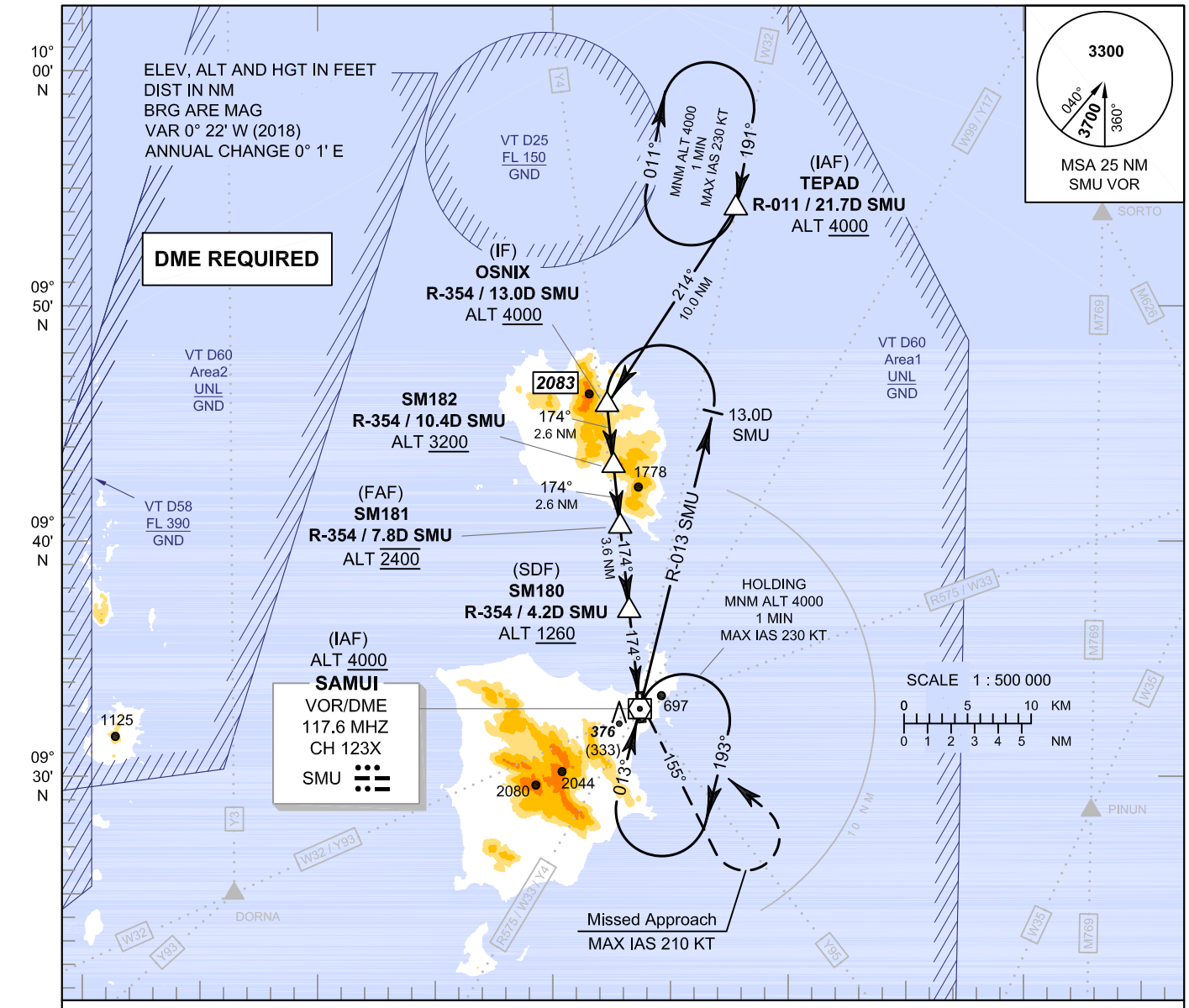
Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B (Waypoint list table)	AD 2-VTSM-6-7
Instrument Approach Chart - ICAO - VOR RWY 17 - CAT A, B	AD 2-VTSM-8-1
Instrument Approach Chart - ICAO - VOR RWY 17 - CAT A, B (Fix and point list table)	AD 2-VTSM-8-2
Instrument Approach Chart - ICAO - VOR RWY 17 - CAT C	AD 2-VTSM-8-3
Instrument Approach Chart - ICAO - VOR RWY 17 - CAT C (Fix and point list table)	AD 2-VTSM-8-4
Instrument Approach Chart - ICAO - VOR RWY 35 - CAT A, B	AD 2-VTSM-8-5
Instrument Approach Chart - ICAO - VOR RWY 35 - CAT A, B (Fix and point list table)	AD 2-VTSM-8-6
Instrument Approach Chart - ICAO - VOR RWY 35 - CAT C	AD 2-VTSM-8-7
Instrument Approach Chart - ICAO - VOR RWY 35 - CAT C (Fix and point list table)	AD 2-VTSM-8-8
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT A, B	AD 2-VTSM-8-9
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT A, B (Tabular description)	AD 2-VTSM-8-10
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT A, B (Waypoint list table)	AD 2-VTSM-8-11
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT C	AD 2-VTSM-8-13
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT C (Tabular description)	AD 2-VTSM-8-14
Instrument Approach Chart - ICAO - RNP RWY 17 - CAT C (Waypoint list table)	AD 2-VTSM-8-15
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT A, B	AD 2-VTSM-8-17
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT A, B (Tabular description)	AD 2-VTSM-8-18
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT A, B (Waypoint list table)	AD 2-VTSM-8-19
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT C	AD 2-VTSM-8-21
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT C (Tabular description)	AD 2-VTSM-8-22
Instrument Approach Chart - ICAO - RNP RWY 35 - CAT C (Waypoint list table)	AD 2-VTSM-8-23

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
VOR RWY17
CAT A, B



OCA/H	A	B
Straight - in Approach	920 (877)	
Circling* (OCH AAL)	1400 (1336)	

* FOR CIRCLING RESTRICTIONS SEE VERSO.

Distance (SMU)	FAF	7 D	6 D	5 D	4 D	3.1 D
Altitude (Height)	2400 (2357)	2145 (2102)	1830 (1787)	1515 (1472)	1200 (1157)	920 (877)

Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

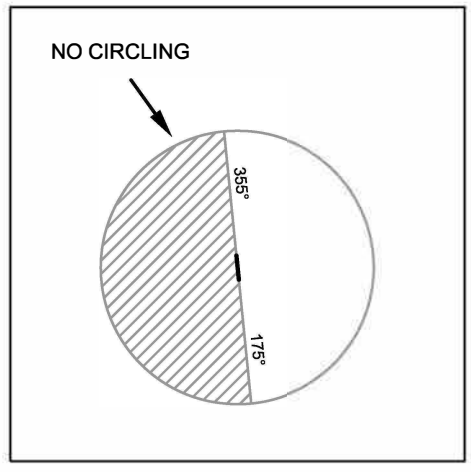
CHANGE: NEW PROCEDURES.
INTERMEDIATE APPROACH SEGMENT - NO HORIZONTAL DISTANCE 1.0 NM
DUE TO TERRAIN RESTRICTIONS.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
VOR RWY17
CAT A, B

Fix / Point		Coordinates	
(IAF) TEPAD	R-011 / 21.7D SMU	09° 54' 11.99" N	100° 07' 54.35" E
(IF) OSNIX	R-354 / 13.0D SMU	09° 45' 48.80" N	100° 02' 19.70" E
SM182	R-354 / 10.4D SMU	09° 43' 12.94" N	100° 02' 36.22" E
(FAF) SM181	R-354 / 7.8D SMU	09° 40' 37.07" N	100° 02' 52.74" E
(SDF) SM180	R-354 / 4.2D SMU	09° 37' 00.86" N	100° 03' 15.65" E
MAPt	R-354 / 0.5D SMU	09° 33' 19.09" N	100° 03' 39.13" E
(IAF) VOR	SMU	09° 32' 49.34" N	100° 03' 42.26" E



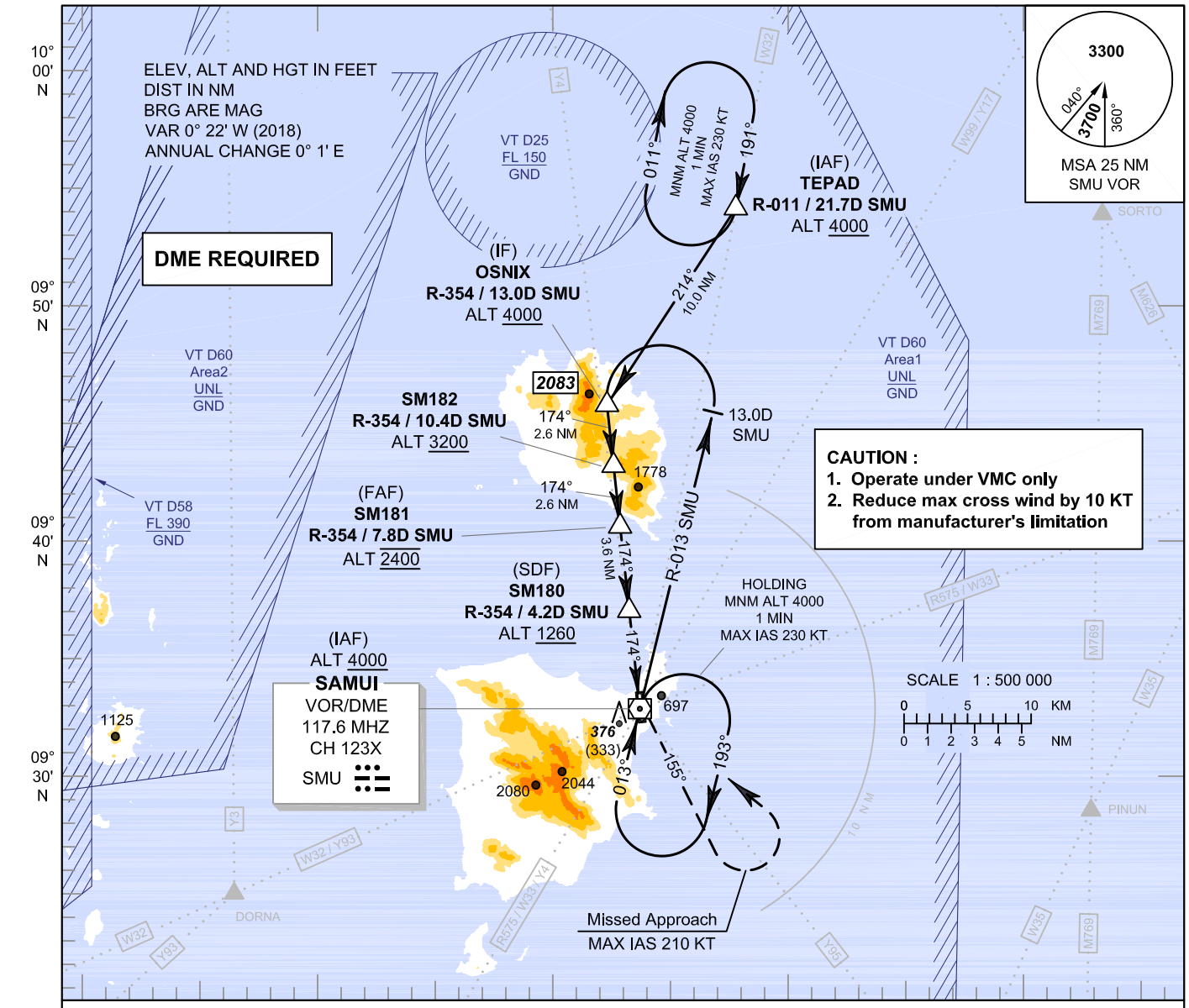
CHANGE: VOR/DME COORDINATES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
VOR RWY17
CAT C



CHANGE: NEW PROCEDURES.
INTERMEDIATE APPROACH SEGMENT - NO HORIZONTAL DISTANCE 1.5 NM
DUE TO TERRAIN RESTRICTIONS.

OCA/H	C
Straight - in Approach	920 (877)
Circling* (OCH AAL)	1400 (1336)

* FOR CIRCLING RESTRICTIONS SEE VERSO.

Distance (SMU)	FAF	7 D	6 D	5 D	4 D	3.1 D
Altitude (Height)	2400 (2357)	2145 (2102)	1830 (1787)	1515 (1472)	1200 (1157)	920 (877)

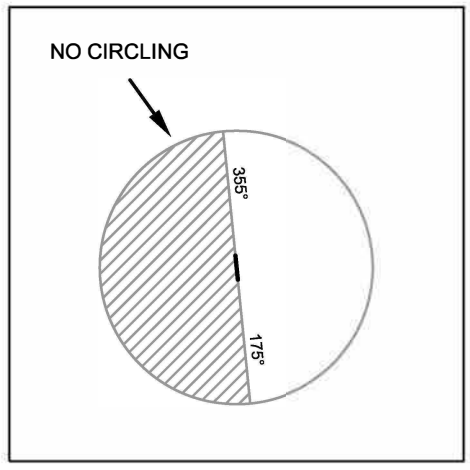
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY17 - ELEV 43 FT

SURAT THANI / Samui (VTSM)
VOR RWY17
CAT C

Fix / Point		Coordinates	
(IAF) TEPAD	R-011 / 21.7D SMU	09° 54' 11.99" N	100° 07' 54.35" E
(IF) OSNIX	R-354 / 13.0D SMU	09° 45' 48.80" N	100° 02' 19.70" E
SM182	R-354 / 10.4D SMU	09° 43' 12.94" N	100° 02' 36.22" E
(FAF) SM181	R-354 / 7.8D SMU	09° 40' 37.07" N	100° 02' 52.74" E
(SDF) SM180	R-354 / 4.2D SMU	09° 37' 00.86" N	100° 03' 15.65" E
MAPt	R-354 / 0.5D SMU	09° 33' 19.09" N	100° 03' 39.13" E
(IAF) VOR	SMU	09° 32' 49.34" N	100° 03' 42.26" E



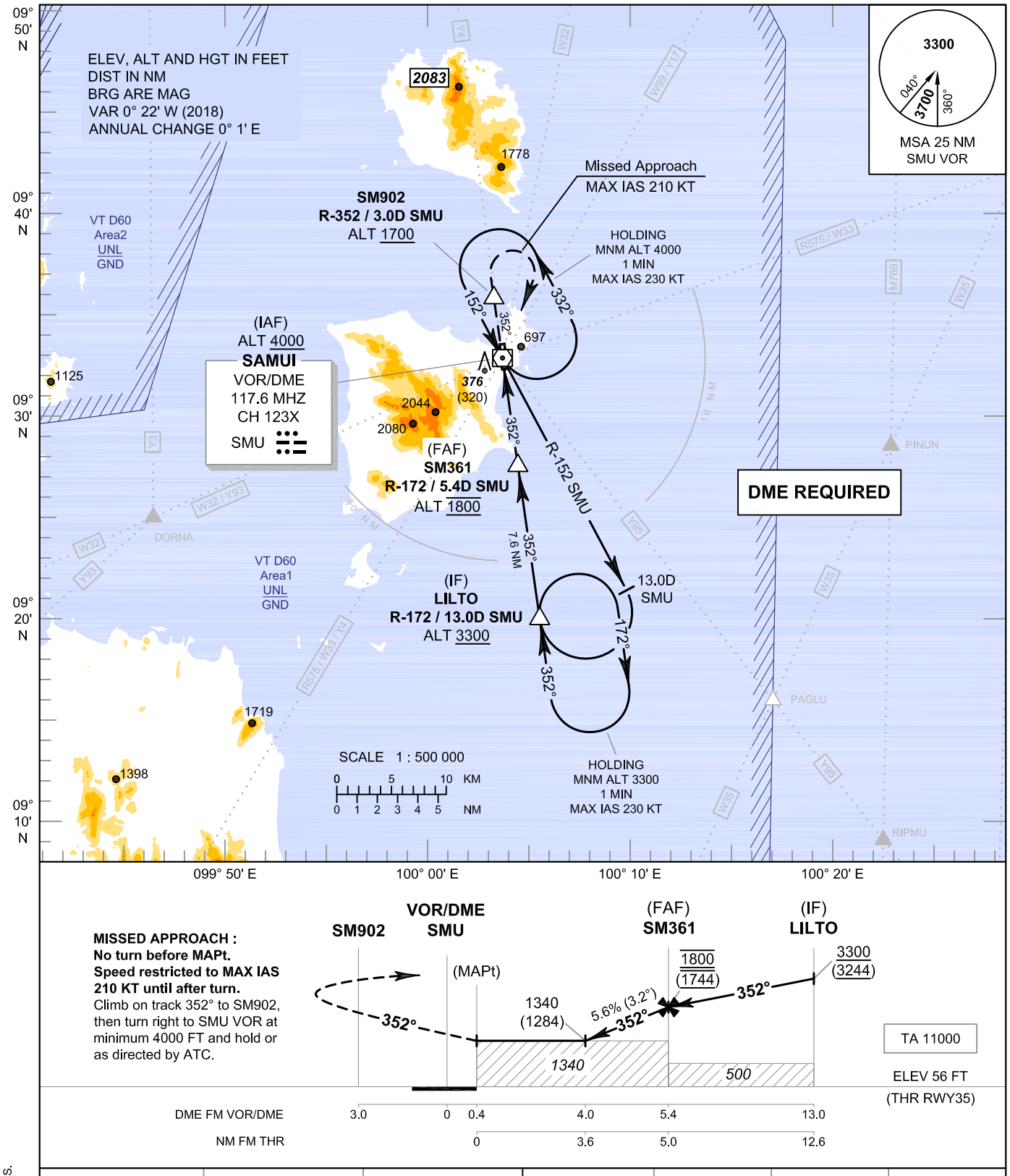
CHANGE: VOR/DME COORDINATES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

APP	129.6
TWR	118.9
GND	121.9
ATIS	128.6

SURAT THANI / Samui (VTSM)
VOR RWY35
CAT A, B



OCA/H	A	B
Straight - in Approach	1340 (1284)	
Circling* (OCH AAL)	1400 (1336)	

* FOR CIRCLING RESTRICTIONS SEE VERSO.

Distance (SMU)	4 D	5 D	FAF
Altitude (Height)	1340 (1284)	1670 (1614)	1800 (1744)

Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.6%	ft/min	397	510	567	681	794	907

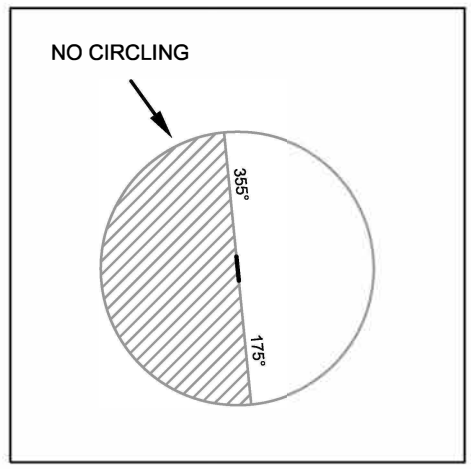
CHANGE: NEW PROCEDURES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
VOR RWY35
CAT A, B

Fix / Point		Coordinates	
(IAF) VOR	SMU	09° 32' 49.34" N	100° 03' 42.26" E
(IF) LILTO	R-172 / 13.0D SMU	09° 19' 53.35" N	100° 05' 31.31" E
(FAF) SM361	R-172 / 5.4D SMU	09° 27' 28.88" N	100° 04' 27.33" E
MAPt	R-172 / 0.4D SMU	09° 32' 27.20" N	100° 03' 45.40" E
SM902	R-352 / 3.0D SMU	09° 35' 48.57" N	100° 03' 17.09" E



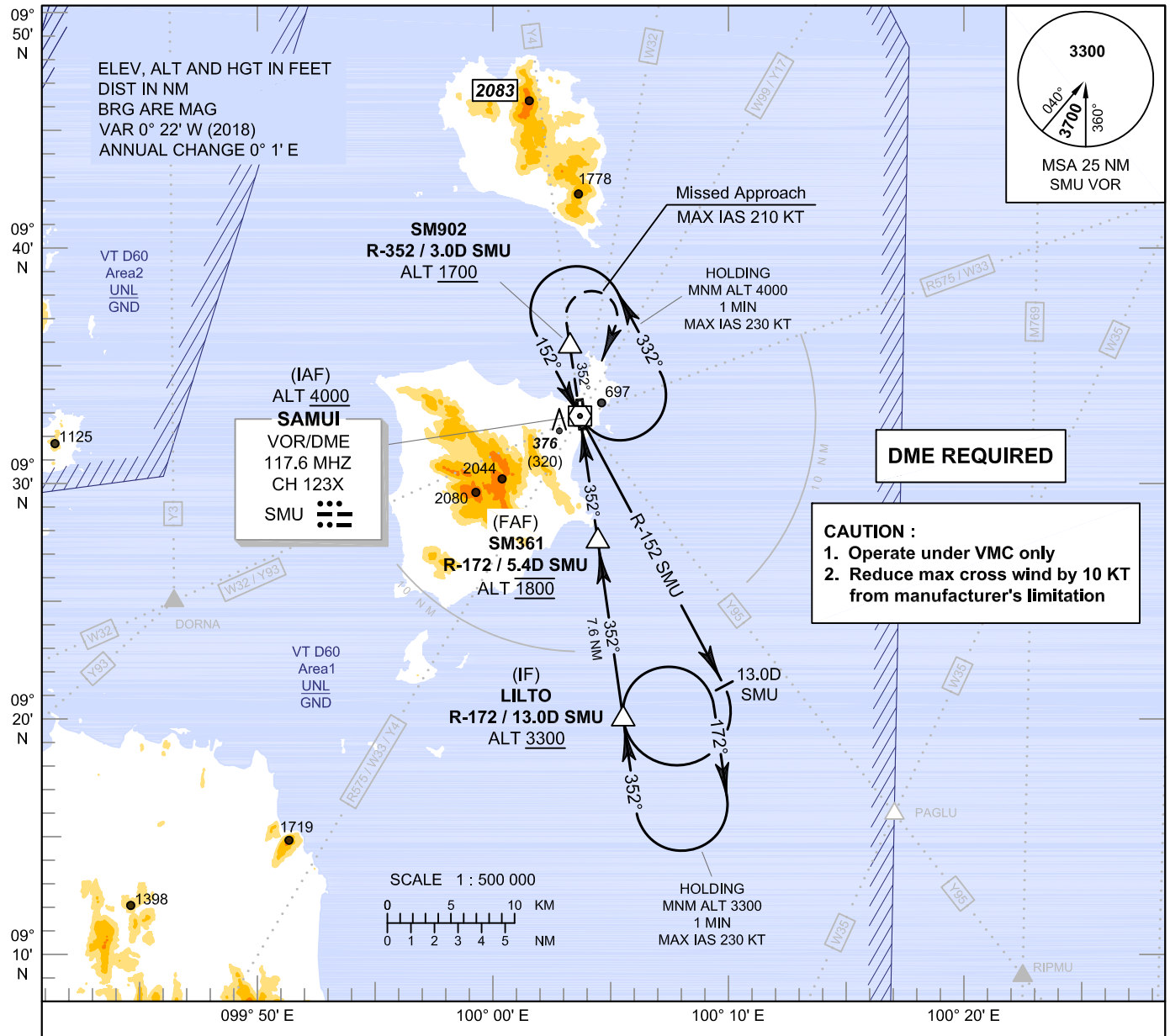
CHANGE: VOR/DME COORDINATES.

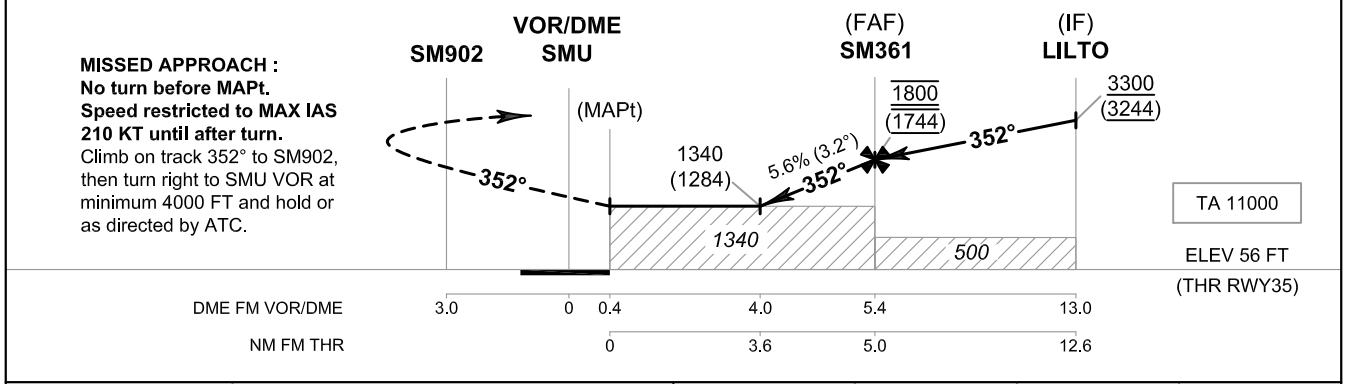
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

APP : 129.6
TWR : 118.9
GND : 121.9
ATIS : 128.6

SURAT THANI / Samui (VTSM)
VOR RWY35
CAT C





CHANGE: NEW PROCEDURES.

OCA/H	C
Straight - in Approach	1340 (1284)
Circling* (OCH AAL)	1400 (1336)

* FOR CIRCLING RESTRICTIONS SEE VERSO.

Distance (SMU)	4 D	5 D	FAF
Altitude (Height)	1340 (1284)	1670 (1614)	1800 (1744)

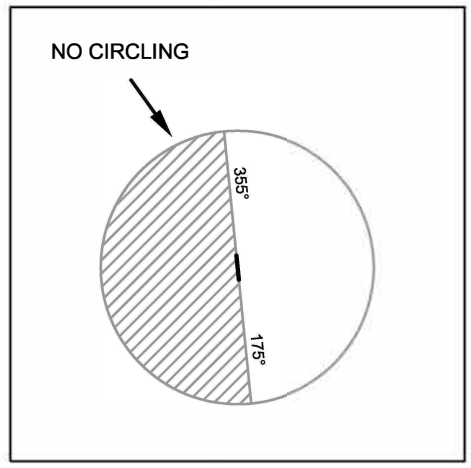
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.6%	ft/min	397	510	567	681	794	907

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 64 FT
HEIGHTS RELATED TO
THR RWY35 - ELEV 56 FT

SURAT THANI / Samui (VTSM)
VOR RWY35
CAT C

Fix / Point		Coordinates	
(IAF) VOR	SMU	09° 32' 49.34" N	100° 03' 42.26" E
(IF) LILTO	R-172 / 13.0D SMU	09° 19' 53.35" N	100° 05' 31.31" E
(FAF) SM361	R-172 / 5.4D SMU	09° 27' 28.88" N	100° 04' 27.33" E
MAPt	R-172 / 0.4D SMU	09° 32' 27.20" N	100° 03' 45.40" E
SM902	R-352 / 3.0D SMU	09° 35' 48.57" N	100° 03' 17.09" E



CHANGE: VOR/DME COORDINATES.

VTPT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPT - TAK / TAK AIRPORT

VTPT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	165345.55N 0991513.42E
2	Direction and distance from (city)	15 KM E, from city
3	Elevation/Reference temperature	478 FT/38°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.72°W(2016)/0.01°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Tak Airport Tak Airport Amphoe Muang Tak Province 63000 Thailand Tel: +665 551 2603 Fax: +665 551 4059 AFS: VTPTYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTPT AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1100
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1100
6	MET Briefing Office	NIL
7	ATS	Available on request 3 hours prior notice required in-advance to Phitsanulok approach control center via AFTN: VTPPZAZX VTPPZTZX or FAX: +665 525 3016
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Phitsanulok Airport (1st floor of airport building) Tel: +665 530 1078 +669 2262 3140 Fax: +665 530 1077

VTPT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL

7	Remarks	NIL

VTPT AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	NIL
4	Medical facilities	NIL
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

VTPT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	NIL
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTPT AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	The aerodrome is available all seasons

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

1	Apron surface and strength	Surface: Concrete and asphalt Strength: PCN 16/F/C/X/T
2	Taxiway width, surface and strength	Width: 15 M Surface: Concrete and asphalt Strength: PCN 16/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTPT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	RWY and TWY markings and LGT	RWY and TWY: Marked
3	Stop bars	NIL
4	Remarks	NIL

VTPT AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
-	Radio mast HGT 98 FT, painted red/white LGTD on top Radio mast HGT 82 FT, painted red/white LGTD on top *2 Radio mast HGT 60 M (See RMK)	164000N 0983300E 164207N 0983218E	NIL	NIL	1.DIST 600 M on radial 340 FM MST DVOR 2. DIST 1300 m on radial 270 FM MST DVOR 3. Both painted red/ white LGTD on top

VTPT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Tak, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 551 1967
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Barometer, Anemometer and Thermometer Screen
9	ATS units provided with information	Tak TWR
10	Additional information (limitation of service, etc.)	NIL

VTPT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	090.54°	1500x30	PCN 16/F/C/X/T Concrete and asphalt	165345.68N 0991446.72E	THR 469 FT TDZ 473 FT
27	270.54°	1500x30	PCN 16/F/C/X/T Concrete and asphalt	165345.43N 0991537.41E	THR 478 FT TDZ 478 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	75x45	NIL	1770x150	NIL	NIL
NIL	75x45	NIL	1770x150	NIL	NIL

VTPT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	1500	1500	1575	1500	NIL
27	1500	1500	1575	1500	NIL

VTPT 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 Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	NIL	NIL	NIL	NIL	NIL	1 500 M NIL	NIL	NIL	NIL
27	NIL	NIL	PAPI BOTH 3°	NIL	NIL	1 500 M NIL	NIL	NIL	NIL

VTPT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG WG EV 7 SEC
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport, and ABN
5	Remarks	Flares 2 HR PN

VTPT AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTPT AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5NM radius centred on Tak NDB (165358.24N 0991507.91E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Tak Tower English, Thai
5	Transition altitude	11000FT
6	Remarks	NIL

VTPT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Tak Approach	126.0 MHZ 121.5 MHZ [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Tak Tower	121.5 MHZ [1)] 118.8 MHZ 236.6 MHZ	As AD OPR HR	

VTPT 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
NDB	TK	332 KHZ	H24	165358.2N 0991508.0E	NIL	1. Route coverage checked and result found satisfactory as follows: – Bearing 098° from TK to PSL altitude 7 000 FT flown to 60 NM – Bearing 254° from TK to MST altitude 7 000 FT flown to 43 NM 2. Coverage 15 NM clockwise orbit data refer from commissioning checked as follows: – Bearing 001°-360° at altitude 3 500 FT

VTPT AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTPT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPT AD 2.22 FLIGHT PROCEDURES

NIL

VTPT AD 2.23 ADDITIONAL INFORMATION

NIL

VTPT AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPT-2-1
Instrument Approach Chart - ICAO - NDB a	AD 2-VTPT-8-1

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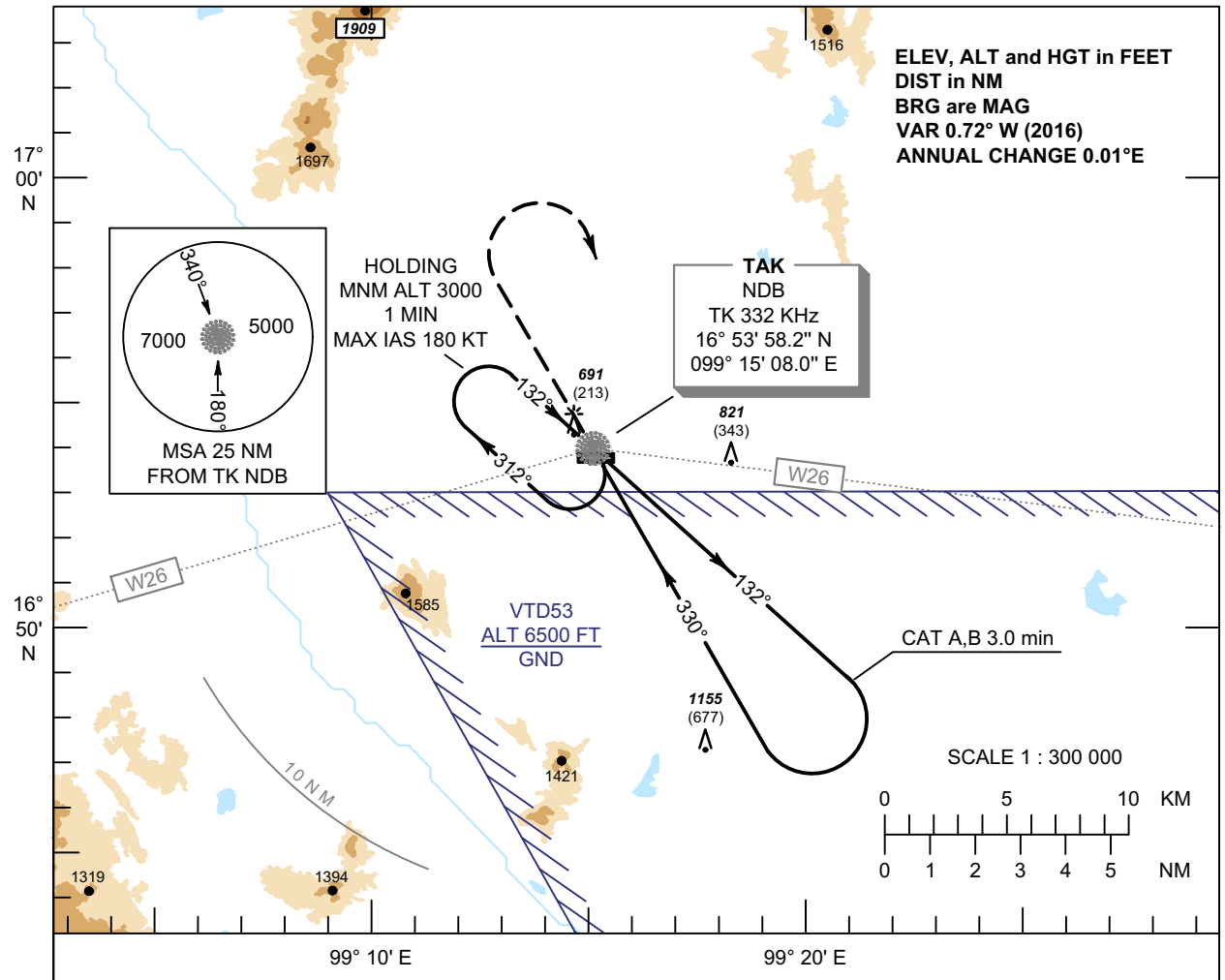
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 478 FT
HEIGHT RELATED TO AERODROME ELEV

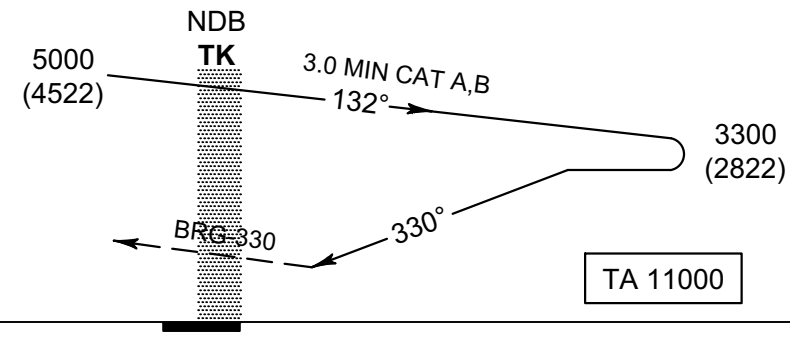
APP : 126.0
TWR : 118.8, 236.6

TAK / Tak
NDB a



MISSED APPROACH :

At TK NDB climb on BRG-330
to 2000 ft, then turn right
and continue climb to PT NDB
at or above 3000 FT,
then continue climb in the
holding pattern to 5000 ft
and hold or as directed by ATC.



OCA/H	A	B
Straight - in approach	Not Authorized	
Circling (OCH AAL)	1600 (1122)	1800 (1322)

CHANGE: REALIGNMENT.

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VTST AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTST AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 nm radius centred on TRN DVOR/DME (073032.1N 0993733.7E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Trang Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTST AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Trang Approach	125.3 MHz 121.5 MHz [1)]	As AD OPR HR	[1)] Emergency frequency
TWR	Trang Tower	118.4 MHz 236.6 MHz 121.5 MHz [1)]	As AD OPR HR	
ATIS	Trang Airport	134.5 MHz	As AD OPR HR	

VTST 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	TRN	116.6 MHz CH 113X	H24	073032.1N 0993733.7E		DVOR/DME restriction due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal at the required altitude in various areas as follows: 1. 20 nm orbit – Radial 081°-130° altitude should not below 6 000 ft. 2. 40 nm orbit – Radial 131°-350° altitude should not below 4 000 ft. – Radial 351°-030° altitude should not below 6 000 ft. – Radial 031°-080° altitude should not below 7 000 ft.
ILS CAT I LOC/DME RWY 08	ITRN	110.3 MHz CH 40X	H24	073038.4N 0993743.2E		LOC: Designated Operation Coverage 18 nm, ALT 6 300 ft/AMSL
GP		335 MHz	H24	073030.7N 0993634.8E		GP: 3.50 DEG, RDH 58 ft

VTST AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, all aircraft Maximum Takeoff Weight (MTOW) more than 5700 kg are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad at the end of runway 08 and 26 only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTST AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTST AD 2.22 FLIGHT PROCEDURES

NIL

VTST AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTST AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTST-2-1
Instrument Approach Chart - ICAO - VOR RWY 08	AD 2-VTST-8-1
Instrument Approach Chart - ICAO - VOR RWY 08 (Fix and point list table)	AD 2-VTST-8-2
Instrument Approach Chart - ICAO - ILS or LOC RWY 08	AD 2-VTST-8-3

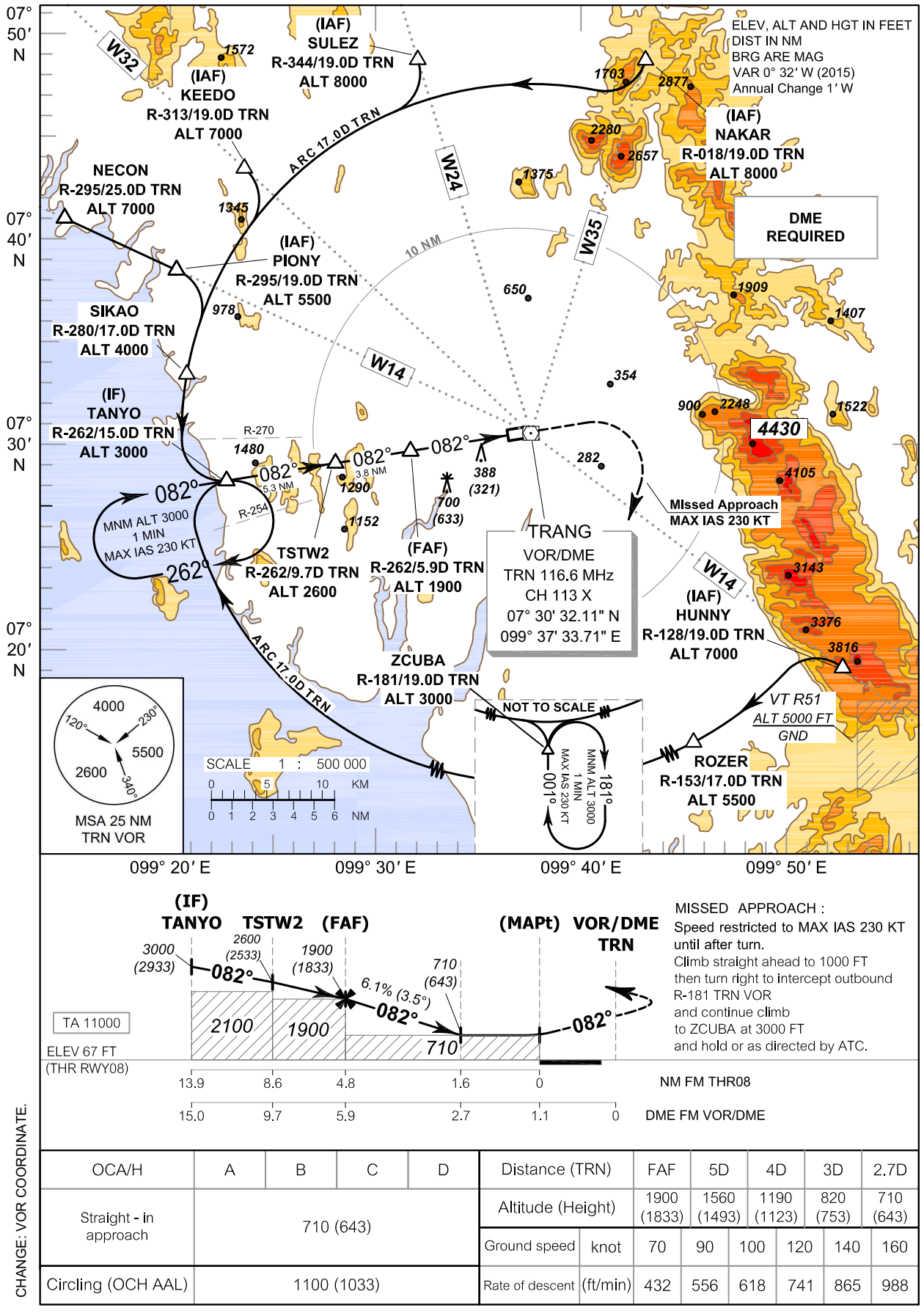
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 67 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 125.3
TWR : 118.4 , 236.6

TRANG / Trang (VTST)

VOR RWY08



CHANGE: VOR COORDINATE.

OCA/H	A	B	C	D
Straight - in approach	710 (643)			
Circling (OCH AAL)	1100 (1033)			

Distance (TRN)		FAF	5D	4D	3D	2.7D
Altitude (Height)		1900 (1833)	1560 (1493)	1190 (1123)	820 (753)	710 (643)
Ground speed	knot	70	90	100	120	140	160
Rate of descent	(ft/min)	432	556	618	741	865	988

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 67 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 125.3
TWR : 118.4 , 236.6

TRANG / Trang (VTST)

VOR RWY08

(IAF) NAKAR	R-018 / 19.0D TRN	07 48 46.92 N	099 43 11.39 E
(IAF) SULEZ	R-344 / 19.0D TRN	07 48 48.38 N	099 32 00.75 E
(IAF) KEEDO	R-313 / 19.0D TRN	07 43 29.46 N	099 23 30.44 E
NECON	R-295 / 25.0D TRN	07 41 02.31 N	099 14 41.55 E
(IAF) PIONY	R-295 / 19.0D TRN	07 38 32.46 N	099 20 09.54 E
SIKAO	R-280 / 17.0D TRN	07 33 25.05 N	099 20 41.41 E
(IAF) HUNNY	R-128 / 19.0D TRN	07 19 03.37 N	099 52 50.50 E
ROZER	R-153 / 17.0D TRN	07 15 25.36 N	099 45 32.02 E
(IF) TANYO	R-262 / 15.0D TRN	07 28 13.64 N	099 22 36.74 E
TSTW2	R-262 / 9.7D TRN	07 29 02.84 N	099 27 54.62 E
(FAF)	R-262 / 5.9D TRN	07 29 37.83 N	099 31 41.46 E
(MAPt)	R-262 / 1.1D TRN	07 30 21.94 N	099 36 28.02 E
ZCUBA	R-181 / 19.0D TRN	07 11 26.73 N	099 37 33.87 E

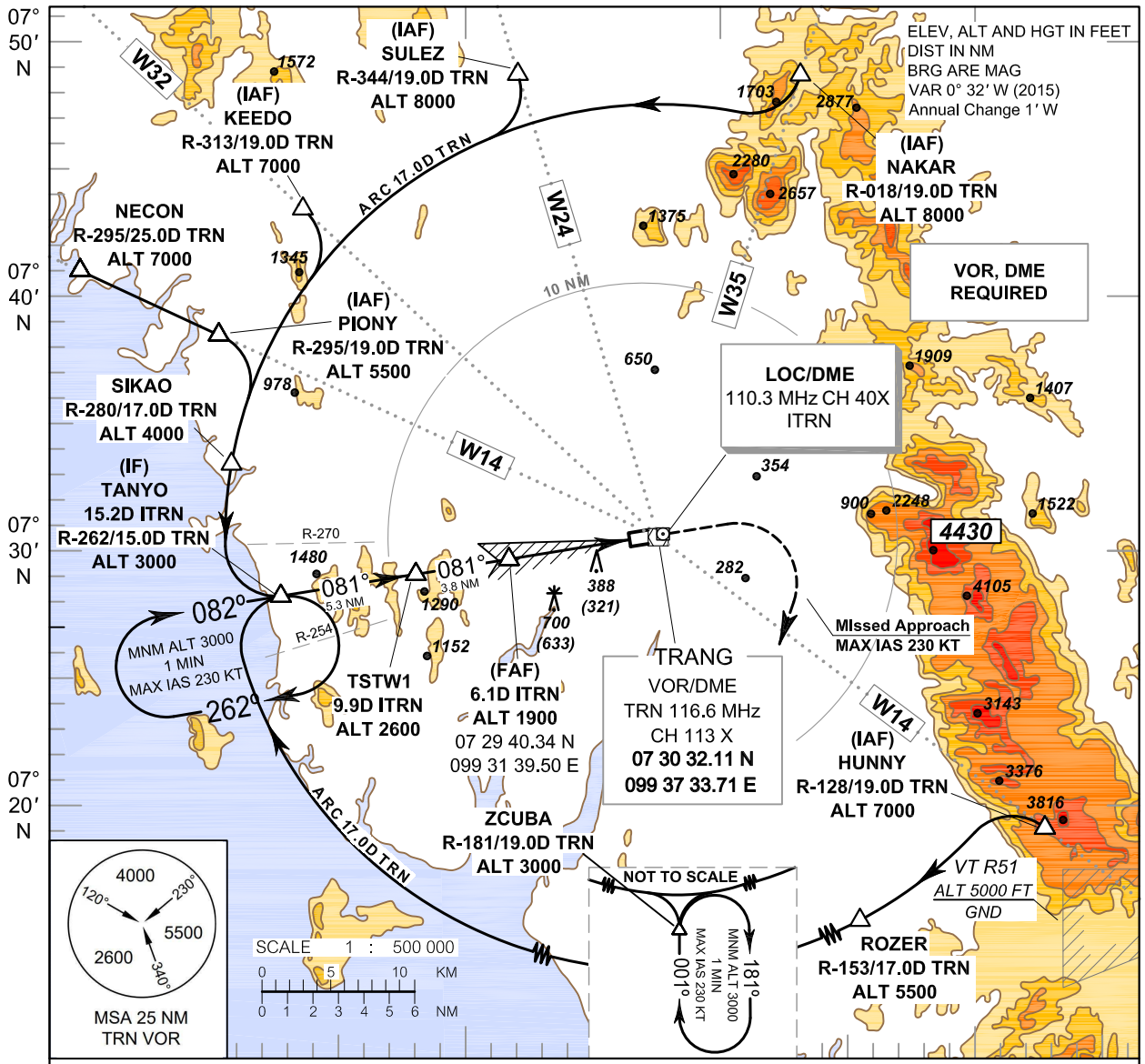
INSTRUMENT APPROACH CHART - ICAO

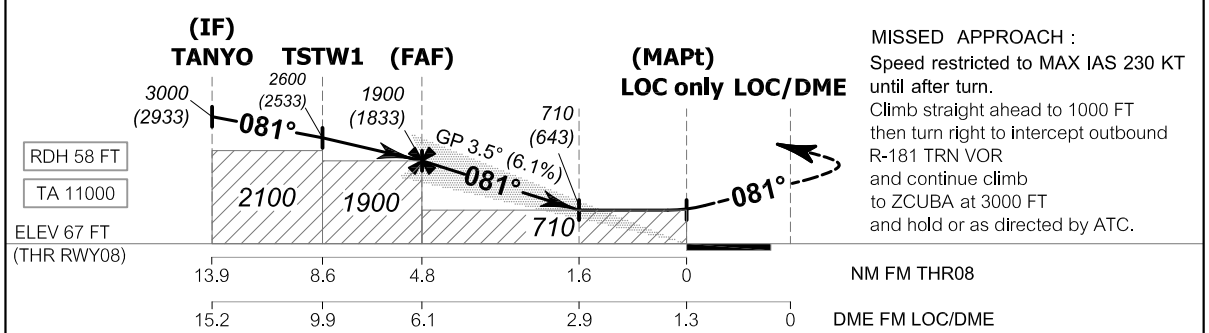
AERODROME ELEV 67 FT
HEIGHTS RELATED TO
THR RWY08 - ELEV 67 FT

APP : 125.3
TWR : 118.4 , 236.6

TRANG / Trang (VTST)

ILS or LOC RWY08





CHANGE: **VOR COORDINATES.**

OCA/H		A	B	C	D
Straight - in approach	CAT I	570 (503)	580 (513)	590 (523)	600 (533)
LOC Only		710 (643)			
Circling (OCH AAL)		1100 (1033)			

GS OUT							
Distance (ITRN)		FAF	6D	5D	4D	3D	2.9D
Altitude (Height)		1900 (1833)	1860 (1793)	1490 (1423)	1120 (1053)	750 (683)	710 (643)
Ground speed	knot	70	90	100	120	140	160
Rate of descent	(ft/min)	432	556	618	741	865	988

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 67 FT
HEIGHTS RELATED TO
THR RWY08 - ELEV 67 FT

APP : 125.3
TWR : 118.4 , 236.6

TRANG / Trang (VTST)

ILS or LOC RWY08

(IAF) NAKAR	R-018 / 19.0D TRN	07 48 46.92 N	099 43 11.39 E
(IAF) SULEZ	R-344 / 19.0D TRN	07 48 48.38 N	099 32 00.75 E
(IAF) KEEDO	R-313 / 19.0D TRN	07 43 29.46 N	099 23 30.44 E
NECON	R-295 / 25.0D TRN	07 41 02.31 N	099 14 41.55 E
(IAF) PIONY	R-295 / 19.0D TRN	07 38 32.46 N	099 20 09.54 E
SIKAO	R-280 / 17.0D TRN	07 33 25.05 N	099 20 41.41 E
(IAF) HUNNY	R-128 / 19.0D TRN	07 19 03.37 N	099 52 50.50 E
ROZER	R-153 / 17.0D TRN	07 15 25.36 N	099 45 32.02 E
(IF) TANYO	15.2D ITRN	07 28 13.64 N	099 22 36.74 E
TSTW1	9.9D ITRN	07 29 04.14 N	099 27 52.85 E
(FAF)	6.1D ITRN	07 29 40.34 N	099 31 39.50 E
(MAPt)	1.3D ITRN	07 30 26.07 N	099 36 25.80 E
ZCUBA	R-181 / 19.0D TRN	07 11 26.73 N	099 37 33.87 E

5	Remarks	NIL

VTBO AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTBO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A Circle of 5 nm radius centred on Trat NDB (121628.1N 1021850.1E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Trat Tower English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTBO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Trat Approach	120.25 MHz 121.5 MHz [1)]	As AD OPR HR	[1)]Emergency frequency
TWR	Trat Tower	122.9 MHz 121.5 MHz[1)]	23:00-11:00	

VTBO 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
NDB	TRT	384 KHz	H24	121628.1N 1021850.1E	24 m from ground	NDB restriction, due to mountainous terrain surround NDB station, coverage check does not provide adequate signal clockwise 50 nm orbit at altitude in various areas as follows: - Bearing 001º-145º unable to performed due to border limited. - Bearing 146º-320º altitude should not below 5 000 ft - Bearing 321º-360º altitude should not below 8 000 ft
DME	TRT	Tx. 997 MHz Rx.1060 MHz CH36X (109.9 MHz)	H24	121635.2N 1021908.9E	15 m from ground	DME restriction, due to mountainous terrain surround DME station, coverage check does not provide adequate signal clockwise orbit at required altitude and distance in various areas as follows: 1. 25 nm orbit - Radial 006º-020º altitude should not below 2 000 ft - Radial 121º-150º altitude should not below 14 000 ft - Radial 151º-190º altitude should not below 10 000 ft - Radial 191º-005º altitude should not below 7 000 ft 2. 20 nm orbit (Due to border limited) - Radial 021º-090º altitude should not below 2 000 ft - Radial 091º-120º altitude should not below 5 000 ft

VTBO AD 2.20 LOCAL AERODROME REGULATIONS

- If an aircraft is parking on RWY, using the RWY is totally prohibited for another aircraft.

VTBO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTBO AD 2.22 FLIGHT PROCEDURES

1. IFR DEPARTURES OTHER THAN VIA SID

IFR departure procedures described below are determined for the purpose of case when an instrument departure via SID is impossible or undesirable.

2. VISUAL DEPARTURES

Visual departures during take-off and initial climb-out are permitted during the daytime and Visual Meteorological Conditions (VMC). ATC clearance to execute a visual departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.

To execute a visual departure

- meteorological conditions in the direction of take-off and the following climb-out shall enable visual reference to terrain up to Minimum Sector Altitude (MSA) or Minimum Flight Altitude (MFA) stated in ATC clearance,

VTUU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUU - UBON RATCHATHANI / UBON RATCHATHANI AIRPORT

VTUU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	151504.58N 1045212.88E
2	Direction and distance from (city)	1 KM N, from city
3	Elevation/Reference temperature	411 ft/36°C
4	Geoid Undulation at AD ELEV PSN	-74 ft
5	MAG VAR/Annual change	1.11°W(2022)/0.05°W
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Ubon Ratchathani Airport Ubon Ratchathani Airport Amphone Muang Ubon Ratchathani Province 34000 Thailand Tel: +664 524 5612-3 Fax: +664 524 4406 AFS: VTUUYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1500
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1500
6	MET Briefing Office	NIL
7	ATS	2300-1500
8	Fuelling	0100-1130
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Ubon Ratchathani Air Traffic Control Centre (1st floor of tower building) Tel: +664 525 6407, +668 9488 2157 Fax: +664 524 0798 Ext. 7874

VTUU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1, AVGAS
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL

7	Remarks	NIL

VTUU AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine
4	Medical facilities	NIL
5	Bank and Post Office	Bank: Avaliable Post office: Available
6	Tourist Office	Office in the city
7	Remarks	NIL

VTUU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 8
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTUU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	The aerodrome is available all seasons.

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 61/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A and B Width: 23 M Surface: Asphaltic concrete Strength: PCN 61/F/C/X/T Taxiway C, D, E, F, G, H, I and J (Military)
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 403 FT (122.82 M)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft stand ID signs: Marked TWY guide lines: Yes Nose-wheel guide lines at apron VDGS of aircraft stands: stand no. 1, 2, 3, 4 and 5, aircraft parking shall follow marshaller strictly.

2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, RCL, Aiming Point and Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: CL, Edge and RWY Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTUU AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
05	Tree 141.1(M)	151420.7N 1045121.1E	Radio Mast 178.7(M) marked	151348.6N 1045108.9E	NIL
	Sign Board 143.5 (M)	151425.0N 1045109.8E	Radio Mast 180.2(M) marked	151346.7N 1045112.3E	
	Sign Board 141.4 (M)	151421.6N 1045111.1E	Radio Mast 182.9(M) marked	151344.1N 1045117.2E	
	Sign Board 139.0 (M)	151419.0N 1045113.2E	Radio Mast 165.8(M) marked	151330.3N 1045117.1E	
	Building 143.2 (M)	151409.3N 1045113.1E	Radio Mast 179.2(M) marked/LGT	151328.7N 1045125.9E	
	Tree 153.9 (M)	151404.9N 1045045.8E	Radio Mast 174.3(M) marked	151327.0N 1045125.7E	
			Radio Mast 168.3(M) marked	151442.7N 1045052.7E	
			Radio Mast 183.1(M) marked	151445.5N 1045056.1E	
			Building 166.1(M)	151451.5N 1045107.2E	
			Radio Mast 166.7(M) marked/LGT	151504.1N 1045140.0E	
			Radio Mast 171.3(M) marked	151459.6N 1045056.8E	
			Radio Mast 219.4(M) marked/LGT	151431.5N 1045005.1E	
			Radio Mast 200.8(M) marked/LGT	151437.6N 1044919.2E	
			Radio Mast 196.1(M) marked/LGT	151445.6N 1044930.0E	
			Radio Mast 185.4(M) marked	151505.6N 1044949.7E	
			Radio Mast 180.6(M) marked/LGT	151506.6N 1045012.8E	
			Building 170.0(M)	151523.3N 1045053.9E	
			Radio Mast 210.2(M) marked/LGT	151524.8N 1045042.5E	
			Radio Mast 186.6(M) marked	151535.2N 1045049.0E	
			Radio Mast 186.3(M) marked	151517.1N 1045013.8E	
			Radio Mast 165.3(M) marked/LGT	151515.7N 1045013.7E	
			Radio Mast 170.5(M) marked	151514.5N 1044950.3E	

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
05			Radio Mast 185.4(M) marked/LGT	151551.7N 1044934.8E	NIL
			Radio Mast 189.4(M) marked	151541.1N 1044941.1E	
			Radio Mast 165.7(M) marked	151542.4N 1044950.1E	
			Radio Mast 194.9(M) marked/LGT	151542.6N 1044944.0E	
			Radio Mast 170.9(M) marked	151549.9N 1045032.8E	
			Building 180.7(M)	151548.3N 1045023.0E	
			Radio Mast 187.4(M) marked/LGT	151557.4N 1045012.3E	
			Building 170.7(M)	151602.4N 1045034.5E	
			Radio Mast 184.5(M) marked	151602.4N 1045034.5E	
			Radio Mast 178.9(M) marked/LGT	151612.9N 1045102.3E	
			Radio Mast 200.5(M) marked	151619.4N 1045056.3E	
			Radio Mast 182.0(M) marked	151609.3N 1045143.8E	
			Radio Mast 181.2(M) marked/LGT	151632.2N 1045137.5E	
			Radio Mast 208.1(M) marked/LGT	151637.2N 1045131.8E	
			Radio Mast 172.2(M) marked/LGT	151654.5N 1045200.6E	
			Radio Mast 186.5(M) marked/LGT	151718.8N 1045305.6E	
			Radio Mast 186.7(M) marked	151719.2N 1045314.8E	
			Radio Mast 177.2(M) marked	151607.7N 1045301.0E	
			Radio Mast 278.9(M) marked/LGT	151820.8N 1045337.6E	
			Radio Mast 247.1(M) marked/LGT	151821.0N 1045344.7E	
			Building 130.7 (M)	151436.9N 1045129.2E	
			Radio Pole 134.4 (M)	151502.6N 1045200.2E	
			Building 126.8 (M)	151434.2N 1045138.3E	
			Building 128.5 (M)	151433.8N 1045143.8E	

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
05			Building 127.0 (M) AWOS	151523.2N 1045243.5E	NIL
			Radio Mast G/P marked/LGT 133.9(M)	151525.9N 1045247.1E	
			Building Marked DVOR/DME 133.1(M)	151442.9N 1045157.1E	
			Tower 166.4(M) Marked/LGT	151445.8N 1045209.2E	
23	Tree 131.2(M)	151541.7N 1045256.9E	Radio Mast 179.2(M) marked	151345.9N 1045136.4E	
	TACAN 130.0(M) Building/LGT	151544.7N 1045300.0E	Radio Mast 181.6(M) LGT	151333.5N 1045201.1E	
	Tree 141.7(M)	151552.8N 1045314.5E	Radio Mast 176.6(M)	151236.6N 1045141.5E	
	Tree 148.3(M)	151557.4N 1045313.7E	Radio Mast 178.0(M) marked/LGT	151602.4N 1045145.8E	
	Tree 148.4(M)	151600.5N 1045314.1E	Radio Mast 169.9(M) marked/LGT	151411.9N 1045147.1E	
	Radio Mast 167.6(M) marked	151349.8N 1045058.0E	Radio Mast 170.4(M) marked	151416.6N 1045149.2E	
			Radio Mast 174.6(M) marked/LGT	151411.4N 1045149.8E	
			Radio Mast 166.5(M) marked/LGT	151425.4N 1045200.1E	
			Radio Mast 178.6(M) marked/LGT	151409.3N 1045227.7E	
			Radio Mast 170.4(M) marked/LGT	151427.7N 1045252.7E	
			Radio Mast 170.1(M)	151512.0N 1045252.7E	
			Radio Mast 174.5(M) marked/LGT	151439.8N 1045341.1E	
			Radio Mast 172.9(M) marked/LGT	151618.3N 1045501.2E	
			Radio Mast 262.9(M) marked/LGT	151609.5N 1045544.3E	

VTUU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Lower Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Lower Northeastern Meteorological Center, 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR

5	Briefing/consultation provided	Personal Consultation Tel: +664 524 4108 Fax: +664 524 4200
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS), Low Level Windshear Alert System (LLWAS) and Weather Radar
9	ATS units provided with information	Ubon Ratchathani TWR Ubon Ratchathani APP
10	Additional information (limitation of service, etc.)	NIL

VTUU 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 coordinates THR end undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	051.48°	3000x45	PCN 61/F/C/X/T Asphaltic concrete	151434.17N 1045133.53E -74 ft	THR 411 ft
23	231.48°	3000x45	PCN 61/F/C/X/T Asphaltic concrete	151534.99N 1045252.24E -74 ft	THR 397 ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location & description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
NIL	60x60	NIL	3240x180	240x90	NIL	NIL	NIL
NIL	60x60	NIL	3240x180	240x90	NIL	NIL	NIL

VTUU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	3000	3000	3060	3000	NIL
23	3000	3000	3060	3000	NIL

VTUU 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 Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	SALS 420M LIH	Green NIL	PAPI LEFT 3° (54.36 FT)	NIL	NIL	3 000 M 60 M FM 0 M - 2400 M White, FM 2400 M - 3000M Yellow, LIH	Red NIL	60 M Red	NIL
23	SALS 407M LIH	Green WBAR	PAPI LEFT 3° (49.93 FT)	NIL	NIL	3 000 M 60 M FM 0 M - 2400 M White, FM 2400 M - 3000 M Yellow, LIH	Red NIL	60 M Red	NIL

VTUU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W G EV 3 SEC. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: NIL WDI: 1. Wind cone at 345 M from THR 05 off set to the left side 80 M from RCL, illuminated. 2. Wind cone at 90 M from centre line of TWY A off set to the left side 177 M from RCL, illuminated. 3. Wind cone at 370 M from THR 23 off set to the right side 78.50 M from RCL, illuminated.
3	TWY edge and centre line lighting	TWY Edge: All TWY TWY Centre Line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the Air Field Lighting (AFL) building Switch – over time : 15 SEC..
5	Remarks	NIL

VTUU AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTUU AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUU-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTUU-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTUU-2-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 05 - ASABO1B ENLEP1B POTEV1B SAGAL1B VENPO1B	AD 2-VTUU-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 05 - ASABO1B ENLEP1B POTEV1B SAGAL1B VENPO1B (Tabular description)	AD 2-VTUU-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 23 - ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A	AD 2-VTUU-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 23 - ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A (Tabular description)	AD 2-VTUU-6-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 05 – ASABO1C ENLEP1C POTEV1C VENPO1C VESUD1C	AD 2-VTUU-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 05 – ASABO1C ENLEP1C POTEV1C VENPO1C VESUD1C (Tabular description)	AD 2-VTUU-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 23 – ASABO1D ENLEP1D OBKIB1D POTEV1D VENPO1D	AD 2-VTUU-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 23 – ASABO1D ENLEP1D OBKIB1D POTEV1D VENPO1D (Tabular description)	AD 2-VTUU-7-4
Instrument Approach Chart - ICAO - VOR RWY 05	AD 2-VTUU-8-1
Instrument Approach Chart - ICAO - VOR RWY 05 (Fix and point list table)	AD 2-VTUU-8-2
Instrument Approach Chart - ICAO - VOR RWY 23	AD 2-VTUU-8-3
Instrument Approach Chart - ICAO - VOR RWY 23 (Fix and point list table)	AD 2-VTUU-8-4
Instrument Approach Chart - ICAO - LOC y RWY 23	AD 2-VTUU-8-5
Instrument Approach Chart - ICAO - LOC y RWY 23 (Fix and point list table)	AD 2-VTUU-8-6
Instrument Approach Chart - ICAO - LOC z RWY 23	AD 2-VTUU-8-7
Instrument Approach Chart - ICAO - LOC z RWY 23 (Tabular description)	AD 2-VTUU-8-8
Instrument Approach Chart - ICAO - LOC z RWY 23 (Fix and point list table)	AD 2-VTUU-8-9
Instrument Approach Chart - ICAO - RNP RWY 05	AD 2-VTUU-8-10
Instrument Approach Chart - ICAO - RNP RWY 05 (Tabular description)	AD 2-VTUU-8-11
Instrument Approach Chart - ICAO - RNP RWY 23	AD 2-VTUU-8-12
Instrument Approach Chart - ICAO - RNP RWY 23 (Tabular description)	AD 2-VTUU-8-13

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AERODROME CHART - ICAO

15 15 04.58N
104 52 12.88E

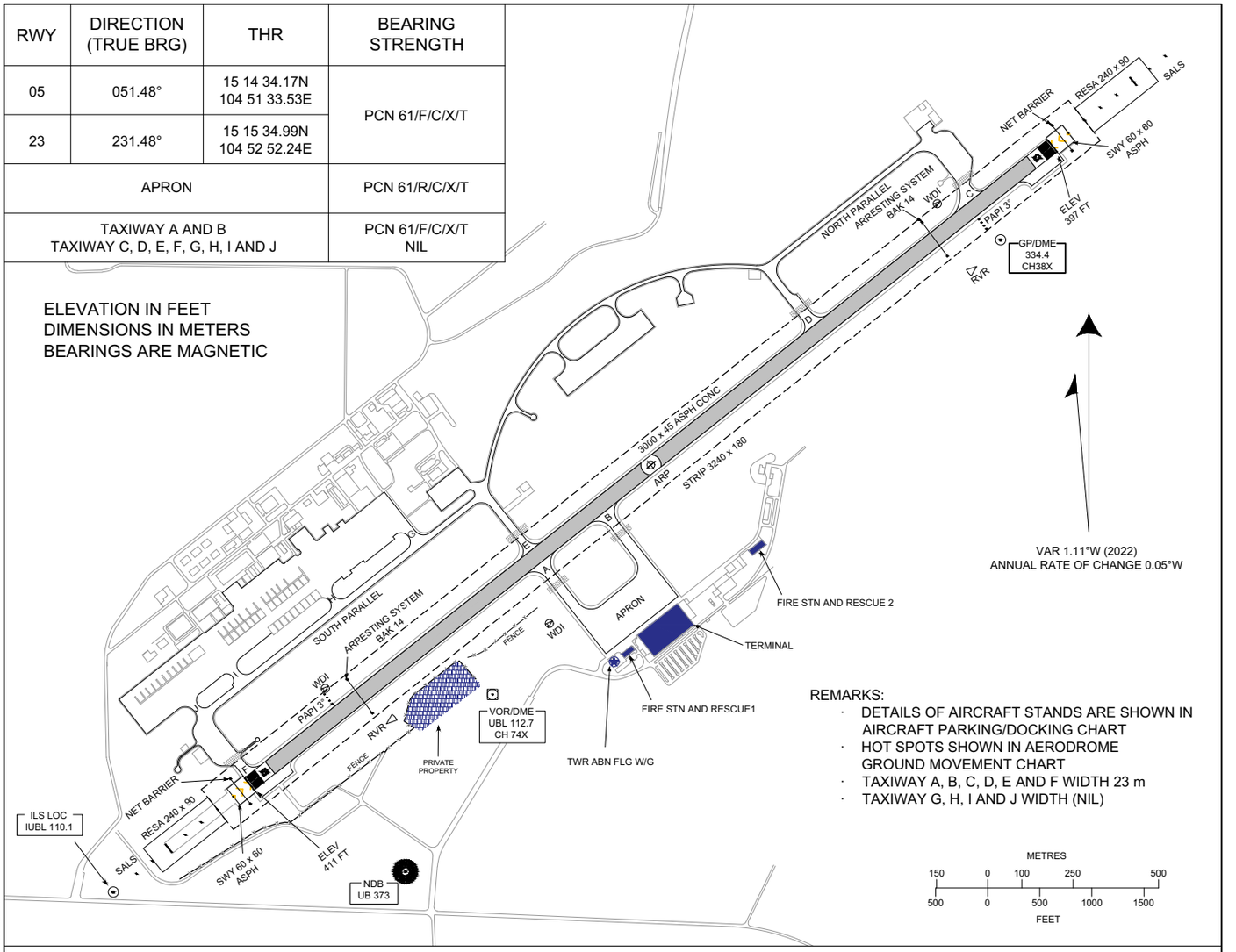
ELEV 411 FT

TWR 119.9, 274.5
GND 121.9, 275.8

UBON RATCHATHANI / Ubon Ratchathani

RWY	DIRECTION (TRUE BRG)	THR	BEARING STRENGTH
05	051.48°	15 14 34.17N 104 51 33.53E	PCN 61/F/C/X/T
23	231.48°	15 15 34.99N 104 52 52.24E	
APRON			PCN 61/R/C/X/T
TAXIWAY A AND B TAXIWAY C, D, E, F, G, H, I AND J			PCN 61/F/C/X/T NIL

ELEVATION IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

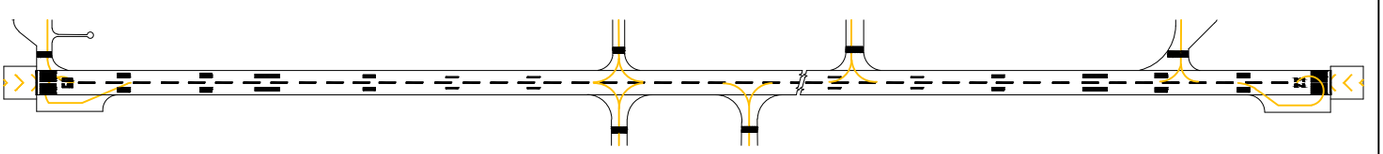


REMARKS:

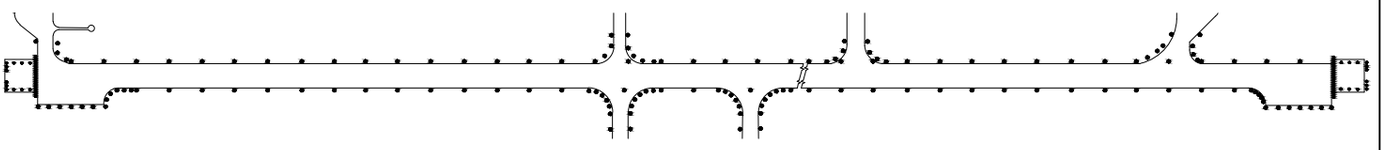
- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- HOT SPOTS SHOWN IN AERODROME GROUND MOVEMENT CHART
- TAXIWAY A, B, C, D, E AND F WIDTH 23 m
- TAXIWAY G, H, I AND J WIDTH (NIL)

METRES
150 0 100 250 500
500 0 500 1000 1500
FEET

MARKING AIDS RWY 05/23 AND EXIT TWY



LIGHTING AIDS RWY 05/23 AND EXIT TWY



METRES
150 0 100 250 500
500 0 500 1000 1500
FEET

CHANGE: REVISED CHART. MAG VAR, ANNUAL RATE OF CHANGE. TRUE BRG. ARP COORDINATES. RWY COORDINATES. AD THR. THR ELEV.

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AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV 403 FT

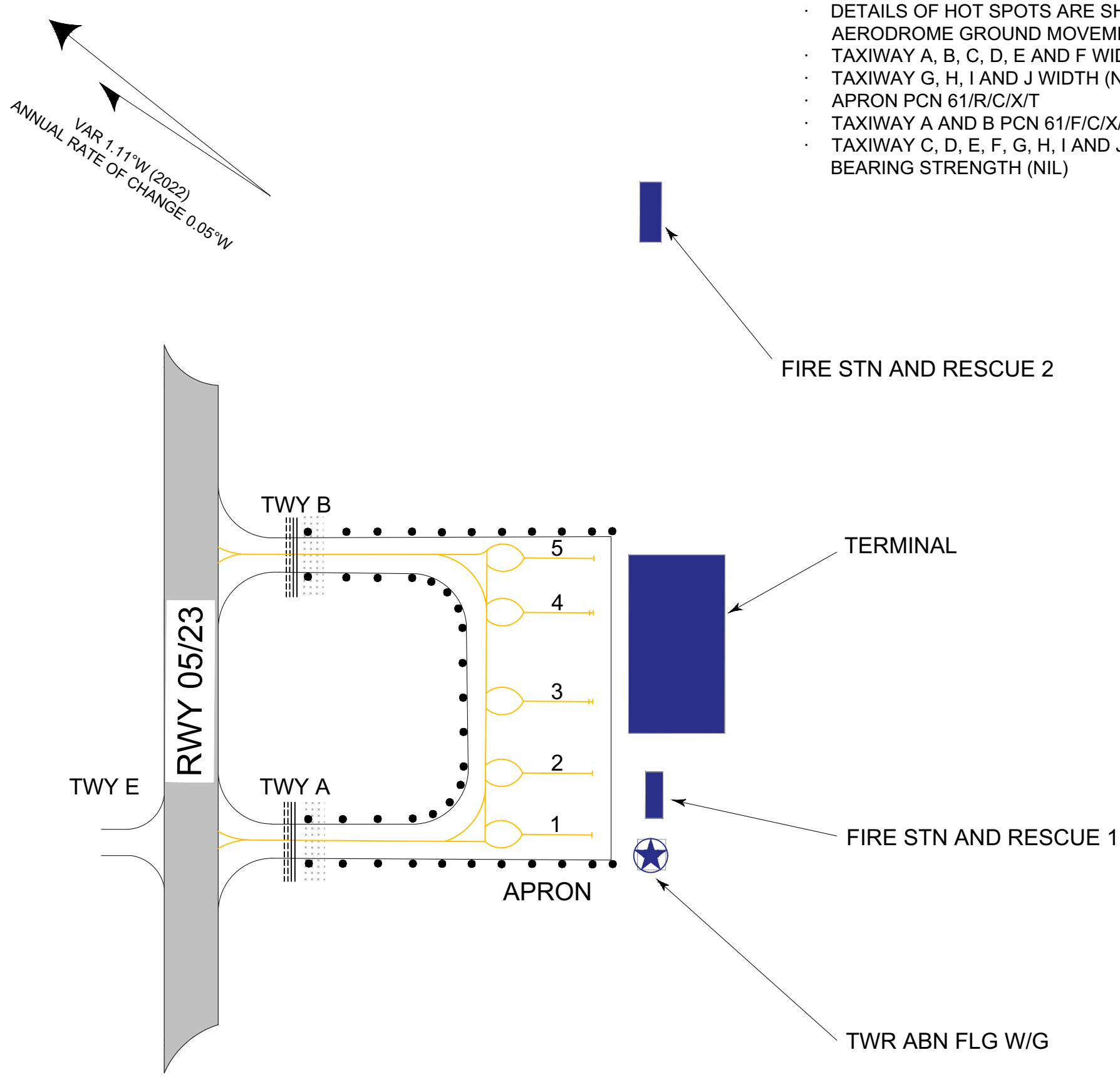
TWR 119.9, 274.5
GND 121.9, 275.8

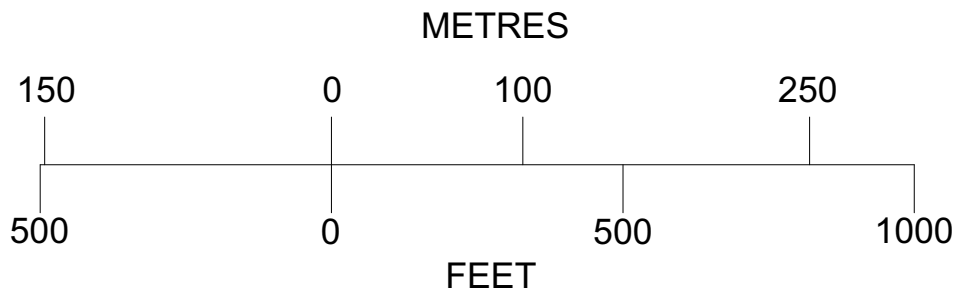
UBON RATCHATHANI / Ubon Ratchathani

ELEVATIONS IN FEET

REMARKS:

- AIRCRAFT STAND NR 3 AND 4 AVAILABLE WITH AVIATION BRIDGES
- DETAILS OF HOT SPOTS ARE SHOWN IN AERODROME GROUND MOVEMENT CHART
- TAXIWAY A, B, C, D, E AND F WIDTH 23 m.
- TAXIWAY G, H, I AND J WIDTH (NIL)
- APRON PCN 61/R/C/X/T
- TAXIWAY A AND B PCN 61/F/C/X/T
- TAXIWAY C, D, E, F, G, H, I AND J BEARING STRENGTH (NIL)





CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

LEGEND	
RUNWAY - HOLDING POSITION NON-PRECISION APCH RWY	

INS COORDINATES FOR AIRCRAFT STANDS

STAND NR	COORDINATES	
1	15 14 47.41N	104 52 08.63E
2	15 14 48.42N	104 52 09.94E
3	15 14 49.68N	104 52 11.56E
4	15 14 51.21N	104 52 13.56E
5	15 14 52.08N	104 52 14.68E

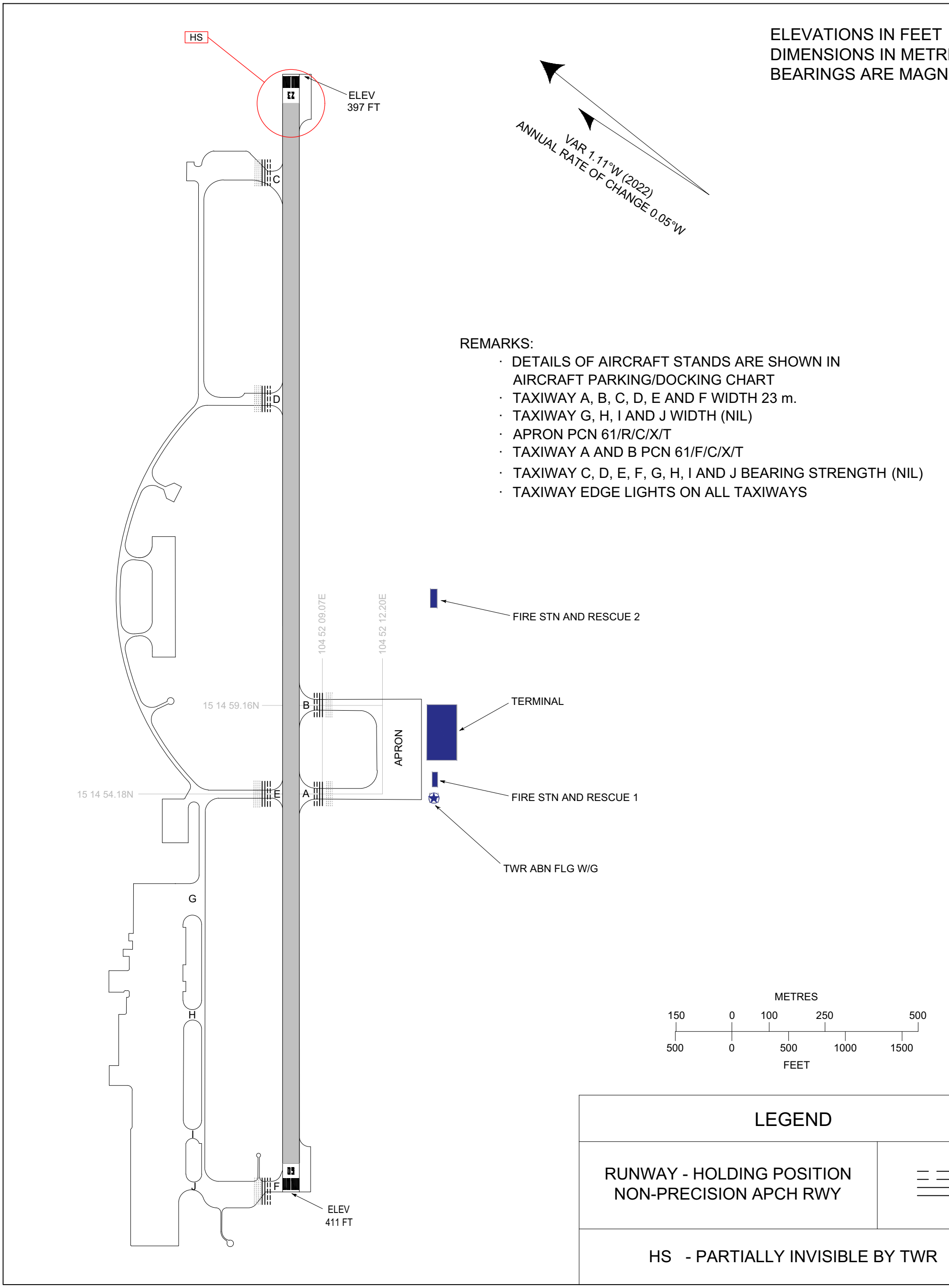
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AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
403 FT

TWR 119.9, 274.5
GND 121.9, 275.8

UBON RATCHATHANI / Ubon Ratchathani



CHANGE: REVISED CHART. MAG VAR. ANNUAL RATE OF CHANGE.

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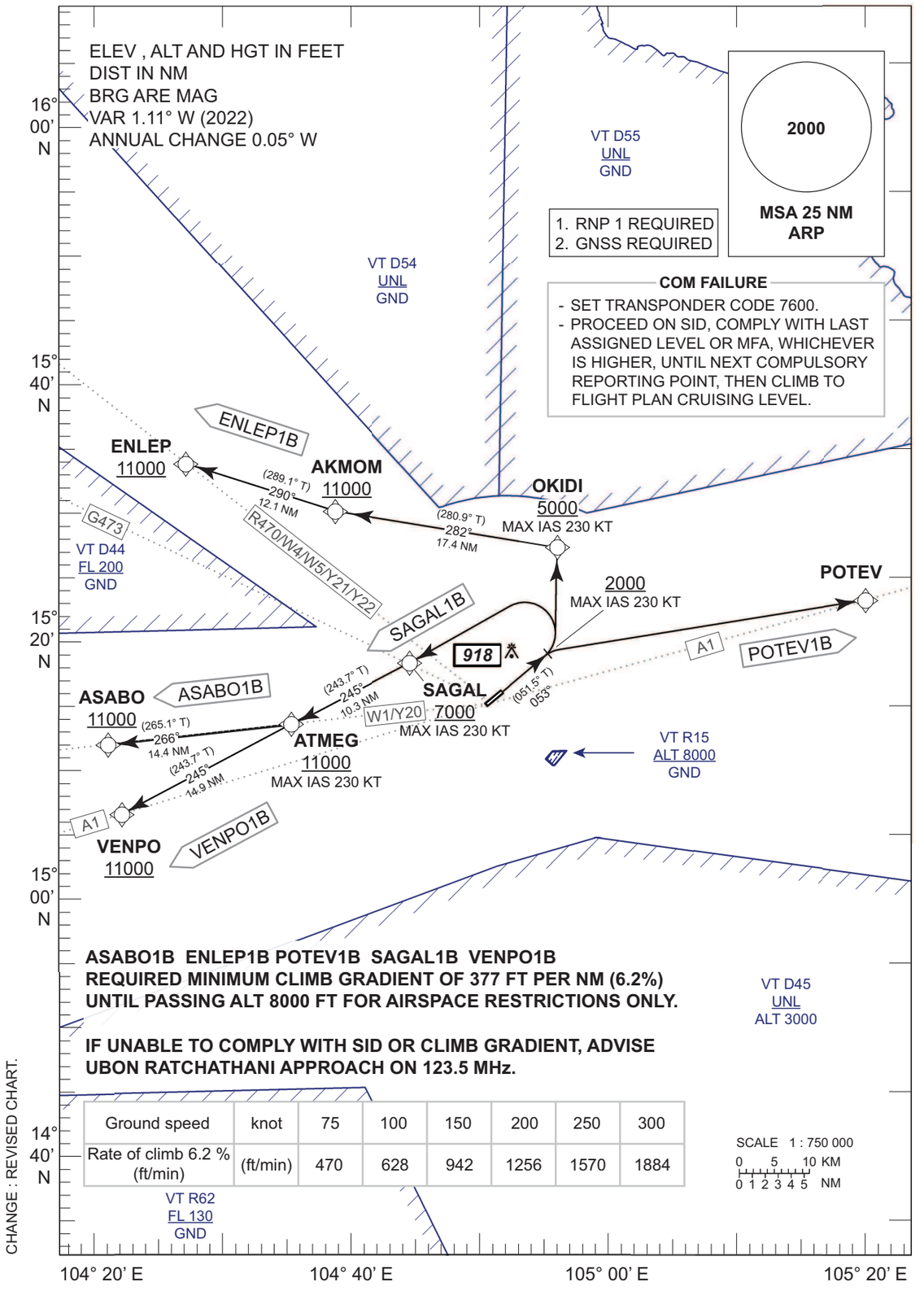
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APR : 123.5, 257.8
TWR : 119.9, 274.5
GND : 121.9, 275.8
ATIS : 128.2

UBON RATCHATHANI / Ubon Ratchathani (VTUU)
RNAV RWY05

ASABO1B ENLEP1B POTEV1B SAGAL1B VENPO1B



Ground speed	knot	75	100	150	200	250	300
Rate of climb 6.2 % (ft/min)	(ft/min)	470	628	942	1256	1570	1884

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

UBON RATCHATHANI / Ubon Ratchathani (VTUU) RNAV RWY05

ASABO1B ENLEP1B POTEV1B SAGAL1B VENPO1B

TABULAR DESCRIPTION

RNAV RWY05											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
ASABO1B											
010	-	DER RWY05	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	053°(051.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	SAGAL	-	-	+1.2	-	L	+7000	-230	-	RNP 1
040	TF	ATMEG	-	245°(243.7°)	+1.2	10.3	-	+11000	-230	-	RNP 1
050	TF	ASABO	-	266°(265.1°)	+1.2	14.4	-	+11000	-	-	RNP 1
ENLEP1B											
010	-	DER RWY05	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	053°(051.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	OKIDI	-	-	+1.2	-	L	+5000	-230	-	RNP 1
040	TF	AKMOM	-	282°(280.9°)	+1.2	17.4	-	+11000	-	-	RNP 1
050	TF	ENLEP	-	290°(289.1°)	+1.2	12.1	-	+11000	-	-	RNP 1
POTEV1B											
010	-	DER RWY05	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	053°(051.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	POTEV	-	-	+1.2	-	R	-	-	-	RNP 1
SAGAL1B											
010	-	DER RWY05	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	053°(051.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	SAGAL	-	-	+1.2	-	L	+7000	-230	-	RNP 1
VENPO1B											
010	-	DER RWY05	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	053°(051.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	SAGAL	-	-	+1.2	-	L	+7000	-230	-	RNP 1
040	TF	ATMEG	-	245°(243.7°)	+1.2	10.3	-	+11000	-230	-	RNP 1
050	TF	VENPO	-	245°(243.7°)	+1.2	14.9	-	+11000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY05	
Waypoint Identifier	Coordinates
DER RWY05	15° 15' 34.99" N 104° 52' 52.24" E
AKMOM	15° 29' 55.31" N 104° 39' 48.69" E
ASABO	15° 12' 09.44" N 104° 21' 02.31" E
ATMEG	15° 13' 23.37" N 104° 35' 50.58" E
ENLEP	15° 33' 53.26" N 104° 28' 00.19" E
OKIDI	15° 26' 37.53" N 104° 57' 30.96" E
POTEV	15° 21' 52.55" N 105° 22' 06.28" E
SAGAL	15° 17' 57.41" N 104° 45' 21.94" E
VENPO	15° 06' 44.98" N 104° 22' 02.18" E

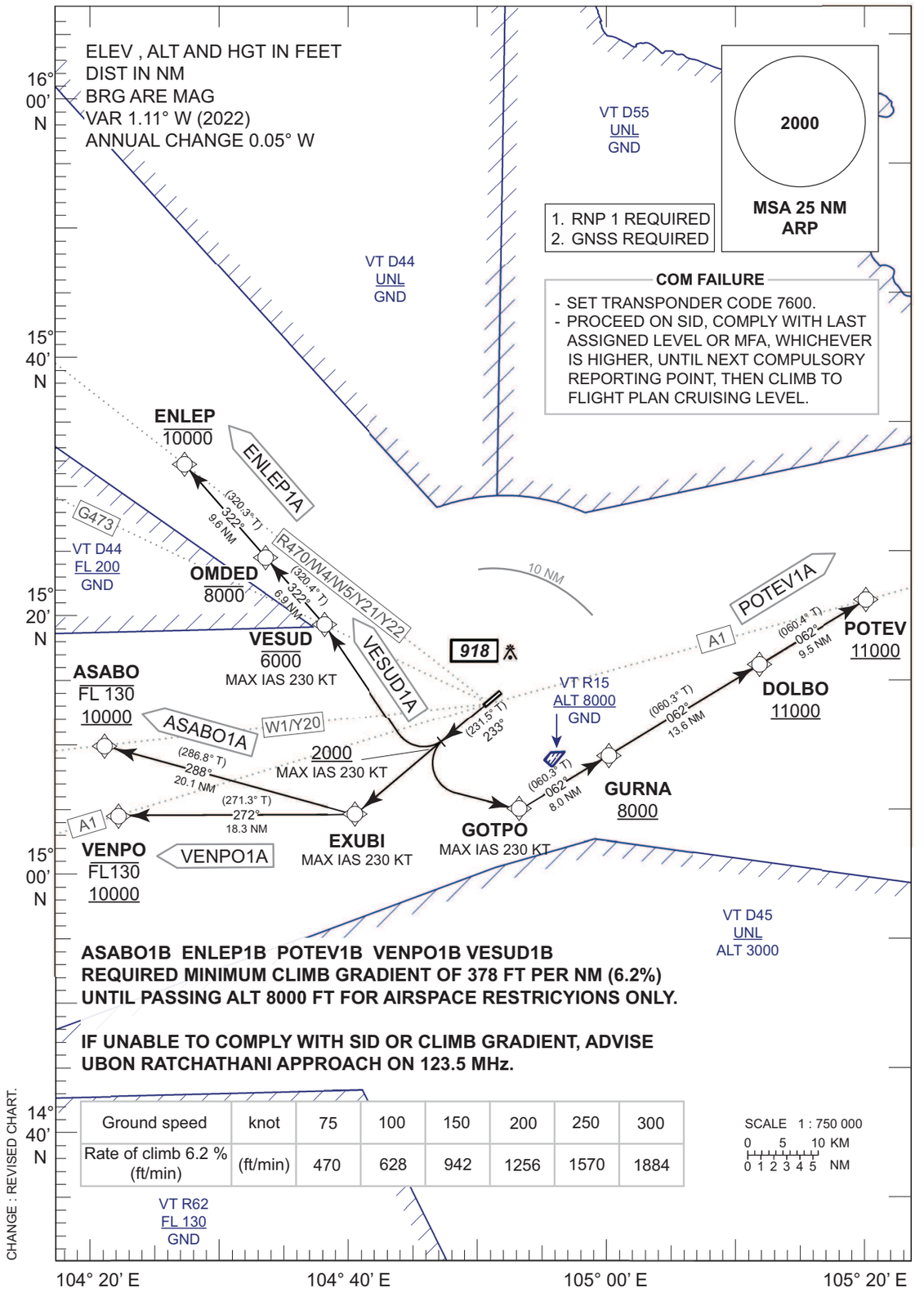
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

APR : 123.5, 257.8
TWR : 119.9, 274.5
GND : 121.9, 275.8
ATIS : 128.2

UBON RATCHATHANI / Ubon Ratchathani (VTUU) RNAV RWY23

ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

UBON RATCHATHANI / Ubon Ratchathani (VTUU) RNAV RWY23

ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A

TABULAR DESCRIPTION

RNAV RWY23											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Flyover**	**Course °M(°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA/ RDH**	**Navigation Specification**
ASABO1A											
010	-	DER RWY23	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	233°(231.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	EXUBI	-	-	+1.2	-	-	-	-230	-	RNP 1
040	TF	ASABO	-	288°(286.8°)	+1.2	20.1	-	-13000 +10000	-	-	RNP 1
ENLEP1A											
010	-	DER RWY23	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	233°(231.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	VESUD	-	-	+1.2	-	R	-6000	-230	-	RNP 1
040	TF	OMDED	-	322°(320.4°)	+1.2	6.9	-	-8000	-	-	RNP 1
050	TF	ENLEP	-	322°(320.3°)	+1.2	9.6	-	-10000	-	-	RNP 1
POTEV1A											
010	-	DER RWY23	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	233°(231.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	GOTPO	-	-	+1.2	-	L	-	-230	-	RNP 1
040	TF	GURNA	-	062°(060.3°)	+1.2	8.0	-	+8000	-	-	RNP 1
050	TF	DOLBO	-	062°(060.3°)	+1.2	13.6	-	+11000	-	-	RNP 1
060	TF	POTEV	-	062°(060.4°)	+1.2	9.5	-	+11000	-	-	RNP 1
VENPO1A											
010	-	DER RWY23	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	233°(231.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	EXUBI	-	-	+1.2	-	-	-	-230	-	RNP 1
040	TF	VENPO	-	272°(271.3°)	+1.2	18.3	-	-13000 +10000	-	-	RNP 1
VESUD1A											
010	-	DER RWY23	-	-	+1.2	-	-	-	-	-	RNP 1
020	CA	-	-	233°(231.5°)	+1.2	-	-	+2000	-230	-	RNP 1
030	DF	VESUD	-	-	+1.2	-	R	-6000	-230	-	RNP 1

WAYPOINT LIST

RNAV RWY23	
Waypoint Identifier	**Coordinates**
DER RWY23	15° 14' 34.17" N 104° 51' 33.53" E
ASABO	15° 12' 09.44" N 104° 21' 02.31" E
DOLBO	15° 17' 09.84" N 105° 13' 33.42" E
ENLEP	15° 33' 53.26" N 104° 28' 00.19" E
EXUBI	15° 06' 21.19" N 104° 40' 56.37" E
GOTPO	15° 06' 24.41" N 104° 54' 06.22" E
GURNA	15° 10' 23.13" N 105° 01' 17.34" E
OMDED	15° 26' 28.02" N 104° 34' 20.99" E
POTEV	15° 21' 52.55" N 105° 22' 06.28" E
VENPO	15° 06' 44.98" N 104° 22' 02.18" E
VESUD	15° 21' 08.05" N 104° 38' 54.27" E

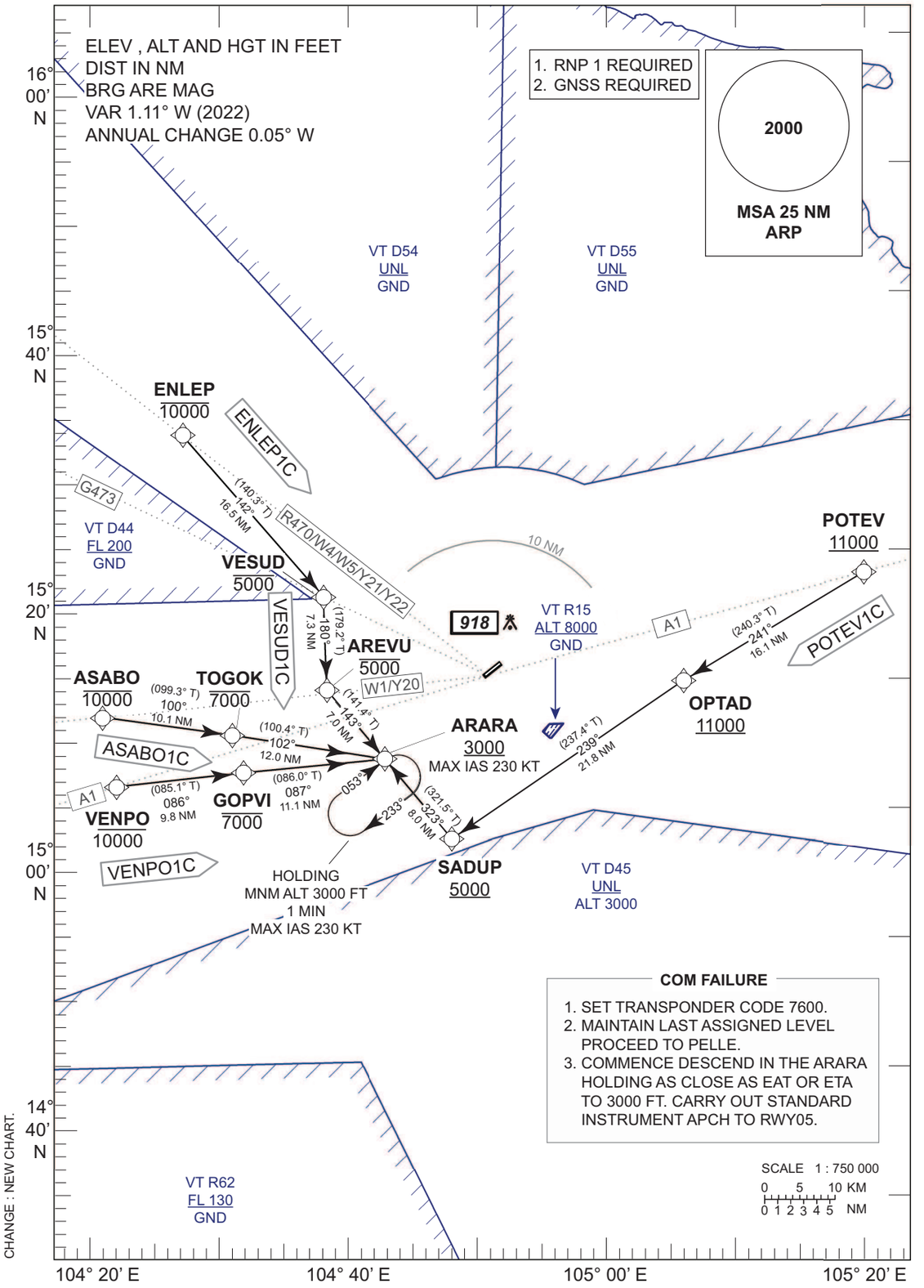
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

APR : 123.5, 257.8
TWR : 119.9, 274.5
GND : 121.9, 275.8
ATIS : 128.2

UBON RATCHATHANI / Ubon Ratchathani (VTUU)
RNAV RWY05

ASABO1C ENLEP1C POTEV1C VENPO1C VESUD1C



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

UBON RATCHATHANI / Ubon Ratchathani (VTUU)
RNAV RWY05

ASABO1C ENLEP1C POTEV1C VENPO1C VESUD1C

TABULAR DESCRIPTION

RNAV RWY05											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
ASABO1C FROM W1/Y20											
010	IF	ASABO	-	-	+1.2	-	-	-10000	-	-	RNP 1
020	TF	TOGOK	-	100°(099.3°)	+1.2	10.1	-	-7000	-	-	RNP 1
030	TF	ARARA	-	102°(100.4°)	+1.2	12.0	-	+3000	-230	-	RNP 1
ENLEP1C FROM R470/W4/W5/Y21/Y22											
010	IF	ENLEP	-	-	+1.2	-	-	-10000	-	-	RNP 1
020	TF	VESUD	-	142°(140.3°)	+1.2	16.5	-	-5000	-	-	RNP 1
030	TF	AREVU	-	180°(179.2°)	+1.2	7.3	-	-5000	-	-	RNP 1
040	TF	ARARA	-	143°(141.4°)	+1.2	7.0	-	+3000	-230	-	RNP 1
POTEV1C FROM A1											
010	IF	POTEV	-	-	+1.2	-	-	+11000	-	-	RNP 1
020	TF	OPTAD	-	241°(240.3°)	+1.2	16.1	-	+11000	-	-	RNP 1
030	TF	SADUP	-	239°(237.4°)	+1.2	21.8	-	+5000	-	-	RNP 1
040	TF	ARARA	-	323°(321.5°)	+1.2	8.0	-	+3000	-230	-	RNP 1
VENPO1C FROM A1											
010	IF	VENPO	-	-	+1.2	-	-	-10000	-	-	RNP 1
020	TF	GOPVI	-	086°(085.1°)	+1.2	9.8	-	-7000	-	-	RNP 1
030	TF	ARARA	-	087°(086.0°)	+1.2	11.1	-	+3000	-230	-	RNP 1
VESUD1C FROM G473											
010	IF	VESUD	-	-	+1.2	-	-	-5000	-	-	RNP 1
020	TF	AREVU	-	180°(179.2°)	+1.2	7.3	-	-5000	-	-	RNP 1
030	TF	ARARA	-	143°(141.4°)	+1.2	7.0	-	+3000	-230	-	RNP 1

WAYPOINT LIST

RNAV RWY05	
Waypoint Identifier	Coordinates
ARARA	15° 08' 21.24" N 104° 43' 31.30" E
AREVU	15° 13' 50.98" N 104° 39' 00.56" E
ASABO	15° 12' 09.44" N 104° 21' 02.31" E
ENLEP	15° 33' 53.26" N 104° 28' 00.19" E
GOPVI	15° 07' 35.15" N 104° 32' 07.43" E
OPTAD	15° 13' 51.60" N 105° 07' 38.89" E
POTEV	15° 21' 52.55" N 105° 22' 06.28" E
SADUP	15° 02' 04.20" N 104° 48' 40.50" E
TOGOK	15° 10' 31.60" N 104° 31' 19.04" E
VENPO	15° 06' 44.98" N 104° 22' 02.18" E
VESUD	15° 21' 08.05" N 104° 38' 54.27" E

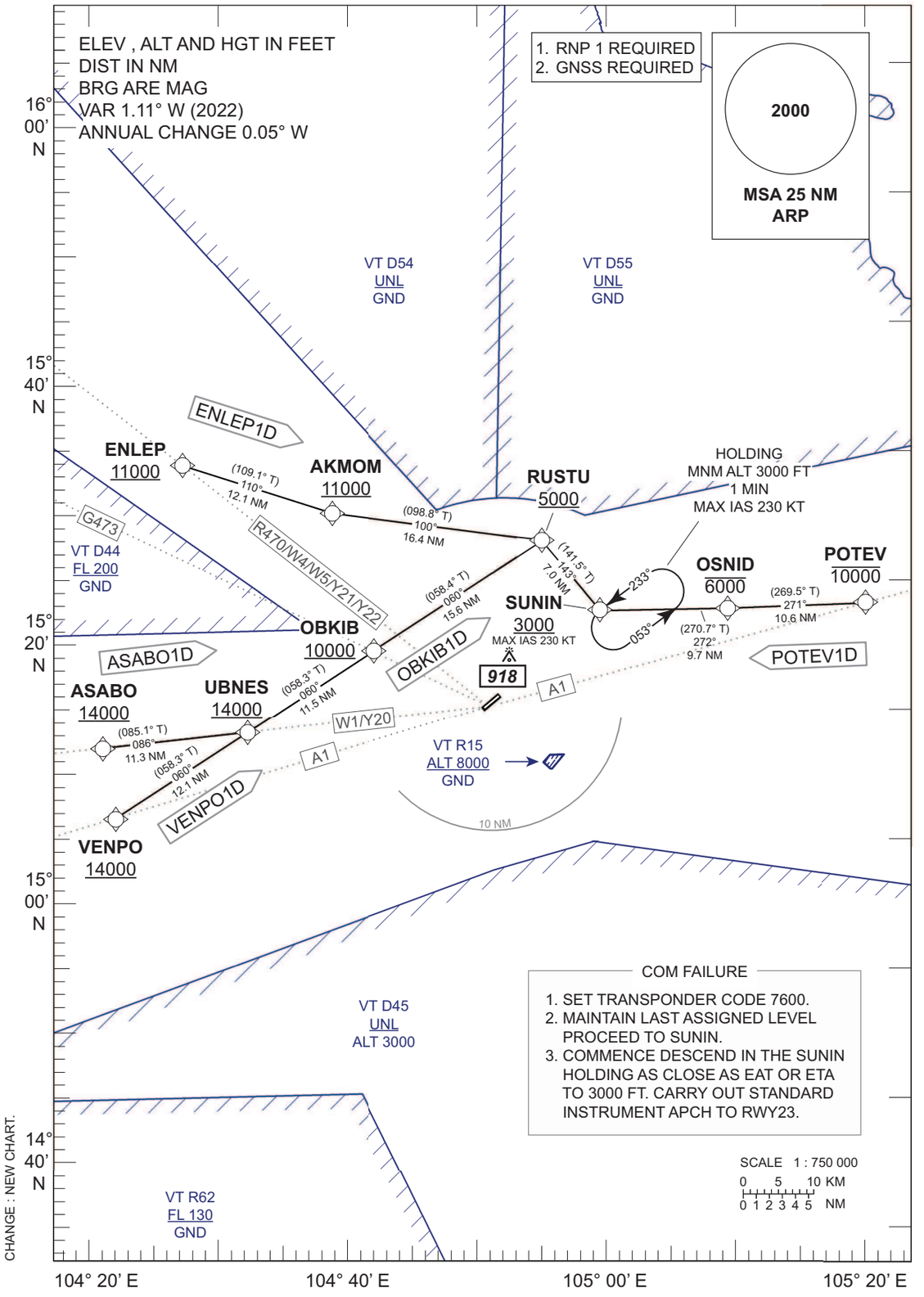
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

APR : 123.5, 257.8
TWR : 119.9, 274.5
GND : 121.9, 275.8
ATIS : 128.2

UBON RATCHATHANI / Ubon Ratchathani (VTUU) RNAV RWY23

ASABO1D ENLEP1D OBKIB1D POTEV1D VENPO1D



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

UBON RATCHATHANI / Ubon Ratchathani (VTUU)
RNAV RWY23

ASABO1D ENLEP1D OBKIB1D POTEV1D VENPO1D

TABULAR DESCRIPTION

RNAV RWY23

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
ASABO1D FROM W1/Y20											
010	IF	ASABO	-	-	+1.2	-	-	+14000	-	-	RNP 1
020	TF	UBNES	-	086°(085.1°)	+1.2	11.3	-	+14000	-	-	RNP 1
030	TF	OBKIB	-	060°(058.3°)	+1.2	11.5	-	+10000	-	-	RNP 1
040	TF	RUSTU	-	060°(058.4°)	+1.2	15.6	-	+5000	-	-	RNP 1
050	TF	SUNIN	-	143°(141.5°)	+1.2	7.0	-	+3000	-230	-	RNP 1
ENLEP1D FROM R470/W4/W5/Y21/Y22											
010	IF	ENLEP	-	-	+1.2	-	-	+11000	-	-	RNP 1
020	TF	AKMOM	-	110°(109.1°)	+1.2	12.1	-	+11000	-	-	RNP 1
030	TF	RUSTU	-	100°(098.8°)	+1.2	16.4	-	+5000	-	-	RNP 1
040	TF	SUNIN	-	143°(141.5°)	+1.2	7.0	-	+3000	-230	-	RNP 1
OBKIB1D FROM G473											
010	IF	OBKIB	-	-	+1.2	-	-	+10000	-	-	RNP 1
020	TF	RUSTU	-	060°(058.4°)	+1.2	15.6	-	+5000	-	-	RNP 1
030	TF	SUNIN	-	143°(141.5°)	+1.2	7.0	-	+3000	-230	-	RNP 1
POTEV1D FROM A1											
010	IF	POTEV	-	-	+1.2	-	-	-10000	-	-	RNP 1
020	TF	OSNID	-	271°(269.5°)	+1.2	10.6	-	-6000	-	-	RNP 1
030	TF	SUNIN	-	272°(270.7°)	+1.2	9.7	-	+3000	-230	-	RNP 1
VENPO1D FROM A1											
010	IF	VENPO	-	-	+1.2	-	-	+14000	-	-	RNP 1
020	TF	UBNES	-	060°(058.3°)	+1.2	12.1	-	+14000	-	-	RNP 1
030	TF	OBKIB	-	060°(058.3°)	+1.2	11.5	-	+10000	-	-	RNP 1
040	TF	RUSTU	-	060°(058.4°)	+1.2	15.6	-	+5000	-	-	RNP 1
050	TF	SUNIN	-	143°(141.5°)	+1.2	7.0	-	+3000	-230	-	RNP 1

WAYPOINT LIST

RNAV RWY23

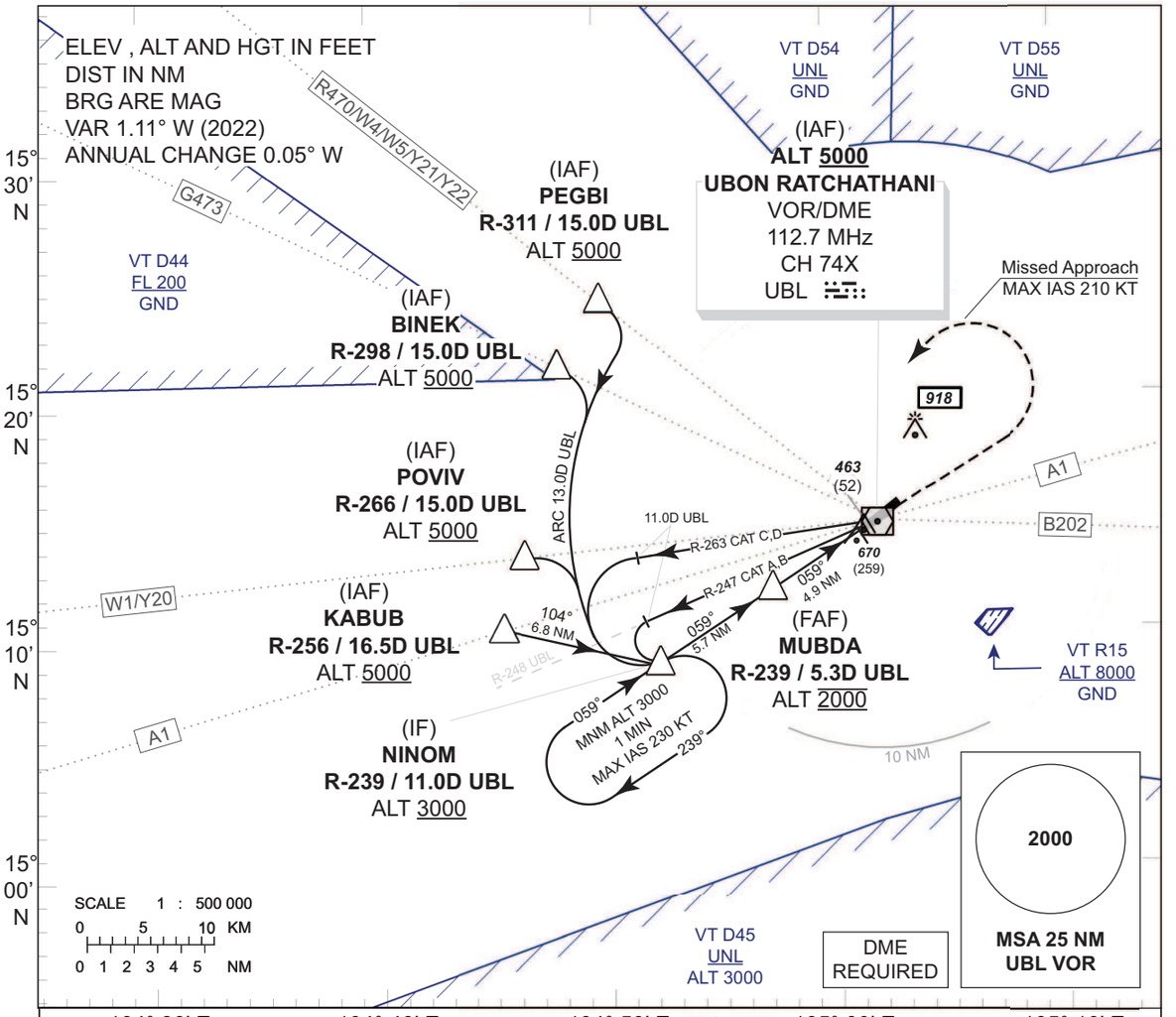
Waypoint Identifier	Coordinates
AKMOM	15° 29' 55.31" N 104° 39' 48.69" E
ASABO	15° 12' 09.44" N 104° 21' 02.31" E
ENLEP	15° 33' 53.26" N 104° 28' 00.19" E
OBKIB	15° 19' 12.51" N 104° 42' 49.30" E
OSNID	15° 21' 47.03" N 105° 11' 07.67" E
POTEV	15° 21' 52.55" N 105° 22' 06.28" E
RUSTU	15° 27' 24.60" N 104° 56' 33.17" E
SUNIN	15° 21' 54.45" N 105° 01' 03.74" E
UBNES	15° 13' 07.57" N 104° 32' 39.76" E
VENPO	15° 06' 44.98" N 104° 22' 02.18" E

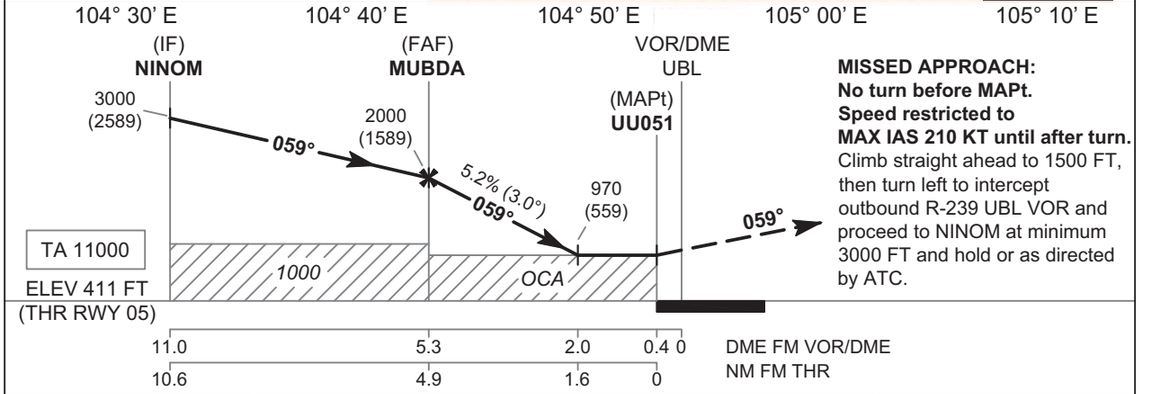
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO AERODROME ELEV

APR : 123.5, 257.8
TWR : 119.9, 274.5
GND : 121.9, 275.8
ATIS : 128.2

UBON RATCHATHANI / Ubon Ratchathani (VTUU) VOR RWY05





MISSED APPROACH:
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
Climb straight ahead to 1500 FT, then turn left to intercept outbound R-239 UBL VOR and proceed to NINOM at minimum 3000 FT and hold or as directed by ATC.

OCA/H	A	B	C	D	Distance (UBL)	FAF	5 D	4 D	3 D	2 D
Straight - in Approach	970 (559)				Altitude (Height)	2000 (1589)	1915 (1504)	1600 (1189)	1280 (869)	965 (554)
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1400 (989)				Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : REVISED CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO AERODROME ELEV

UBON RATCHATHANI / Ubon Ratchathani (VTUU) VOR RWY05

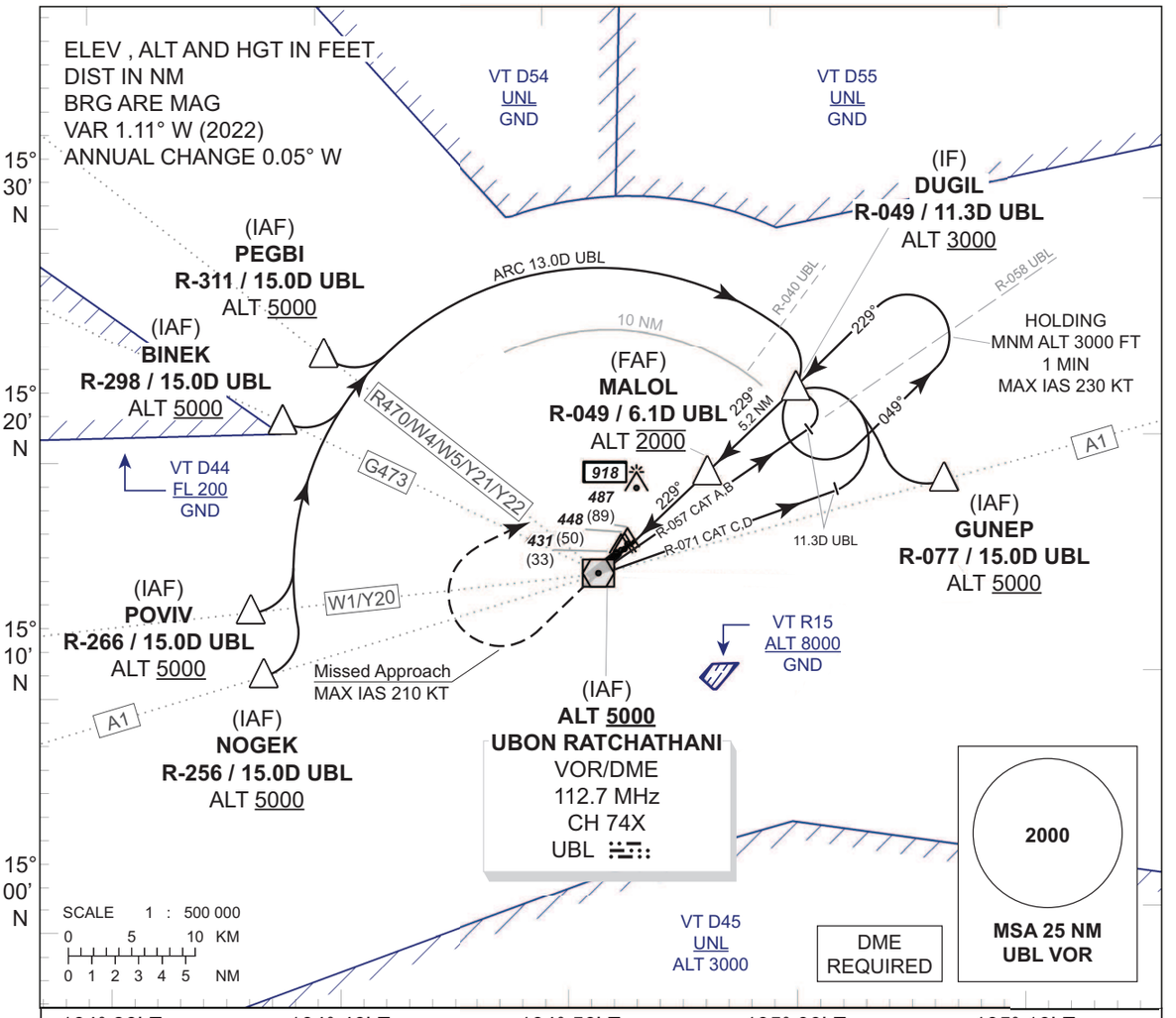
Fix / Point		Coordinates	
(IAF) PEGBI	R-311 / 15.0D UBL	15° 24' 18.31" N	104° 39' 59.24" E
(IAF) BINEK	R-298 / 15.0D UBL	15° 21' 31.40" N	104° 38' 06.75" E
(IAF) POVIV	R-266 / 15.0D UBL	15° 13' 26.61" N	104° 36' 29.71" E
(IAF) KABUB	R-256 / 16.5D UBL	15° 10' 20.54" N	104° 35' 30.02" E
(IF) NINOM	R-239 / 11.0D UBL	15° 08' 50.06" N	104° 42' 19.40" E
(FAF) MUBDA	R-239 / 5.3D UBL	15° 11' 52.98" N	104° 47' 19.00" E
(MAPt) UU051	R-239 / 0.4D UBL	15° 14' 30.02" N	104° 51' 36.49" E
(IAF) VOR	UBL	15° 14' 42.68" N	104° 51' 57.24" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

APR : 123.5, 257.8
TWR : 119.9, 274.5
GND : 121.9, 275.8
ATIS : 128.2

UBON RATCHATHANI / Ubon Ratchathani (VTUU) VOR RWY23



OCA/H	A	B	C	D	Distance (UBL)	2.8 D	3 D	4 D	5 D	6 D	FAF
Straight - in Approach	950 (553)				Altitude (Height)	950 (552)	1015 (618)	1330 (933)	1650 (1253)	1965 (1568)	2000 (1603)
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1400 (989)				Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : REVISED CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

UBON RATCHATHANI / Ubon Ratchathani (VTUU) VOR RWY23

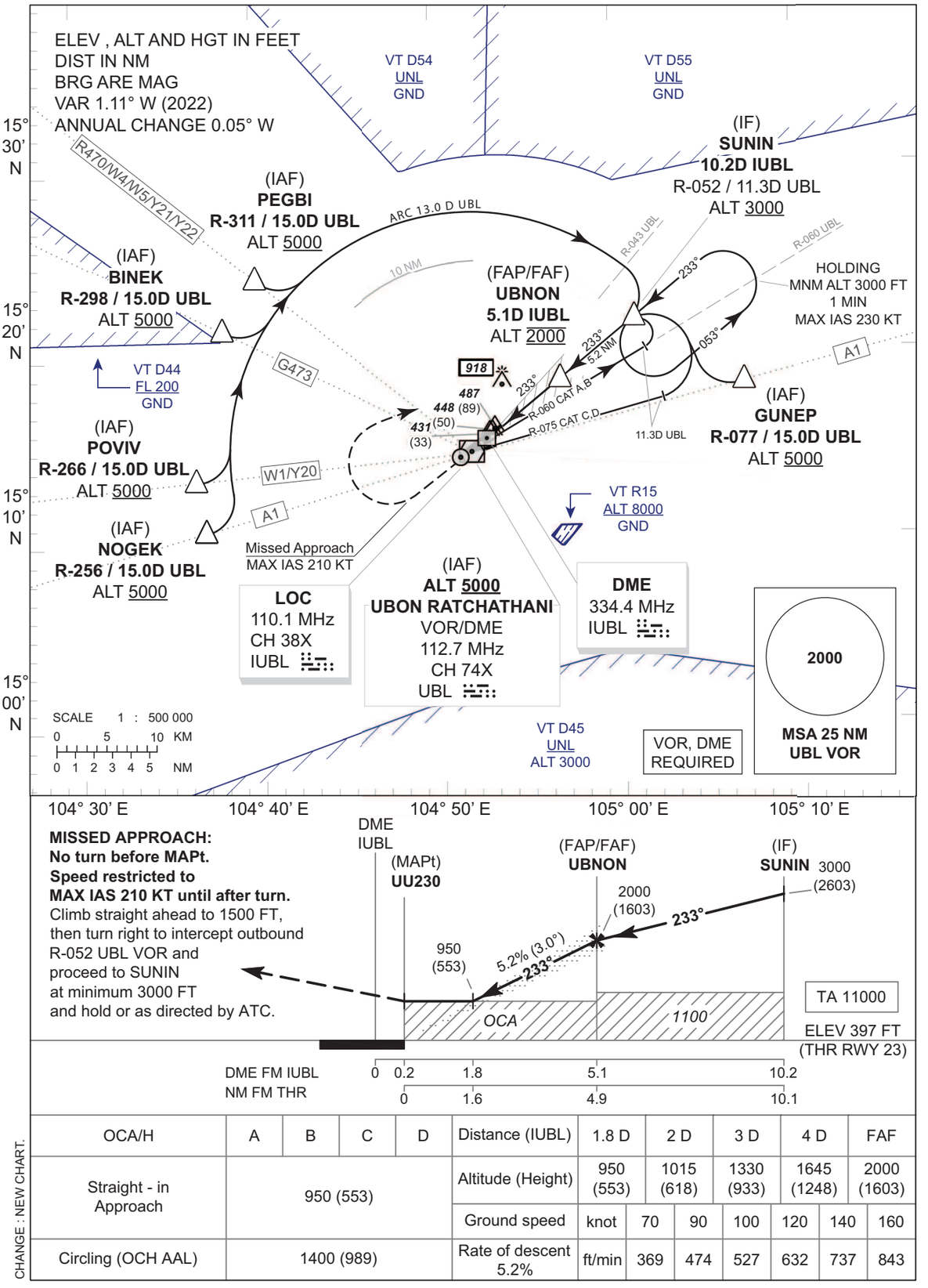
Fix / Point		Coordinates	
(IAF) PEGBI	R-311 / 15.0D UBL	15° 24' 18.31" N	104° 39' 59.24" E
(IAF) BINEK	R-298 / 15.0D UBL	15° 21' 31.40" N	104° 38' 06.75" E
(IAF) POVIV	R-266 / 15.0D UBL	15° 13' 26.61" N	104° 36' 29.71" E
(IAF) NOGEK	R-256 / 15.0D UBL	15° 10' 44.34" N	104° 36' 59.46" E
(IAF) GUNEP	R-077 / 15.0D UBL	15° 18' 18.14" N	105° 07' 01.54" E
(IF) DUGIL	R-049 / 11.3D UBL	15° 22' 21.51" N	105° 00' 38.72" E
(FAF) MALOL	R-049 / 6.1D UBL	15° 18' 51.11" N	104° 56' 39.48" E
(MAPt) UU231	R-049 / 1.2D UBL	15° 15' 32.78" N	104° 52' 54.16" E
(IAF) VOR	UBL	15° 14' 42.68" N	104° 51' 57.24" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

APR : 123.5, 257.8
TWR : 119.9, 274.5
GND : 121.9, 275.8
ATIS : 128.2

UBON RATCHATHANI / Ubon Ratchathani (VTUU)
LOC y RWY23



OCA/H	A	B	C	D	Distance (IUBL)	1.8 D	2 D	3 D	4 D	FAF
Straight - in Approach	950 (553)				Altitude (Height)	950 (553)	1015 (618)	1330 (933)	1645 (1248)	2000 (1603)
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1400 (989)				Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

UBON RATCHATHANI / Ubon Ratchathani (VTUU) LOC y RWY23

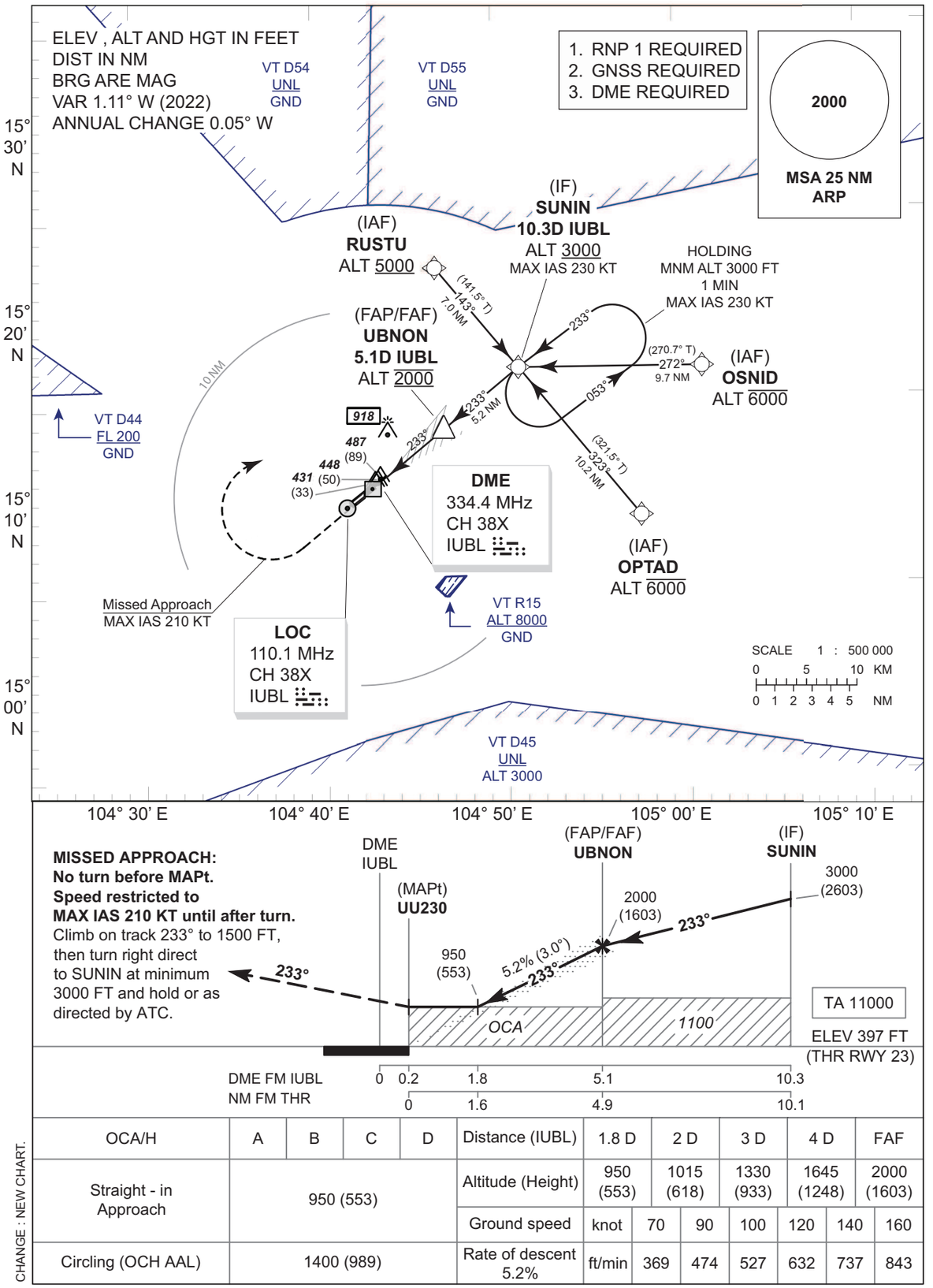
Fix / Point		Coordinates	
(IAF) PEGBI	R-311 / 15.0D UBL	15° 24' 18.31" N	104° 39' 59.24" E
(IAF) BINEK	R-298 / 15.0D UBL	15° 21' 31.40" N	104° 38' 06.75" E
(IAF) POVIV	R-266 / 15.0D UBL	15° 13' 26.61" N	104° 36' 29.71" E
(IAF) NOGEK	R-256 / 15.0D UBL	15° 10' 44.34" N	104° 36' 59.46" E
(IAF) GUNEP	R-077 / 15.0D UBL	15° 18' 18.14" N	105° 07' 01.54" E
(IF) SUNIN	10.2D IUBL	15° 21' 54.45" N	105° 01' 03.74" E
(FAP/FAF) UBNON	5.0D IUBL	15° 18' 38.04" N	104° 56' 49.18" E
(MAPt) UU230	0.2D IUBL	15° 15' 34.99" N	104° 52' 52.24" E
LOC	IUBL	15° 14' 24.09" N	104° 51' 20.50" E
DME	-	15° 15' 26.05" N	104° 52' 47.24" E
(IAF) VOR	UBL	15° 14' 42.68" N	104° 51' 57.24" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

APR : 123.5, 257.8
TWR : 119.9, 274.5
GND : 121.9, 275.8
ATIS : 128.2

UBON RATCHATHANI / Ubon Ratchathani (VTUU)
LOC z RWY23



OCA/H	A	B	C	D	Distance (IUBL)	1.8 D	2 D	3 D	4 D	FAF
Straight - in Approach	950 (553)				Altitude (Height)	950 (553)	1015 (618)	1330 (933)	1645 (1248)	2000 (1603)
					Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1400 (989)				Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

UBON RATCHATHANI / Ubon Ratchathani (VTUU) LOC z RWY23

TABULAR DESCRIPTION

LOC z RWY23											
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) RUSTU	-	-	+1.2	-	-	+5000	-	-	RNP 1
020	TF	(IF) SUNIN	-	143°(141.5°)	+1.2	7.0	-	+3000	-230	-	RNP 1
010	IF	(IAF) OSNID	-	-	+1.2	-	-	-6000	-	-	RNP 1
020	TF	(IF) SUNIN	-	272°(270.7°)	+1.2	9.7	-	+3000	-230	-	RNP 1
010	IF	(IAF) OPTAD	-	-	+1.2	-	-	-6000	-	-	RNP 1
020	TF	(IF) SUNIN	-	323°(321.5°)	+1.2	10.2	-	+3000	-230	-	RNP 1
010	IF	(IF) SUNIN	-	-	+1.2	-	-	+3000	-230	-	RNP 1
TRANSITION TO LOC											
020	TF	(FAF/FAP) UBNON	-	233°(231.5°)	+1.2	5.2	-	@2000	-	-	LOC
030	TF	(MAPt @THR23) UU230	Y	233°(231.5°)	+1.2	4.9	-	@447	-	-3.0/50	LOC
040	CA	-	-	233°(231.5°)	+1.2	-	-	+1500	-	-	RNP 1
050	DF	(IF) SUNIN	-	-	+1.2	-	R	+3000	-210	-	RNP 1
060	HM	(IF) SUNIN	Y	233°(231.5°)	+1.2	1 minute	L	+3000	-230	-	RNP 1

WAYPOINT LIST

LOC z RWY23	
Waypoint Identifier	**Coordinates**
OPTAD	15° 13' 51.60" N 105° 07' 38.89" E
OSNID	15° 21' 47.03" N 105° 11' 07.67" E
RUSTU	15° 27' 24.60" N 104° 56' 33.17" E
SUNIN	15° 21' 54.45" N 105° 01' 03.74" E
UBNON	15° 18' 38.04" N 104° 56' 49.18" E
UU230	15° 15' 34.99" N 104° 52' 52.24" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

**UBON RATCHATHANI /
Ubon Ratchathani (VTUU)
LOC z RWY23**

Fix / Point		Coordinates	
(IF) SUNIN	10.2D IUBL	15° 21' 54.45" N	105° 01' 03.74" E
(FAP/FAF) UBNON	5.0D IUBL	15° 18' 38.04" N	104° 56' 49.18" E
(MAPt) UU230	0.2D IUBL	15° 15' 34.99" N	104° 52' 52.24" E
LOC	IUBL	15° 14' 24.09" N	104° 51' 20.50" E
DME	-	15° 15' 26.05" N	104° 52' 47.24" E

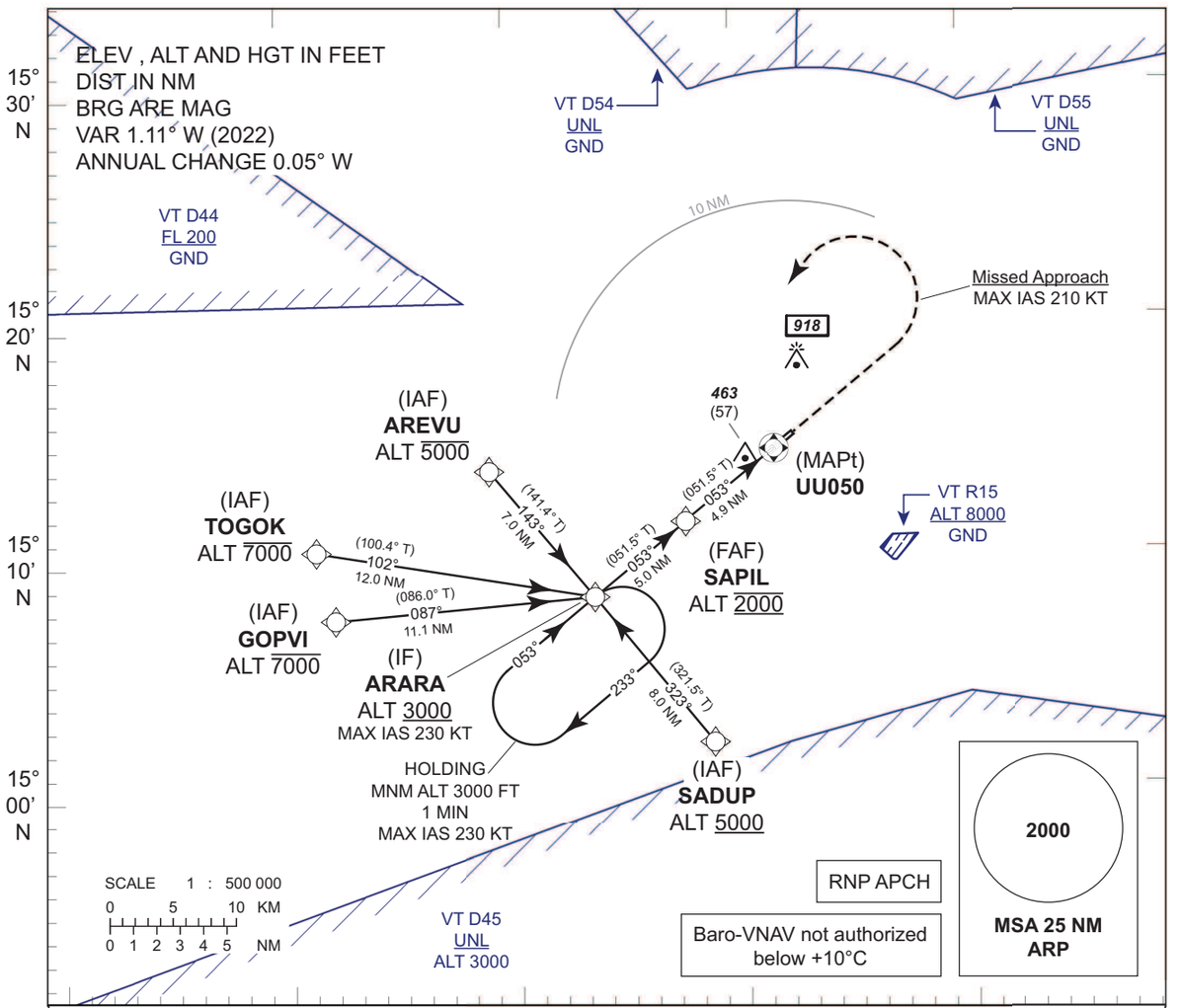
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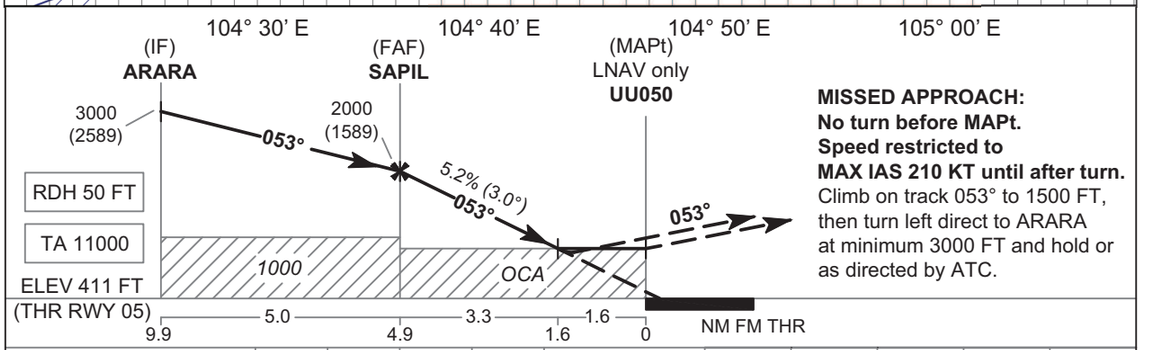
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY05 - ELEV 411 FT

APR : 123.5, 257.8
TWR : 119.9, 274.5
GND : 121.9, 275.8
ATIS : 128.2

UBON RATCHATHANI / Ubon Ratchathani (VTUU)
RNP RWY05





MISSED APPROACH:
No turn before MAPt.
Speed restricted to MAX IAS 210 KT until after turn.
Climb on track 053° to 1500 FT, then turn left direct to ARARA at minimum 3000 FT and hold or as directed by ATC.

CHANGE : REVISED CHART.

OCA/H	A	B	C	D	NM to NEXT WPT	FAF	4 NM	3 NM	2 NM	1.6 NM
LNAV / VNAV	890 (479)				Altitude (Height)	2000 (1589)	1725 (1314)	1410 (999)	1090 (679)	970 (559)
LNAV	970 (559)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1400 (989)				Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY05 - ELEV 411 FT

UBON RATCHATHANI / Ubon Ratchathani (VTUU) RNP RWY05

TABULAR DESCRIPTION

RNP RWY05											
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) AREVU	-	-	+1.2	-	-	-5000	-	-	RNP APCH
020	TF	(IF) ARARA	-	143°(141.4°)	+1.2	7.0	-	+3000	-230	-	RNP APCH
010	IF	(IAF) TOGOK	-	-	+1.2	-	-	-7000	-	-	RNP APCH
020	TF	(IF) ARARA	-	102°(100.4°)	+1.2	12.0	-	+3000	-230	-	RNP APCH
010	IF	(IAF) GOPVI	-	-	+1.2	-	-	-7000	-	-	RNP APCH
020	TF	(IF) ARARA	-	087°(086.0°)	+1.2	11.1	-	+3000	-230	-	RNP APCH
010	IF	(IAF) SADUP	-	-	+1.2	-	-	+5000	-	-	RNP APCH
020	TF	(IF) ARARA	-	323°(321.5°)	+1.2	8.0	-	+3000	-230	-	RNP APCH
010	IF	(IF) ARARA	-	-	+1.2	-	-	+3000	-230	-	RNP APCH
020	TF	(FAF) SAPIL	-	053°(051.5°)	+1.2	5.0	-	@2000	-	-	RNP APCH
030	TF	(MAPt @THR05) UU050	Y	053°(051.5°)	+1.2	4.9	-	@461	-	-3.0/50	RNP APCH
040	CA	-	-	053°(051.5°)	+1.2	-	-	+1500	-	-	RNP APCH
050	DF	(IF) ARARA	-	-	+1.2	-	L	+3000	-210	-	RNP APCH
060	HM	(IF) ARARA	Y	053°(051.5°)	+1.2	1 minute	R	+3000	-230	-	RNP APCH

WAYPOINT LIST

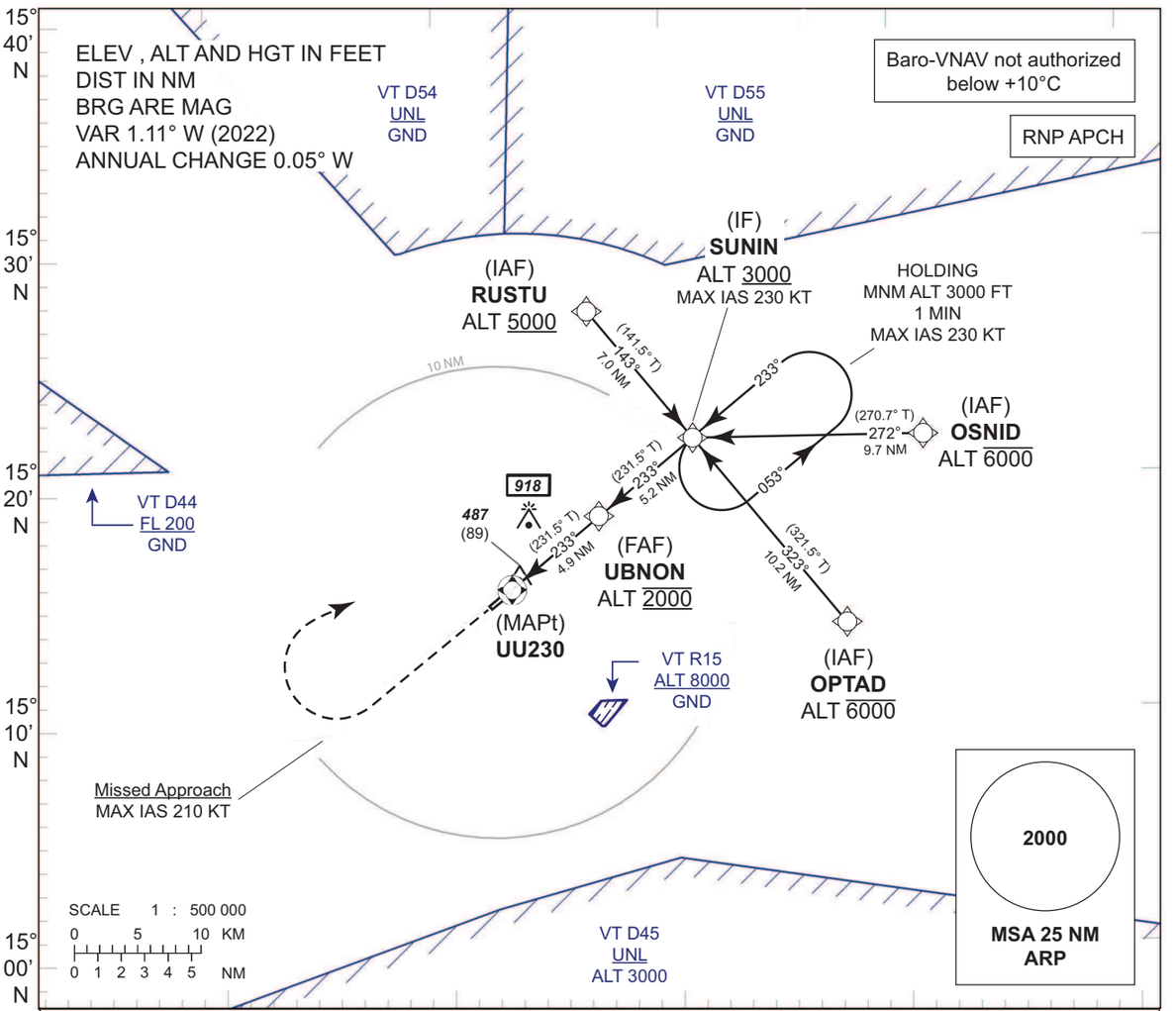
RNP RWY05	
Waypoint Identifier	Coordinates
ARARA	15° 08' 21.24" N 104° 43' 31.30" E
AREVU	15° 13' 50.98" N 104° 39' 00.56" E
GOPVI	15° 07' 35.15" N 104° 32' 07.43" E
SADUP	15° 02' 04.20" N 104° 48' 40.50" E
SAPIL	15° 11' 30.25" N 104° 47' 35.60" E
TOGOK	15° 10' 31.60" N 104° 31' 19.04" E
UU050	15° 14' 34.17" N 104° 51' 33.53" E

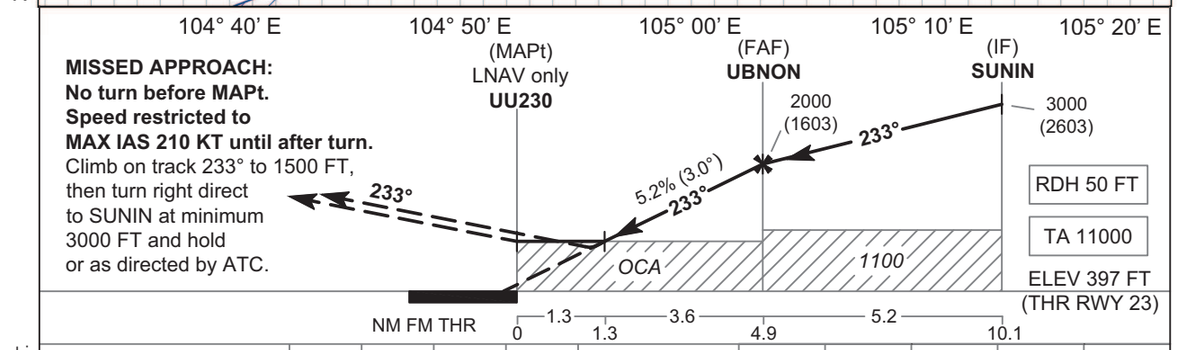
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

APR : 123.5, 257.8
TWR : 119.9, 274.5
GND : 121.9, 275.8
ATIS : 128.2

UBON RATCHATHANI / Ubon Ratchathani (VTUU)
RNP RWY23





OCA/H	A	B	C	D	NM to NEXT WPT	1.3 NM	2 NM	3 NM	4 NM	FAF
LNAV / VNAV	760 (363)				Altitude (Height)	860 (463)	1075 (678)	1395 (998)	1710 (1313)	2000 (1603)
LNAV	860 (463)				Ground speed	knot	70	90	100	120	140	160
Circling (OCH AAL)	1400 (989)				Rate of descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE : REVISED CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 411 FT
HEIGHT RELATED TO
THR RWY23 - ELEV 397 FT

UBON RATCHATHANI / Ubon Ratchathani (VTUU) RNP RWY23

TABULAR DESCRIPTION

RNP RWY23											
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) RUSTU	-	-	+1.2	-	-	+5000	-	-	RNP APCH
020	TF	(IF) SUNIN	-	143°(141.5°)	+1.2	7.0	-	+3000	-230	-	RNP APCH
010	IF	(IAF) OSNID	-	-	+1.2	-	-	-6000	-	-	RNP APCH
020	TF	(IF) SUNIN	-	272°(270.7°)	+1.2	9.7	-	+3000	-230	-	RNP APCH
010	IF	(IAF) OPTAD	-	-	+1.2	-	-	-6000	-	-	RNP APCH
020	TF	(IF) SUNIN	-	323°(321.5°)	+1.2	10.2	-	+3000	-230	-	RNP APCH
010	IF	(IF) SUNIN	-	-	+1.2	-	-	+3000	-230	-	RNP APCH
020	TF	(FAF) UBNON	-	233°(231.5°)	+1.2	5.2	-	@2000	-	-	RNP APCH
030	TF	(MAPt @THR23) UU230	Y	233°(231.5°)	+1.2	4.9	-	@447	-	-3.0/50	RNP APCH
040	CA	-	-	233°(231.5°)	+1.2	-	-	+1500	-	-	RNP APCH
050	DF	(IF) SUNIN	-	-	+1.2	-	R	+3000	-210	-	RNP APCH
060	HM	(IF) SUNIN	Y	233°(231.5°)	+1.2	1 minute	L	+3000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY23	
Waypoint Identifier	Coordinates
OPTAD	15° 13' 51.60" N 105° 07' 38.89" E
OSNID	15° 21' 47.03" N 105° 11' 07.67" E
RUSTU	15° 27' 24.60" N 104° 56' 33.17" E
SUNIN	15° 21' 54.45" N 105° 01' 03.74" E
UBNON	15° 18' 38.04" N 104° 56' 49.18" E
UU230	15° 15' 34.99" N 104° 52' 52.24" E

VTSY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07 (Non-instrument runway)	070.09°	1800x30	PCN 23/F/D/X/T Asphalt	054714.13N 1010834.47E	225.25 M (738 FT)
25 (Non-instrument runway)	250.09°	1800x30	PCN 23/F/D/X/T Asphalt	054733.96N 1010929.53E	219.18 M (719 FT)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0.00% -0.63% (690M 1100M)	NIL	NIL	1920x150	240x60	NIL	NIL	NIL
0.63% 0.00% (1100M 690M)	NIL	NIL	1920x150	240x60	NIL	NIL	NIL

VTSY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	1800	1800	1800	1800	NIL
25	1800	1800	1800	1800	NIL

VTSY 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 Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	SALS 420 M LIH	Green NIL	PAPI Left 3.9° (59.42 FT)	NIL	NIL	1800 M 30 M White, LIH YCZ 600 M	Red NIL	NIL	NIL
25	NIL	Green NIL	PAPI Left 4.7° (42.78 FT)	NIL	NIL	1800 M 30 M White, LIH YCZ 600 M	Red NIL	NIL	1. RTIL 2. Due to mountainous terrains, PAPI RWY 25 is unusable beyond 3 NM and approved only for operation under VFR conditions.

VTSY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: On top of control tower, FLG W G EV 2 SEC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: Wind cone at 280 M from THR 07 off set left side 67 M from RCL and wind cone at 155 M from THR 25 off set left side 67 M from RCL
3	TWY edge and centre line lighting	Edge: TWY A and B Centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AFL Building Switch-over time: 15 SEC
5	Remarks	NIL

VTSY AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTSY AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	BETONG AERODROME TRAFFIC ZONE (ATZ), a circle radius 5 nm centred on BET DVOR/DME (054707.7N 1010838.7E)
2	Vertical limits	4000 ft/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	BETONG TOWER English, Thai
5	Transition altitude	11000 ft
6	Remarks	NIL

VTSY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Narathiwat Approach	125.55 MHz 121.5 MHz 1)	23:00-11:00	1) Emergency frequency
TWR	Betong Tower	124.15MHz 236.6MHz 121.5 MHz 1) 243.0 MHz 1)	01:30-09:30	
GND	Betong Ground	122.15 MHz 121.5 MHz 1) 243.0 MHz 1)	01:30-09:30	
ATIS	Betong Airport	128.5 MHz	01:30-09:30	

VTSY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	BET	113.1 MHz	H24	054707.7N 1010838.7E		DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 nm at required altitude and distance in various areas as follows: – Radial 350°-020° altitude should not below 8 000 ft. – Radial 021°-040° altitude should not below 6 500 ft. – Radial 041°-060° altitude should not below 9 000 ft. – Radial 061°-075° altitude should not below 15 000 ft. – Radial 076°-349° unable to check due to border limit
DME		78X	H24	054707.8N 1010838.3E		DME co-located with DVOR

VTSY AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, all aircraft are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad located near the threshold of runway 25. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTSY AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSY AD 2.22 FLIGHT PROCEDURES

NIL

VTSY AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSY AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTSY-2-1
Aerodrome Obstacle Chart - ICAO Type A - RWY 07/25	AD 2-VTSY-3-1
Aerodrome Obstacle Chart - ICAO Type B	AD 2-VTSY-3-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 07 - ERVES1A PETAC1A	AD 2-VTSY-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 07 - ERVES1A PETAC1A (Tabular description)	AD 2-VTSY-6-2

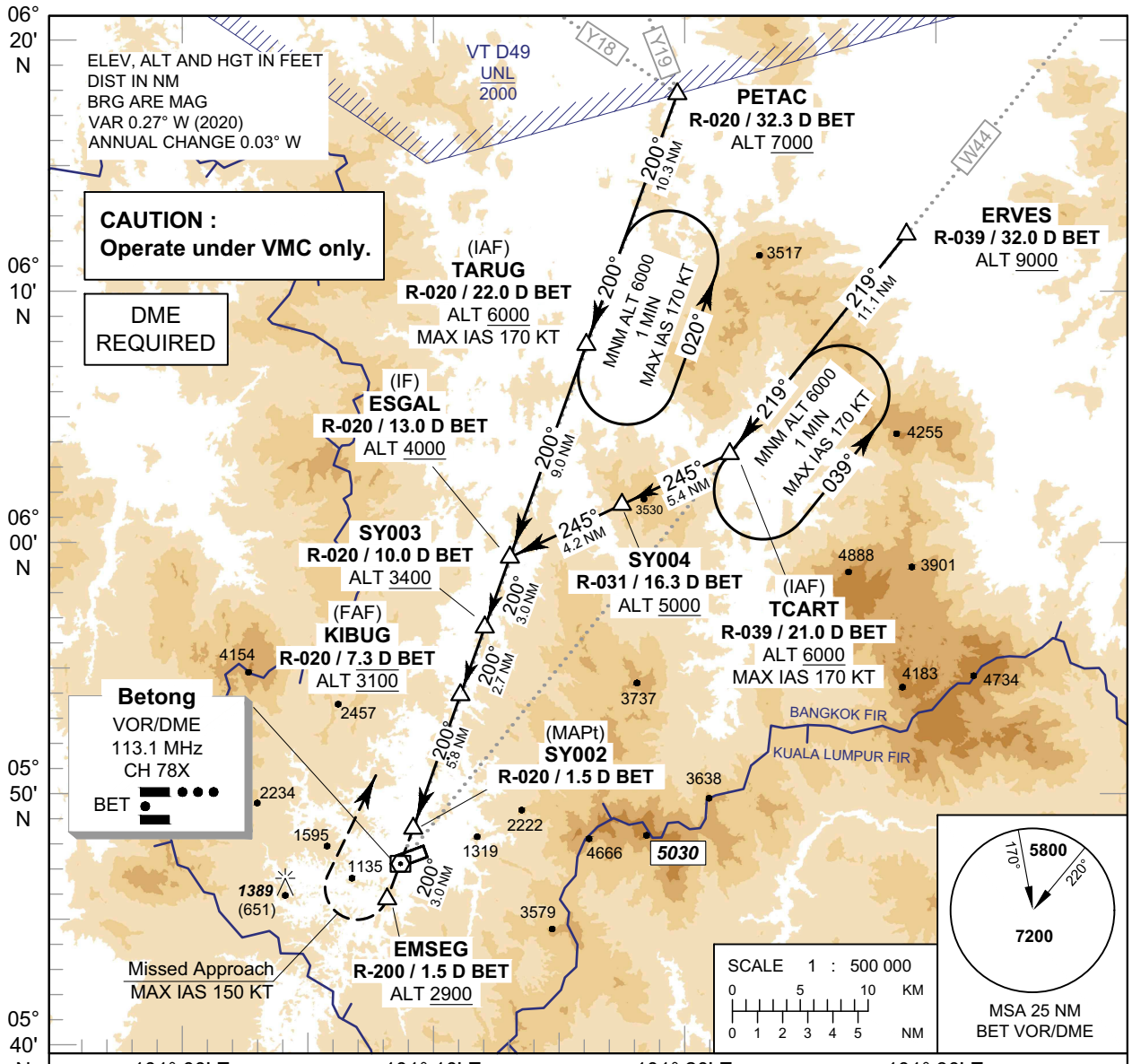
Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 25 - ERVES1B PETAC1B	AD 2-VTSY-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 25 - ERVES1B PETAC1B (Tabular description)	AD 2-VTSY-6-4
Instrument Approach Chart - ICAO - VOR a	AD 2-VTSY-8-1
Instrument Approach Chart - ICAO - VOR a (Fix and point list table)	AD 2-VTSY-8-2
Instrument Approach Chart - ICAO - RNP a	AD 2-VTSY-8-3
Instrument Approach Chart - ICAO - RNP a (Tabular description)	AD 2-VTSY-8-4

INSTRUMENT APPROACH CHART - ICAO

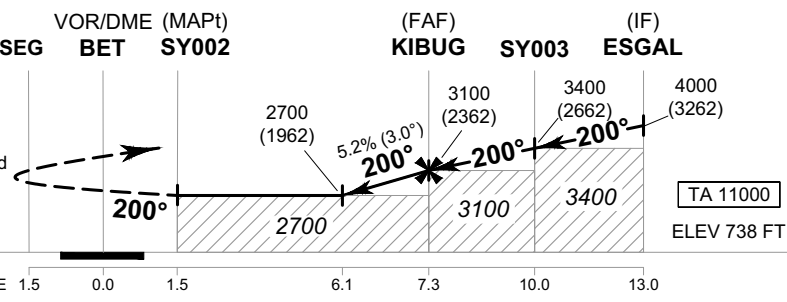
AERODROME ELEV 738 FT
HEIGHTS RELATED TO AERODROME ELEV

APP : 125.55
TWR : 124.15, 236.6
GND : 122.15
ATIS : 128.50

YALA / Betong (VTSY)
VOR a



MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 130 KT until after turn.
Climb straight ahead to EMSEG at minimum 2900 FT, then turn right to intercept outbound R-020 BET VOR, then proceed to TARUG at minimum 6000 FT and hold or as directed by ATC.



OCA/H	A	B	C
Straight - in approach	Not authorized		
Circling (OCH AAL)	2700 (1962)		

Distance (BET)	6.1 D		7.0 D		FAF	
Altitude (Height)	2700 (1962)		3000 (2262)		3100 (2362)	
Ground speed	knot	70	90	100	120	140	160
Rate of descent (5.2%)	ft/min	369	474	527	632	737	843

REMARK : 1. FOR CIRCLING RESTRICTION, SEE VERSO.
2. TAKE CAUTION TO REMAIN WITHIN BANGKOK FIR WHILE CIRCLING AND MISSED APPROACH DUE TO PROXIMITY OF KUALA LUMPUR FIR.
3. LANDING DISTANCE AVAILABLE (LDA) IS 1,800 m.

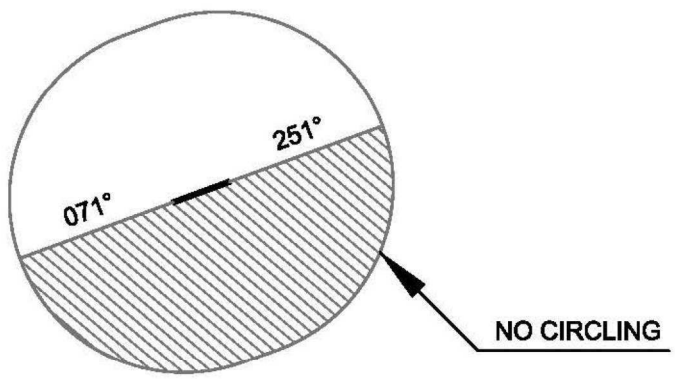
CHANGE: OBSTACLE AND SPOT HEIGHT ADDED.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 738 FT
HEIGHTS RELATED TO AERODROME ELEV

YALA / Betong (VTSY)
VOR a

FIX / POINT		COORDINATES	
ERVES	R-039 / 32.0 D BET	06° 12' 07.88" N	101° 28' 53.20" E
PETAC	R-020 / 32.3 D BET	06° 17' 39.82" N	101° 19' 45.08" E
(IAF) TARUG	R-020 / 22.0 D BET	06° 07' 54.03" N	101° 16' 11.86" E
(IAF) TCART	R-039 / 21.0 D BET	06° 03' 30.16" N	101° 21' 53.78" E
SY004	R-031 / 16.3 D BET	06° 01' 11.86" N	101° 16' 57.21" E
(IF) ESGAL	R-020 / 13.0 D BET	05° 59' 24.18" N	101° 13' 06.39" E
SY003	R-020 / 10.0 D BET	05° 56' 34.22" N	101° 12' 04.58" E
(FAF) KIBUG	R-020 / 7.3 D BET	05° 54' 01.26" N	101° 11' 08.97" E
(MAPt) SY002	R-020 / 1.5 D BET	05° 48' 32.67" N	101° 09' 09.54" E
VOR	BET	05° 47' 07.67" N	101° 08' 38.65" E
EMSEG	R-200 / 1.5 D BET	05° 45' 42.70" N	101° 08' 07.77" E



CHANGE: VOR COORDINATE.