

Phone: +662 568 8831
Fax: +662 576 1903
AFTN: VTBAYOYX
E-mail: aisthai@caat.or.th
ais@caat.or.th

THE CIVIL AVIATION AUTHORITY OF THAILAND
Aeronautical Information Management Department
222 Soi Vibhavadi Rangsit 28,
Vibhavadi Rangsit Rd., Chatuchak,
Chatuchak, Bangkok 10900 Thailand

AIRAC AIP - THAILAND
Amendment 09/26
23 JUL 26

This AIRAC AIP AMDT 09/26 contains:

GEN 0.2	RECORD OF AIP AMENDMENTS
GEN 0.4	CHECKLIST OF AIP PAGES
GEN 2.5	LIST OF RADIO NAVIGATION AIDS
GEN 3.2	AERONAUTICAL CHARTS
GEN 3.5	METEOROLOGICAL SERVICES
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 2-VTBD-1	AD 2.18 ATS COMMUNICATION FACILITIES
	AD 2.22 FLIGHT PROCEDURES
AD 2-VTSP-1	AD 2.23 ADDITIONAL INFORMATION
AD 2-VTBS-1	AD 2.18 ATS COMMUNICATION FACILITIES
	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 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K (Verso)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K (Radio communication failure table)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K (Tabular description 1)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K (Tabular description 2)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K (Tabular description 3)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K (Tabular description 4)
	Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K (Tabular description 5)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R - ALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H NOBER3H NUNLI3H OLVUK3H PASTO3H REGOS3H RYN3H SELKA3H
SEMBO3H TARED3H UKERA3H UGUVO3H VANKO3H

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J NOBER3J NUNLI3J OLVUK3J PASTO3J REGOS3J RYN3J SELKA3J
SEMBO3J TARED3J UKERA3J UGUVO3J VANKO3J (Tabular description 5)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E
SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Verso)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Radio communication failure table)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 1)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 2)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 3)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 4)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 5)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 6)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 7)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 8)

Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Waypoint list table)

AD 2-VTBS-7

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Verso)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Radio communication failure table)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Tabular description 1)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Tabular description 2)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Tabular description 3)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Tabular description 4)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Tabular description 5)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Tabular description 6)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Waypoint list table)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Verso)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Radio communication failure table)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Tabular description 1)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Tabular description 2)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Tabular description 3)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Tabular description 4)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Tabular description 5)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Tabular description 6)

Standard Arrival Chart – Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Waypoint list table)

AD 2-VTBS-8 Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II
Instrument Approach Chart - ICAO - ILS or LOC z RWY 19 CAT II (Tabular description)
Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II
Instrument Approach Chart - ICAO - ILS or LOC z RWY 20L CAT II (Tabular description)
Instrument Approach Chart - ICAO - RNP RWY 19
Instrument Approach Chart - ICAO - RNP RWY 19 (Tabular description)
Instrument Approach Chart - ICAO - RNP RWY 20L
Instrument Approach Chart - ICAO - RNP RWY 20L (Tabular description)
Instrument Approach Chart - ICAO - RNP RWY 20R
Instrument Approach Chart - ICAO - RNP RWY 20R (Tabular description)

AD 2-VTBP-1 AD 2.23 ADDITIONAL INFORMATION

AD 2-VTSR-1 AD 2.24 CHARTS RELATED TO AN AERODROMES

AD 2-VTSR-2 Aerodrome Chart - ICAO

AD 2-VTSR-6 Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 - ELPUT1G SAKUB1G TOGIM1G
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 -ELPUT1G SAKUB1G TOGIM1G (Tabular description)
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - ELPUT1H SAKUB1H TOGIM1H
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - ELPUT1H SAKUB1H TOGIM1H (Tabular description)

AD 2-VTSR-8 Instrument Approach Chart - ICAO - ILS or LOC z RWY 02 (Waypiont list table)
Instrument Approach Chart - ICAO - RNP RWY 02
Instrument Approach Chart - ICAO - RNP RWY 02 (Waypoint list table)

AD 2-VTPT-1 AD 2.19 RADIO NAVIGATION AND LANDING AIDS

AD 2-VTUD-1 AD 2.19 RADIO NAVIGATION AND LANDING AIDS

1.

DESTROY			INSERT		
GEN	0.2-3	6 AUG 2026	GEN	0.2-3	3 SEP 2026
	0.4-1	6 AUG 2026		0.4-1	3 SEP 2026
	0.4-2	6 AUG 2026		0.4-2	3 SEP 2026
	0.4-3	6 AUG 2026		0.4-3	3 SEP 2026

DESTROY			INSERT		
ENR	0.4-4	6 AUG 2026	0.4-4	3 SEP 2026	
	0.4-5	6 AUG 2026	0.4-5	3 SEP 2026	
	0.4-6	6 AUG 2026	0.4-6	3 SEP 2026	
	0.4-7	6 AUG 2026	0.4-7	3 SEP 2026	
	0.4-8	6 AUG 2026	0.4-8	3 SEP 2026	
	0.4-9	6 AUG 2026	0.4-9	3 SEP 2026	
	0.4-10	6 AUG 2026	0.4-10	3 SEP 2026	
	0.4-11	6 AUG 2026	0.4-11	3 SEP 2026	
	2.5-3	4 SEP 2025	2.5-3	3 SEP 2026	
	3.2-2	8 AUG 2024	3.2-2	3 SEP 2026	
	3.2-3	6 AUG 2026	3.2-3	3 SEP 2026	
	3.2-8	14 MAY 2026	3.2-8	3 SEP 2026	
	3.2-9	14 MAY 2026	3.2-9	3 SEP 2026	
	3.2-12	9 JUL 2026	3.2-12	3 SEP 2026	
	3.2-14	14 MAY 2026	3.2-14	3 SEP 2026	
	3.2-17	9 JUL 2026	3.2-17	3 SEP 2026	
	3.2-20	9 JUL 2026	3.2-20	3 SEP 2026	
	3.2-22	11 JUN 2026	3.2-22	3 SEP 2026	
	3.5-2	10 JUL 2025	3.5-2	3 SEP 2026	
	3.5-3	30 NOV 2023	3.5-3	3 SEP 2026	
	1.10-24	2 OCT 2025	1.10-24	3 SEP 2026	
	1.10-25	2 OCT 2025	1.10-25	3 SEP 2026	
	1.10-26	2 OCT 2025	1.10-26	3 SEP 2026	
	1.10-27	2 OCT 2025	1.10-27	3 SEP 2026	
	1.10-28	2 OCT 2025	1.10-28	3 SEP 2026	
	2.1-5	14 MAY 2026	2.1-5	3 SEP 2026	
	2.1-6	14 MAY 2026	2.1-6	3 SEP 2026	
	2.1-9	14 MAY 2026	2.1-9	3 SEP 2026	
	2.1-10	14 MAY 2026	2.1-10	3 SEP 2026	
	2.1-17	14 MAY 2026	2.1-17	3 SEP 2026	
	3.1-54	7 AUG 2025	3.1-54	3 SEP 2026	
	3.3-7	7 AUG 2025	3.3-7	3 SEP 2026	
	3.3-8	7 AUG 2025	3.3-8	3 SEP 2026	
	3.3-9	7 AUG 2025	3.3-9	3 SEP 2026	
	3.3-10	7 AUG 2025	3.3-10	3 SEP 2026	
	3.3-11	7 AUG 2025	3.3-11	3 SEP 2026	
	3.3-12	10 JUL 2025	3.3-12	3 SEP 2026	
	3.3-13	7 AUG 2025	3.3-13	3 SEP 2026	
	3.3-14	7 AUG 2025	3.3-14	3 SEP 2026	
	3.3-15	7 AUG 2025	3.3-15	3 SEP 2026	
	3.3-16	2 NOV 2023	3.3-16	3 SEP 2026	

DESTROY		INSERT	
3.3-17	7 AUG 2025	3.3-17	3 SEP 2026
3.3-18	7 AUG 2025	3.3-18	3 SEP 2026
3.3-19	7 AUG 2025	3.3-19	3 SEP 2026
3.3-20	7 AUG 2025	3.3-20	3 SEP 2026
3.3-21	7 AUG 2025	3.3-21	3 SEP 2026
3.3-22	7 AUG 2025	3.3-22	3 SEP 2026
3.3-23	7 AUG 2025	3.3-23	3 SEP 2026
3.3-24	7 AUG 2025	3.3-24	3 SEP 2026
3.3-25	7 AUG 2025	3.3-25	3 SEP 2026
3.3-26	7 AUG 2025	3.3-26	3 SEP 2026
3.3-27	7 AUG 2025	3.3-27	3 SEP 2026
3.3-28	7 AUG 2025	3.3-28	3 SEP 2026
3.3-29	7 AUG 2025	3.3-29	3 SEP 2026
3.3-30	7 AUG 2025	3.3-30	3 SEP 2026
3.3-31	7 AUG 2025	3.3-31	3 SEP 2026
3.3-32	23 JAN 2025	3.3-32	3 SEP 2026
3.3-33	23 JAN 2025	3.3-33	3 SEP 2026
3.3-34	7 AUG 2025	3.3-34	3 SEP 2026
3.3-35	23 JAN 2025	3.3-35	3 SEP 2026
3.3-36	23 JAN 2025	3.3-36	3 SEP 2026
3.3-37	7 AUG 2025	3.3-37	3 SEP 2026
3.3-38	7 AUG 2025	3.3-38	3 SEP 2026
3.3-39	7 AUG 2025	3.3-39	3 SEP 2026
3.3-40	4 SEP 2025	3.3-40	3 SEP 2026
3.3-41	7 AUG 2025	3.3-41	3 SEP 2026
3.3-42	7 AUG 2025	3.3-42	3 SEP 2026
3.3-43	7 AUG 2025	3.3-43	3 SEP 2026
3.3-44	7 AUG 2025	3.3-44	3 SEP 2026
3.3-45	23 JAN 2025	3.3-45	3 SEP 2026
3.3-46	7 AUG 2025	3.3-46	3 SEP 2026
3.3-47	7 AUG 2025	3.3-47	3 SEP 2026
3.3-48	7 AUG 2025	3.3-48	3 SEP 2026
3.3-49	7 AUG 2025	3.3-49	3 SEP 2026
3.3-50	7 AUG 2025	3.3-50	3 SEP 2026
3.3-51	7 AUG 2025	3.3-51	3 SEP 2026
3.3-52	7 AUG 2025	3.3-52	3 SEP 2026
3.3-53	7 AUG 2025	3.3-53	3 SEP 2026
3.3-54	7 AUG 2025	3.3-54	3 SEP 2026
3.3-55	7 AUG 2025	3.3-55	3 SEP 2026
3.3-56	7 AUG 2025	3.3-56	3 SEP 2026
3.3-57	7 AUG 2025	3.3-57	3 SEP 2026

DESTROY			INSERT		
AD	3.3-58	7 AUG 2025	3.3-58		3 SEP 2026
	3.3-59	7 AUG 2025	3.3-59		3 SEP 2026
	3.3-60	7 AUG 2025	3.3-60		3 SEP 2026
	3.3-61	7 AUG 2025	3.3-61		3 SEP 2026
	3.3-62	7 AUG 2025	3.3-62		3 SEP 2026
	3.3-63	7 AUG 2025	3.3-63		3 SEP 2026
	-	-	3.3-64		3 SEP 2026
	4.1-10	14 MAY 2026	4.1-10		3 SEP 2026
	4.1-11	14 MAY 2026	4.1-11		3 SEP 2026
	4.1-12	14 MAY 2026	-		-
	4.4-1	11 JUN 2026	4.4-1		3 SEP 2026
	4.4-2	11 JUN 2026	4.4-2		3 SEP 2026
	4.4-3	11 JUN 2026	4.4-3		3 SEP 2026
	4.4-4	11 JUN 2026	4.4-4		3 SEP 2026
	6-1	9 JUL 2026	6-1		3 SEP 2026
	6-3	9 JUL 2026	6-3		3 SEP 2026
	2-VTBD-1-11	22 JAN 2026	AD 2-VTBD-1-11		3 SEP 2026
	2-VTBD-1-37	22 JAN 2026	2-VTBD-1-37		3 SEP 2026
	2-VTBD-1-38	22 JAN 2026	2-VTBD-1-38		3 SEP 2026
	2-VTBD-1-40	22 JAN 2026	2-VTBD-1-40		3 SEP 2026
	2-VTSP-1-24	19 FEB 2026	2-VTSP-1-24		3 SEP 2026
	2-VTSP-1-25	19 FEB 2026	2-VTSP-1-25		3 SEP 2026
	2-VTSP-1-26	19 FEB 2026	2-VTSP-1-26		3 SEP 2026
	2-VTBS-1-20	14 MAY 2026	2-VTBS-1-20		3 SEP 2026
	2-VTBS-1-59	2 OCT 2025	2-VTBS-1-59		3 SEP 2026
	2-VTBS-1-60	27 NOV 2025	2-VTBS-1-60		3 SEP 2026
	2-VTBS-1-61	2 OCT 2025	2-VTBS-1-61		3 SEP 2026
	2-VTBS-1-71	2 OCT 2025	2-VTBS-1-71		3 SEP 2026
	2-VTBS-1-74	2 OCT 2025	2-VTBS-1-74		3 SEP 2026
	2-VTBS-1-77	14 MAY 2026	2-VTBS-1-77		3 SEP 2026
	2-VTBS-1-78	14 MAY 2026	2-VTBS-1-78		3 SEP 2026
	2-VTBS-1-79	14 MAY 2026	2-VTBS-1-79		3 SEP 2026
	2-VTBS-1-80	14 MAY 2026	2-VTBS-1-80		3 SEP 2026
	2-VTBS-1-81	14 MAY 2026	2-VTBS-1-81		3 SEP 2026
	2-VTBS-1-83	14 MAY 2026	2-VTBS-1-83		3 SEP 2026
	2-VTBS-1-84	9 JUL 2026	2-VTBS-1-84		3 SEP 2026
	2-VTBS-6-1	14 MAY 2026	2-VTBS-6-1		3 SEP 2026
	2-VTBS-6-2	14 MAY 2026	2-VTBS-6-2		3 SEP 2026
	2-VTBS-6-3	10 JUL 2025	2-VTBS-6-3		3 SEP 2026
	2-VTBS-6-4	2 OCT 2025	2-VTBS-6-4		3 SEP 2026
	2-VTBS-6-5	2 OCT 2025	2-VTBS-6-5		3 SEP 2026

DESTROY		INSERT	
2-VTBS-6-6	2 OCT 2025	2-VTBS-6-6	3 SEP 2026
2-VTBS-6-7	2 OCT 2025	2-VTBS-6-7	3 SEP 2026
2-VTBS-6-8	2 OCT 2025	2-VTBS-6-8	3 SEP 2026
2-VTBS-6-9	2 OCT 2025	2-VTBS-6-9	3 SEP 2026
2-VTBS-6-10	2 OCT 2025	2-VTBS-6-10	3 SEP 2026
2-VTBS-6-11	2 OCT 2025	2-VTBS-6-11	3 SEP 2026
2-VTBS-6-12	2 OCT 2025	2-VTBS-6-12	3 SEP 2026
2-VTBS-6-13	2 OCT 2025	2-VTBS-6-13	3 SEP 2026
2-VTBS-6-15	14 MAY 2026	2-VTBS-6-15	3 SEP 2026
2-VTBS-6-16	14 MAY 2026	2-VTBS-6-16	3 SEP 2026
2-VTBS-6-17	10 JUL 2025	2-VTBS-6-17	3 SEP 2026
2-VTBS-6-18	2 OCT 2025	2-VTBS-6-18	3 SEP 2026
2-VTBS-6-19	2 OCT 2025	2-VTBS-6-19	3 SEP 2026
2-VTBS-6-20	2 OCT 2025	2-VTBS-6-20	3 SEP 2026
2-VTBS-6-21	2 OCT 2025	2-VTBS-6-21	3 SEP 2026
2-VTBS-6-22	2 OCT 2025	2-VTBS-6-22	3 SEP 2026
2-VTBS-6-23	2 OCT 2025	2-VTBS-6-23	3 SEP 2026
2-VTBS-6-24	2 OCT 2025	2-VTBS-6-24	3 SEP 2026
2-VTBS-6-25	2 OCT 2025	2-VTBS-6-25	3 SEP 2026
2-VTBS-6-26	2 OCT 2025	2-VTBS-6-26	3 SEP 2026
2-VTBS-6-27	2 OCT 2025	2-VTBS-6-27	3 SEP 2026
2-VTBS-6-29	14 MAY 2026	2-VTBS-6-29	3 SEP 2026
2-VTBS-6-30	14 MAY 2026	2-VTBS-6-30	3 SEP 2026
2-VTBS-6-31	10 JUL 2025	2-VTBS-6-31	3 SEP 2026
2-VTBS-6-32	2 OCT 2025	2-VTBS-6-32	3 SEP 2026
2-VTBS-6-33	2 OCT 2025	2-VTBS-6-33	3 SEP 2026
2-VTBS-6-34	2 OCT 2025	2-VTBS-6-34	3 SEP 2026
2-VTBS-6-35	2 OCT 2025	2-VTBS-6-35	3 SEP 2026
2-VTBS-6-36	2 OCT 2025	2-VTBS-6-36	3 SEP 2026
2-VTBS-6-37	2 OCT 2025	2-VTBS-6-37	3 SEP 2026
2-VTBS-6-38	2 OCT 2025	2-VTBS-6-38	3 SEP 2026
2-VTBS-6-39	2 OCT 2025	2-VTBS-6-39	3 SEP 2026
2-VTBS-6-40	2 OCT 2025	2-VTBS-6-40	3 SEP 2026
2-VTBS-6-41	14 MAY 2026	2-VTBS-6-41	3 SEP 2026
2-VTBS-6-42	14 MAY 2026	2-VTBS-6-42	3 SEP 2026
2-VTBS-6-43	10 JUL 2025	2-VTBS-6-43	3 SEP 2026
2-VTBS-6-44	2 OCT 2025	2-VTBS-6-44	3 SEP 2026
2-VTBS-6-45	2 OCT 2025	2-VTBS-6-45	3 SEP 2026
2-VTBS-6-46	2 OCT 2025	2-VTBS-6-46	3 SEP 2026
2-VTBS-6-47	2 OCT 2025	2-VTBS-6-47	3 SEP 2026
2-VTBS-6-48	2 OCT 2025	2-VTBS-6-48	3 SEP 2026

DESTROY		INSERT	
2-VTBS-6-49	2 OCT 2025	2-VTBS-6-49	3 SEP 2026
2-VTBS-6-50	2 OCT 2025	2-VTBS-6-50	3 SEP 2026
2-VTBS-6-51	2 OCT 2025	2-VTBS-6-51	3 SEP 2026
2-VTBS-6-52	2 OCT 2025	2-VTBS-6-52	3 SEP 2026
2-VTBS-6-53	2 OCT 2025	2-VTBS-6-53	3 SEP 2026
2-VTBS-6-54	2 OCT 2025	2-VTBS-6-54	3 SEP 2026
2-VTBS-6-55	14 MAY 2026	2-VTBS-6-55	3 SEP 2026
2-VTBS-6-56	14 MAY 2026	2-VTBS-6-56	3 SEP 2026
2-VTBS-6-57	10 JUL 2025	2-VTBS-6-57	3 SEP 2026
2-VTBS-6-58	2 OCT 2025	2-VTBS-6-58	3 SEP 2026
2-VTBS-6-59	2 OCT 2025	2-VTBS-6-59	3 SEP 2026
2-VTBS-6-60	2 OCT 2025	2-VTBS-6-60	3 SEP 2026
2-VTBS-6-61	2 OCT 2025	2-VTBS-6-61	3 SEP 2026
2-VTBS-6-62	2 OCT 2025	2-VTBS-6-62	3 SEP 2026
2-VTBS-6-63	2 OCT 2025	2-VTBS-6-63	3 SEP 2026
2-VTBS-6-64	2 OCT 2025	2-VTBS-6-64	3 SEP 2026
2-VTBS-6-65	2 OCT 2025	2-VTBS-6-65	3 SEP 2026
2-VTBS-6-66	2 OCT 2025	2-VTBS-6-66	3 SEP 2026
2-VTBS-6-67	14 MAY 2026	2-VTBS-6-67	3 SEP 2026
2-VTBS-6-68	14 MAY 2026	2-VTBS-6-68	3 SEP 2026
2-VTBS-6-69	10 JUL 2025	2-VTBS-6-69	3 SEP 2026
2-VTBS-6-70	2 OCT 2025	2-VTBS-6-70	3 SEP 2026
2-VTBS-6-71	2 OCT 2025	2-VTBS-6-71	3 SEP 2026
2-VTBS-6-72	2 OCT 2025	2-VTBS-6-72	3 SEP 2026
2-VTBS-6-73	2 OCT 2025	2-VTBS-6-73	3 SEP 2026
2-VTBS-6-74	2 OCT 2025	2-VTBS-6-74	3 SEP 2026
2-VTBS-6-75	2 OCT 2025	2-VTBS-6-75	3 SEP 2026
2-VTBS-6-76	2 OCT 2025	2-VTBS-6-76	3 SEP 2026
2-VTBS-6-77	2 OCT 2025	2-VTBS-6-77	3 SEP 2026
2-VTBS-6-78	2 OCT 2025	2-VTBS-6-78	3 SEP 2026
2-VTBS-7-1	14 MAY 2026	2-VTBS-7-1	3 SEP 2026
2-VTBS-7-2	7 AUG 2025	2-VTBS-7-2	3 SEP 2026
2-VTBS-7-3	7 AUG 2025	2-VTBS-7-3	3 SEP 2026
2-VTBS-7-4	2 OCT 2025	2-VTBS-7-4	3 SEP 2026
2-VTBS-7-5	2 OCT 2025	2-VTBS-7-5	3 SEP 2026
2-VTBS-7-6	2 OCT 2025	2-VTBS-7-6	3 SEP 2026
2-VTBS-7-7	2 OCT 2025	2-VTBS-7-7	3 SEP 2026
2-VTBS-7-8	2 OCT 2025	2-VTBS-7-8	3 SEP 2026
2-VTBS-7-9	2 OCT 2025	2-VTBS-7-9	3 SEP 2026
2-VTBS-7-10	7 AUG 2025	2-VTBS-7-10	3 SEP 2026
2-VTBS-7-11	14 MAY 2026	2-VTBS-7-11	3 SEP 2026

DESTROY		INSERT	
2-VTBS-7-12	14 MAY 2026	2-VTBS-7-12	3 SEP 2026
2-VTBS-7-13	7 AUG 2025	2-VTBS-7-13	3 SEP 2026
2-VTBS-7-14	2 OCT 2025	2-VTBS-7-14	3 SEP 2026
2-VTBS-7-15	2 OCT 2025	2-VTBS-7-15	3 SEP 2026
2-VTBS-7-16	2 OCT 2025	2-VTBS-7-16	3 SEP 2026
2-VTBS-7-17	2 OCT 2025	2-VTBS-7-17	3 SEP 2026
2-VTBS-7-18	2 OCT 2025	2-VTBS-7-18	3 SEP 2026
2-VTBS-7-19	2 OCT 2025	2-VTBS-7-19	3 SEP 2026
2-VTBS-7-20	7 AUG 2025	2-VTBS-7-20	3 SEP 2026
2-VTBS-8-9	9 JUL 2026	2-VTBS-8-9	3 SEP 2026
2-VTBS-8-10	4 SEP 2025	2-VTBS-8-10	3 SEP 2026
2-VTBS-8-13	9 JUL 2026	2-VTBS-8-13	3 SEP 2026
2-VTBS-8-14	4 SEP 2025	2-VTBS-8-14	3 SEP 2026
2-VTBS-8-23	9 JUL 2026	2-VTBS-8-23	3 SEP 2026
2-VTBS-8-24	4 SEP 2025	2-VTBS-8-24	3 SEP 2026
2-VTBS-8-25	9 JUL 2026	2-VTBS-8-25	3 SEP 2026
2-VTBS-8-26	4 SEP 2025	2-VTBS-8-26	3 SEP 2026
2-VTBS-8-27	9 JUL 2026	2-VTBS-8-27	3 SEP 2026
2-VTBS-8-28	4 SEP 2025	2-VTBS-8-28	3 SEP 2026
2-VTBP-1-6	22 FEB 2024	2-VTBP-1-6	3 SEP 2026
2-VTSR-1-10	9 JUL 2026	2-VTSR-1-10	3 SEP 2026
2-VTSR-2-1	9 JUL 2026	2-VTSR-2-1	3 SEP 2026
2-VTSR-6-1	11 JUN 2026	2-VTSR-6-1	3 SEP 2026
2-VTSR-6-2	11 JUN 2026	2-VTSR-6-2	3 SEP 2026
2-VTSR-6-3	11 JUN 2026	2-VTSR-6-3	3 SEP 2026
2-VTSR-6-4	11 JUN 2026	2-VTSR-6-4	3 SEP 2026
2-VTSR-8-8	11 JUN 2026	2-VTSR-8-8	3 SEP 2026
2-VTSR-8-9	11 JUN 2026	2-VTSR-8-9	3 SEP 2026
2-VTSR-8-11	11 JUN 2026	2-VTSR-8-11	3 SEP 2026
2-VTPT-1-5	14 MAY 2026	2-VTPT-1-5	3 SEP 2026
2-VTPT-1-6	22 JAN 2026	-	-
2-VTUD-1-10	11 JUN 2026	2-VTUD-1-10	3 SEP 2026
2-VTUD-1-11	11 JUN 2026	2-VTUD-1-11	3 SEP 2026
2-VTUD-1-12	6 AUG 2026	2-VTUD-1-12	3 SEP 2026

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	NIL
AIC	05/26

NOTAM

C3347/26

- 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	
				7/25	29 MAY 2025	10 JULY 2025	
				8/25	26 JUN 2025	7 AUG 2025	
				9/25	24 JUL 2025	4 SEP 2025	
				10/25	21 AUG 2025	2 OCT 2025	
				11/25	18 SEP 2025	30 OCT 2025	
				12/25	16 OCT 2025	27 NOV 2025	
				13/25	13 NOV 2025	25 DEC 2025	
				1/26	11 DEC 2025	22 JAN 2026	
				2/26	08 JAN 2026	19 FEB 2026	
				3/26	05 FEB 2026	19 MAR 2026	
				4/26	05 MAR 2026	16 APR 2026	
				5/26	02 APR 2026	14 MAY 2026	
				6/26	30 APR 2026	11 JUN 2026	
				7/26	28 MAY 2026	9 JUL 2026	
				8/26	25 JUN 2026	6 AUG 2026	
				9/26	23 JUL 2026	3 SEP 2026	

INTENTIONALLY BLANK

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
PART 1 - GENERAL (GEN)					
GEN 0.		2.2-7	12 SEP 19	3.4-3	22 JAN 26
0.1-1	18 JUL 19	2.2-8	12 SEP 19	3.4-4	22 JAN 26
0.1-2	13 JUN 24	2.2-9	12 SEP 19	3.4-5	9 JUL 26
0.1-3	18 JUL 19	2.2-10	12 SEP 19	3.5-1	10 JUL 25
0.2-1	21 APR 22	2.2-11	12 SEP 19	3.5-2	3 SEP 26
0.2-2	20 FEB 25	2.2-12	12 SEP 19	3.5-3	3 SEP 26
0.2-3	3 SEP 26	2.2-13	12 SEP 19	3.5-4	7 AUG 25
0.3-1	2 NOV 23	2.2-14	12 SEP 19	3.5-5	30 NOV 23
0.3-2	2 NOV 23	2.2-15	12 SEP 19	3.6-1	19 MAR 26
0.3-3	2 NOV 23	2.2-16	12 SEP 19	3.6-2	18 JUL 19
0.3-4	2 NOV 23	2.2-17	12 SEP 19	3.6-3	18 JUL 19
0.3-5	2 NOV 23	2.2-18	12 SEP 19	3.7-1	23 JAN 25
0.4-1	3 SEP 26	2.3-1	18 JUL 19	3.7-2	23 JAN 25
0.4-2	3 SEP 26	2.3-2	18 JUL 19	GEN 4.	
0.4-3	3 SEP 26	2.4-1	25 JAN 24	4.1-1	9 JUL 26
0.4-4	3 SEP 26	2.4-2	25 JAN 24	4.1-2	6 AUG 26
0.4-5	3 SEP 26	2.4-3	25 JAN 24	4.1-3	6 AUG 26
0.4-6	3 SEP 26	2.5-1	10 JUL 25	4.2-1	17 APR 25
0.4-7	3 SEP 26	2.5-2	10 JUL 25	4.2-2	17 APR 25
0.4-8	3 SEP 26	2.5-3	3 SEP 26	4.2-3	17 APR 25
0.4-9	3 SEP 26	2.6-1	18 JUL 19	4.3-1	19 FEB 26
0.4-10	3 SEP 26	2.6-2	18 JUL 19	PART 2 - EN-ROUTE (ENR)	
0.4-11	3 SEP 26	2.6-3	18 JUL 19	ENR 0.	
0.5-1	18 JUL 19	2.7-1	18 JUL 19	0.6-1	30 DEC 21
0.6-1	18 JUL 19	GEN 3.		0.6-2	18 JUL 19
GEN 1.		3.1-1	27 NOV 25	ENR 1.	
1.1-1	10 JUL 25	3.1-2	12 SEP 19	1.1-1	18 JUL 19
1.1-2	20 FEB 25	3.1-3	12 SEP 19	1.2-1	7 AUG 25
1.1-3	20 FEB 25	3.1-4	18 JUN 20	1.2-2	28 DEC 23
1.1-4	20 FEB 25	3.1-5	27 NOV 25	1.2-3	28 DEC 23
1.2-1	20 MAR 25	3.1-6	27 NOV 25	1.2-4	28 DEC 23
1.2-2	20 MAR 25	3.1-7	22 JAN 26	1.3-1	18 JUL 19
1.2-3	20 MAR 25	3.2-1	8 AUG 24	1.4-1	28 DEC 23
1.2-4	20 MAR 25	3.2-2	3 SEP 26	1.4-2	28 DEC 23
1.2-5	20 MAR 25	3.2-3	3 SEP 26	1.5-1	18 JUL 19
1.2-6	20 MAR 25	3.2-4	6 AUG 26	1.6-1	3 OCT 24
1.2-7	20 MAR 25	3.2-5	6 AUG 26	1.6-2	3 OCT 24
1.2-8	20 MAR 25	3.2-6	6 AUG 26	1.6-3	2 OCT 25
1.3-1	18 JUL 19	3.2-7	14 MAY 26	1.6-4	2 OCT 25
1.3-2	18 JUL 19	3.2-8	3 SEP 26	1.6-5	3 OCT 24
1.3-3	18 JUL 19	3.2-9	3 SEP 26	1.6-6	2 OCT 25
1.3-4	18 JUL 19	3.2-10	14 MAY 26	1.6-7	3 OCT 24
1.3-5	18 JUL 19	3.2-11	11 JUN 26	1.6-8	3 OCT 24
1.4-1	5 NOV 20	3.2-12	3 SEP 26	1.6-9	3 OCT 24
1.4-2	20 FEB 25	3.2-14	3 SEP 26	1.6-10	3 OCT 24
1.4-3	31 DEC 20	3.2-15	11 JUN 26	1.6-11	3 OCT 24
1.4-4	31 DEC 20	3.2-16	14 MAY 26	1.6-12	3 OCT 24
1.4-5	31 DEC 20	3.2-17	3 SEP 26	1.6-13	3 OCT 24
1.5-1	3 DEC 20	3.2-18	6 AUG 26	1.6-14	3 OCT 24
1.6-1	8 OCT 20	3.2-19	9 JUL 26	1.6-15	3 OCT 24
1.6-2	8 OCT 20	3.2-20	3 SEP 26	1.6-16	3 OCT 24
1.6-3	8 OCT 20	3.2-21	9 JUL 26	1.6-17	3 OCT 24
1.7-1	19 FEB 26	3.2-22	3 SEP 26	1.6-18	3 OCT 24
1.7-2	19 FEB 26	3.2-23	9 JUL 26	1.6-19	3 OCT 24
1.7-3	19 FEB 26	3.2-24	9 JUL 26	1.6-20	3 OCT 24
1.7-4	30 OCT 25	3.3-1	10 JUL 25	1.6-21	3 OCT 24
GEN 2.		3.3-2	30 OCT 25	1.6-22	3 OCT 24
2.1-1	16 APR 26	3.3-3	30 OCT 25	1.6-23	3 OCT 24
2.1-2	20 FEB 25	3.3-4	30 OCT 25	1.6-24	3 OCT 24
2.1-3	11 JUN 26	3.3-5	30 OCT 25	1.6-25	3 OCT 24
2.2-1	28 NOV 24	3.3-6	30 OCT 25	1.6-26	3 OCT 24
2.2-2	12 SEP 19	3.3-7	30 OCT 25	1.6-27	3 OCT 24
2.2-3	12 SEP 19	3.3-8	30 OCT 25	1.6-28	3 OCT 24
2.2-4	12 SEP 19	3.3-9	27 NOV 25	1.6-29	2 OCT 25
2.2-5	23 MAR 23	3.3-10	27 NOV 25	1.6-30	2 OCT 25
2.2-6	23 MAR 23	3.4-1	22 FEB 24	1.6-31	2 OCT 25
		3.4-2	23 JAN 25		

Page	Date	Page	Date	Page	Date
1.6-32	2 OCT 25	2.1-2	14 MAY 26	3.1-40	7 AUG 25
1.7-1	18 JUL 19	2.1-3	14 MAY 26	3.1-41	7 AUG 25
1.7-2	18 JUL 19	2.1-4	14 MAY 26	3.1-42	7 AUG 25
1.7-3	18 JUL 19	2.1-5	3 SEP 26	3.1-43	7 AUG 25
1.8-1	6 AUG 26	2.1-6	3 SEP 26	3.1-44	7 AUG 25
1.8-2	6 AUG 26	2.1-7	14 MAY 26	3.1-45	7 AUG 25
1.8-3	6 AUG 26	2.1-8	14 MAY 26	3.1-46	7 AUG 25
1.8-4	6 AUG 26	2.1-9	3 SEP 26	3.1-47	7 AUG 25
1.8-5	6 AUG 26	2.1-10	3 SEP 26	3.1-48	7 AUG 25
1.8-6	18 APR 24	2.1-11	14 MAY 26	3.1-49	7 AUG 25
1.8-7	6 AUG 26	2.1-12	14 MAY 26	3.1-50	7 AUG 25
1.8-8	6 AUG 26	2.1-13	14 MAY 26	3.1-51	7 AUG 25
1.8-9	6 AUG 26	2.1-14	14 MAY 26	3.1-52	7 AUG 25
1.8-10	6 AUG 26	2.1-15	14 MAY 26	3.1-53	7 AUG 25
1.8-11	6 AUG 26	2.1-16	14 MAY 26	3.1-54	3 SEP 26
1.9-1	30 OCT 25	2.1-17	3 SEP 26	3.1-55	7 AUG 25
1.9-2	30 OCT 25	2.1-18	14 MAY 26	3.1-56	7 AUG 25
1.9-3	27 NOV 25	2.1-19	14 MAY 26	3.1-57	7 AUG 25
1.9-4	30 OCT 25	2.1-20	14 MAY 26	3.1-58	7 AUG 25
1.9-5	30 OCT 25	2.1-21	14 MAY 26	3.1-59	7 AUG 25
1.9-6	30 OCT 25	2.1-22	14 MAY 26	3.1-60	7 AUG 25
1.9-7	4 SEP 25	2.1-23	14 MAY 26	3.1-61	11 JUN 26
1.9-8	6 AUG 26	2.1-24	14 MAY 26	3.1-62	7 AUG 25
1.9-9	6 AUG 26	2.1-25	14 MAY 26	3.1-63	7 AUG 25
1.9-10	4 SEP 25	2.1-26	14 MAY 26	3.1-64	7 AUG 25
1.9-11	4 SEP 25	2.1-27	14 MAY 26	3.1-65	7 AUG 25
1.10-1	23 JAN 25	2.1-28	9 JUL 26	3.1-66	7 AUG 25
1.10-2	23 JAN 25	2.1-29	2 OCT 25	3.1-67	7 AUG 25
1.10-3	23 JAN 25	2.1-30	2 OCT 25	3.1-68	7 AUG 25
1.10-4	23 JAN 25	2.2-1	28 NOV 24	3.1-69	7 AUG 25
1.10-5	23 JAN 25			3.1-70	7 AUG 25
1.10-6	7 AUG 25	ENR 3.		3.1-71	7 AUG 25
1.10-7	23 JAN 25	3.1-1	7 AUG 25	3.1-72	7 AUG 25
1.10-8	23 JAN 25	3.1-2	7 AUG 25	3.2-1	18 JUL 19
1.10-9	23 JAN 25	3.1-3	7 AUG 25	3.3-1	7 AUG 25
1.10-10	23 JAN 25	3.1-4	7 AUG 25	3.3-2	7 AUG 25
1.10-11	23 JAN 25	3.1-5	7 AUG 25	3.3-3	7 AUG 25
1.10-12	23 JAN 25	3.1-6	7 AUG 25	3.3-4	7 AUG 25
1.10-13	23 JAN 25	3.1-7	7 AUG 25	3.3-5	7 AUG 25
1.10-14	23 JAN 25	3.1-8	15 MAY 25	3.3-6	7 AUG 25
1.10-15	23 JAN 25	3.1-9	16 MAY 24	3.3-7	3 SEP 26
1.10-16	23 JAN 25	3.1-10	10 JUL 25	3.3-8	3 SEP 26
1.10-17	23 JAN 25	3.1-11	7 AUG 25	3.3-9	3 SEP 26
1.10-18	10 JUL 25	3.1-12	7 AUG 25	3.3-10	3 SEP 26
1.10-19	23 JAN 25	3.1-13	7 AUG 25	3.3-11	3 SEP 26
1.10-20	23 JAN 25	3.1-14	7 AUG 25	3.3-12	3 SEP 26
1.10-21	23 JAN 25	3.1-15	7 AUG 25	3.3-13	3 SEP 26
1.10-22	10 JUL 25	3.1-16	7 AUG 25	3.3-14	3 SEP 26
1.10-23	2 OCT 25	3.1-17	7 AUG 25	3.3-15	3 SEP 26
1.10-24	3 SEP 26	3.1-18	7 AUG 25	3.3-16	3 SEP 26
1.10-25	3 SEP 26	3.1-19	7 AUG 25	3.3-17	3 SEP 26
1.10-26	3 SEP 26	3.1-20	7 AUG 25	3.3-18	3 SEP 26
1.10-27	3 SEP 26	3.1-21	7 AUG 25	3.3-19	3 SEP 26
1.10-28	3 SEP 26	3.1-22	7 AUG 25	3.3-20	3 SEP 26
1.10-29	2 OCT 25	3.1-23	7 AUG 25	3.3-21	3 SEP 26
1.10-30	2 OCT 25	3.1-24	7 AUG 25	3.3-22	3 SEP 26
1.11-1	18 JUL 19	3.1-25	7 AUG 25	3.3-23	3 SEP 26
1.12-1	18 JUL 19	3.1-26	10 JUL 25	3.3-24	3 SEP 26
1.12-2	18 JUL 19	3.1-27	15 MAY 25	3.3-25	3 SEP 26
1.12-3	18 JUL 19	3.1-28	7 AUG 25	3.3-26	3 SEP 26
1.13-1	18 JUL 19	3.1-29	7 AUG 25	3.3-27	3 SEP 26
1.14-1	18 JUL 19	3.1-30	7 AUG 25	3.3-28	3 SEP 26
1.14-2	18 JUL 19	3.1-31	7 AUG 25	3.3-29	3 SEP 26
1.14-3	18 JUL 19	3.1-32	7 AUG 25	3.3-30	3 SEP 26
1.14-4	18 JUL 19	3.1-33	7 AUG 25	3.3-31	3 SEP 26
1.14-5	18 JUL 19	3.1-34	7 AUG 25	3.3-32	3 SEP 26
1.14-6	18 JUL 19	3.1-35	7 AUG 25	3.3-33	3 SEP 26
1.14-7	18 JUL 19	3.1-36	7 AUG 25	3.3-34	3 SEP 26
		3.1-37	7 AUG 25	3.3-35	3 SEP 26
ENR 2.		3.1-38	7 AUG 25	3.3-36	3 SEP 26
2.1-1	11 JUN 26	3.1-39	7 AUG 25	3.3-37	3 SEP 26

Page	Date	Page	Date	Page	Date
3.3-38	3 SEP 26	5.1-20	14 MAY 26	2-VTBD-1-15	22 JAN 26
3.3-39	3 SEP 26	5.1-21	14 MAY 26	2-VTBD-1-16	22 JAN 26
3.3-40	3 SEP 26	5.1-22	14 MAY 26	2-VTBD-1-17	19 MAR 26
3.3-41	3 SEP 26	5.2-1	27 NOV 25	2-VTBD-1-18	19 MAR 26
3.3-42	3 SEP 26	5.2-2	27 NOV 25	2-VTBD-1-19	22 JAN 26
3.3-43	3 SEP 26	5.3-1	18 JUL 19	2-VTBD-1-20	22 JAN 26
3.3-44	3 SEP 26	5.4-1	18 JUL 19	2-VTBD-1-21	22 JAN 26
3.3-45	3 SEP 26	5.5-1	18 JUL 19	2-VTBD-1-22	22 JAN 26
3.3-46	3 SEP 26	5.6-1	28 NOV 24	2-VTBD-1-23	6 AUG 26
3.3-47	3 SEP 26			2-VTBD-1-24	22 JAN 26
3.3-48	3 SEP 26	ENR 6.		2-VTBD-1-25	22 JAN 26
3.3-49	3 SEP 26	6-1	3 SEP 26	2-VTBD-1-26	22 JAN 26
3.3-50	3 SEP 26	6-3	3 SEP 26	2-VTBD-1-27	6 AUG 26
3.3-51	3 SEP 26	6-5	7 AUG 25	2-VTBD-1-28	6 AUG 26
3.3-52	3 SEP 26	6-7	7 AUG 25	2-VTBD-1-29	22 JAN 26
3.3-53	3 SEP 26	6-9	7 AUG 25	2-VTBD-1-30	22 JAN 26
3.3-54	3 SEP 26	6-11	2 OCT 25	2-VTBD-1-31	22 JAN 26
3.3-55	3 SEP 26	6-13	27 NOV 25	2-VTBD-1-32	22 JAN 26
3.3-56	3 SEP 26			2-VTBD-1-33	22 JAN 26
3.3-57	3 SEP 26	PART 3 - AERODROMES (AD)		2-VTBD-1-34	22 JAN 26
3.3-58	3 SEP 26	AD 0.		2-VTBD-1-35	22 JAN 26
3.3-59	3 SEP 26	0.6-1	21 MAY 20	2-VTBD-1-36	6 AUG 26
3.3-60	3 SEP 26	0.6-2	23 JAN 25	2-VTBD-1-37	3 SEP 26
3.3-61	3 SEP 26	0.6-3	23 JAN 25	2-VTBD-1-38	3 SEP 26
3.3-62	3 SEP 26	0.6-4	18 JUN 20	2-VTBD-1-39	22 JAN 26
3.3-63	3 SEP 26	0.6-5	23 JAN 25	2-VTBD-1-40	3 SEP 26
3.3-64	3 SEP 26	0.6-6	23 JAN 25	2-VTBD-1-41	22 JAN 26
3.4-1	18 JUL 19	0.6-7	18 JUL 19	2-VTBD-1-42	22 JAN 26
3.5-1	19 MAY 22	0.6-8	18 JUL 19	2-VTBD-1-43	22 JAN 26
3.6-1	18 JUL 19	0.6-9	18 JUL 19	2-VTBD-1-44	14 MAY 26
		0.6-10	18 JUL 19	2-VTBD-1-45	14 MAY 26
ENR 4.		0.6-11	18 JUN 20	2-VTBD-1-46	14 MAY 26
4.1-1	14 MAY 26	0.6-12	23 JAN 25	2-VTBD-1-47	9 JUL 26
4.1-2	14 MAY 26	0.6-13	18 JUN 20	2-VTBD-2-1	25 DEC 25
4.1-3	14 MAY 26	0.6-14	18 JUN 20	2-VTBD-2-3	25 DEC 25
4.1-4	14 MAY 26	0.6-15	23 JAN 25	2-VTBD-2-4	28 JAN 21
4.1-5	14 MAY 26	0.6-16	18 JUN 20	2-VTBD-2-5	25 DEC 25
4.1-6	14 MAY 26	0.6-17	18 JUN 20	2-VTBD-3-1	18 JUL 19
4.1-7	14 MAY 26	0.6-18	18 JUN 20	2-VTBD-3-3	25 DEC 25
4.1-8	14 MAY 26	0.6-19	18 JUN 20	2-VTBD-3-5	25 DEC 25
4.1-9	14 MAY 26			2-VTBD-6-1	14 MAY 26
4.1-10	3 SEP 26	AD 1.		2-VTBD-6-2	10 JUL 25
4.1-11	3 SEP 26	1.1-1	28 JAN 21	2-VTBD-6-3	2 OCT 25
4.2-1	18 JUL 19	1.1-2	28 JAN 21	2-VTBD-6-4	2 OCT 25
4.3-1	4 SEP 25	1.1-3	26 DEC 24	2-VTBD-6-5	2 OCT 25
4.4-1	3 SEP 26	1.2-1	20 APR 23	2-VTBD-6-6	2 OCT 25
4.4-2	3 SEP 26	1.2-2	20 APR 23	2-VTBD-6-7	10 JUL 25
4.4-3	3 SEP 26	1.3-1	25 JAN 24	2-VTBD-6-9	14 MAY 26
4.4-4	3 SEP 26	1.3-2	6 OCT 22	2-VTBD-6-10	10 JUL 25
4.5-1	17 JUN 21	1.3-3	6 OCT 22	2-VTBD-6-11	2 OCT 25
		1.3-4	10 OCT 19	2-VTBD-6-12	2 OCT 25
		1.4-1	18 JUL 19	2-VTBD-6-13	2 OCT 25
		1.5-1	30 OCT 25	2-VTBD-6-14	10 JUL 25
ENR 5.				2-VTBD-6-15	14 MAY 26
5.1-1	14 MAY 26	AD 2.		2-VTBD-6-16	10 JUL 25
5.1-2	14 MAY 26	BANGKOK/DON MUEANG		2-VTBD-6-17	2 OCT 25
5.1-3	7 AUG 25	INTERNATIONAL AIRPORT		2-VTBD-6-18	2 OCT 25
5.1-4	7 AUG 25	2-VTBD-1-1	7 AUG 25	2-VTBD-6-19	2 OCT 25
5.1-5	7 AUG 25	2-VTBD-1-2	7 AUG 25	2-VTBD-6-20	2 OCT 25
5.1-6	7 AUG 25	2-VTBD-1-3	7 AUG 25	2-VTBD-6-21	10 JUL 25
5.1-7	14 MAY 26	2-VTBD-1-4	20 MAY 21	2-VTBD-6-23	14 MAY 26
5.1-8	14 MAY 26	2-VTBD-1-5	7 AUG 25	2-VTBD-6-24	10 JUL 25
5.1-9	14 MAY 26	2-VTBD-1-6	22 JAN 26	2-VTBD-6-25	2 OCT 25
5.1-10	14 MAY 26	2-VTBD-1-7	22 JAN 26	2-VTBD-6-26	2 OCT 25
5.1-11	14 MAY 26	2-VTBD-1-8	19 MAR 26	2-VTBD-6-27	2 OCT 25
5.1-12	14 MAY 26	2-VTBD-1-9	19 MAR 26	2-VTBD-6-28	10 JUL 25
5.1-13	14 MAY 26	2-VTBD-1-10	22 JAN 26	2-VTBD-6-29	14 MAY 26
5.1-14	14 MAY 26	2-VTBD-1-11	3 SEP 26	2-VTBD-6-30	10 JUL 25
5.1-15	14 MAY 26	2-VTBD-1-12	14 MAY 26	2-VTBD-6-31	2 OCT 25
5.1-16	14 MAY 26	2-VTBD-1-13	22 JAN 26	2-VTBD-6-32	2 OCT 25
5.1-17	14 MAY 26	2-VTBD-1-14	22 JAN 26	2-VTBD-6-33	2 OCT 25
5.1-18	14 MAY 26				
5.1-19	14 MAY 26				

Page	Date	Page	Date	Page	Date
2-VTBD-6-34	10 JUL 25	2-VTBD-9-13	9 JUL 26	2-VTCC-6-22	26 DEC 24
2-VTBD-6-35	14 MAY 26	2-VTBD-9-14	28 NOV 24	2-VTCC-6-23	14 MAY 26
2-VTBD-6-36	10 JUL 25	2-VTBD-9-15	9 JUL 26	2-VTCC-6-24	19 MAR 26
2-VTBD-6-37	2 OCT 25	2-VTBD-9-16	14 MAY 26	2-VTCC-6-25	19 MAR 26
2-VTBD-6-38	2 OCT 25	2-VTBD-9-17	28 NOV 24	2-VTCC-6-26	26 DEC 24
2-VTBD-6-39	2 OCT 25	2-VTBD-9-18	28 NOV 24	2-VTCC-6-27	14 MAY 26
2-VTBD-6-40	2 OCT 25	2-VTBD-9-19	28 NOV 24	2-VTCC-6-28	19 MAR 26
2-VTBD-6-41	10 JUL 25	2-VTBD-9-20	28 NOV 24	2-VTCC-6-29	14 MAY 26
2-VTBD-6-43	14 MAY 26	2-VTBD-9-21	9 JUL 26	2-VTCC-6-30	19 MAR 26
2-VTBD-6-44	10 JUL 25	2-VTBD-9-22	14 MAY 26	2-VTCC-7-1	14 MAY 26
2-VTBD-6-45	2 OCT 25	2-VTBD-9-23	28 NOV 24	2-VTCC-7-2	26 DEC 24
2-VTBD-6-46	2 OCT 25	2-VTBD-9-24	28 NOV 24	2-VTCC-7-3	19 MAR 26
2-VTBD-6-47	2 OCT 25	2-VTBD-9-25	28 NOV 24	2-VTCC-7-4	19 MAR 26
2-VTBD-6-48	10 JUL 25	2-VTBD-9-26	28 NOV 24	2-VTCC-7-5	19 MAR 26
2-VTBD-6-49	14 MAY 26	2-VTBD-9-27	9 JUL 26	2-VTCC-7-6	26 DEC 24
2-VTBD-6-50	10 JUL 25	2-VTBD-9-28	28 NOV 24	2-VTCC-7-7	14 MAY 26
2-VTBD-6-51	2 OCT 25	2-VTBD-9-29	28 NOV 24	2-VTCC-7-8	26 DEC 24
2-VTBD-6-52	2 OCT 25			2-VTCC-7-9	19 MAR 26
2-VTBD-6-53	2 OCT 25			2-VTCC-7-11	14 MAY 26
2-VTBD-6-54	2 OCT 25	CHIANG MAI/CHIANG MAI INTERNATIONAL AIRPORT		2-VTCC-7-12	26 DEC 24
2-VTBD-6-55	10 JUL 25	2-VTCC-1-1	14 MAY 26	2-VTCC-7-13	19 MAR 26
2-VTBD-7-1	14 MAY 26	2-VTCC-1-2	19 MAR 26	2-VTCC-7-14	26 DEC 24
2-VTBD-7-2	7 AUG 25	2-VTCC-1-3	16 APR 26	2-VTCC-7-15	14 MAY 26
2-VTBD-7-3	2 OCT 25	2-VTCC-1-4	9 JUL 26	2-VTCC-7-16	26 DEC 24
2-VTBD-7-4	2 OCT 25	2-VTCC-1-5	9 JUL 26	2-VTCC-7-17	19 MAR 26
2-VTBD-7-5	2 OCT 25	2-VTCC-1-6	9 JUL 26	2-VTCC-7-18	19 MAR 26
2-VTBD-7-6	2 OCT 25	2-VTCC-1-7	9 JUL 26	2-VTCC-7-19	14 MAY 26
2-VTBD-7-7	2 OCT 25	2-VTCC-1-8	9 JUL 26	2-VTCC-7-20	26 DEC 24
2-VTBD-7-8	7 AUG 25	2-VTCC-1-9	9 JUL 26	2-VTCC-7-21	19 MAR 26
2-VTBD-7-9	14 MAY 26	2-VTCC-1-10	9 JUL 26	2-VTCC-8-1	14 MAY 26
2-VTBD-7-10	7 AUG 25	2-VTCC-1-11	7 AUG 25	2-VTCC-8-2	19 MAR 26
2-VTBD-7-11	2 OCT 25	2-VTCC-1-12	7 AUG 25	2-VTCC-8-3	14 MAY 26
2-VTBD-7-12	2 OCT 25	2-VTCC-1-13	28 JAN 21	2-VTCC-8-4	19 MAR 26
2-VTBD-7-13	2 OCT 25	2-VTCC-1-14	18 MAY 23	2-VTCC-8-5	14 MAY 26
2-VTBD-7-14	2 OCT 25	2-VTCC-1-15	9 JUL 26	2-VTCC-8-6	19 MAR 26
2-VTBD-7-15	2 OCT 25	2-VTCC-1-16	9 JUL 26	2-VTCC-8-7	14 MAY 26
2-VTBD-7-16	7 AUG 25	2-VTCC-1-17	9 JUL 26	2-VTCC-8-8	19 MAR 26
2-VTBD-8-1	14 MAY 26	2-VTCC-1-18	9 JUL 26	2-VTCC-8-9	26 DEC 24
2-VTBD-8-3	14 MAY 26	2-VTCC-1-19	9 JUL 26	2-VTCC-8-11	14 MAY 26
2-VTBD-8-5	14 MAY 26	2-VTCC-1-20	9 JUL 26	2-VTCC-8-12	19 MAR 26
2-VTBD-8-7	14 MAY 26	2-VTCC-1-21	9 JUL 26	2-VTCC-8-13	14 MAY 26
2-VTBD-8-9	14 MAY 26	2-VTCC-1-22	9 JUL 26	2-VTCC-8-14	19 MAR 26
2-VTBD-8-10	10 JUL 25	2-VTCC-1-23	9 JUL 26		
2-VTBD-8-11	14 MAY 26	2-VTCC-1-24	9 JUL 26	CHIANG RAI / Mae Fah Luang-CHIANG RAI INTERNATIONAL AIRPORT	
2-VTBD-8-13	14 MAY 26	2-VTCC-1-25	9 JUL 26	2-VTCT-1-1	6 AUG 26
2-VTBD-8-14	25 DEC 25	2-VTCC-1-26	9 JUL 26	2-VTCT-1-2	7 AUG 25
2-VTBD-8-15	10 JUL 25	2-VTCC-1-27	9 JUL 26	2-VTCT-1-3	18 APR 24
2-VTBD-8-17	14 MAY 26	2-VTCC-1-28	9 JUL 26	2-VTCT-1-4	6 AUG 26
2-VTBD-8-18	25 DEC 25	2-VTCC-2-1	7 AUG 25	2-VTCT-1-5	6 AUG 26
2-VTBD-8-19	10 JUL 25	2-VTCC-2-3	7 AUG 25	2-VTCT-1-6	14 MAY 26
2-VTBD-8-21	14 MAY 26	2-VTCC-2-5	7 AUG 25	2-VTCT-1-7	14 MAY 26
2-VTBD-8-22	25 DEC 25	2-VTCC-3-1	7 AUG 25	2-VTCT-1-8	14 MAY 26
2-VTBD-8-23	10 JUL 25	2-VTCC-5-1	2 NOV 23	2-VTCT-1-9	7 AUG 25
2-VTBD-8-25	14 MAY 26	2-VTCC-6-1	19 MAR 26	2-VTCT-1-10	7 AUG 25
2-VTBD-8-26	25 DEC 25	2-VTCC-6-2	7 AUG 25	2-VTCT-1-11	7 AUG 25
2-VTBD-8-27	14 MAY 26	2-VTCC-6-3	7 AUG 25	2-VTCT-1-12	17 APR 25
2-VTBD-8-28	25 DEC 25	2-VTCC-6-5	19 MAR 26	2-VTCT-1-13	14 MAY 26
2-VTBD-8-29	14 MAY 26	2-VTCC-6-6	7 AUG 25	2-VTCT-2-1	19 MAR 26
2-VTBD-8-30	25 DEC 25	2-VTCC-6-7	7 AUG 25	2-VTCT-2-3	19 MAR 26
2-VTBD-8-31	14 MAY 26	2-VTCC-6-9	14 MAY 26	2-VTCT-2-5	19 MAR 26
2-VTBD-8-32	25 DEC 25	2-VTCC-6-10	19 MAR 26	2-VTCT-3-1	7 AUG 25
2-VTBD-9-1	9 JUL 26	2-VTCC-6-11	14 MAY 26	2-VTCT-6-1	14 MAY 26
2-VTBD-9-2	14 MAY 26	2-VTCC-6-12	19 MAR 26	2-VTCT-6-2	19 MAR 26
2-VTBD-9-3	28 NOV 24	2-VTCC-6-13	14 MAY 26	2-VTCT-6-3	14 MAY 26
2-VTBD-9-4	28 NOV 24	2-VTCC-6-14	19 MAR 26	2-VTCT-6-4	19 MAR 26
2-VTBD-9-5	28 NOV 24	2-VTCC-6-15	26 DEC 24	2-VTCT-8-1	14 MAY 26
2-VTBD-9-7	9 JUL 26	2-VTCC-6-17	14 MAY 26	2-VTCT-8-2	19 MAR 26
2-VTBD-9-8	14 MAY 26	2-VTCC-6-18	19 MAR 26	2-VTCT-8-3	14 MAY 26
2-VTBD-9-9	28 NOV 24	2-VTCC-6-19	14 MAY 26	2-VTCT-8-4	19 MAR 26
2-VTBD-9-10	28 NOV 24	2-VTCC-6-20	19 MAR 26	2-VTCT-8-5	14 MAY 26
2-VTBD-9-11	28 NOV 24	2-VTCC-6-21	19 MAR 26		

Page	Date	Page	Date	Page	Date
2-VTCT-8-6	19 MAR 26	2-VTSP-8-14	16 APR 26	2-VTBS-1-62	2 OCT 25
2-VTCT-8-7	14 MAY 26	2-VTSP-8-15	16 APR 26	2-VTBS-1-63	2 OCT 25
2-VTCT-8-8	26 DEC 24	2-VTSP-8-16	16 APR 26	2-VTBS-1-64	2 OCT 25
2-VTCT-8-9	19 MAR 26	2-VTSP-8-17	4 SEP 25	2-VTBS-1-65	2 OCT 25
2-VTCT-8-10	2 NOV 23	2-VTSP-8-19	16 APR 26	2-VTBS-1-66	2 OCT 25
2-VTCT-8-11	14 MAY 26	2-VTSP-8-20	16 APR 26	2-VTBS-1-67	2 OCT 25
2-VTCT-8-12	19 MAR 26	2-VTSP-8-21	4 SEP 25	2-VTBS-1-68	2 OCT 25
2-VTCT-8-13	14 MAY 26			2-VTBS-1-69	2 OCT 25
2-VTCT-8-14	19 MAR 26			2-VTBS-1-70	2 OCT 25
PHUKET / PHUKET INTERNATIONAL AIRPORT		BANGKOK/SUVARNABHUMI INTERNATIONAL AIRPORT		2-VTBS-1-71	3 SEP 26
2-VTSP-1-1	16 APR 26	2-VTBS-1-1	11 JUN 26	2-VTBS-1-72	2 OCT 25
2-VTSP-1-2	7 AUG 25	2-VTBS-1-2	6 AUG 26	2-VTBS-1-73	2 OCT 25
2-VTSP-1-3	4 SEP 25	2-VTBS-1-3	6 AUG 26	2-VTBS-1-74	3 SEP 26
2-VTSP-1-4	25 DEC 25	2-VTBS-1-4	11 JUN 26	2-VTBS-1-75	2 OCT 25
2-VTSP-1-5	16 APR 26	2-VTBS-1-5	7 AUG 25	2-VTBS-1-76	2 OCT 25
2-VTSP-1-6	16 APR 26	2-VTBS-1-6	11 JUN 26	2-VTBS-1-77	3 SEP 26
2-VTSP-1-7	25 DEC 25	2-VTBS-1-7	7 AUG 25	2-VTBS-1-78	3 SEP 26
2-VTSP-1-8	14 MAY 26	2-VTBS-1-8	7 AUG 25	2-VTBS-1-79	3 SEP 26
2-VTSP-1-9	14 MAY 26	2-VTBS-1-9	7 AUG 25	2-VTBS-1-80	3 SEP 26
2-VTSP-1-10	25 DEC 25	2-VTBS-1-10	7 AUG 25	2-VTBS-1-81	3 SEP 26
2-VTSP-1-11	7 AUG 25	2-VTBS-1-11	7 AUG 25	2-VTBS-1-82	14 MAY 26
2-VTSP-1-12	25 DEC 25	2-VTBS-1-12	7 AUG 25	2-VTBS-1-83	3 SEP 26
2-VTSP-1-13	25 DEC 25	2-VTBS-1-13	7 AUG 25	2-VTBS-1-84	3 SEP 26
2-VTSP-1-14	17 JUN 21	2-VTBS-1-14	7 AUG 25	2-VTBS-2-1	22 JAN 26
2-VTSP-1-15	7 AUG 25	2-VTBS-1-15	17 APR 25	2-VTBS-2-3	15 MAY 25
2-VTSP-1-16	17 JUN 21	2-VTBS-1-16	7 AUG 25	2-VTBS-2-4	2 NOV 23
2-VTSP-1-17	7 AUG 25	2-VTBS-1-17	7 AUG 25	2-VTBS-2-5	2 NOV 23
2-VTSP-1-18	25 DEC 25	2-VTBS-1-18	7 AUG 25	2-VTBS-2-6	2 NOV 23
2-VTSP-1-19	19 FEB 26	2-VTBS-1-19	11 JUN 26	2-VTBS-3-1	4 SEP 25
2-VTSP-1-20	19 FEB 26	2-VTBS-1-20	3 SEP 26	2-VTBS-3-3	4 SEP 25
2-VTSP-1-21	19 FEB 26	2-VTBS-1-21	14 MAY 26	2-VTBS-3-5	4 SEP 25
2-VTSP-1-22	19 FEB 26	2-VTBS-1-22	2 OCT 25	2-VTBS-3-7	31 OCT 24
2-VTSP-1-23	19 FEB 26	2-VTBS-1-23	2 OCT 25	2-VTBS-3-9	31 OCT 24
2-VTSP-1-24	3 SEP 26	2-VTBS-1-24	2 OCT 25	2-VTBS-3-11	31 OCT 24
2-VTSP-1-25	3 SEP 26	2-VTBS-1-25	2 OCT 25	2-VTBS-6-1	3 SEP 26
2-VTSP-1-26	3 SEP 26	2-VTBS-1-26	2 OCT 25	2-VTBS-6-2	3 SEP 26
2-VTSP-1-27	16 APR 26	2-VTBS-1-27	2 OCT 25	2-VTBS-6-3	3 SEP 26
2-VTSP-1-28	16 APR 26	2-VTBS-1-28	2 OCT 25	2-VTBS-6-4	3 SEP 26
2-VTSP-2-1	25 DEC 25	2-VTBS-1-29	2 OCT 25	2-VTBS-6-5	3 SEP 26
2-VTSP-2-3	25 DEC 25	2-VTBS-1-30	6 AUG 26	2-VTBS-6-6	3 SEP 26
2-VTSP-2-4	25 DEC 25	2-VTBS-1-31	6 AUG 26	2-VTBS-6-7	3 SEP 26
2-VTSP-2-5	25 DEC 25	2-VTBS-1-32	2 OCT 25	2-VTBS-6-8	3 SEP 26
2-VTSP-3-1	25 DEC 25	2-VTBS-1-33	2 OCT 25	2-VTBS-6-9	3 SEP 26
2-VTSP-6-1	16 APR 26	2-VTBS-1-34	2 OCT 25	2-VTBS-6-10	3 SEP 26
2-VTSP-6-2	16 APR 26	2-VTBS-1-35	2 OCT 25	2-VTBS-6-11	3 SEP 26
2-VTSP-6-3	16 APR 26	2-VTBS-1-36	2 OCT 25	2-VTBS-6-12	3 SEP 26
2-VTSP-6-4	16 APR 26	2-VTBS-1-37	2 OCT 25	2-VTBS-6-13	3 SEP 26
2-VTSP-6-5	16 APR 26	2-VTBS-1-38	2 OCT 25	2-VTBS-6-15	3 SEP 26
2-VTSP-6-6	16 APR 26	2-VTBS-1-39	2 OCT 25	2-VTBS-6-16	3 SEP 26
2-VTSP-6-7	16 APR 26	2-VTBS-1-40	2 OCT 25	2-VTBS-6-17	3 SEP 26
2-VTSP-6-8	16 APR 26	2-VTBS-1-41	12 JUN 25	2-VTBS-6-18	3 SEP 26
2-VTSP-7-1	16 APR 26	2-VTBS-1-42	12 JUN 25	2-VTBS-6-19	3 SEP 26
2-VTSP-7-2	16 APR 26	2-VTBS-1-43	7 AUG 25	2-VTBS-6-20	3 SEP 26
2-VTSP-7-3	16 APR 26	2-VTBS-1-44	7 AUG 25	2-VTBS-6-21	3 SEP 26
2-VTSP-7-4	16 APR 26	2-VTBS-1-45	12 JUN 25	2-VTBS-6-22	3 SEP 26
2-VTSP-7-5	18 JUL 19	2-VTBS-1-46	7 AUG 25	2-VTBS-6-23	3 SEP 26
2-VTSP-7-7	16 APR 26	2-VTBS-1-47	7 AUG 25	2-VTBS-6-24	3 SEP 26
2-VTSP-7-8	16 APR 26	2-VTBS-1-48	7 AUG 25	2-VTBS-6-25	3 SEP 26
2-VTSP-7-9	16 APR 26	2-VTBS-1-49	12 JUN 25	2-VTBS-6-26	3 SEP 26
2-VTSP-7-10	16 APR 26	2-VTBS-1-50	12 JUN 25	2-VTBS-6-27	3 SEP 26
2-VTSP-7-11	18 JUL 19	2-VTBS-1-51	7 AUG 25	2-VTBS-6-29	3 SEP 26
2-VTSP-8-1	16 APR 26	2-VTBS-1-52	12 JUN 25	2-VTBS-6-30	3 SEP 26
2-VTSP-8-3	16 APR 26	2-VTBS-1-53	7 AUG 25	2-VTBS-6-31	3 SEP 26
2-VTSP-8-5	16 APR 26	2-VTBS-1-54	7 AUG 25	2-VTBS-6-32	3 SEP 26
2-VTSP-8-7	16 APR 26	2-VTBS-1-55	2 OCT 25	2-VTBS-6-33	3 SEP 26
2-VTSP-8-9	16 APR 26	2-VTBS-1-56	2 OCT 25	2-VTBS-6-34	3 SEP 26
2-VTSP-8-11	16 APR 26	2-VTBS-1-57	2 OCT 25	2-VTBS-6-35	3 SEP 26
2-VTSP-8-12	16 APR 26	2-VTBS-1-58	2 OCT 25	2-VTBS-6-36	3 SEP 26
2-VTSP-8-13	16 APR 26	2-VTBS-1-59	3 SEP 26	2-VTBS-6-37	3 SEP 26
		2-VTBS-1-60	3 SEP 26	2-VTBS-6-38	3 SEP 26
		2-VTBS-1-61	3 SEP 26	2-VTBS-6-39	3 SEP 26

Page	Date	Page	Date	Page	Date
2-VTBS-6-40	3 SEP 26	2-VTBS-6-114	2 OCT 25	2-VTBU-1-1	19 FEB 26
2-VTBS-6-41	3 SEP 26	2-VTBS-6-115	2 OCT 25	2-VTBU-1-2	7 AUG 25
2-VTBS-6-42	3 SEP 26	2-VTBS-6-116	2 OCT 25	2-VTBU-1-3	19 FEB 26
2-VTBS-6-43	3 SEP 26	2-VTBS-6-117	2 OCT 25	2-VTBU-1-4	19 FEB 26
2-VTBS-6-44	3 SEP 26	2-VTBS-6-118	2 OCT 25	2-VTBU-1-5	14 MAY 26
2-VTBS-6-45	3 SEP 26	2-VTBS-6-119	14 MAY 26	2-VTBU-1-6	14 MAY 26
2-VTBS-6-46	3 SEP 26	2-VTBS-6-120	27 NOV 25	2-VTBU-1-7	23 JAN 25
2-VTBS-6-47	3 SEP 26	2-VTBS-6-121	2 OCT 25	2-VTBU-1-8	7 AUG 25
2-VTBS-6-48	3 SEP 26	2-VTBS-6-122	2 OCT 25	2-VTBU-1-9	7 AUG 25
2-VTBS-6-49	3 SEP 26	2-VTBS-6-123	2 OCT 25	2-VTBU-1-10	19 MAR 26
2-VTBS-6-50	3 SEP 26	2-VTBS-6-124	2 OCT 25	2-VTBU-2-1	19 FEB 26
2-VTBS-6-51	3 SEP 26	2-VTBS-6-125	2 OCT 25	2-VTBU-2-3	4 SEP 25
2-VTBS-6-52	3 SEP 26	2-VTBS-6-126	2 OCT 25	2-VTBU-2-4	18 JUL 19
2-VTBS-6-53	3 SEP 26	2-VTBS-7-1	3 SEP 26	2-VTBU-3-1	19 FEB 26
2-VTBS-6-54	3 SEP 26	2-VTBS-7-2	3 SEP 26	2-VTBU-6-1	19 MAR 26
2-VTBS-6-55	3 SEP 26	2-VTBS-7-3	3 SEP 26	2-VTBU-6-2	19 MAR 26
2-VTBS-6-56	3 SEP 26	2-VTBS-7-4	3 SEP 26	2-VTBU-6-3	19 MAR 26
2-VTBS-6-57	3 SEP 26	2-VTBS-7-5	3 SEP 26	2-VTBU-6-4	19 MAR 26
2-VTBS-6-58	3 SEP 26	2-VTBS-7-6	3 SEP 26	2-VTBU-8-1	19 MAR 26
2-VTBS-6-59	3 SEP 26	2-VTBS-7-7	3 SEP 26	2-VTBU-8-3	19 MAR 26
2-VTBS-6-60	3 SEP 26	2-VTBS-7-8	3 SEP 26	2-VTBU-8-4	19 MAR 26
2-VTBS-6-61	3 SEP 26	2-VTBS-7-9	3 SEP 26	2-VTBU-8-5	19 MAR 26
2-VTBS-6-62	3 SEP 26	2-VTBS-7-10	3 SEP 26	2-VTBU-8-6	10 JUL 25
2-VTBS-6-63	3 SEP 26	2-VTBS-7-11	3 SEP 26	2-VTBU-8-7	19 MAR 26
2-VTBS-6-64	3 SEP 26	2-VTBS-7-12	3 SEP 26	2-VTBU-8-8	19 MAR 26
2-VTBS-6-65	3 SEP 26	2-VTBS-7-13	3 SEP 26	2-VTBU-8-9	19 MAR 26
2-VTBS-6-66	3 SEP 26	2-VTBS-7-14	3 SEP 26	2-VTBU-8-10	10 JUL 25
2-VTBS-6-67	3 SEP 26	2-VTBS-7-15	3 SEP 26	2-VTBU-8-11	19 MAR 26
2-VTBS-6-68	3 SEP 26	2-VTBS-7-16	3 SEP 26	2-VTBU-8-12	16 JUN 22
2-VTBS-6-69	3 SEP 26	2-VTBS-7-17	3 SEP 26	2-VTBU-8-13	19 MAR 26
2-VTBS-6-70	3 SEP 26	2-VTBS-7-18	3 SEP 26	2-VTBU-8-14	19 MAR 26
2-VTBS-6-71	3 SEP 26	2-VTBS-7-19	3 SEP 26		
2-VTBS-6-72	3 SEP 26	2-VTBS-7-20	3 SEP 26	SONGKHLA / HAT YAI INTERNATIONAL AIRPORT	
2-VTBS-6-73	3 SEP 26	2-VTBS-8-1	14 MAY 26		
2-VTBS-6-74	3 SEP 26	2-VTBS-8-2	4 SEP 25	2-VTSS-1-1	16 APR 26
2-VTBS-6-75	3 SEP 26	2-VTBS-8-3	10 JUL 25	2-VTSS-1-2	6 AUG 26
2-VTBS-6-76	3 SEP 26	2-VTBS-8-5	14 MAY 26	2-VTSS-1-3	6 AUG 26
2-VTBS-6-77	3 SEP 26	2-VTBS-8-6	4 SEP 25	2-VTSS-1-4	16 APR 26
2-VTBS-6-78	3 SEP 26	2-VTBS-8-7	10 JUL 25	2-VTSS-1-5	7 AUG 25
2-VTBS-6-79	14 MAY 26	2-VTBS-8-9	3 SEP 26	2-VTSS-1-6	6 AUG 26
2-VTBS-6-80	27 NOV 25	2-VTBS-8-10	3 SEP 26	2-VTSS-1-7	14 MAY 26
2-VTBS-6-81	2 OCT 25	2-VTBS-8-11	10 JUL 25	2-VTSS-1-8	30 OCT 25
2-VTBS-6-82	2 OCT 25	2-VTBS-8-13	3 SEP 26	2-VTSS-1-9	30 OCT 25
2-VTBS-6-83	2 OCT 25	2-VTBS-8-14	3 SEP 26	2-VTSS-1-10	7 AUG 25
2-VTBS-6-84	2 OCT 25	2-VTBS-8-15	10 JUL 25	2-VTSS-1-11	7 AUG 25
2-VTBS-6-85	2 OCT 25	2-VTBS-8-17	14 MAY 26	2-VTSS-1-12	12 SEP 19
2-VTBS-6-87	14 MAY 26	2-VTBS-8-18	4 SEP 25	2-VTSS-1-13	12 SEP 19
2-VTBS-6-88	27 NOV 25	2-VTBS-8-19	14 MAY 26	2-VTSS-1-14	30 OCT 25
2-VTBS-6-89	2 OCT 25	2-VTBS-8-20	4 SEP 25	2-VTSS-1-15	30 OCT 25
2-VTBS-6-90	2 OCT 25	2-VTBS-8-21	14 MAY 26	2-VTSS-1-16	30 OCT 25
2-VTBS-6-91	2 OCT 25	2-VTBS-8-22	4 SEP 25	2-VTSS-1-17	14 MAY 26
2-VTBS-6-92	2 OCT 25	2-VTBS-8-23	3 SEP 26	2-VTSS-1-18	14 MAY 26
2-VTBS-6-93	2 OCT 25	2-VTBS-8-24	3 SEP 26	2-VTSS-2-1	7 AUG 25
2-VTBS-6-95	14 MAY 26	2-VTBS-8-25	3 SEP 26	2-VTSS-2-3	7 AUG 25
2-VTBS-6-96	27 NOV 25	2-VTBS-8-26	3 SEP 26	2-VTSS-2-5	7 AUG 25
2-VTBS-6-97	2 OCT 25	2-VTBS-8-27	3 SEP 26	2-VTSS-3-1	7 AUG 25
2-VTBS-6-98	2 OCT 25	2-VTBS-8-28	3 SEP 26	2-VTSS-5-1	20 FEB 25
2-VTBS-6-99	2 OCT 25	2-VTBS-9-1	9 JUL 26	2-VTSS-6-1	14 MAY 26
2-VTBS-6-100	2 OCT 25	2-VTBS-9-2	28 NOV 24	2-VTSS-6-2	14 MAY 26
2-VTBS-6-101	2 OCT 25	2-VTBS-9-3	28 NOV 24	2-VTSS-6-3	14 MAY 26
2-VTBS-6-103	14 MAY 26	2-VTBS-9-5	9 JUL 26	2-VTSS-6-5	14 MAY 26
2-VTBS-6-104	27 NOV 25	2-VTBS-9-6	28 NOV 24	2-VTSS-6-6	14 MAY 26
2-VTBS-6-105	2 OCT 25	2-VTBS-9-7	9 JUL 26	2-VTSS-6-7	14 MAY 26
2-VTBS-6-106	2 OCT 25	2-VTBS-9-8	28 NOV 24	2-VTSS-6-8	10 JUL 25
2-VTBS-6-107	2 OCT 25	2-VTBS-9-9	28 NOV 24	2-VTSS-7-1	14 MAY 26
2-VTBS-6-108	2 OCT 25	2-VTBS-9-11	9 JUL 26	2-VTSS-7-2	14 MAY 26
2-VTBS-6-109	2 OCT 25	2-VTBS-9-12	28 NOV 24	2-VTSS-7-3	14 MAY 26
2-VTBS-6-110	2 OCT 25	2-VTBS-9-13	15 MAY 25	2-VTSS-7-5	14 MAY 26
2-VTBS-6-111	14 MAY 26			2-VTSS-7-6	14 MAY 26
2-VTBS-6-112	27 NOV 25			2-VTSS-7-7	14 MAY 26
2-VTBS-6-113	2 OCT 25			2-VTSS-8-1	14 MAY 26
		RAYONG / U-TAPAO RAYONG PATTAYA INTERNATIONAL AIRPORT			

Page	Date	Page	Date	Page	Date
2-VTSS-8-2	10 JUL 25	2-VTSE-9-1	14 MAY 26	2-VTSG-8-3	6 AUG 26
2-VTSS-8-3	14 MAY 26	2-VTSE-9-2	31 DEC 20	2-VTSG-8-4	10 JUL 25
2-VTSS-8-4	10 JUL 25	2-VTSE-9-3	14 MAY 26	2-VTSG-8-5	6 AUG 26
2-VTSS-8-5	14 MAY 26	2-VTSE-9-4	31 DEC 20	2-VTSG-8-6	10 JUL 25
2-VTSS-8-6	10 JUL 25	2-VTSE-9-5	14 MAY 26	2-VTSG-8-7	6 AUG 26
2-VTSS-8-7	14 MAY 26	2-VTSE-9-6	31 DEC 20	2-VTSG-8-8	6 AUG 26
2-VTSS-8-8	14 MAY 26			2-VTSG-9-1	31 OCT 24
2-VTSS-8-9	10 JUL 25	KHON KAEN / KHON KAEN AIRPORT		LAMPANG / LAMPANG AIRPORT	
2-VTSS-8-11	14 MAY 26	2-VTUK-1-1	16 APR 26	2-VTCL-1-1	16 APR 26
2-VTSS-8-12	14 MAY 26	2-VTUK-1-2	30 OCT 25	2-VTCL-1-2	20 MAR 25
2-VTSS-8-13	14 MAY 26	2-VTUK-1-3	30 OCT 25	2-VTCL-1-3	26 DEC 24
2-VTSS-8-14	14 MAY 26	2-VTUK-1-4	30 OCT 25	2-VTCL-1-4	8 AUG 24
2-VTSS-9-1	16 MAY 24	2-VTUK-1-5	30 OCT 25	2-VTCL-1-5	8 AUG 24
BURIRAM / BURI RAM AIRPORT		2-VTUK-1-6	30 OCT 25	2-VTCL-1-6	17 APR 25
2-VTUO-1-1	9 JUL 26	2-VTUK-1-7	14 MAY 26	2-VTCL-1-7	16 APR 26
2-VTUO-1-2	13 JUN 24	2-VTUK-1-8	30 OCT 25	2-VTCL-1-8	14 MAY 26
2-VTUO-1-3	14 MAY 26	2-VTUK-1-9	11 JUN 26	2-VTCL-1-9	14 MAY 26
2-VTUO-1-4	17 APR 25	2-VTUK-2-1	30 OCT 25	2-VTCL-1-10	20 MAR 25
2-VTUO-1-5	26 DEC 24	2-VTUK-2-3	30 OCT 25	2-VTCL-1-11	6 AUG 26
2-VTUO-1-6	14 MAY 26	2-VTUK-6-1	11 JUN 26	2-VTCL-2-1	16 APR 26
2-VTUO-1-7	26 DEC 24	2-VTUK-6-2	11 JUN 26	2-VTCL-2-3	30 OCT 25
2-VTUO-1-8	9 JUL 26	2-VTUK-6-3	4 NOV 21	2-VTCL-2-5	30 OCT 25
2-VTUO-2-1	9 JUL 26	2-VTUK-6-5	11 JUN 26	2-VTCL-3-1	6 AUG 26
2-VTUO-2-3	9 JUL 26	2-VTUK-6-6	11 JUN 26	2-VTCL-6-1	11 JUN 26
2-VTUO-2-5	9 JUL 26	2-VTUK-6-7	4 NOV 21	2-VTCL-6-2	11 JUN 26
2-VTUO-3-1	9 JUL 26	2-VTUK-8-1	11 JUN 26	2-VTCL-6-3	26 DEC 24
2-VTUO-8-1	17 JUN 21	2-VTUK-8-3	11 JUN 26	2-VTCL-6-5	11 JUN 26
2-VTUO-8-3	17 JUN 21	2-VTUK-8-5	11 JUN 26	2-VTCL-6-6	11 JUN 26
2-VTUO-8-4	15 MAY 25	2-VTUK-8-6	11 JUN 26	2-VTCL-6-7	26 DEC 24
2-VTUO-8-5	17 JUN 21	2-VTUK-8-7	11 JUN 26	2-VTCL-7-1	11 JUN 26
2-VTUO-8-6	15 MAY 25	2-VTUK-8-8	11 JUN 26	2-VTCL-7-2	11 JUN 26
2-VTUO-8-7	26 DEC 24	2-VTUK-8-9	11 JUN 26	2-VTCL-7-3	26 DEC 24
2-VTUO-8-8	26 DEC 24	2-VTUK-8-10	11 JUN 26	2-VTCL-7-5	11 JUN 26
2-VTUO-8-9	26 DEC 24	2-VTUK-8-11	11 JUN 26	2-VTCL-7-6	11 JUN 26
2-VTUO-8-10	26 DEC 24	2-VTUK-8-13	11 JUN 26	2-VTCL-7-7	26 DEC 24
2-VTUO-8-11	26 DEC 24	2-VTUK-8-14	11 JUN 26	2-VTCL-8-1	11 JUN 26
2-VTUO-8-12	26 DEC 24	2-VTUK-8-15	11 JUN 26	2-VTCL-8-2	20 FEB 25
CHUMPHON / CHUMPHON AIRPORT		2-VTUK-9-1	11 JUN 26	2-VTCL-8-3	11 JUN 26
2-VTSE-1-1	14 MAY 26	2-VTUK-9-2	11 JUN 26	2-VTCL-8-4	26 DEC 24
2-VTSE-1-2	20 APR 23	2-VTUK-9-3	11 JUN 26	2-VTCL-8-5	11 JUN 26
2-VTSE-1-3	20 APR 23	2-VTUK-9-4	11 JUN 26	2-VTCL-8-6	20 FEB 25
2-VTSE-1-4	17 APR 25	2-VTUK-9-5	11 JUN 26	2-VTCL-8-7	11 JUN 26
2-VTSE-1-5	31 OCT 24	2-VTUK-9-6	11 JUN 26	2-VTCL-8-8	11 JUN 26
2-VTSE-1-6	6 AUG 26	2-VTUK-9-7	11 JUN 26	2-VTCL-8-9	20 FEB 25
2-VTSE-1-7	14 MAY 26	2-VTUK-9-8	11 JUN 26	2-VTCL-8-11	11 JUN 26
2-VTSE-1-8	16 MAY 24	2-VTUK-9-9	11 JUN 26	2-VTCL-8-12	11 JUN 26
2-VTSE-1-9	14 MAY 26	2-VTUK-9-10	11 JUN 26	2-VTCL-8-13	26 DEC 24
2-VTSE-2-1	14 MAY 26	2-VTUK-9-11	11 JUN 26	2-VTCL-8-15	11 JUN 26
2-VTSE-2-2	20 APR 23	2-VTUK-9-12	11 JUN 26	2-VTCL-8-16	11 JUN 26
2-VTSE-2-3	14 MAY 26	KRABI / KRABI AIRPORT		2-VTCL-8-17	26 DEC 24
2-VTSE-2-4	20 APR 23	2-VTSG-1-1	6 AUG 26	LOEI / LOEI AIRPORT	
2-VTSE-2-5	14 MAY 26	2-VTSG-1-2	7 AUG 25	2-VTUL-1-1	14 MAY 26
2-VTSE-2-6	20 APR 23	2-VTSG-1-3	6 AUG 26	2-VTUL-1-2	11 JUN 26
2-VTSE-3-1	14 MAY 26	2-VTSG-1-4	7 AUG 25	2-VTUL-1-3	11 JUN 26
2-VTSE-8-1	14 MAY 26	2-VTSG-1-5	14 MAY 26	2-VTUL-1-4	11 JUN 26
2-VTSE-8-3	14 MAY 26	2-VTSG-1-6	6 AUG 26	2-VTUL-1-5	11 JUN 26
2-VTSE-8-5	14 MAY 26	2-VTSG-1-7	6 AUG 26	2-VTUL-1-6	14 MAY 26
2-VTSE-8-6	10 JUL 25	2-VTSG-2-1	6 AUG 26	2-VTUL-1-7	14 MAY 26
2-VTSE-8-7	14 MAY 26	2-VTSG-3-1	2 OCT 25	2-VTUL-1-8	14 MAY 26
2-VTSE-8-8	10 JUL 25	2-VTSG-6-1	16 APR 26	2-VTUL-1-9	14 MAY 26
2-VTSE-8-9	14 MAY 26	2-VTSG-6-3	16 APR 26	2-VTUL-1-10	14 MAY 26
2-VTSE-8-10	10 JUL 25	2-VTSG-6-5	16 APR 26	2-VTUL-1-11	14 MAY 26
2-VTSE-8-11	14 MAY 26	2-VTSG-6-6	6 AUG 26	2-VTUL-2-1	14 MAY 26
2-VTSE-8-12	14 MAY 26	2-VTSG-6-7	16 APR 26	2-VTUL-6-1	26 DEC 24
2-VTSE-8-13	10 JUL 25	2-VTSG-6-8	18 JUL 19	2-VTUL-6-2	26 DEC 24
2-VTSE-8-15	14 MAY 26	2-VTSG-6-9	6 AUG 26	2-VTUL-6-3	26 DEC 24
2-VTSE-8-16	14 MAY 26	2-VTSG-7-1	16 APR 26	2-VTUL-6-5	26 DEC 24
2-VTSE-8-17	14 MAY 26	2-VTSG-7-2	18 JUL 19	2-VTUL-6-6	26 DEC 24
2-VTSE-8-18	14 MAY 26	2-VTSG-8-1	6 AUG 26	2-VTUL-6-7	26 DEC 24
		2-VTSG-8-2	10 JUL 25		

Page	Date	Page	Date	Page	Date
2-VTUL-8-1	20 MAY 21	2-VTUW-1-10	21 MAR 24	2-VTPI-1-1	12 SEP 19
2-VTUL-8-2	15 MAY 25	2-VTUW-1-11	9 JUL 26	2-VTPI-1-2	2 JAN 20
2-VTUL-8-3	26 DEC 24	2-VTUW-2-1	25 DEC 25	2-VTPI-1-3	12 SEP 19
2-VTUL-8-4	26 DEC 24	2-VTUW-8-1	9 JUL 26	2-VTPI-1-4	12 SEP 19
2-VTUL-8-5	22 APR 21	2-VTUW-8-2	15 MAY 25	2-VTPI-1-5	12 SEP 19
LOP BURI / KHOK KATHIAM AIRPORT		2-VTUW-8-3	9 JUL 26	2-VTPI-1-6	7 NOV 19
2-VTBL-1-1	9 JUL 26	2-VTUW-8-4	15 MAY 25	2-VTPI-2-1	18 JUL 19
2-VTBL-1-2	9 JUL 26	2-VTUW-8-5	9 JUL 26	2-VTPI-8-1	7 NOV 19
2-VTBL-1-3	9 JUL 26	2-VTUW-8-6	15 MAY 25	2-VTPI-8-2	7 NOV 19
2-VTBL-1-4	19 MAR 26	2-VTUW-8-7	9 JUL 26	2-VTPI-8-3	7 NOV 19
2-VTBL-1-5	9 JUL 26	2-VTUW-8-8	9 JUL 26	2-VTPI-8-5	7 NOV 19
2-VTBL-1-6	17 APR 25	2-VTUW-8-9	9 JUL 26	2-VTPI-8-6	7 NOV 19
2-VTBL-1-7	17 APR 25	2-VTUW-8-10	9 JUL 26	2-VTPI-8-7	5 DEC 19
2-VTBL-1-8	17 APR 25	NAKHON RATCHASIMA / NAKHON RATCHASIMA AIRPORT		2-VTPI-8-8	7 NOV 19
2-VTBL-1-9	17 APR 25	2-VTUQ-1-1	16 APR 26	2-VTPI-8-9	5 DEC 19
2-VTBL-1-10	19 MAR 26	2-VTUQ-1-2	7 OCT 21	2-VTPI-8-10	5 DEC 19
2-VTBL-2-1	17 APR 25	2-VTUQ-1-3	17 APR 25	NAKHON SI THAMMARAT / NAKHON SI THAMMARAT AIRPORT	
2-VTBL-8-1	17 APR 25	2-VTUQ-1-4	23 MAR 23	2-VTSF-1-1	9 JUL 26
2-VTBL-8-2	17 APR 25	2-VTUQ-1-5	14 MAY 26	2-VTSF-1-2	7 AUG 25
MAE HONG SON / MAE HONG SON AIRPORT		2-VTUQ-1-6	14 MAY 26	2-VTSF-1-3	7 AUG 25
2-VTCH-1-1	9 JUL 26	2-VTUQ-1-7	15 MAY 25	2-VTSF-1-4	7 AUG 25
2-VTCH-1-2	13 JUN 24	2-VTUQ-1-8	11 JUN 26	2-VTSF-1-5	7 AUG 25
2-VTCH-1-3	11 JUN 26	2-VTUQ-2-1	27 NOV 25	2-VTSF-1-6	7 AUG 25
2-VTCH-1-4	11 JUN 26	2-VTUQ-6-1	11 JUN 26	2-VTSF-1-7	7 AUG 25
2-VTCH-1-5	11 JUN 26	2-VTUQ-6-2	11 JUN 26	2-VTSF-1-8	6 AUG 26
2-VTCH-1-6	8 AUG 24	2-VTUQ-6-3	11 JUN 26	2-VTSF-1-9	14 MAY 26
2-VTCH-1-7	14 MAY 26	2-VTUQ-6-4	11 JUN 26	2-VTSF-1-10	16 APR 26
2-VTCH-1-8	20 FEB 25	2-VTUQ-6-5	17 JUN 21	2-VTSF-1-11	9 JUL 26
2-VTCH-1-9	14 MAY 26	2-VTUQ-8-1	11 JUN 26	2-VTSF-2-1	9 JUL 26
2-VTCH-1-10	8 AUG 24	2-VTUQ-8-3	11 JUN 26	2-VTSF-2-3	9 JUL 26
2-VTCH-1-11	8 AUG 24	2-VTUQ-8-5	11 JUN 26	2-VTSF-2-5	9 JUL 26
2-VTCH-1-12	9 JUL 26	2-VTUQ-8-7	11 JUN 26	2-VTSF-3-1	9 JUL 26
2-VTCH-2-1	9 JUL 26	2-VTUQ-8-9	11 JUN 26	2-VTSF-6-1	13 AUG 20
2-VTCH-6-1	20 FEB 25	2-VTUQ-8-10	11 JUN 26	2-VTSF-6-2	18 JUL 19
2-VTCH-6-2	23 APR 20	2-VTUQ-8-11	11 JUN 26	2-VTSF-6-3	13 AUG 20
2-VTCH-8-1	20 FEB 25	2-VTUQ-8-12	11 JUN 26	2-VTSF-6-4	18 JUL 19
2-VTCH-8-2	20 FEB 25	2-VTUQ-9-1	11 JUN 26	2-VTSF-7-1	7 AUG 25
MAE HONG SON / PAI AIRPORT		2-VTUQ-9-2	11 JUN 26	2-VTSF-8-1	10 JUL 25
2-VTCI-1-1	2 OCT 25	2-VTUQ-9-3	11 JUN 26	2-VTSF-8-2	10 JUL 25
2-VTCI-1-2	12 SEP 19	2-VTUQ-9-4	11 JUN 26	2-VTSF-8-3	10 JUL 25
2-VTCI-1-3	12 SEP 19	NAKHON RATCHASIMA / KHORAT AIRPORT		2-VTSF-8-4	10 JUL 25
2-VTCI-1-4	12 SEP 19	2-VTUN-1-1	10 JUL 25	2-VTSF-8-5	10 JUL 25
2-VTCI-1-5	12 SEP 19	2-VTUN-1-2	10 JUL 25	2-VTSF-8-6	10 JUL 25
2-VTCI-1-6	12 SEP 19	2-VTUN-1-3	10 JUL 25	2-VTSF-8-7	10 JUL 25
2-VTCI-2-1	18 JUL 19	2-VTUN-1-4	16 APR 26	2-VTSF-8-8	10 JUL 25
NAKHON PATHOM/KAMPHAENG SAEN AIRPORT		2-VTUN-1-5	10 JUL 25	2-VTSF-8-9	10 JUL 25
2-VTBK-1-1	12 SEP 19	2-VTUN-1-6	10 JUL 25	2-VTSF-8-10	10 JUL 25
2-VTBK-1-2	12 SEP 19	2-VTUN-1-7	10 JUL 25	2-VTSF-8-11	15 JUL 21
2-VTBK-1-3	12 SEP 19	2-VTUN-1-8	10 JUL 25	2-VTSF-8-12	15 JUL 21
2-VTBK-1-4	12 SEP 19	2-VTUN-1-9	16 APR 26	2-VTSF-8-13	15 JUL 21
2-VTBK-1-5	12 SEP 19	2-VTUN-1-10	10 JUL 25	2-VTSF-8-14	15 JUL 21
2-VTBK-1-6	12 SEP 19	2-VTUN-1-11	10 JUL 25	NAKHON SI THAMMARAT / CHA - IAN AIRPORT	
NAKHON PHANOM / NAKHON PHANOM AIRPORT		2-VTUN-1-12	25 DEC 25	2-VTSN-1-1	18 JUL 19
2-VTUW-1-1	9 JUL 26	2-VTUN-1-13	10 JUL 25	2-VTSN-1-2	18 JUL 19
2-VTUW-1-2	9 JUL 26	2-VTUN-2-1	18 JUL 19	2-VTSN-1-3	18 JUL 19
2-VTUW-1-3	9 JUL 26	2-VTUN-8-1	23 APR 20	2-VTSN-1-4	18 JUL 19
2-VTUW-1-4	17 APR 25	2-VTUN-8-2	23 APR 20	2-VTSN-1-5	18 JUL 19
2-VTUW-1-5	4 SEP 25	NAKHON SAWAN /NAKHON SAWAN AIRPORT		NAN / NAN NAKHON AIRPORT	
2-VTUW-1-6	15 MAY 25	2-VTPN-1-1	16 JUL 20	2-VTCN-1-1	9 JUL 26
2-VTUW-1-7	25 DEC 25	2-VTPN-1-2	12 SEP 19	2-VTCN-1-2	7 OCT 21
2-VTUW-1-8	14 MAY 26	2-VTPN-1-3	12 SEP 19	2-VTCN-1-3	17 APR 25
2-VTUW-1-9	21 MAR 24	2-VTPN-1-4	12 SEP 19	2-VTCN-1-4	30 NOV 23
		2-VTPN-1-5	12 SEP 19	2-VTCN-1-5	11 JUN 26
		NAKHON SAWAN/TAKHLI AIRPORT		2-VTCN-1-6	14 MAY 26
				2-VTCN-1-7	9 JUL 26
				2-VTCN-2-1	9 JUL 26

Page	Date
2-VTCN-8-1	11 JUN 26
2-VTCN-8-2	23 MAR 23
2-VTCN-8-3	11 JUN 26
2-VTCN-8-4	26 DEC 24
2-VTCN-8-5	11 JUN 26
2-VTCN-8-6	26 DEC 24
2-VTCN-8-7	11 JUN 26
2-VTCN-8-8	23 MAR 23
2-VTCN-8-9	11 JUN 26
2-VTCN-8-10	23 MAR 23

**NARATHIWAT / NARATHIWAT
AIRPORT**

2-VTSC-1-1	16 APR 26
2-VTSC-1-2	5 SEP 24
2-VTSC-1-3	17 APR 25
2-VTSC-1-4	14 MAY 26
2-VTSC-1-5	14 MAY 26
2-VTSC-1-6	10 JUL 25
2-VTSC-1-7	10 JUL 25
2-VTSC-1-8	14 MAY 26
2-VTSC-2-1	22 JAN 26
2-VTSC-6-1	14 MAY 26
2-VTSC-6-2	14 MAY 26
2-VTSC-6-3	14 MAY 26
2-VTSC-6-4	14 MAY 26
2-VTSC-8-1	14 MAY 26
2-VTSC-8-2	10 JUL 25
2-VTSC-8-3	14 MAY 26
2-VTSC-8-4	10 JUL 25
2-VTSC-8-5	14 MAY 26
2-VTSC-8-6	10 JUL 25
2-VTSC-8-7	14 MAY 26
2-VTSC-8-8	14 MAY 26
2-VTSC-8-9	4 SEP 25
2-VTSC-8-11	14 MAY 26
2-VTSC-8-12	14 MAY 26
2-VTSC-8-13	14 MAY 26
2-VTSC-8-14	14 MAY 26

PATTANI / PATTANI AIRPORT

2-VTSK-1-1	7 AUG 25
2-VTSK-1-2	7 AUG 25
2-VTSK-1-3	7 AUG 25
2-VTSK-1-4	7 AUG 25
2-VTSK-1-5	7 AUG 25
2-VTSK-1-6	7 AUG 25
2-VTSK-1-7	14 MAY 26
2-VTSK-1-8	7 AUG 25
2-VTSK-1-9	14 MAY 26
2-VTSK-2-1	7 AUG 25
2-VTSK-8-1	14 MAY 26
2-VTSK-8-2	14 MAY 26
2-VTSK-8-3	14 MAY 26
2-VTSK-8-4	14 MAY 26

**PHETCHABUN / PHETCHABUN
AIRPORT**

2-VTPB-1-1	2 OCT 25
2-VTPB-1-2	7 OCT 21
2-VTPB-1-3	2 OCT 25
2-VTPB-1-4	7 OCT 21
2-VTPB-1-5	14 MAY 26
2-VTPB-1-6	14 MAY 26
2-VTPB-1-7	26 DEC 24
2-VTPB-1-8	7 AUG 25
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

Page	Date
2-VTPB-8-5	7 AUG 25
2-VTPB-8-6	26 DEC 24
2-VTPB-8-7	7 AUG 25
2-VTPB-8-8	26 DEC 24

**PHITSANULOK / PHITSANULOK
AIRPORT**

2-VTPP-1-1	6 AUG 26
2-VTPP-1-2	7 OCT 21
2-VTPP-1-3	6 AUG 26
2-VTPP-1-4	6 AUG 26
2-VTPP-1-5	6 AUG 26
2-VTPP-1-6	16 APR 26
2-VTPP-1-7	6 AUG 26
2-VTPP-1-8	14 MAY 26
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	6 AUG 26
2-VTPP-2-1	6 AUG 26
2-VTPP-2-3	6 AUG 26
2-VTPP-2-5	6 AUG 26
2-VTPP-6-1	14 MAY 26
2-VTPP-6-2	26 DEC 24
2-VTPP-6-3	26 DEC 24
2-VTPP-6-5	14 MAY 26
2-VTPP-6-6	26 DEC 24
2-VTPP-6-7	26 DEC 24
2-VTPP-8-1	14 MAY 26
2-VTPP-8-2	15 MAY 25
2-VTPP-8-3	14 MAY 26
2-VTPP-8-4	15 MAY 25
2-VTPP-8-5	14 MAY 26
2-VTPP-8-6	15 MAY 25
2-VTPP-8-7	14 MAY 26
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	14 MAY 26
2-VTPP-8-12	15 MAY 25
2-VTPP-8-13	15 MAY 25
2-VTPP-8-15	14 MAY 26
2-VTPP-8-16	15 MAY 25
2-VTPP-8-17	15 MAY 25
2-VTPP-9-1	14 MAY 26
2-VTPP-9-2	14 MAY 26
2-VTPP-9-3	14 MAY 26
2-VTPP-9-4	14 MAY 26
2-VTPP-9-5	14 MAY 26
2-VTPP-9-6	14 MAY 26

PHRAE / PHRAE AIRPORT

2-VTCP-1-1	9 JUL 26
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	14 MAY 26
2-VTCP-1-7	11 JUN 26
2-VTCP-1-8	14 MAY 26
2-VTCP-1-9	8 AUG 24
2-VTCP-1-10	9 JUL 26
2-VTCP-2-1	9 JUL 26
2-VTCP-6-1	11 JUN 26
2-VTCP-6-2	10 JUL 25
2-VTCP-6-3	11 JUN 26
2-VTCP-6-4	26 DEC 24
2-VTCP-8-1	11 JUN 26
2-VTCP-8-2	26 DEC 24
2-VTCP-8-3	11 JUN 26
2-VTCP-8-4	26 DEC 24

Page	Date
2-VTCP-8-5	11 JUN 26
2-VTCP-8-6	26 DEC 24
2-VTCP-8-7	11 JUN 26
2-VTCP-8-8	26 DEC 24

**PRACHUAP KHIRIKHAN / PRACHUAP
AIRPORT**

2-VTBP-1-1	10 JUL 25
2-VTBP-1-2	19 FEB 26
2-VTBP-1-3	22 JAN 26
2-VTBP-1-4	22 JAN 26
2-VTBP-1-5	12 SEP 19
2-VTBP-1-6	3 SEP 26

**PRACHUAP KHIRI KHAN / HUA HIN
AIRPORT**

2-VTPH-1-1	9 JUL 26
2-VTPH-1-2	11 JUN 26
2-VTPH-1-3	11 JUN 26
2-VTPH-1-4	11 JUN 26
2-VTPH-1-5	11 JUN 26
2-VTPH-1-6	17 APR 25
2-VTPH-1-7	14 MAY 26
2-VTPH-1-8	10 JUL 25
2-VTPH-1-9	14 MAY 26
2-VTPH-1-10	15 MAY 25
2-VTPH-1-11	9 JUL 26
2-VTPH-2-1	9 JUL 26
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	11 JUN 26
2-VTSR-1-2	11 JUN 26
2-VTSR-1-3	11 JUN 26
2-VTSR-1-4	11 JUN 26
2-VTSR-1-5	11 JUN 26
2-VTSR-1-6	11 JUN 26
2-VTSR-1-7	11 JUN 26
2-VTSR-1-8	11 JUN 26
2-VTSR-1-9	11 JUN 26
2-VTSR-1-10	3 SEP 26
2-VTSR-2-1	3 SEP 26
2-VTSR-6-1	3 SEP 26
2-VTSR-6-2	3 SEP 26
2-VTSR-6-3	3 SEP 26
2-VTSR-6-4	3 SEP 26
2-VTSR-8-1	11 JUN 26
2-VTSR-8-2	11 JUN 26
2-VTSR-8-3	11 JUN 26
2-VTSR-8-4	11 JUN 26
2-VTSR-8-5	11 JUN 26
2-VTSR-8-6	11 JUN 26
2-VTSR-8-7	11 JUN 26
2-VTSR-8-8	3 SEP 26
2-VTSR-8-9	3 SEP 26

Page	Date
2-VTSR-8-10	11 JUN 26
2-VTSR-8-11	3 SEP 26

ROI ET / ROI ET AIRPORT

2-VTUV-1-1	16 APR 26
2-VTUV-1-2	7 AUG 25
2-VTUV-1-3	7 AUG 25
2-VTUV-1-4	7 AUG 25
2-VTUV-1-5	7 AUG 25
2-VTUV-1-6	7 AUG 25
2-VTUV-1-7	14 MAY 26
2-VTUV-1-8	7 AUG 25
2-VTUV-1-9	9 JUL 26
2-VTUV-2-1	27 NOV 25
2-VTUV-6-1	9 JUL 26
2-VTUV-6-2	9 JUL 26
2-VTUV-6-3	16 JUL 20
2-VTUV-6-5	9 JUL 26
2-VTUV-6-6	9 JUL 26
2-VTUV-6-7	16 JUL 20
2-VTUV-8-1	9 JUL 26
2-VTUV-8-2	15 MAY 25
2-VTUV-8-3	9 JUL 26
2-VTUV-8-4	15 MAY 25
2-VTUV-8-5	9 JUL 26
2-VTUV-8-6	15 MAY 25
2-VTUV-8-7	9 JUL 26
2-VTUV-8-8	9 JUL 26
2-VTUV-8-9	15 MAY 25
2-VTUV-8-10	16 JUL 20
2-VTUV-8-11	9 JUL 26
2-VTUV-8-12	9 JUL 26
2-VTUV-8-13	9 JUL 26
2-VTUV-8-15	9 JUL 26
2-VTUV-8-16	9 JUL 26
2-VTUV-8-17	20 MAY 21
2-VTUV-9-1	9 JUL 26
2-VTUV-9-2	21 APR 22
2-VTUV-9-3	9 JUL 26
2-VTUV-9-4	21 APR 22

SA KAE0 / WATTHANA NAKHON AIRPORT

2-VTBW-1-1	11 AUG 22
2-VTBW-1-2	7 AUG 25
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	6 AUG 26
2-VTUI-1-2	7 OCT 21
2-VTUI-1-3	11 JUN 26
2-VTUI-1-4	11 JUN 26
2-VTUI-1-5	11 JUN 26
2-VTUI-1-6	11 JUN 26
2-VTUI-1-7	10 JUL 25
2-VTUI-1-8	15 MAY 25
2-VTUI-1-9	9 JUL 26
2-VTUI-1-10	30 NOV 23
2-VTUI-1-11	6 AUG 26
2-VTUI-2-1	6 AUG 26
2-VTUI-8-1	9 JUL 26
2-VTUI-8-2	15 MAY 25
2-VTUI-8-3	9 JUL 26
2-VTUI-8-4	15 MAY 25
2-VTUI-8-5	9 JUL 26
2-VTUI-8-6	15 MAY 25
2-VTUI-8-7	9 JUL 26

2-VTUI-8-8	15 MAY 25
2-VTUI-8-9	9 JUL 26
2-VTUI-8-10	9 JUL 26
2-VTUI-8-11	9 JUL 26
2-VTUI-8-12	9 JUL 26

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	6 AUG 26
2-VTPO-1-2	11 JUN 26
2-VTPO-1-3	19 FEB 26
2-VTPO-1-4	19 FEB 26
2-VTPO-1-5	6 AUG 26
2-VTPO-1-6	11 JUN 26
2-VTPO-1-7	11 JUN 26
2-VTPO-1-8	6 AUG 26
2-VTPO-1-9	6 AUG 26
2-VTPO-2-1	6 AUG 26
2-VTPO-2-3	6 AUG 26
2-VTPO-3-1	25 DEC 25
2-VTPO-6-1	14 MAY 26
2-VTPO-6-2	19 FEB 26
2-VTPO-6-3	14 MAY 26
2-VTPO-6-4	19 FEB 26
2-VTPO-8-1	19 FEB 26
2-VTPO-8-3	14 MAY 26
2-VTPO-8-4	19 FEB 26
2-VTPO-8-5	19 FEB 26
2-VTPO-8-7	14 MAY 26
2-VTPO-8-8	19 FEB 26
2-VTPO-8-9	14 MAY 26
2-VTPO-8-10	19 FEB 26

SURAT THANI / SURAT THANI AIRPORT

2-VTSB-1-1	14 MAY 26
2-VTSB-1-2	2 OCT 25
2-VTSB-1-3	7 AUG 25
2-VTSB-1-4	7 AUG 25
2-VTSB-1-5	6 AUG 26
2-VTSB-1-6	14 MAY 26
2-VTSB-1-7	7 AUG 25
2-VTSB-1-8	16 APR 26
2-VTSB-1-9	16 APR 26
2-VTSB-2-1	2 OCT 25
2-VTSB-3-1	2 OCT 25
2-VTSB-6-1	16 APR 26
2-VTSB-6-2	16 APR 26
2-VTSB-6-3	18 JUL 19
2-VTSB-6-5	16 APR 26
2-VTSB-6-6	16 APR 26
2-VTSB-6-7	16 APR 26
2-VTSB-6-8	18 JUL 19
2-VTSB-7-1	16 APR 26
2-VTSB-7-2	16 APR 26
2-VTSB-7-3	18 JUL 19
2-VTSB-7-5	16 APR 26
2-VTSB-7-6	16 APR 26
2-VTSB-7-7	16 APR 26
2-VTSB-7-8	18 JUL 19
2-VTSB-8-1	16 APR 26
2-VTSB-8-2	16 APR 26
2-VTSB-8-3	10 JUL 25
2-VTSB-8-5	16 APR 26

2-VTSB-8-6	16 APR 26
2-VTSB-8-7	16 APR 26
2-VTSB-8-8	16 APR 26
2-VTSB-9-1	31 OCT 24

SURAT THANI / SAMUI AIRPORT

2-VTSM-1-1	9 JUL 26
2-VTSM-1-2	9 JUL 26
2-VTSM-1-3	19 FEB 26
2-VTSM-1-4	9 JUL 26
2-VTSM-1-5	19 FEB 26
2-VTSM-1-6	19 FEB 26
2-VTSM-1-7	19 FEB 26
2-VTSM-1-8	9 JUL 26
2-VTSM-1-9	9 JUL 26
2-VTSM-1-10	9 JUL 26
2-VTSM-1-11	9 JUL 26
2-VTSM-1-12	11 JUN 26
2-VTSM-2-1	19 FEB 26
2-VTSM-2-3	2 OCT 25
2-VTSM-2-5	19 FEB 26
2-VTSM-3-1	2 OCT 25
2-VTSM-6-1	19 MAR 26
2-VTSM-6-2	19 MAR 26
2-VTSM-6-3	18 JUN 20
2-VTSM-6-5	19 MAR 26
2-VTSM-6-6	19 MAR 26
2-VTSM-6-7	18 JUN 20
2-VTSM-8-1	19 MAR 26
2-VTSM-8-2	10 JUL 25
2-VTSM-8-3	19 MAR 26
2-VTSM-8-4	10 JUL 25
2-VTSM-8-5	19 MAR 26
2-VTSM-8-6	10 JUL 25
2-VTSM-8-7	19 MAR 26
2-VTSM-8-8	10 JUL 25
2-VTSM-8-9	19 MAR 26
2-VTSM-8-10	11 JUN 26
2-VTSM-8-11	15 JUL 21
2-VTSM-8-13	19 MAR 26
2-VTSM-8-14	11 JUN 26
2-VTSM-8-15	15 JUL 21
2-VTSM-8-17	19 MAR 26
2-VTSM-8-18	19 MAR 26
2-VTSM-8-19	15 JUL 21
2-VTSM-8-21	19 MAR 26
2-VTSM-8-22	19 MAR 26
2-VTSM-8-23	15 JUL 21

TAK / TAK AIRPORT

2-VTPT-1-1	22 JAN 26
2-VTPT-1-2	22 JAN 26
2-VTPT-1-3	2 OCT 25
2-VTPT-1-4	2 OCT 25
2-VTPT-1-5	3 SEP 26
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	22 JAN 26
2-VTPT-9-1	10 JUL 25

TAK / MAE SOT AIRPORT

2-VTPM-1-1	9 JUL 26
2-VTPM-1-2	6 AUG 26
2-VTPM-1-3	11 JUN 26
2-VTPM-1-4	11 JUN 26
2-VTPM-1-5	11 JUN 26
2-VTPM-1-6	26 JAN 23
2-VTPM-1-7	11 JUN 26
2-VTPM-1-8	14 MAY 26
2-VTPM-1-9	26 DEC 24

Page	Date
2-VTPM-1-10	9 JUL 26
2-VTPM-2-1	9 JUL 26
2-VTPM-2-3	9 JUL 26
2-VTPM-2-5	9 JUL 26
2-VTPM-3-1	9 JUL 26
2-VTPM-6-1	11 JUN 26
2-VTPM-6-2	26 DEC 24
2-VTPM-7-1	11 JUN 26
2-VTPM-7-2	26 DEC 24
2-VTPM-8-1	11 JUN 26
2-VTPM-8-2	26 DEC 24
2-VTPM-8-3	11 JUN 26
2-VTPM-8-4	26 DEC 24

TRANG / TRANG AIRPORT

2-VTST-1-1	14 MAY 26
2-VTST-1-2	30 OCT 25
2-VTST-1-3	30 OCT 25
2-VTST-1-4	30 OCT 25
2-VTST-1-5	14 MAY 26
2-VTST-1-6	14 MAY 26
2-VTST-1-7	14 MAY 26
2-VTST-2-1	14 MAY 26
2-VTST-2-3	14 MAY 26
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
2-VTST-8-5	15 JUN 23
2-VTST-8-6	3 DEC 20

TRAT (KHAO SMING) / TRAT AIRPORT

2-VTBO-1-1	11 JUN 26
2-VTBO-1-2	6 AUG 26
2-VTBO-1-3	19 FEB 26
2-VTBO-1-4	19 FEB 26
2-VTBO-1-5	25 DEC 25
2-VTBO-1-6	14 MAY 26
2-VTBO-1-7	6 AUG 26
2-VTBO-1-8	6 AUG 26
2-VTBO-2-1	6 AUG 26
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	19 FEB 26
2-VTBO-8-2	19 FEB 26
2-VTBO-9-1	17 APR 25

UBON RATCHATHANI / UBON RATCHATHANI AIRPORT

2-VTUU-1-1	6 AUG 26
2-VTUU-1-2	22 JAN 26
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	4 SEP 25
2-VTUU-1-10	14 MAY 26
2-VTUU-1-11	13 JUN 24
2-VTUU-1-12	13 JUN 24
2-VTUU-1-13	6 AUG 26
2-VTUU-2-1	6 AUG 26
2-VTUU-2-3	6 AUG 26
2-VTUU-2-5	6 AUG 26
2-VTUU-6-1	7 AUG 25
2-VTUU-6-2	10 JUL 25
2-VTUU-6-3	6 AUG 26
2-VTUU-6-4	10 JUL 25
2-VTUU-7-1	4 SEP 25

Page	Date
2-VTUU-7-2	10 JUL 25
2-VTUU-7-3	7 AUG 25
2-VTUU-7-4	10 JUL 25
2-VTUU-8-1	7 AUG 25
2-VTUU-8-2	10 JUL 25
2-VTUU-8-3	7 AUG 25
2-VTUU-8-4	10 JUL 25
2-VTUU-8-5	25 DEC 25
2-VTUU-8-6	25 DEC 25
2-VTUU-8-7	25 DEC 25
2-VTUU-8-8	25 DEC 25
2-VTUU-8-9	25 DEC 25
2-VTUU-8-11	7 AUG 25
2-VTUU-8-12	10 JUL 25
2-VTUU-8-13	7 AUG 25
2-VTUU-8-14	10 JUL 25

UDON THANI / UDON THANI AIRPORT

2-VTUD-1-1	6 AUG 26
2-VTUD-1-2	25 JAN 24
2-VTUD-1-3	11 JUN 26
2-VTUD-1-4	11 JUN 26
2-VTUD-1-5	11 JUN 26
2-VTUD-1-6	11 JUN 26
2-VTUD-1-7	11 JUN 26
2-VTUD-1-8	11 JUN 26
2-VTUD-1-9	11 JUN 26
2-VTUD-1-10	3 SEP 26
2-VTUD-1-11	3 SEP 26
2-VTUD-1-12	3 SEP 26
2-VTUD-2-1	6 AUG 26
2-VTUD-2-3	6 AUG 26
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	14 MAY 26
2-VTSY-1-2	14 MAY 26
2-VTSY-1-3	14 MAY 26
2-VTSY-1-4	17 APR 25
2-VTSY-1-5	14 MAY 26
2-VTSY-1-6	14 MAY 26
2-VTSY-1-7	14 MAY 26
2-VTSY-1-8	14 MAY 26
2-VTSY-2-1	30 OCT 25
2-VTSY-3-1	30 OCT 25
2-VTSY-3-3	30 OCT 25
2-VTSY-6-1	14 MAY 26

Page	Date
2-VTSY-6-2	14 MAY 26
2-VTSY-6-3	14 MAY 26
2-VTSY-6-4	14 MAY 26
2-VTSY-8-1	14 MAY 26
2-VTSY-8-2	14 MAY 26
2-VTSY-8-3	14 MAY 26
2-VTSY-8-4	14 MAY 26

KHON-KAEN / NAM PHONG

2-VTUZ-1-1	9 JUL 26
2-VTUZ-1-2	30 NOV 23
2-VTUZ-1-3	9 JUL 26
2-VTUZ-1-4	30 NOV 23
2-VTUZ-1-5	26 DEC 24
2-VTUZ-1-6	30 NOV 23

INTENTIONALLY BLANK

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
PUT	PHUKET	DVOR/DME	AE	SONGKHLA	SKL	VOR/DME	A
RAN	RANONG	DVOR/DME	AE	SUKHOTHAI RWY36	ISKT	ILS/DME	A
RE	ROI ET	NDB	A	SUKHOTHAI	THS	NDB	AE
RN	RANONG	NDB	A	SURAT THANI	STN	DVOR/DME	AE
ROT	ROI ET	DVOR/DME	AE	SURAT THANI RWY22	ISTN	ILS/DME	A
RYN	RAYONG	DVOR/DME	E	SUVARNABHUMI	SVB	DVOR/DME	A
SK	SONGKHLA	NDB	A	SUVARNABHUMI RWY19	ISEN	ILS/DME	A
SKL	SONGKHLA	VOR/DME	A	SUVARNABHUMI RWY01	ISES	ILS/DME	A
SKN	SAKON NAKHON	DVOR/DME	AE	SUVARNABHUMI RWY20L	ISWN	ILS/DME	A
SMU	SAMUI	DVOR/DME	AE	SUVARNABHUMI RWY02R	ISWS	ILS/DME	A
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	A
TL	TAKHLI	NDB	AE	UBON RAT- CHATHANI	UBL	DVOR/DME	AE
TRN	TRANG	DVOR/DME	AE	UBON RAT- CHATHANI RWY23	IUBL	ILS/DME	A
TRT	TRAT	NDB/DME	AE	UDON THANI	UDN	DVOR/DME	AE
UBL	UBON RATCHATHANI	DVOR/DME	AE	UDON THANI RWY30	IUDN	ILS/DME	A
UDN	UDON THANI	DVOR/DME	AE	U-TAPAO	UP	NDB	A
UP	U-TAPAO	NDB	A	U-TAPAO	BUT	DVOR/DME	AE
				U-TAPAO RWY18	IBUT	ILS/DME	A

INTENTIONALLY BLANK

GEN 3.2 AERONAUTICAL CHARTS

1. Responsible services

1.1 The Civil Aviation Authority of Thailand provides a wide range of aeronautical charts for use by all types of civil aviation. The aeronautical information service produces the charts which are part of the AIP.

1.2 The charts are produced in accordance with the provision contained in ICAO documents listed below:

- a) Annex 4 - Aeronautical Charts
- b) Doc 8697 - Aeronautical Chart Manual

2. Maintenance of charts

2.1 The aeronautical charts published in the AIP are kept up to date by amendments to the AIP.

2.2 If incorrect information detected on published charts is of operational significance, will be corrected by NOTAM.

3. Purchase arrangements

3.1 The charts as listed in item 5 of this subsection may be obtained from:

Aeronautical Information Management Department
The Civil Aviation Authority of Thailand
222 Soi Vibhavadi Rangsit 28,
Vibhavadi Rangsit Rd., Chatuchak,
Chatuchak Bangkok 10900
Tel: (662) 568 8831, +666 3205 8831
Fax: +662 576 1903
AFS: VTBAYOYX
E-mail: aisthai@caat.or.th, ais@caat.or.th

4. Aeronautical chart series available

4.1 The following series of Aeronautical charts are available

- a) Aerodrome chart - ICAO
- b) Aircraft Parking/Docking Chart - ICAO
- c) Aerodrome Ground Movement Chart - ICAO
- d) Aerodrome Obstacle Chart - ICAO Type A
- e) Aerodrome Obstacle Chart - ICAO Type B
- f) Precision Approach Terrain Chart - ICAO
- g) Area Chart - ICAO
- h) Standard Departure Chart - Instrument (SID) - ICAO
- i) Standard Arrival Chart - Instrument (STAR) - ICAO
- j) Instrument Approach Chart - ICAO
- k) Enroute Chart - ICAO
- l) World Aeronautical Chart - ICAO

In addition, AIP Thailand contains other charts as following;

- VFR Entry Procedure Chart
- VFR Exit Procedure Chart
- Bird concentrations

4.2 General description of each series

a) Aerodrome Chart - ICAO

This chart contains detailed aerodrome data to provide flight crew with information that will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway; and
- from the runway to the aircraft stand.

It also provides essential operational information at the aerodrome.

b) Aircraft Parking/Docking Chart - ICAO

This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands.

c) **Aerodrome Ground Movement Chart - ICAO**

This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome chart - ICAO.

d) **Aerodrome Obstacle Chart - ICAO Type A**

This chart contains detailed information on obstacle in the take-off flight path area of aerodromes. It is shown in plan and profile view. This obstacle information provides the data necessary to enable an operator to comply with the performance operating limitations of ICAO Annex 6, Parts I and II, Chapter 5.

e) **Aerodrome Obstacle Chart - ICAO Type B**

This chart provides information the determination of critical heights, e.g. for circling procedures, or of procedures for use in the event of an emergency during take-off or landing, and of obstacle clearing and marking criteria.

f) **Precision Approach Terrain Chart - ICAO**

This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters.

g) **Area Chart - ICAO**

This chart is a simplified presentation of the air traffic services system, radio navigation aids, significant points and other aeronautical information essential for IFR flights within a certain area.

h) **Standard Departure Chart - Instrument (SID) - ICAO**

This chart provides flight crew with information that will enable them to comply with the designated standard departure route-instrument from the take-off phase to the en-route phase of flight.

i) **Standard Arrival Chart - Instrument (STAR) - ICAO**

This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route - instrument from the en-route phase to the approach phase of flight.

j) **Instrument Approach Chart - ICAO**

This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart -ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc. This chart provides flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing, including the missed approach procedure and where applicable, associated holding patterns.

k) **Enroute Chart - ICAO**

This chart is produced for the entire Bangkok FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail.

This chart provides the flight crew with information to facilitate navigation along ATS routes in compliance with air traffic services procedures.

l) **World Aeronautical Chart - ICAO 1:1 000 000**

This series is constructed on Lambert Conformal Conic Projection with two standard parallels at 0 deg 40 min and 3 deg 20 min. The spheroid is World Geodetic System 1984 (WGS84). The aeronautical data shown have been kept to a minimum, consistent with the use of the chart for visual air navigation. It includes a selection of aerodromes, significant obstacles, elements of the ATS system, prohibited, restricted and danger areas, and radio navigation aids. The chart provides information to satisfy visual air navigation and is also used as a pre-flight planning chart.

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	7 AUG 2025
		Chiang Mai Intl	AD 2-VTCC-2-1	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-1	In AIP	19 MAR 2026
		Phuket Intl	AD 2-VTSP-2-1	In AIP	25 DEC 2025
		Suvarnabhumi Intl	AD 2-VTBS-2-1	In AIP	22 JAN 2026
		U-Tapao Rayong Pattaya Intl	AD 2-VTBU-2-1	In AIP	19 FEB 2026
		Hat Yai Intl	AD 2-VTSS-2-1	In AIP	7 AUG 2025
		Buri Ram	AD 2-VTUD-2-1	In AIP	9 JUL 2026
		Chumphon	AD 2-VTSE-2-1	In AIP	14 MAY 2026
		Khon Kaen	AD 2-VTUK-2-1	In AIP	30 OCT 2025
		Krabi	AD 2-VTSG-2-1	In AIP	6 AUG 2026
		Lampang	AD 2-VTCL-2-1	In AIP	16 APR 2026
		Loei	AD 2-VTUL-2-1	In AIP	14 MAY 2026
		Mae Hong Son	AD 2-VTCH-2-1	In AIP	9 JUL 2026
		Pai	AD 2-VTCI-2-1	In AIP	18 JUL 2019
		Nakhon Phanom	AD 2-VTUW-2-1	In AIP	25 DEC 2025
		Nakhon Ratchasima	AD 2-VTUQ-2-1	In AIP	27 NOV 2025
		Nakhon Si Thammarat	AD 2-VTSF-2-1	In AIP	9 JUL 2026
		Nan Nakhon	AD 2-VTCN-2-1	In AIP	9 JUL 2026
		Narathiwat	AD 2-VTSC-2-1	In AIP	22 JAN 2026
		Pattani	AD 2-VTSK-2-1	In AIP	7 AUG 2025
		Phatchabun	AD 2-VTPB-2-1	In AIP	18 JUL 2019
		Phitsanulok	AD 2-VTPP-2-1	In AIP	6 AUG 2026
		Phrae	AD 2-VTCP-2-1	In AIP	9 JUL 2026
		Hua Hin	AD 2-VTPH-2-1	In AIP	9 JUL 2026
		Ranong	AD 2-VTSR-2-1	In AIP	3 SEP 2026
		Roi Et	AD 2-VTUV-2-1	In AIP	27 NOV 2025
		Sakon Nakhon	AD 2-VTUI-2-1	In AIP	6 AUG 2026
		Songkhla	AD 2-VTSH-2-1	In AIP	18 JUL 2019
	1 : 20,000	Sukhothai	AD 2-VTPO-2-1	In AIP	6 AUG 2026
		Surat Thani	AD 2-VTSB-2-1	In AIP	25 DEC 2025
	1 : 20,000	Samui	AD 2-VTSM-2-1	In AIP	19 FEB 2026
		Tak	AD 2-VTPT-2-1	In AIP	18 JUL 2019
		Mae Sot	AD 2-VTPM-2-1	In AIP	9 JUL 2026
		Trang	AD 2-VTST-2-1	In AIP	14 MAY 2026
		Trat	AD 2-VTBO-2-1	In AIP	6 AUG 2026
		Ubon Ratchathani	AD 2-VTUU-2-1	In AIP	6 AUG 2026
		Udon Thani	AD 2-VTUD-2-1	In AIP	6 AUG 2026
		Betong	AD 2-VTSY-2-1	In AIP	30 OCT 2025

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	7 AUG 2025
		Chiang Mai Intl	AD 2-VTCC-2-3	In AIP	7 AUG 2025
		Mae Fah Luang-Chiang Rai Intl	AD 2-VTCT-2-3	In AIP	19 MAR 2026
		Phuket Intl	AD 2-VTSP-2-3	In AIP	25 DEC 2025
		Suvarnabhumi Intl	AD 2-VTBS-2-3	In AIP	15 MAY 2025
		Hat Yai Intl	AD 2-VTSS-2-3	In AIP	7 AUG 2025
		Buri Ram	AD 2-VTUD-2-3	In AIP	9 JUL 2026
		Chumphon	AD 2-VTSE-2-3	In AIP	14 MAY 2026
		Khon Kaen	AD 2-VTUK-2-3	In AIP	30 OCT 2025
		Lampang	AD 2-VTCL-2-3	In AIP	30 OCT 2025
		Nakhon Si Thammarat	AD 2-VTSF-2-3	In AIP	9 JUL 2026
		Phitsanulok	AD 2-VTPP-2-3	In AIP	6 AUG 2026
	1 : 20,000	Samui	AD 2-VTSM-2-3	In AIP	2 OCT 2025
		Mae Sot	AD 2-VTPM-2-3	In AIP	9 JUL 2026
		Trang	AD 2-VTST-2-3	In AIP	14 MAY 2026
		Ubon Ratchathani	AD 2-VTUU-2-3	In AIP	6 AUG 2026
		Udon Thani	AD 2-VTUD-2-3	In AIP	6 AUG 2026

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	30 OCT 2025

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 BON-VO3C NOBER4C NUNLI3C OLVUK3C PASTO3C ROBKA3C SEMBO4C TARED3C UPKUP3C UGUVO3C	AD 2-VTBD-6-1	In AIP	14 MAY 2026
		RNAV RWY21L - DOSBU3C GORSI3C HHN3C KASNI3C KIGOB3C REGOS3C RYN3C SABIS3C UKERA3C	AD 2-VTBD-6-9	In AIP	14 MAY 2026
		RNAV RWY 21R - ALBOS3A BON-VO3A NOBER4A NUNLI3A OLVUK3A PASTO3A ROBKA3A SEMBO4A TARED3A UPKUP3A UGUVO3A	AD 2-VTBD-6-15	In AIP	14 MAY 2026
		RNAV RWY 21R - DOSBU3A GORSI3A HHN3A KASNI3A KIGOB3A REGOS3A RYN3A SABIS3A UKERA3A	AD 2-VTBD-6-23	In AIP	14 MAY 2026
		RNAV RWY 03L - ALBOS1B NOBER2B NUNLI1B OLVUK1B ROBKA1B SEMBO2B TARED1B UPKUP1B UGUVO1B	AD 2-VTBD-6-29	In AIP	14 MAY 2026
		RNAV RWY 03L - BONVO1B DOSBU1B GORSI1B HHN1B KASNI1B KIGOB1B PASTO1B REGOS1B RYN1B SABIS2B UKERA1B	AD 2-VTBD-6-35	In AIP	14 MAY 2026
		RNAV RWY 03R - ALBOS1D NOBER2D NUNLI1D OLVUK1D ROBKA1D SEMBO2D TARED1D UPKUP1D UGUVO1D	AD 2-VTBD-6-43	In AIP	14 MAY 2026

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
		RNAV RWY 03R - BONVO1D DOS-BU1D GORS1D HHN1D KASNI1D KIGOB1D PASTO1D REGOS1D RYN1D SABIS2D UKERA1D	AD 2-VTBD-6-49	In AIP	14 MAY 2026
		Chiang Mai Intl			
		RWY 18	AD 2-VTCC-6-1	In AIP	19 MAR 2026
		RWY 36	AD 2-VTCC-6-5	In AIP	19 MAR 2026
	1 : 750,000	RNAV RWY 18 - ENBAT2S PANTA2S PUMAM2S	AD 2-VTCC-6-9	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 18 - KABMU2S MONLO2S	AD 2-VTCC-6-11	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 18 - ADLUS2S IGUDA2S LAMUN2S VISES2S	AD 2-VTCC-6-13	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 18 - LAMUN2W VISES2W	AD 2-VTCC-6-17	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - ENBAT2N IGUDA2N KABMU2N MONLO2N PANTA2N PUMAM2N	AD 2-VTCC-6-19	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - ENBAT2C IGUDA2C KABMU2C MONLO2C PANTA2C PUMAM2C	AD 2-VTCC-6-23	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - LAMUN2N VISES2N	AD 2-VTCC-6-27	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - ADLUS2N	AD 2-VTCC-6-29	In AIP	14 MAY 2026
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	14 MAY 2026
	1 : 750,000	RNAV RWY 21 - BENVI1B DUBEN1B NUMDO1B PONUK1B	AD 2-VTCT-6-3	In AIP	14 MAY 2026
		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	16 APR 2026
	1 : 800,000	RNAV RWY 27 - ANPUB1B EMRIT1B EPGOT1B IGEVI1B ONETI1B REBED1B SATVA1B SAVSA1B SUSID1B UBNEN1B UPSAB1B	AD 2-VTSP-6-5	In AIP	16 APR 2026
		Suvarnabhumi Intl			
		RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K	AD 2-VTBS-6-1	In AIP	3 SEP 2026
		RNAV RWY 02L - ALBOS3F BONVO3F BUT3F DOSBU3F GOMES3F HHN3F KASNI3F LIPLI3F NOBER3F NUNLI3F OLVUK3F PASTO3F REGOS3F RYN3F SELKA3F SEMBO3F TARED3F UKERA3F UGUVO3F VANKO3F	AD 2-VTBS-6-15	In AIP	3 SEP 2026

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
		RNAV RWY 02R - ALBOS3H BONVO3H BUT3H DOSBU3H GOMES3H HHN3H KASNI3H LIPLI3H NOBER3H NUNLI3H OLVUK3H PASTO3H REGOS3H RYN3H SELKA3H SEMBO3H TARED3H UKERA3H UGUVO3H VANKO3H	AD 2-VTBS-6-29	In AIP	3 SEP 2026
		RNAV RWY 19 - ALBOS3J BONVO3J BUT3J DOSBU3J GOMES3J HHN3J KASNI3J LIPLI3J NOBER3J NUNLI3J OLVUK3J PASTO3J REGOS3J RYN3J SELKA3J SEMBO3J TARED3J UKERA3J UGUVO3J VANKO3J	AD 2-VTBS-6-41	In AIP	3 SEP 2026
		RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G	AD 2-VTBS-6-55	In AIP	3 SEP 2026
		RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E	AD 2-VTBS-6-67	In AIP	3 SEP 2026
		RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U	AD 2-VTBS-6-79	In AIP	14 MAY 2026
		RNAV RWY 02L(PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q	AD 2-VTBS-6-87	In AIP	14 MAY 2026
		RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S	AD 2-VTBS-6-95	In AIP	14 MAY 2026
		RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T	AD 2-VTBS-6-103	In AIP	14 MAY 2026
		RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R	AD 2-VTBS-6-111	In AIP	14 MAY 2026

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
		RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P	AD 2-VTBS-6-119	In AIP	14 MAY 2026
		U-Tapao Rayong Pattaya Intl			
	1 : 700,000	RNAV RWY 18 - BKK1A	AD 2-VTBU-6-1	In AIP	19 MAR 2026
	1 : 700,000	RNAV RWY 36 - BKK1B	AD 2-VTBU-6-3	In AIP	19 MAR 2026

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	14 MAY 2026
	1 : 600,000	RNAV RWY26 - DANDO1C ELREM1C ENVON1C KARMI1C KENNE1C PAD-PA1C PIMER1C TAXEB1C	AD 2-VTSS-6-5	In AIP	14 MAY 2026
		Khon Kaen			
	1 : 600,000	RNAV RWY 03 - AKRET1A ALGIT1A EMRUT1A NEMTE1A ONUVI1A SED-NO1C	AD 2-VTUK-6-1	In AIP	11 JUN 2026
	1 : 600,000	RNAV RWY 21 - AKRET1B ALGIT1B EMRUT1B NEMTE1B ONUVI1B SED-NO1D	AD 2-VTUK-6-5	In AIP	11 JUN 2026
		Krabi			
	1 : 500,000	RWY 14 - SURAT2H TRANG2D PHUKET2F	AD 2-VTSG-6-1	In AIP	16 APR 2026
	1 : 500,000	RWY 32 - SURAT2G TRANG2C PHUKET2E	AD 2-VTSG-6-3	In AIP	16 APR 2026
	1 : 600,000	RNAV RWY 14 - EPGOT1G OSPEX1G SARER1G TUNRA1G	AD 2-VTSG-6-5	In AIP	16 APR 2026
	1 : 600,000	RNAV RWY 32 - EPGOT1F LUXIR1F OSPEX1F TUNRA1F	AD 2-VTSG-6-7	In AIP	16 APR 2026
		Lampang			
	1 : 500,000	RNAV RWY 18 - IGNAX1D KABMU1D OMDIL1D OTBAD1D PANTA1D VENAG1D	AD 2-VTCL-6-1	In AIP	11 JUN 2026
	1 : 500,000	RNAV RWY 36 - IGNAX1C KABMU1C OMDIL1C OTBAD1C VENAG1C	AD 2-VTCL-6-5	In AIP	11 JUN 2026
		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	11 JUN 2026
	1 : 600,000	RNAV RWY 24 - BLUVY1B SAMBY1B SITTA1B VOBOT1B	AD 2-VTUQ-6-3	In AIP	11 JUN 2026
		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	14 MAY 2026
	1 : 500,000	RNAV RWY 20 - ERVES1B NUBKA1B	AD 2VTSC-6-3	In AIP	14 MAY 2026
		Phitsanulok			
	1 : 700,000	RNAV RWY 14 - GOKON1A GOSTA1A IGPOP1A NIROP1A PEBLI1A PIBIK1A POLOB1A REMER1A	AD 2-VTPP-6-1	In AIP	14 MAY 2026
	1 : 700,000	RNAV RWY 32 - GOKON1B GOSTA1B IGPOP1B NIROP1B PEBLI1B PIBIK1B POLOB1B REMER1B	AD 2-VTPP-6-5	In AIP	14 MAY 2026
		Phrae			
	1 : 600,000	RNAV RWY 01 - AIZAK1E IDKOR1E OTBAD1E SUNGO1E	AD 2-VTCP-6-1	In AIP	11 JUN 2026
	1 : 600,000	RNAV RWY 19 - AIZAK1A IDKOR1A OTBAD1A SUNGO1A	AD 2-VTCP-6-3	In AIP	11 JUN 2026
		Ranong			
	1 : 500,000	RNAV RWY 02 - ELPUT1G SAKUB1G TOGIM1G	AD 2-VTSR-6-1	In AIP	3 SEP 2026
	1 : 500,000	RNAV RWY 20 - ELPUT1H SAKUB1H TOGIM1H	AD 2-VTSR-6-3	In AIP	3 SEP 2026
		Roi Et			
	1 : 500,000	RNAV RWY 18 - ANKID1A BODUR1A DOTUS1A ENTEK1A RURAR1A SED-NO1A	AD 2-VTUV-6-1	In AIP	9 JUL 2026
	1 : 500,000	RNAV RWY 36 - ANKID1B BODUR1B DOTUS1B ENTEK1B RURAR1B SED-NO1B	AD 2-VTUV-6-5	In AIP	9 JUL 2026
		Sukhothai			
	1 : 700,000	RNAV RWY 18 - PEBLI1C TOPAS1C	AD 2-VTPO-6-1	In AIP	14 MAY 2026
	1 : 700,000	RNAV RWY 36 - PEBLI1D TOPAS1D	AD 2-VTPO-6-3	In AIP	14 MAY 2026
		Surat Thani			
	1 : 500,000	RNAV RWY 04 - ADLAL1D EMVEL1D IDNAR1D LAMUL1D NIXET1D SEGRA1D TAVAT1D TOGIM1D	AD 2-VTSB-6-1	In AIP	16 APR 2026
	1 : 500,000	RNAV RWY 22 - ADLAL1C EMVEL1C IDNAR1C LAMUL1C NIXET1C NIXET1X SEGRA1C TAVAT1C TOGIM1C	AD 2-VTSB-6-5	In AIP	16 APR 2026
		Samui			
	1 : 550,000	RNAV RWY 17 - DORNA1A ENRAG1A MESEM1A OLBAG1A RUMVA1A UPNEP1A	AD 2-VTSM-6-1	In AIP	19 MAR 2026
	1 : 550,000	RNAV RWY 35 - ENRAG1B MESEM1B OLBAG1B RUMVA1B UPNEP1B	AD 2-VTSM-6-5	In AIP	19 MAR 2026
		Mae Sot			
	1 : 400,000	RNAV RWY 09 - KADAV1A KADAV1B KADAV1C VEGRA1A	AD 2-VTPM-6-1	In AIP	11 JUN 2026

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	7 AUG 2025
	1 : 750,000	RNAV RWY 23 - ASABO1A ENLEP1A POTEV1A VENPO1A VESUD1A	AD 2-VTUU-6-3	In AIP	6 AUG 2026
		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	14 MAY 2026
	1 : 500,000	RNAV RWY 25 - ERVES1B PETAC1B	AD 2-VTSY-6-3	In AIP	14 MAY 2026

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	14 MAY 2026
		RNAV RWY 03L/03R - ENDUU1B NAKON1B SABAI1B SEHNA1B WEHHA1B	AD 2-VTBD-7-9	In AIP	14 MAY 2026
		Chiang Mai Intl			
	1 : 750,000	RNAV RWY 18 - ADLUS2B CMA2B ENBAT2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B	AD 2-VTCC-7-1	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 18 - ADLUS2X LAMUN2X VISES2X	AD 2-VTCC-7-7	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - ENBAT2A MARNI2A PANTA2A PUMAM2A	AD 2-VTCC-7-11	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - ADLUS2A CMA2A KABMU2A MONLO2A	AD 2-VTCC-7-15	In AIP	14 MAY 2026
	1 : 750,000	RNAV RWY 36 - LAMUN2A VISES2A	AD 2-VTCC-7-19	In AIP	14 MAY 2026
		Phuket Intl			
	1 : 800,000	RNAV RWY 09 - ANPUB1C EMRIT1C EPGOT1C IGEVI1C MONBU1C ONETI1C SATVA1C SAVSA1C SUSID1C UBNEN1C UPSAB1C URGAD1C	AD 2-VTSP-7-1	In AIP	16 APR 2026
	1 : 800,000	RNAV RWY 27 - ANPUB1D EMRIT1D EPGOT1D IGEVI1D MONBU1D ONETI1D SATVA1D SAVSA1D SUSID1D UBNEN1D UPSAB1D URGAD1D	AD 2-VTSP-7-7	In AIP	16 APR 2026
		Suvarnabhumi Intl			
		RNAV RWY 01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D	AD 2-VTBS-7-1	In AIP	3 SEP 2026
		RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C	AD 2-VTBS-7-11	In AIP	3 SEP 2026
		Hat Yai Intl			
	1 : 600,000	RNAV RWY08 - ELREM1B ENVON1B KENNE1B OBLEX1B PADPA1B PIM- ER1B TAMOS1B TAXEB1B	AD 2-VTSS-7-1	In AIP	14 MAY 2026
	1 : 600,000	RNAV RWY26 - ELREM1A ENVON1A KENNE1A OBLEX1A PADPA1A PIM- ER1A TAMOS1A TAXEB1A	AD 2-VTSS-7-5	In AIP	14 MAY 2026
		Krabi			
	1 : 600,000	RNAV RWY 32 - EMRIT1E NULMA1E TUNRA1E	AD 2-VTSG-7-1	In AIP	16 APR 2026

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	16 APR 2026
		Suvarnabhumi Intl			
	1 : 500,000	ILS or LOC z RWY 01 CAT II	AD 2-VTBS-8-1	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 02R CAT II	AD 2-VTBS-8-5	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 19 CAT II	AD 2-VTBS-8-9	In AIP	3 SEP 2026
	1 : 500,000	ILS or LOC z RWY 20L CAT II	AD 2-VTBS-8-13	In AIP	3 SEP 2026
	1 : 500,000	RNP RWY 01	AD 2-VTBS-8-17	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 02L	AD 2-VTBS-8-19	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 02R	AD 2-VTBS-8-21	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 19	AD 2-VTBS-8-23	In AIP	3 SEP 2026
	1 : 500,000	RNP RWY 20L	AD 2-VTBS-8-25	In AIP	3 SEP 2026
	1 : 500,000	RNP RWY 20R	AD 2-VTBS-8-27	In AIP	3 SEP 2026
		U-Tapao Rayong Pattaya Intl			
	1 : 500,000	NDB RWY 36	AD 2-VTBU-8-1	In AIP	19 MAR 2026
	1 : 500,000	VOR RWY 18	AD 2-VTBU-8-3	In AIP	19 MAR 2026
	1 : 500,000	VOR RWY 36	AD 2-VTBU-8-5	In AIP	19 MAR 2026
	1 : 500,000	ILS or LOC y RWY 18	AD 2-VTBU-8-7	In AIP	19 MAR 2026
	1 : 500,000	ILS or LOC z RWY 18	AD 2-VTBU-8-9	In AIP	19 MAR 2026
	1 : 500,000	RNP RWY 18	AD 2-VTBU-8-11	In AIP	19 MAR 2026
	1 : 500,000	RNP RWY 36	AD 2-VTBU-8-13	In AIP	19 MAR 2026
		Hat Yai Intl			
	1 : 500,000	VOR A	AD 2-VTSS-8-1	In AIP	14 MAY 2026
	1 : 500,000	VOR RWY 26	AD 2-VTSS-8-3	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC y RWY 26	AD 2-VTSS-8-5	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 26	AD 2-VTSS-8-7	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 08	AD 2-VTSS-8-9	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 26	AD 2-VTSS-8-11	In AIP	14 MAY 2026
		Buri Ram			
	1 : 500,000	NDB RWY 04	AD 2-VTUE-8-1	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 04	AD 2-VTUE-8-3	In AIP	17 JUN 2021
	1 : 500,000	VOR RWY 22	AD 2-VTUE-8-5	In AIP	17 JUN 2021
	1 : 500,000	RNP RWY 04	AD 2-VTUE-8-7	In AIP	26 DEC 2024
	1 : 500,000	RNP RWY 22	AD 2-VTUE-8-10	In AIP	26 DEC 2024

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO		Chumphon			
	1 : 500,000	NDB RWY 06	AD 2-VTSE-8-1	In AIP	14 MAY 2026
	1 : 500,000	NDB RWY 24	AD 2-VTSE-8-3	In AIP	14 MAY 2026
	1 : 500,000	VOR RWY 06	AD 2-VTSE-8-5	In AIP	14 MAY 2026
	1 : 500,000	VOR RWY 24	AD 2-VTSE-8-7	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC y RWY 24	AD 2-VTSE-8-9	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 24	AD 2-VTSE-8-11	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 06	AD 2-VTSE-8-15	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 24	AD 2-VTSE-8-17	In AIP	14 MAY 2026
		Khon Kaen			
	1 : 500,000	NDB z RWY 03	AD 2-VTUK-8-1	In AIP	11 JUN 2026
	1 : 500,000	NDB RWY 21	AD 2-VTUK-8-3	In AIP	11 JUN 2026
	1 : 600,000	VOR RWY 03	AD 2-VTUK-8-5	In AIP	11 JUN 2026
	1 : 600,000	VOR RWY 21	AD 2-VTUK-8-7	In AIP	11 JUN 2026
	1 : 600,000	RNP RWY 03	AD 2-VTUK-8-9	In AIP	11 JUN 2026
	1 : 600,000	RNP RWY 21	AD 2-VTUK-8-13	In AIP	11 JUN 2026
		Krabi			
	1 : 400,000	VOR RWY 32	AD 2-VTSG-8-1	In AIP	6 AUG 2026
	1 : 400,000	LOC RWY 32	AD 2-VTSG-8-3	In AIP	6 AUG 2026
	1 : 400,000	ILS RWY 32	AD 2-VTSG-8-5	In AIP	6 AUG 2026
	1 : 400,000	RNP RWY 32	AD 2-VTSG-8-7	In AIP	6 AUG 2026
		Lampang			
	1 : 500,000	VOR RWY 18	AD 2-VTCL-8-1	In AIP	11 JUN 2026
	1 : 500,000	VOR RWY 36	AD 2-VTCL-8-3	In AIP	11 JUN 2026
	1 : 500,000	LOC y RWY 36	AD 2-VTCL-8-5	In AIP	11 JUN 2026
	1 : 500,000	LOC z RWY 36	AD 2-VTCL-8-7	In AIP	11 JUN 2026
	1 : 500,000	RNP RWY 18	AD 2-VTCL-8-11	In AIP	11 JUN 2026
	1 : 500,000	RNP RWY 36	AD 2-VTCL-8-15	In AIP	11 JUN 2026
		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	9 JUL 2026
	1 : 400,000	VOR RWY 33	AD 2-VTUW-8-3	In AIP	9 JUL 2026
	1 : 400,000	ILS or LOC RWY 15	AD 2-VTUW-8-5	In AIP	9 JUL 2026

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO	1 : 400,000	RNP RWY 15	AD 2-VTUW-8-7	In AIP	9 JUL 2026
	1 : 400,000	RNP RWY 33	AD 2-VTUW-8-9	In AIP	9 JUL 2026
		Nakhon Ratchasima			
	1 : 500,000	VOR/DME RWY 06	AD 2-VTUQ-8-1	In AIP	11 JUN 2026
	1 : 500,000	VOR/DME RWY 24	AD 2-VTUQ-8-3	In AIP	11 JUN 2026
	1 : 500,000	ILS/DME RWY 06	AD 2-VTUQ-8-5	In AIP	11 JUN 2026
	1 : 500,000	LLZ/DME RWY 06	AD 2-VTUQ-8-7	In AIP	11 JUN 2026
	1 : 400,000	RNP RWY 06	AD 2-VTUQ-8-9	In AIP	11 JUN 2026
	1 : 400,000	RNP RWY 24	AD 2-VTUQ-8-11	In AIP	11 JUN 2026
		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	11 JUN 2026
	1 : 500,000	VOR RWY 02	AD 2-VTCN-8-3	In AIP	11 JUN 2026
	1 : 500,000	VOR RWY 20	AD 2-VTCN-8-5	In AIP	11 JUN 2026
	1 : 500,000	RNP RWY 02	AD 2-VTCN-8-7	In AIP	11 JUN 2026
	1 : 500,000	RNP RWY 20	AD 2-VTCN-8-9	In AIP	11 JUN 2026
		Narathiwat			
	1 : 500,000	VOR RWY 02	AD 2-VTSC-8-1	In AIP	14 MAY 2026
	1 : 500,000	VOR RWY 20	AD 2-VTSC-8-3	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC y RWY 02	AD 2-VTSC-8-5	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC z RWY 02	AD 2-VTSC-8-7	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 02	AD 2-VTSC-8-11	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 20	AD 2-VTSC-8-13	In AIP	14 MAY 2026

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	14 MAY 2026
	1 : 400,000	RNP RWY 26 CAT A, B	AD 2-VTSK-8-3	In AIP	14 MAY 2026
		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-8-5	In AIP	7 AUG 2025
	1 : 500,000	RNP RWY 36	AD 2-VTPB-8-7	In AIP	7 AUG 2025
		Phitsanulok			
	1 : 500,000	VOR RWY 14	AD 2-VTPP-8-1	In AIP	14 MAY 2026
	1 : 500,000	VOR RWY 32	AD 2-VTPP-8-3	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC y RWY 32	AD 2-VTPP-8-5	In AIP	14 MAY 2026
	1 : 700,000	ILS or LOC z RWY 32	AD 2-VTPP-8-7	In AIP	14 MAY 2026
	1 : 700,000	RNP RWY 14	AD 2-VTPP-8-11	In AIP	14 MAY 2026
	1 : 700,000	RNP RWY 32	AD 2-VTPP-8-15	In AIP	14 MAY 2026
		Phrae			
	1 : 600,000	VOR RWY 01	AD 2-VTCP-8-1	In AIP	11 JUN 2026
	1 : 600,000	VOR RWY 19	AD 2-VTCP-8-3	In AIP	11 JUN 2026
	1 : 600,000	RNP RWY 01	AD 2-VTCP-8-5	In AIP	11 JUN 2026
	1 : 600,000	RNP RWY 19	AD 2-VTCP-8-7	In AIP	11 JUN 2026
		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	11 JUN 2026
	1 : 500,000	ILS or LOC y RWY 02	AD 2-VTSR-8-3	In AIP	11 JUN 2026
	1 : 500,000	ILS or LOC z RWY 02	AD 2-VTSR-8-5	In AIP	11 JUN 2026
	1 : 500,000	RNP RWY 02	AD 2-VTSR-8-9	In AIP	3 SEP 2026
		Roi Et			
	1 : 500,000	VOR RWY 18	AD 2-VTUV-8-1	In AIP	9 JUL 2026
	1 : 500,000	VOR RWY 36	AD 2-VTUV-8-3	In AIP	9 JUL 2026
	1 : 500,000	ILS or LOC y RWY 36	AD 2-VTUV-8-5	In AIP	9 JUL 2026
	1 : 500,000	ILS or LOC z RWY 36	AD 2-VTUV-8-7	In AIP	9 JUL 2026
	1 : 500,000	RNP RWY 18	AD 2-VTUV-8-11	In AIP	9 JUL 2026
	1 : 500,000	RNP RWY 36	AD 2-VTUV-8-15	In AIP	9 JUL 2026

Title of series	Scale	Name and/or number	Reference	Price (\$US)	Date
Instrument Approach Chart - ICAO		Sakon Nakhon			
	1 : 500,000	VOR RWY 05	AD 2-VTUI-8-1	In AIP	9 JUL 2026
	1 : 500,000	VOR RWY 23	AD 2-VTUI-8-3	In AIP	9 JUL 2026
	1 : 500,000	ILS RWY 23	AD 2-VTUI-8-5	In AIP	9 JUL 2026
	1 : 500,000	LOC RWY 23	AD 2-VTUI-8-7	In AIP	9 JUL 2026
	1 : 500,000	RNP RWY 05	AD 2-VTUI-8-9	In AIP	9 JUL 2026
	1 : 500,000	RNP RWY 23	AD 2-VTUI-8-11	In AIP	9 JUL 2026
		Sukhothai			
	1 : 500,000	NDB RWY 36	AD 2-VTPO-8-1	In AIP	14 MAY 2026
	1 : 500,000	ILS or LOC RWY 36	AD 2-VTPO-8-3	In AIP	14 MAY 2026
	1 : 600,000	RNP RWY 18	AD 2-VTPO-8-7	In AIP	14 MAY 2026
	1 : 500,000	RNP RWY 36	AD 2-VTPO-8-9	In AIP	14 MAY 2026
		Surat Thani			
	1 : 500,000	ILS or LOC z RWY 22	AD 2-VTSB-8-1	In AIP	16 APR 2026
	1 : 500,000	RNP RWY 04	AD 2-VTSB-8-5	In AIP	16 APR 2026
	1 : 500,000	RNP RWY 22	AD 2-VTSB-8-7	In AIP	16 APR 2026
		Samui			
	1 : 500,000	VOR RWY 17 - CAT A, B	AD 2-VTSM-8-1	In AIP	19 MAR 2026
	1 : 500,000	VOR RWY 17 - CAT C	AD 2-VTSM-8-3	In AIP	19 MAR 2026
	1 : 500,000	VOR RWY 35 - CAT A, B	AD 2-VTSM-8-5	In AIP	19 MAR 2026
	1 : 500,000	VOR RWY 35 - CAT C	AD 2-VTSM-8-7	In AIP	19 MAR 2026
	1 : 500,000	RNP RWY 17 - CAT A, B	AD 2-VTSM-8-9	In AIP	19 MAR 2026
	1 : 500,000	RNP RWY 17 - CAT C	AD 2-VTSM-8-13	In AIP	19 MAR 2026
	1 : 500,000	RNP RWY 35 - CAT A, B	AD 2-VTSM-8-17	In AIP	19 MAR 2026
	1 : 500,000	RNP RWY 35 - CAT C	AD 2-VTSM-8-21	In AIP	19 MAR 2026
		Mae Sot			
	1 : 500,000	VOR RWY 27	AD 2-VTPM-8-1	In AIP	11 JUN 2026
	1 : 500,000	RNP RWY 27	AD 2-VTPM-8-3	In AIP	11 JUN 2026
		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	19 FEB 2026

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	7 AUG 2025
	1 : 500,000	VOR RWY 23	AD 2-VTUU-8-3	In AIP	7 AUG 2025
	1 : 500,000	ILS or LOC y RWY 23	AD 2-VTUU-8-5	In AIP	25 DEC 2025
	1 : 500,000	ILS or LOC z RWY 23	AD 2-VTUU-8-7	In AIP	25 DEC 2025
	1 : 600,000	RNP RWY 05	AD 2-VTUU-8-11	In AIP	7 AUG 2025
	1 : 600,000	RNP RWY 23	AD 2-VTUU-8-13	In AIP	7 AUG 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	14 MAY 2026
	1 : 500,000	RNP a	AD 2-VTSY-8-3	In AIP	14 MAY 2026

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	3 SEP 2026

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	7 AUG 2025
	1: 1,000,000	WORLD AERONAUTICAL CHART-WAC 2678	ENR 6-7	In AIP	7 AUG 2025
	1: 1,000,000	WORLD AERONAUTICAL CHART-WAC 2799	ENR 6-9	In AIP	7 AUG 2025
	1: 1,000,000	WORLD AERONAUTICAL CHART-WAC 2617	ENR 6-11	In AIP	2 OCT 2025
	1: 1,000,000	WORLD AERONAUTICAL CHART-WAC 2738	ENR 6-13	In AIP	27 NOV 2025

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 Station 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, MET REPORT, SPECIAL TREND	Ultrasonic Anemometer: 325 m FM THR 17 and 340 m FM THR 35 Thermometer and Barometer: 130 m FM TDZ 17	2200-1500	Climatological table AVBL
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	Climatological table AVBL

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:

- 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;
- 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
- 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:

- 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;
- Meteorological information including SIGMET information to aircraft in flight through the Bangkok ATS radio channels; and
- 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 office. In general, the pilot-in-command is provided with documentation comprising:

- a) Forecasts of upper wind and upper-air temperature and SIGWX phenomena;
- b) METAR or SPECI (including trend forecasts as issued in accordance with regional air navigation agreement) for the aerodromes of departure and intended landing, and for take-off, en-route and destination alternate aerodromes;
- c) TAF or amended TAF for the aerodromes of departure and intended landing, and for take-off, en-route and destination alternate aerodromes;
- d) SIGMET information and appropriate special air-reports relevant to the whole route;
- e) volcanic ash and tropical cyclone advisory information relevant to the whole route; and
- f) if appropriate, as determined by regional air navigation agreement, area forecasts for low-level flights in chart, and space weather advisory information relevant to the whole route.

The documentation for flights of two hours' duration or less, after a short stop or turn around shall be limited to the information operationally needed, as agreed between the aerodrome meteorological office and the operator concerned, but in all cases, it shall at least comprise information on b), c), d), e) and f).

4.1.4 Routine aerodrome forecasts received from other meteorological offices are included in meteorological documentation without modification.

4.2 Aerodrome Meteorological Offices (RAYONG/U-Tapao Rayong Pattaya International)

4.2.1 The Aerodrome Meteorological Office at RAYONG/U-Tapao Rayong Pattaya International Airport (VTBU) 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 for Air Traffic Services.

4.2.2 Details of documentation supplied for each flight are determined by agreement between operator and aerodrome meteorological office. In general, the pilot-in-command is provided with documentation comprising:

- a) METAR or SPECI (including trend forecasts as issued in accordance with regional air navigation agreement) for the aerodromes of departure and intended landing, and for take-off, en-route and destination alternate aerodromes;
- b) TAF or amended TAF for the aerodromes of departure and intended landing, and for take-off, en-route and destination alternate aerodromes;

4.2.3 Routine aerodrome forecasts received from other meteorological offices are included in meteorological documentation without modification.

5. Notification required from operators

It is the responsibility of the operator or the pilot-in-command to notify the aerodrome meteorological office of any flight for which meteorological documentation is required (ref. ICAO Annex 3, paragraph 2.3). As much prior notice as possible should be given, and at least 2 hours before the expected time of departure for non-scheduled flight would be required at aerodrome meteorological office.

6. Aircraft reports

Special Aircraft Observations and Other Non-routine Aircraft Observations

6.1 Special aircraft observations are required to be issued by aircraft as special air-reports in Bangkok FIR whenever any of the following conditions are encountered or observed:

- a) moderate turbulence (MOD TURB) or severe turbulence (SEV TURB);
- b) moderate icing (MOD ICE) or severe icing (SEV ICE); or
- c) severe mountain wave (SEV MTW); or
- d) thunderstorms with or without hail (that are obscured, embedded, widespread or in squall lines) (TSGR or TS); or
- e) volcanic ash cloud (VA CLD).

6.2 When other meteorological conditions not listed under 6.1 e.g. wind shear, are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other aircraft operations, the pilot-in-command shall advise the appropriate air traffic services unit as soon as practicable.

6.3 Aircraft observations shall be reports as air-reports following the instructions in ICAO-ATM (Doc 4444) Appendix 1.

7. VOLMET service

Table GEN 3.5.7 VOLMET Service

Name of station	CALL SIGN Identification (EM)	Frequency	Broadcast period	Hours Of service	Aerodromes / Heliports included	Content & format of REP and FCST & Remarks
1	2	3	4	5	6	7
Bangkok	BANGKOK VOLMET (J3E)	11387 kHz 6676 kHz 2965 kHz	H+10 to H+15 and H+40 to H+45	2310 - 1145 Z H24 1210 - 2245 Z	BANGKOK FIR	SIGMET (as available)
					YANGON FIR	SIGMET (as available)
					BANGKOK/ SUVARNABHUMI	METAR/ SPECI with TREND
					YANGON/ MINGALADON	METAR/ SPECI with TREND
					HANOI/NOIBAI	METAR/ SPECI with TREND
					HO CHI MINH/ TAN SON NHAT	METAR/ SPECI with TREND
					PHNOM PENH	METAR/ SPECI with TREND
					VIENTIANE/ WATTAY	METAR/ SPECI with TREND
					RAYONG/ U- TAPAO	METAR/ SPECI with TREND
					CHIANG MAI	METAR/ SPECI with TREND
					PHUKET	METAR/ SPECI with TREND
					BANGKOK / DON MUEANG	METAR/ SPECI with TREND
					BANGKOK/ SUVARNABHUMI	TAF (valid for 9 hrs)

8. SIGMET and Aerodrome Warning Service

8.1 SIGMET Service

8.1.1 For the safety of air traffic, the meteorological watch office provides round the clock meteorological watch service for the Bangkok FIR. This service consists of a continuous weather watch within the Bangkok FIR and the issuance of SIGMET information for this area.

Table GEN 3.5.8 SIGMET service

Name of MWO / Location indicators	Hours	FIR or CTA served	Type of SIGMET / validity	Specific procedures	ATS unit served	Additional information
1	2	3	4	5	6	7
Bangkok/ VTBS	H24	Bangkok FIR	- WS SIGMET/ not more than 4 hours - WC SIGMET/ up to 6 hours - WV SIGMET/ up to 6 hours	NIL	Bangkok ACC	NIL

Note: WS SIGMET for phenomena other than volcanic ash cloud or tropical cyclone.

WC SIGMET for tropical cyclone.

WV SIGMET for volcanic ash.

ATS routes	Direction	FL Allocation	Remark
Y30	Westbound	Even	-
Y31	South-westbound	Even	CDR
Y32	Northbound	Odd	-
Y33	Northbound	Odd	-
Y34	Northbound	Odd	-
Y35	Bi-directional	-	CDR
Y36	Eastbound	Odd	CDR
Y37	Westbound	Even	CDR
B346/W39	Bi-directional	-	CDR (BTW PCB - NOBER)
W21	Bi-directional	-	-
R474	Bi-directional	-	CDR

4.2.2.2 Flight planning procedures for entering the North area of the Bangkok FIR

4.2.2.2.1 Flight planning procedures for RNAV capable aircraft departing and arriving VTBD, VTBS and overflying BKK

	FROM	TO	ROUTE
1	VTBD/VTBS/ Overfly BKK	VTCC/CMA	OLVUK Y26 MARNI
		VTCL	OLVUK Y26 BEBUV Y33 IBIRI
		VTGN/NAN	UGUVO Y27 IBUBU W25 NAN
		VTCP	UGUVO Y27 POLOB Y34 IDKOR
		VTCT/CTR	UGUVO Y27 IKISU W22 BENVI
		VTPP	UGUVO Y27 PIBAN
		VTPO	OLVUK Y26 ELDAL Y32 KIMET
		VTPM	(1) OLVUK Y26 NUVLU Y30 URGUM (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) OLVUK Y26 ELDAL Y37 TORAN
		VTPB	(1) NOBER W21 CMP W26 PCB (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) NOBER W39 PCB
		VTUL	(1) NOBER W21 CMP B218 BOVGO (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) NOBER W39 DUBOL
		VTUD	(1) NOBER W21 SURGU (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) NOBER W21 SURGU (OR) ALBOS R474 CMP W21 SURGU
		VLLB	(1) NOBER W21 CMP R474 VTN... (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) NOBER B346 YAKUA...
		Overfly LPB	(1) UGUVO Y27 IBUBU W25 NAN R215 TOMIP... (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) NOBER B346 YAKUA...
		VLVT	(1) NOBER W21 CMP R474 VTN (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) NOBER W21 CMP R474 VTN (OR) ALBOS R474 VTN
		Overfly VTN	(1) UGUVO Y27 PIBAN Y29 PSL W26 CMP R474 VTN... (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) NOBER W21 CMP R474 VTN... (OR) ALBOS R474 VTN...
		Overfly SAGAG	(1) UGUVO Y27 IBUBU W25 NAN L770 AVLOP... (2) NOBER B346 YAKUA... (MON-FRI 0000-0059, 0901-2359 UTC AND SAT, SUN, PUBLIC HOLIDAY)
2	VTCC/CMA	VTBD	PANTA Y7 BLAFF DCT NAKON
		VTBS	PANTA Y7 BLAFF DCT NORTA
		Overfly BKK	PANTA Y7 BKK...
3	VTCL	VTBD	VENAG W23 PSL Y28 BLAFF DCT NAKON
		VTBS	VENAG W23 PSL Y28 BLAFF DCT NORTA
		Overfly BKK	VENAG W23 PSL Y28 BKK...
4	VTGN/NAN	VTBD	W29 PSL Y28 BLAFF DCT NAKON
		VTBS	W29 PSL Y28 BLAFF DCT NORTA
		Overfly BKK	W29 PSL Y28 BKK...

	FROM	TO	ROUTE
5	VTCP	VTBD	IDKOR W22 PSL Y28 BLAFF DCT NAKON
		VTBS	IDKOR W22 PSL Y28 BLAFF DCT NORTA
		Overfly BKK	IDKOR W22 PSL Y28 BKK...
6	VTCT	VTBD	DUBEN Y28 BLAFF DCT NAKON
		VTBS	DUBEN Y28 BLAFF DCT NORTA
		Overfly BKK	DUBEN Y28 BKK...
7	VTPM	VTBD	KADAV W26 IGPOP Y7 BLAFF DCT NAKON
		VTBS	KADAV W26 IGPOP Y7 BLAFF DCT NORTA
		Overfly BKK	KADAV W26 IGPOP Y7 BKK...
8	VTPT	VTBD	W26 IGPOP Y7 BLAFF DCT NAKON
		VTBS	W26 IGPOP Y7 BLAFF DCT NORTA
		Overfly BKK	W26 IGPOP Y7 BKK...
9	VTPO/TPP	VTBD	PEBLI Y28 BLAFF DCT NAKON
		VTBS	PEBLI Y28 BLAFF DCT NORTA
		Overfly BKK	PEBLI Y28 BKK...
10	VTPB	VTBD	(1) W26 CMP W21 NOBER DCT NAKON (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) W39 NOBER DCT NAKON
		VTBS	(1) W26 CMP W21 NOBER DCT NORTA (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) W39 NOBER DCT NORTA
		Overfly BKK	(1) W26 CMP W21 BKK (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) W39 NOBER W21 BKK...
11	VTUL	VTBD	(1) BOVGO B218 CMP W21 NOBER DCT NAKON (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) DUBOL W39 NOBER DCT NAKON
		VTBS	(1) BOVGO B218 CMP W21 NOBER DCT NORTA (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) DUBOL W39 NOBER DCT NORTA
		Overfly BKK	(1) BOVGO B218 CMP W21 BKK... (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) DUBOL W39 NOBER W21 BKK...
12	VTUD	VTBD	SURGU W21 NOBER DCT NAKON
		VTBS	SURGU W21 NOBER DCT NORTA
		Overfly BKK	SURGU W21 BKK...
13	VLLB/LPB	VTBD	(1) VTN R474 CMP W21 NOBER DCT NAKON (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) YAKUA B346 NOBER DCT NAKON
		VTBS	(1) VTN R474 CMP W21 NOBER DCT NORTA (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) YAKUA B346 NOBER DCT NORTA
		Overfly BKK	(1) VTN R474 CMP W21 BKK... (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) YAKUA B346 BKK...

	FROM	TO	ROUTE
14	VLVT/VTN	VTBD	VTN R474 CMP W21 NOBER DCT NAKON
		VTBS	VTN R474 CMP W21 NOBER DCT NORTA
		Overfly BKK	VTN R474 CMP W21 BKK...
15	SAGAG	VTBD	(1) PONUK Y27 DUBEN Y28 BLAFF DCT NAKON (2) YAKUA B346 NOBER DCT NAKON (MON-FRI 0000-0059, 0901-2359 UTC AND SAT, SUN, PUBLIC HOLIDAY)
		VTBS	(1) PONUK Y27 DUBEN Y28 BLAFF DCT NORTA (2) YAKUA B346 NOBER DCT NORTA (MON-FRI 0000-0059, 0901-2359 UTC AND SAT, SUN, PUBLIC HOLIDAY)
		BKK	(1) PONUK Y27 DUBEN Y28 BLAFF DCT NAKON (2) YAKUA B346 BKK... (MON-FRI 0000-0059, 0901-2359 UTC AND SAT, SUN, PUBLIC HOLIDAY)

4.2.2.2.2 Flight planning procedures for NON-RNAV capable aircraft departing and arriving VTBD, VTBS and overflying BKK shall be filed as follows, and at FL250 or below.

	FROM	TO	ROUTE
1	VTBD/VTBS/ Overfly BKK	VTCC/CMA	SEMBO A464 ENBAT
		VTCL	SEMBO A464 TOPAS DCT LPN
		VTCH/NAN	SEMBO A464 BEKOD DCT KIMET DCT THS W25 NAN
		VTCP	SEMBO A464 BEKOD DCT KIMET DCT THS W25 PAE
		VTCT/CTR	SEMBO A464 BEKOD DCT KIMET DCT THS W25 PAE W22 CTRI
		VTPP	SEMBO A464 BEKOD DCT PSL
		VTPO	SEMBO A464 BEKOD DCT KIMET DCT THS
		VTPM	SEMBO A464 BEKOD DCT BEVKU W26 KADAV
		VTPB	(1) NOBER W21 CMP W26 PCB (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) NOBER W39 PCB
		VTUL	(1) NOBER W21 CMP B218 LOY (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) NOBER W39 LOY
		VTUD	(1) NOBER W21 SURGU (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) NOBER W21 SURGU (OR) ALBOS R474 CMP W21 SURGU
2	VTCC/CMA	VLLB/LPB/SAGAG	(1) NOBER W21 CMP R474 VTN... (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) NOBER B346 YAKUA...
		VLVT/VTN	(1) NOBER W21 CMP R474 VTN (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) NOBER W21 CMP R474 VTN (OR) ALBOS R474 VTN
3	VTCL	VTBD	PANTA W9 BLAFF DCT NAKON
		VTBS	PANTA W9 BLAFF DCT NORTA
		Overfly BKK	PANTA W9 BKK...
4	VTCH/NAN	VTBD	VENAG W23 PSL W9 BLAFF DCT NAKON
		VTBS	VENAG W23 PSL W9 BLAFF DCT NORTA
		Overfly BKK	VENAG W23 PSL W9 BKK...
5	VTCP	VTBD	W29 PSL W9 BLAFF DCT NAKON
		VTBS	W29 PSL W9 BLAFF DCT NORTA
		Overfly BKK	W29 PSL W9 BKK...
6	VTCT	VTBD	IDKOR W22 PSL W9 BLAFF DCT NAKON
		VTBS	IDKOR W22 PSL W9 BLAFF DCT NORTA
		Overfly BKK	IDKOR W22 PSL W9 BKK...
7	VTPM	VTBD	DUBEN W29 PSL W9 BLAFF DCT NAKON
		VTBS	DUBEN W29 PSL W9 BLAFF DCT NORTA
		Overfly BKK	DUBEN W29 PSL W9 BKK...
		VTBD	KADAV W26 PSL W9 BLAFF DCT NAKON
		VTBS	KADAV W26 PSL W9 BLAFF DCT NORTA
		Overfly BKK	KADAV W26 PSL W9 BKK...

	FROM	TO	ROUTE
8	VTPT	VTBD	W26 PSL W9 BLAFF DCT NAKON
		VTBS	W26 PSL W9 BLAFF DCT NORTA
		Overfly BKK	W26 PSL W9 BKK...
9	VTPO/VTTP	VTBD	PEBLI W9 BLAFF DCT NAKON
		VTBS	PEBLI W9 BLAFF DCT NORTA
		Overfly BKK	PEBLI W9 BKK...
10	VTPB	VTBD	(1) W26 CMP W21 NOBER DCT NAKON (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) W39 NOBER DCT NAKON
		VTBS	(1) W26 CMP W21 NOBER DCT NORTA (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) W39 NOBER DCT NORTA
		Overfly BKK	(1) W26 CMP W21 BKK (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) W39 NOBER W21 BKK...
11	VTUL	VTBD	(1) BOVGO B218 CMP W21 NOBER DCT NAKON (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) DUBOL W39 NOBER DCT NAKON
		VTBS	(1) BOVGO B218 CMP W21 NOBER DCT NORTA (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) DUBOL W39 NOBER DCT NORTA
		Overfly BKK	(1) BOVGO B218 CMP W21 BKK... (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) DUBOL W39 NOBER W21 BKK...
12	VTUD	VTBD	SURGU W21 NOBER DCT NAKON
		VTBS	SURGU W21 NOBER DCT NORTA
		Overfly BKK	SURGU W21 BKK...
13	VLLB/LPB/ SAGAG	VTBD	(1) VTN R474 CMP W21 NOBER DCT NAKON (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) YAKUA B346 NOBER DCT NAKON
		VTBS	(1) VTN R474 CMP W21 NOBER DCT NORTA (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) YAKUA B346 NOBER DCT NORTA
		Overfly BKK	(1) VTN R474 CMP W21 BKK... (MON-FRI 0100-0900 UTC (Excluding Public Holiday)) (2) YAKUA B346 BKK...
14	VLVT/VTN	VTBD	VTN R474 CMP W21 NOBER DCT NAKON
		VTBS	VTN R474 CMP W21 NOBER DCT NORTA
		Overfly BKK	VTN R474 CMP W21 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 6S An area bounded by 063844N 1001050E - 064717N 1000000E - 090240N 1000013E - 100244N 1013741E - 100000N 1021500E - 070000N 1030000E - 064500N 1024000E - 061500N 1021500E then clockwise along Bangkok/Kuala Lumpur FIR boundary to 063844N 1001050E <u>FL460</u> GND and an area bounded by 112907N 0995949E - 110007N 1005948E - 104130N 1012502E - 100244N 1013741E - 090240N 1000013E - 112907N 0995949E up to but not including FL270 <u>GND</u>	Bangkok ACC	Bangkok Control (English, Thai) H24	123.95 MHz 265.9 MHz 121.5 MHz/EMERG	
BANGKOK TERMINAL CONTROL AREA The airspace within a circle of 50 NM radius centred on VTBD ARP (135452N 1003620E). <u>FL 160</u> 3000 ft Class of airspace: C Sectorization of air traffic the Bangkok TMA is divided into 10 sectors as follows:	Bangkok APP	Bangkok Approach (English, Thai) H24	119.1 MHz 120.3 MHz 122.35 MHz 124.35 MHz 125.2 MHz 125.8 MHz 133.4 MHz 274.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	Excluding Bangkok CTR, Kamphaeng Saen CTR, VT D2, VT D6A, VT D6B, VT D8A, VTD8B, VT D8C, VT D8D, VT D8E, VT D8F and VT D47
		Suvarnabhumi Departure (English, Thai) H24	119.25 MHz 274.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	
		Suvarnabhumi Arrival (English, Thai) H24	121.1 MHz 126.3 MHz 274.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	
		Don Mueang Approach (English, Thai) H24	119.4 MHz 274.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	
		Don Mueang Arrival (English, Thai) H24	133.0 MHz 274.5 MHz 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
1. Approach East 1 (APE 1) Sector The area of responsibility of APE 1 Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R035/51.3D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R100/50.3D thence a straight line back to VTBD ARP excluding ARR sector, DAR sector, DSB sector and DDP sector. This sector encompasses ATS and RNAV routes: W1, A202, A1, Y1, Y2, Y13 and Y16. Aircraft operating in this sector shall contact BAPP on frequency 119.1 MHz or 274.5 MHz.				
2. Approach East 2 (APE 2) Sector The area of responsibility of APE 2 Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R100/50.3D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R155/49.1D thence a straight line back to VTBD ARP excluding ARR sector, DAR sector, DSB sector and DDP sector. This sector encompasses ATS and RNAV routes: G474, L880, M633, N506, N891, P629, R468 and Y12. Aircraft operating in this sector shall contact BAPP on frequency 122.35 MHz or 274.5 MHz.				
3. Approach South 1 (APS 1) Sector The area of responsibility of APS 1 Sector is defined by a straight line joining successively the following points: VTBD ARP, BKK R155/49.1D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R193/48.7D, BKK R250/11.8D thence a straight line back to VTBD ARP excluding AAR sector, DAR sector, DSB sector, DDP sector and VT D47. This sector encompasses ATS and RNAV routes: A464, M751, W19, R201, M904, M757 and Y11. Aircraft operating in this sector shall contact BAPP on frequency 120.3 MHz or 274.5 MHz.				
4. Approach South 2 (APS 2) Sector The area of responsibility of APS 2 Sector is defined by a straight line joining successively the following points: BKK R250/11.8D, BKK R193/48.7D thence clockwise by the arc of a circle of 50 NM radius centred on VTBD ARP to BKK R250/49.1D thence a straight line back to BKK R250/11.8D excluding DAR sector, DDP sector, VT D8A, VT D8B and VT D47. This sector encompasses ATS and RNAV routes: G458, W31, Y8 and M769. Aircraft operating in this sector shall contact BAPP on frequency 124.35 MHz or 274.5 MHz.				

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Language Area and conditions of use Hours of service 3	Frequency/Purpose 4	Remarks 5
b) When runway 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: 135248N 1003849E, 133027N 1003019E thence clockwise by the arc of a circle radius 25 NM centred on VTBD ARP to 141005N 1001553E thence a straight line back to 135248N 1003849E from ground to altitude 8 000 ft excluding DSB sector, VT D6A, VT D6B, VT R2, VT R80 and VT R81. Aircraft operating on this sector shall contact DAR on frequency 133.0 MHz or 274.5 MHz.				
BANGKOK CONTROL ZONE The airspace within a circle of 35 NM radius centred on VTBD ARP (135452N1003620E) ALT 11000 ft GND Class of airspace: C	Bangkok APP	Bangkok Approach (English, Thai) H24	119.1 MHz 120.3 MHz 122.35 MHz 124.35 MHz 125.2 MHz 125.8 MHz 133.4 MHz 274.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	Excluding VT D6A, VT D6B, VT D8B, VT D8D and VT D8F.
		Suvarnabhumi Departure (English, Thai) H24	119.25 MHz 274.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	
		Suvarnabhumi Arrival (English, Thai) H24	121.1 MHz 126.3 MHz 274.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	
		Don Mueang Approach (English, Thai) H24	119.4 MHz 274.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	
		Don Mueang Arrival (English, Thai) H24	133.0 MHz 274.5 MHz 121.5 MHz/EMERG 243.0 MHz/EMERG	
BETONG 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. BETONG CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point located at 055647N 1010551E then along Bangkok FIR/Kuala Lumpur FIR boundary to 054809N 1011837E and then counter clockwise along 10 NM radius centred on BET DVOR/DME (054708N 1010839E) to the starting point. up to but not including 4000 ft AGL <u>GND</u> Class of airspace: D	Hat Yai APP (Hat Yai Sec- tor)	Narathiwat Ap- proach (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
BURI RAM CONTROLLED AIRSPACES A. BURI RAM CONTROL ZONE The airspace within a circle of 10 NM radius cen- tered on BRM DVOR/DME (151422N1031532E) up to but not including 2000 ft AGL <u>GND</u> Class of airspace: C	Group of Provincial Approach Air Traffic Control (Ubon Sector)	Buri Ram Ap- proach (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 (151422N1031532E) to 151633N 1033522E then clockwise along 25 NM arc radius centred on 145209N 1032920E to 145132N 1035548E - 144953N 1035055E then clockwise along 20 NM arc radius centred on 145209N 1032920E to 143830N 1031416E - 143652N 1030924E then clockwise along 25 NM arc radius centred on 145209N 1032920E to 145620N 1030434E - 145300N 1024000E then counter clockwise along 35 NM arc from KHORAT TACAN (145606N1020422E) 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 (160701N1034620E) then direct to starting point. <u>ALT 11000 ft</u> 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. MAE SOT CONTROL ZONE The airspace enclosed by the following boundary: Starting from a point 165147N 0983219E and then clockwise along 10 NM arc radius centred on MST DVOR/DME (164152N 0983230E) to 163205N 0983613E and then along BKK FIR to the starting point. up to but not including 2000 ft <u>GND</u> Class of airspace: C B. MAE SOT TERMINAL CONTROL AREA The airspace enclosed by the following boundary: Starting from a point 170105N 0982749E and then clockwise along 20 NM arc radius centred on MST DVOR/DME (164152N 0983230E) to 170135N 0983119E - 171153N 0983301E and then clockwise along 30 NM arc radius centred on MST DVOR/DME to 170959N 0984349E - 170005N 0984149E and then clockwise along 20 NM arc radius centred on MST DVOR/DME to 165207N 0985022E - 165503N 0990035E and then clockwise along 30 NM arc radius centred on MST DVOR/DME to 164527N 0990333E 164232N 0985317E and then clockwise along 20 NM arc radius centred on MST DVOR/DME to 162235N 0983919E and then along BKK FIR to the starting point. <u>ALT 11000 ft</u> <u>2000 ft</u> Class of airspace: C	Chiang Mai APP (Chiang Mai Sector)	Mae Sot Ap- proach* (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 (063138N 1014443E) up to but not including 2000 ft AGL <u>GND</u> Class of airspace: C B. NARATHIWAT TERMINAL CONTROL AREA 1. A circle of 25 NM radius centred on NTW DVOR/DME (063138N 1014443E) ALT 11000 ft 2000 ft 2. The airspace enclosed by the following boundaries: Starting from a point located at 061837N 1012314E - 061403N 1010630E then along Bangkok FIR/Kuala Lumpur FIR boundary to 055441N 1013651E - 060745N 1013655E 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 (184833N1004657E) up to but not including 2000 ft AGL <u>GND</u> Class of airspace: C B. NAN TERMINAL CONTROL AREA The airspace enclosed by the following boundary : Starting from a point 185714N 1011715E - 182342N 1010448E then clockwise along 30 NM arc radius centred on NAN DVOR/DME (184833N1004657E) to 182235N 1003057E - 181854N 1002739E from this point then counter clockwise along 20 NM arc radius centred on PAE DVOR/DME (180803N1000959E) to 182553N 1001937E - 182916N 1002241E from this point clockwise along 30 NM arc radius centred on NAN DVOR/DME to the starting point. Excluding the Laos territory. ALT 11000 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				

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
W25 ▲ SUKHOTHAI NDB (THS) 171407N 0994919E IBUBU ▲ 175128N 1000336E PHRAE DVOR/DME (PAE) ▲ 180803N 1000958E SUNGO ▲ 182312N 1002346E NAN DVOR/DME (NAN) ▲ 184833N 1004657E	 021° 201° 40.0 NM 021° 201° 18.0 NM 042° 222° 20.0 NM 042° 222° 34.0 NM 	 FL 460 6 500ft Class A 9 000ft FL 460 8 000ft Class A 9 000ft 	 (*) 	 ↓ ↑	 (*) For width of airways, see ENR 2.1-1.
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		Remarks Controlling unit Frequency
1	2	3	4	5	5	6
W26						
▲ MAE SOT DVORDME (MST) 164152N 0983230E	074° 254° 21.0 NM	FL 460 6 500ft Class A 7 000ft	(*)	↓		(*) For width of airways, see ENR 2.1-1.
▲ KADAV 164754N 0985341E	074° 254° 10.0 NM					
▲ ISKIV 165044N 0990341E	074° 254° 11.0 NM	FL 460 8 500ft Class A 9 000ft				
▲ BEVKU 165358N 0991508E	098° 278° 31.0 NM	FL 460 6 500ft Class A 7 000ft				
△ IGPOP 165002N 0994708E	098° 278° 29.0 NM					
▲ PHITSANULOK DVORDME (PSL) 164613N 1001729E	097° 277° 30.0 NM					
▲ GOKON 164301N 1004834E	097° 277° 22.0 NM					
▲ PHETCHABUN DVORDME (PCB) 164034N 1011148E	094° 274° 46.0 NM					
▲ CHUM PHAE DVORDME (CMP) 163807N 1015920E						
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
L770 (RNAV 2) [GNSS] NAN DVOR/DME (NAN) ▲ 184833N 1004657E AVLOP ▲ 193654N 1010349E					RNAV 2
	019° 199° 51.0 NM	FL 460 FL 255 Class A FL 260		↓	
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
L877 (RNAV 2) [GNSS]					Available for aircraft destination VTBD or VTBS only
▲ MIGAR 141823N 0985907E	256° — 075° 15.0 NM	FL 460 — 9 500ft Class A 10 000ft		↑	
▲ PUMOR 141420N 0984348E					

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
L880 (RNAV 2) [GNSS] BANGKOK DVOR/DME (BKK) ▲ 135337N 1003546E ANKOS ▲ 135300N 1012742E DOSBU ▲ 135240N 1015002E ANREN ▲ 135212N 1021838E OMURO ▲ 135143N 1024559E					
	092° 272° 51.0 NM	FL 460 10 500ft Class A 11 000 ft		↓	
	092° 272° 22.0 NM	FL 460 FL 145 Class A FL 150			
	092° 272° 28.0 NM				
	092° 272° 27.0 NM				
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
M502 (RNAV 2) [GNSS] BANGKOK DVOR/DME (BKK) ▲ 135337N 1003546E BONVO ▲ 134410N 0994607E <					

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
M626 (RNAV 2) [GNSS]					
EKAVO					
▲ 113737N 0993025E	153° 333°	FL 460 9 500ft		↓	
MENEX	33.0 NM	Class A			
▲ 110831N 0994543E	154° 334°	10 000ft			
NONEL	17.0 NM				
▲ 105301N 0995337E	154° 334°				
APUSA	58.0 NM				
△ 100057N 1002007E	154° 334°				
SORTO	8.0 NM				
▲ 095353N 1002342E	154° 334°				
UPNEP	13.0 NM				
▲ 094213N 1002936E	153° 333°				
VALSI	12.0 NM				
▲ 093108N 1003518E	153° 333°				
SUPIN	63.0 NM				
△ 083435N 1010419E	153° 333°				
IKOGA	61.0 NM			↑	
▲ 073935N 1013235E	153° 333°				Uni-directional northbound, portion between KADAX- IKOGA
KADAX	94.0 NM			↑	For continuation, see AIP Malaysia
▲ 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° 104.0 NM	FL 460 FL 255 Class A FL 260			
MUBUS					
▲ 134530N 1004342E	091° 271° 8.0 NM	FL 460 10 500ft Class A 11 000 ft			
UGIPA					
▲ 134524N 1005221E	091° 272° 56.0 NM				
OLTUM					
▲ 134439N 1014956E	092° 272° 23.0 NM	FL 460 FL 145 Class A FL 150			
DULEM					
▲ 134416N 1021400E	092° 272° 25.0 NM				
TUPGO					
▲ 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 FL 290		↓	
ALUMO ▲ 104554N 1015123E	175° 355° 88.0 NM			↑	
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.					

AIRAC AMDT 09/26 The Civil Aviation Authority of Thailand

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
M751 (RNAV 2) [GNSS]						
▲ BANGKOK DVORDME (BKK) 135337N 1003546E	182° 002° 32.0 NM	FL 460 6 500ft Class A 7 000ft		↓		
△ POLAK 132106N 1003454E	181° 001° 33.0 NM					
▲ GUTSO 124820N 1003454E	181° 001° 48.0 NM					
▲ REGOS 120007N 1003454E	163° 343° 63.0 NM					
△ IDAGA 110007N 1005348E	164° 344° 49.0 NM					
▲ EMELA 101249N 1010729E	164° 344° 81.0 NM				↑	
△ MUBAN 085441N 1012952E	164° 344° 54.0 NM					Uni-direction northbound route portion between GOLUD - MUBAN
▲ TIKAL 080220N 1014448E	163° 343° 109.0 NM				↑	
▲ GOLUD 061706N 1021639E						For continuation, see AIP Malaysia

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	
M757 (RNAV 2) [GNSS]					Uni-directional southbound route	
BANGKOK DVOR/DME (BKK) ▲ 135337N 1003546E	175° 355° 49.0 NM	FL 460 FL 155 Class A FL 160		↓		
KASNI ▲ 130450N 1004042E	182° 002° 61.0 NM					
ASEKU ▲ 120306N 1003905E	182° 002° 93.0 NM					
NULBO ▲ 102919N 1003643E	182° 002° 41.0 NM	FL 460 6 500ft Class A 7 000ft				
MABKO ▲ 094809N 1003543E	182° 002° 17.0 NM					
VALSI ▲ 093108N 1003518E	182° 002° 5.0 NM					
ROBDA ▲ 092558N 1003511E	182° 002° 32.0 NM					
LOSDA ▲ 085356N 1003425E	182° 002° 84.0 NM					
OBLEX ▲ 072948N 1003228E	181° 001° 60.0 NM					
KARMI ▲ 062940N 1003121E						
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
M769 (RNAV 2) [GNSS]					Uni-directional northbound route
BANGKOK DVOR/DME (BKK)					
▲ 135337N 1003546E	189° 009° 49.0 NM	FL 460 FL 155 Class A FL 160			
LEBIM					
▲ 130515N 1002825E	182° 002° 74.0 NM				
SURMA					
▲ 115122N 1002633E	182° 002° 33.0 NM				
GOKEX					
▲ 111815N 1002544E	182° 002° 70.0 NM				
DONSI					
▲ 100738N 1002401E	182° 002° 14.0 NM				
SORTO					
▲ 095353N 1002342E	182° 002° 25.0 NM	FL 460 FL 125 Class A FL 130			
PINUN					
▲ 092825N 1002306E	182° 002° 19.0 NM				
RIPMU					
▲ 090852N 1002238E	182° 002° 22.0 NM				
DOXAS					
▲ 084657N 1002208E	182° 002° 76.0 NM				
DANDO					
▲ 073054N 1002024E	187° 007° 48.0 NM				
RIGTO					
▲ 064228N 1001504E					
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
▲ <u>BANGKOK DVORDME (BKK)</u> 135337N 1003546E	<u>163°</u> 343° 49.0 NM	<u>FL 460</u> 6 500ft Class A 7 000ft		↓		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.
▲ <u>KIGOB</u> 130646N 1005106E	<u>163°</u> 343° 28.0 NM					
▲ <u>U-TAPAO DVORDME (BUT)</u> 124000N 1010002E	<u>165°</u> 345° 19.0 NM	<u>FL 460</u> FL 145 Class A FL 150				
▲ <u>PIDEL</u> 122143N 1010514E	<u>164°</u> 344° 17.0 NM	<u>FL 460</u> FL 245 Class A FL 250				
△ <u>DIPUN</u> 120457N 1011011E	<u>164°</u> 344° 93.0 NM					
△ <u>SIRAT</u> 103450N 1013640E	<u>164°</u> 344° 80.0 NM					
△ <u>TONIK</u> 091736N 1015907E	<u>161°</u> 341° 153.0 NM			↓	↑	
▲ <u>TIDAR</u> 065230N 1025000E						
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	
N506 (RNAV 2) [GNSS] BANGKOK DVOR/DME (BKK) ▲ 135337N 1003546E UGIPA ▲ 134524N 1005221E GORSI ▲ 133055N 1012128E GOMES ▲ 132406N 1013506E BERLU ▲ 131350N 1015620E BOKAK ▲ 125736N 1022947E					Uni-directional eastbound route	
	118° 298° 18.0 NM	FL 460 7 500ft Class A 8 000 ft	↓			
	118° 298° 32.0 NM					
	118° 298° 15.0 NM					
	117° 297° 23.0 NM					
	117° 297° 36.0 NM	FL 460 FL 155 Class A FL160				
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	
N891 (RNAV 2) [GNSS] <u>BANGKOK DVOR/DME (BKK)</u> ▲ 135337N 1003546E <u>DOLNI</u> ▲ 131740N 1011048E <u>RAYONG DVORDME (RYN)</u> ▲ 124643N 1014035E <u>ANOBO</u> △ 110323N 1021442E <u>BENSA</u> ▲ 102631N 1022630E						
	137° 317° 49.0 NM	FL 460 7 000ft Class A 8 000ft		↓		
	137° 317° 42.0 NM					
	163° 343° 108.0 NM	FL 460 FL 160 Class A FL 170				
	163° 343° 38.0 NM					
	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
P627 (RNAV 2) [GNSS] PHUKET DVOR/DME (PUT) ▲ 080650N 0981825E ANPUB ▲ 075141N 0975216E RUSET ▲ 074616N 0974257E					
	240° 060° 30.0 NM	FL 460 6 500ft Class A 7 000ft		↓	
	240° 060° 11.0 NM			↑	
	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
P629 (RNAV 2) [GNSS]					Uni-directional westbound route
▲ <u>BANGKOK DVOR/DME (BKK)</u> 135337N 1003546E	<u>137°</u> 317° 11.0 NM	<u>FL 460</u> 7 500ft Class A 8 000 ft			
▲ <u>MUBUS</u> 134530N 1004342E	<u>137°</u> 317°				
▲ <u>DOLNI</u> 131740N 1011048E	38.0 NM				
▲ <u>NUGPA</u> 130254N 1014959E	<u>112°</u> 292° 41.0 NM				
▲ <u>OLDIR</u> 125401N 1021325E	<u>112°</u> 292° 25.0 NM	<u>FL 460</u> FL 155 Class A FL 160			
▲ <u>VAPVU</u> 124701N 1023149E	<u>112°</u> 292° 19.0 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
P646 (RNAV 2) [GNSS] BANGKOK DVOR/DME (BKK) ▲ 135337N 1003546E TARED ▲ 142620N 0993129E 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
Y2 (RNAV 2) [GNSS] KHON KAEN DVOR/DME (KKN) ▲ 162815N 1024717E NEMTE ▲ 160345N 1022913E UBLOD ▲ 143715N 1012612E PIPOB ▲ 142236N 1011914E	 217° 037° 30.0 NM 216° 036° 105.0 NM 206° 026° 16.0 NM 	 FL 460 12 000ft/FL 120 Class A 13 000ft/ FL 130 FL 460 6 500ft Class A 7 000ft 	 	 ↓	 Uni-directional southbound route Conditional Route (CDR) availability: CDR1 1. Weekdays, Monday to Friday 1000 - 2300 UTC 2. From Friday 1000 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
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
Y3 (RNAV 2) [GNSS]					
MENEX ▲ 110831N 0994543E	180° 000°	FL 460 7 000ft		↓	Uni-directional southbound route
DORNA ▲ 092459N 0994614E	103.0 NM 229° 049°	Class A 8 000ft			Conditional Route (CDR) availability: CDR1 Not applicable
TEDOS ▲ 084834N 0990507E	55.0 NM 229° 049°				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
MONBU ▲ 082659N 0984056E	32.0 NM 229° 049°				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
PHUKET DVOR/DME (PUT) ▲ 080650N 0981825E	30.0 NM				

For flight planning procedure, see ENR 1.10.

The Civil Aviation Authority of Thailand AIRAC AMDT 09/26

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
Y5 (RNAV 2) [GNSS]					
▲ PHUKET DVOR/DME (PUT) 080650N 0981825E	010° 190° 30.0 NM	FL 460 6 500ft Class A 7 000ft		↓	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				
△ ANDAX 090441N 0983545E	024° 204° 32.0 NM	FL 460 12 500ft/FL 125 Class A 13 000ft/FL 130			
▲ NOMEK 093404N 0984835E	026° 206° 76.0 NM				
▲ 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.					

The Civil Aviation Authority of Thailand AIRAC AMDT 09/26

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] ▲ <u>BANGKOK DVORDME (BKK)</u> 135337N 1003546E ▲ <u>MOTNA</u> 131110N 1002306E ▲ <u>SABIS</u> 125959N 1001125E ▲ <u>VANKO</u> 123511N 0994538E ▲ <u>BUXEL</u> 114342N 0994540E ▲ <u>MENEX</u> 110831N 0994543E ▲ <u>IKERA</u> 093146N 0991532E ▲ <u>SURAT THANI DVORDME (STN)</u> 090746N 0990805E ▲ <u>LAMUL</u> 084818N 0985208E ▲ <u>SAVSA</u> 083016N 0983729E ▲ <u>PHUKET DVORDME (PUT)</u> 080650N 0981825E						
						Uni-directional southbound route
	197° 017° 44.0 NM	FL 460 12 500ft/ FL 125 Class A 13 000ft/FL 130			↓	
	226° 046° 16.0 NM					
	226° 046° 35.0 NM					
	180° 000° 51.0 NM					
	180° 000° 35.0 NM					
	198° 018° 101.0 NM	FL 460 7 500ft Class A 8 000ft				
	198° 018° 25.0 NM					
	220° 040° 25.0 NM	FL 460 6 500ft Class A 7 000ft			↓	Northbound direction between PUT and STN is available for flight departing VTSP and arriving VTSB only
	219° 039° 23.0 NM					
	220° 040° 30.0 NM				↑	

For flight planning procedure, see ENR 1.10.

AIRAC AMDT 09/26

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	Remarks Controlling unit Frequency
1	2	3	4	5	6
Y10 (RNAV 2) [GNSS] OBLEX ▲ 072948N 1003228E HAT YAI DVOR/DME (HTY) ▲ 065603N 1002317E					Uni-directional southbound route
	196° 015° 35.0 NM	FL 460 6 500ft Class A 7 000ft	↓		
	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
Y11 (RNAV 2) [GNSS] KIGOB ▲ 130646N 1005106E U-TAPAO DVORDME (BUT) ▲ 124000N 1010002E PIDEL ▲ 122143N 1010514E NOMEF △ 113830N 1010454E ANBUX ▲ 102137N 1011908E OSROG ▲ 085820N 1013431E TIKAL ▲ 080220N 1014448E PASVA ▲ 061529N 1020431E					Uni-directional southbound route
	163° 343° 28.0 NM	FL 460 FL 155 Class A FL 160	↓		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.
	165° 345° 19.0 NM				
	181° 001° 43.0 NM				
	170° 350° 78.0 NM	FL 460 FL 245 Class A FL 250			
	170° 350° 84.0 NM				
	170° 350° 57.0 NM				
	170° 350° 108.0 NM				

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
Y12 (RNAV 2) [GNSS] DOLNI ▲ 131740N 1011048E ALEMI ▲ 123626N 1012600E ALUMO ▲ 104554N 1015123E	 161° 341° 44.0 NM 168° 348° 113.0 NM 	 FL 460 FL 155 Class A FL 160 	 	 ↑	Uni-directional northbound route When VTR13 is activated, Y12 is not available for flight planning.
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
Y13 (RNAV 2) [GNSS] BANGKOK DVOR/DME (BKK) ▲ 135337N 1003546E PIPOB ▲ 142236N 1011914E RUKSA ▲ 143351N 1015512E PAKRI ▲ 145202N 1025409E GRASO ▲ 150917N 1034714E					Uni-directional westbound route
	056° 236° 51.0 NM	FL 460 6 500ft Class A 7 000ft			Available for aircraft with VTBS as destination only.
	073° 253° 37.0 NM				
	073° 253° 60.0 NM	FL 460 FL 205 Class A FL 210			
	072° 252° 54.0 NM				
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
Y14 (RNAV 2) [GNSS] SELKA ▲ 142020N 1015311E KHORAT DVOR/DME (KRT) ▲ 145502N 1020823E					Uni-directional northbound route
	024° 204° 38.0 NM	FL 460 FL 205 Class A FL 210		↓	
	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
Y15 (RNAV 2) [GNSS]					Uni-directional northbound route
△ SANOT 145134N 1032548E	050° 230° 27.0 NM	FL 460 FL 205 Class A FL 210	↓		
▲ GRASO 150917N 1034714E	024° 204° 59.0 NM				
▲ GUROK 160329N 1041106E					
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
Y16 (RNAV 2) [GNSS] BANGKOK DVOR/DME (BKK) ▲ 135337N 1003546E UPKUP ▲ 140353N 1012655E LIPLI ▲ 141028N 1015756E XIKMA ▲ 142236N 1023626E PEKBA ▲ 144808N 1034733E BUTRA ▲ 152506N 1053546E	 079° 259° 51.0 NM 078° 258° 31.0 NM 073° 253° 39.0 NM 070° 251° 73.0 NM 071° 252° 111.0 NM 	 FL 460 7 500ft Class A 8 000ft FL 460 FL 205 Class A FL 210 	 	 ↓ 	Uni-directional eastbound route
For flight planning procedure, see ENR 1.10.					

The Civil Aviation Authority of Thailand AIRAC AMDT 09/26

Route designator (RNP type)* Name of significant points Coordinates 1	Track MAG (GEO) VOR RDL DIST (COP) 2	Upper limits Lower limits	Lateral limits NM 4	Direction of cruising levels		Remarks Controlling unit Frequency 6
		Airspace Classification Minimum flight altitude 3		Odd	Even	
Y18 (RNAV 2) [GNSS] HAT YAI DVORDME (HTY) ▲ 065603N 1002317E						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	125° 305° 22.0 NM	FL 460 6 500ft Class A 7 000 ft		↓		
TONUV ▲ 062319N 1011127E	124° 304° 36.0 NM					
PETAC ▲ 061740N 1011945E	124° 304° 10.0 NM					
BETONG DVORDME (BET) ▲ 054708N 1010839E	200° 020° 32.0 NM				↑	

The Civil Aviation Authority of Thailand AIRAC AMDT 09/26

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° 51.0 NM	FL 460 6 500ft Class A		↓	
MALKI ▲ 143111N 1011153E	067° 247° 15.0 NM	7 000 ft			
UBLOD ▲ 143715N 1012612E	067° 247° 45.0 NM	FL 460 12 500 ft / FL 125 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 500ft 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	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
Y21 (RNAV 2) [GNSS]					
UDON DVORDME (UDN)					
▲ 172305N 1024630E	144° 324° 30.0 NM	FL 460 6 500ft Class A 7 000ft		↓	
POVEX					
▲ 165905N 1030530E	144° 324° 35.0 NM				
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	Track MAG (GEO) VOR RDL DIST (COP)	Upper limits	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit Frequency
		Lower limits or Airspace classification Minimum flight altitude		Odd	Even	
1	2	3	4	5		6
Y22 (RNAV 2) [GNSS]						
UDON DVORDME (UDN)						
▲ 172305N 1024630E	180° 000°	FL 460 10 500ft		↓		
ANPUS	25.0 NM	Class A				
▲ 165800N 1024651E	180° 000°	11 000ft				
ALGIT	5.0 NM					
▲ 165300N 1024655E	180° 000°					
KHON KAEN DVORDME (KKN)	25.0 NM					
▲ 162815N 1024717E	112° 292°	FL 460 6 500ft				
SEDNO	31.0 NM	Class A				
▲ 161733N 1031707E	112° 292°	7 000ft				
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
Y23 (RNAV 2) [GNSS]					
KHORAT DVOR/DME (KRT) ▲ 145502N 1020823E	023° 203° 70.0 NM	FL 460 6 500ft Class A 7 000ft		↓	
EMRUT ▲ 160020N 1023533E	023° 203° 30.0 NM				
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	Lateral limits NM 4	Direction of cruising levels		Remarks Controlling unit Frequency 6
		Lower limits		Odd	Even	
		Airspace Classification				
Y25 (RNAV 2) ▲ TONIK 091736N 1015907E PASVA ▲ 061529N 1020431E						Uni- direction southbound route
	179° 359° 181.0 NM	FL 460 FL 245 Class A	10	↓		

The Civil Aviation Authority of Thailand AIRAC AMDT 09/26

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						Uni-directional northbound route
RIVDU ▲ 144236N 1002019E	344° 164° 51.0 NM	FL 460 12 500 ft/FL 125 Class A 13 000 ft/FL 130			↓	
UGUVO ▲ 150835N 1001141E	343° 163° 27.0 NM					
OVLEN ▲ 155804N 0995509E	343° 163° 52.0 NM					
PAKMO ▲ 162013N 0995656E	005° 185° 22.0 NM					
PIBAN ▲ 162314N 0995718E	008° 188° 3.0 NM	FL 460 6 500ft Class A 7 000ft				
POLOB ▲ 171309N 1000328E	008° 188° 50.0 NM					
IBUBU ▲ 175128N 1000336E	001° 181° 38.0 NM					
IKISU △ 184739N 1000349E	001° 181° 56.0 NM					
DUBEN ▲ 193249N 1001207E	011° 191° 45.0 NM				↓	
PONUUK ▲ 201858N 1002306E	014° 194° 47.0 NM				↓ ↑	

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			↓		
PHITSANULOK DVORD- ME (PSL) ▲ 164613N 1001729E	181° 001° 30.0 NM	FL 460 6 500 ft Class A				
▲ PEBLI 161606N 1001736E	181° 001° 59.0 NM					
▲ BLAFF 151633N 1001751E	169° 349° 84.0 NM					
BANGKOK DVORDME (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 3	Lateral limits NM 4	Direction of cruising levels Odd Even 5	Remarks Controlling unit Frequency 6
Y29 (RNAV 2) GNSS PIBAN ▲ 162314N 0995718E PHITSANULOK DVOR/ DME (PSL) ▲ 164613N 1001729E	 041° 221° 30.0 NM	 FL 460 6 500ft Class A 7 000ft	 	 ↓	Uni-directional northbound route

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
Y30 (RNAV 2) GNSS ▲ <u>NUVLU</u> 164146N 0993140E ▲ <u>URGUM</u> 164154N 0985322E MAE SOT DVORDME (MST) ▲ <u>164152N 0983230E</u>	 271° 091° 37.0 NM 271° 091° 20.0 NM 	 FL 460 6 500ft Class A 7 000ft 	 	 ↓ 	 Uni-directional westbound route

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
Y31 (RNAV 2) GNSS						Uni-directional south-westbound route Conditional Route (CDR) availability: CDR1 1. Weekdays, Monday to Friday from 1700 - 2200 UTC 2. From Friday 1700 UTC to Sunday 2200 UTC 3. Public Holidays CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaismac.aero/thai.aero
LOEI DVOR/DME (LOY)						
▲ 172649N 1014323E	231° 051° 20.0 NM	FL 460 7 500ft Class A			↓	
ANLUR						
▲ 171330N 1012705E	231° 051° 9.0 NM					
UDIKU						
▲ 170735N 1011952E	231° 051° 39.0 NM					
GOKON						
▲ 164301N 1004834E	229° 049° 40.0 NM					
PEBLI						
▲ 161606N 1001736E						

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
Y32 (RNAV 2) GNSS ELDAL ▲ 162106N 0993839E KIMET ▲ 164928N 0994429E	 012° 192° 29.0 NM	 FL 460 6 500ft Class A 7 000ft	 	 ↓	Uni-directional northbound route

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
Y33 (RNAV 2) GNSS BEBUV ▲ 172713N 0991613E					Uni-directional northbound route
IBIRI ▲ 175223N 0992317E	016° 196° 26.0 NM	FL 460 6 500ft Class A 7 000ft		↓	

AIRAC AMDT 09/26

AIRAC AMDT 09/26 The Civil Aviation Authority of Thailand

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
Y36 (RNAV 2) GNSS CHIANG MAI DVOR/ DME (CMA) ▲ 184558N 0985740E						Uni-directional eastbound route Conditional Route (CDR) availability: CDR1 1. Weekdays, Monday to Friday from 1400 - 0100 UTC 2. From Friday 1400 UTC to Sunday 0100 UTC 3. Public Holidays CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaicmac.aerothai.aero
IGUDA ▲ 185047N 0992332E	080° 260° 25.0 NM	FL 460 6 500ft Class A 7 000ft		↓		
TOMIP ▲ 191105N 1011548E	080° 260° 108.0 NM	FL 460 10 500ft Class A 11 000ft				

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
Y37 (RNAV 2) GNSS ELDAL ▲ 162106N 0993839E TORAN ▲ 163541N 0985219E MAE SOT DVOR/DME (MST) ▲ 164152N 0983230E	 289° 109° 47.0 NM 289° 109° 20.0 NM 	 FL 460 6 500ft Class A 7 000ft		 ↓	 Uni-directional westbound route Conditional Route (CDR) availability: CDR1 1. Weekdays, Monday to Friday from 1700 - 2200 UTC 2. From Friday 1700 UTC to Sunday 2200 UTC 3. Public Holidays CDR2 Other Periods, Availability shall be notified by Airspace use plan (AUP) published in www.thaismac.aerothai.aero

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper limits Lower limits Airspace Classification Minimum flight altitude	Lateral limits NM	Direction of cruising levels Odd Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
Y93 (RNAV 2) [GNSS]					Uni-directional northbound route
▲ AKVUG				↓	
090349N 0992219E	049° 229° 14.0 NM	FL 460 7 500ft Class A 8 000 ft			
△ OTGOL	049° 229° 18.0 NM	FL 460 4 500ft Class A 5 000 ft			
091306N 0993248E	066° 246° 19.0 NM				
▲ DORNA					
092459N 0994614E					
▲ SAMUI DVOR/DME (SMU)					
093249N 1000342E					
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 Minimum flight altitude	Lateral limits NM	Direction of cruising levels Odd Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
Y94 (RNAV 2) [GNSS] NAKHON SI THAM- MARAT DVOR/DME (NKS) ▲ 083230N 0995649E DOXAS ▲ 084657N 1002208E LOSDA ▲ 085356N 1003425E					
	061° 241° 29.0 NM	FL 460 4 500ft Class A 5 000 ft		↓	
	061° 241° 14.0 NM	FL 460 6 500ft Class A 7 000 ft	↑		
	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
Y95 (RNAV 2) [GNSS]						
SAMUI DVOR/DME (SMU)						
▲ 093249N 1000342E	142° 322°	FL 460 4 500ft		↓		
RUMVA	20.0 NM	Class A				
▲ 091717N 1001600E	142° 322°	5 000 ft				
PAGLU	2.0 NM					
△ 091549N 1001709E	142° 322°	FL 460 6 500ft				
RIPMU	9.0 NM	Class A				
▲ 090852N 1002238E	142° 322°	7 000 ft				
APOBI	9.0 NM					
▲ 090147N 1002814E	142° 322°					
LOSDA	10.0 NM					
▲ 085356N 1003425E	142° 322°					
IDRUK	34.0 NM					
▲ 082724N 1005513E	142° 322°	FL 460 9 500ft				
	60.0 NM	Class A				
IKOGA		10 000 ft				
▲ 073935N 1013235E						
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 Minimum flight altitude	Lateral limits NM	Direction of cruising levels Odd Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
Y96 (RNAV 2) [GNSS] GOKEX					Uni-directional northbound route
▲ 111815N 1002544E	332° 152°	FL 460 7 500ft		↓	
OLSEL	18.0 NM	Class A			
▲ 113411N 1001649E	332° 152°	8 000 ft			
UPVIL	5.0 NM				
▲ 113836N 1001421E	332° 152°				
EMTIX	12.0 NM				
▲ 114931N 1000814E					
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 Minimum flight altitude	Lateral limits NM	Direction of cruising levels Odd Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
Y98 (RNAV 2) [GNSS]					Uni-directional northbound route
▲ NONEL 105301N 0995337E	030° 210° 47.0 NM	FL 460 7 500ft Class A 8 000 ft		↓	
▲ OLSEL 113411N 1001649E	030° 210° 20.0 NM				
▲ SURMA 115122N 1002633E	002° 182° 74.0 NM				
▲ LEBIM 130515N 1002825E	009° 189° 49.0 NM				
▲ BANGKOK DVOR/DME (BKK) 135337N 1003546E					
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 Minimum flight altitude	Lateral limits NM	Direction of cruising levels Odd Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
Y99 (RNAV 2) [GNSS]					Uni-directional northbound route
PHUKET DVOR/DME (PUT) ▲ 080650N 0981825E	092° 272° 30.0 NM	FL 460 6 500ft Class A 7 000 ft		↓	
EMRIT ▲ 080621N 0984840E	090° 270° 10.0 NM				
KRABI DVORDME (KBI) ▲ 080627N 0985839E	047° 227° 20.0 NM	FL 460 7 500ft Class A 8 000 ft			
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.					

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	124643N 1014035E	0 m (0 ft)	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 011°-040° altitude should not below 9 000 ft – Radial 041°-050° altitude should not below 4 000 ft – Radial 051°-080° altitude should not below 6 000 ft – Radial 081°-240° altitude should not below 4 000 ft – Radial 240°-010° altitude should not below 5 000 ft
ROI-ET DVOR/DME	ROT	111.2 MHz (CH 49X)	H24	160701N 1034620E	150 m (500 ft)	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	171251N 1040812E	180 m (600 ft)	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: 30 NM orbit (Due to border limited) – Radial 000°-130° altitude should not below 2 100 ft 40 NM orbit – Radial 131°-280° altitude should not below 5 500 ft – Radial 281°-359° 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	093249N 1000342E	0 m (0 ft)	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 000°-015° beyond 25 NM altitude should not below 4 000 ft – Radial 016°-040° beyond 25 NM altitude should not below 6 000 ft – Radial 041°-060° beyond 20 NM altitude should not below 11 000 ft – Radial 061°-070° beyond 25 NM altitude should not below 9 000 ft – Radial 071°-120° beyond 40 NM altitude should not below 11 000 ft – Radial 121°-180° beyond 40 NM altitude should not below 5 000 ft – Radial 181°-210° beyond 25 NM altitude should not below 8 000 ft – Radial 211°-260° beyond 20 NM altitude should not below 9 000 ft – Radial 261°-280° beyond 25 NM altitude should not below 7 000 ft – Radial 281°-360° 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	090746N 0990805E	0 m (0 ft)	DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage orbit 40 NM as follows: - Radial 001°-070° altitude should not below 1 500 ft - Radial 071°-090° altitude should not below 3 500 ft - Radial 091°-150° altitude should not below 5 000 ft - Radial 151°-190° altitude should not below 1 500 ft - Radial 191°-360° altitude should not below 4 000 ft - Radial 227° distance approximate 10-13 DME out of tolerance roughness and scalloping
SUKHOTHAI NDB	THS	292 kHz	H24	171407N 0994919E		- Route coverage checked on bearing 021° from THS to PR altitude 9 000 ft flown to 57 NM found satisfactory - 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	-	
TRANG DVOR/DME	TRN	116.6 MHz (CH 113X)	H24	073032N 0993734E	30 m (100 ft)	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: 20 NM orbit - Radial 081°-130° altitude should not below 6 000 ft 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
TRAT NDB	TRT	384 kHz (CH 36X)	H24	121628N 1021850E		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 001°-145° unable to performed due to border limited - Bearing 146°-320° altitude should not below 5 000 ft - Bearing 321°-360° 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
UBON DVOR/DME	UBL	112.7 MHz (CH 74X)	H24	151443N 1045157E	120 m (400 ft)	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	172305N 1024630E	180 m (600 ft)	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 277°-280° ALT should not below 5000 ft 2. 20 NM orbit (due to border limited) – RDL 331°- 030° ALT should not below 2500 ft 3. 40 NM orbit – RDL 031°- 090° ALT should not below 3000 ft – RDL 091°-190° ALT should not below 4000 ft – RDL 191°- 268° ALT should not below 5000 ft – RDL 269°- 276° ALT should not below 8000 ft – RDL 281°- 330° 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.
U-TAPAO DVOR/DME	BUT	110.8MHz (CH 45X)	H24	124000N 1010002E	-	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

INTENTIONALLY BLANK

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates		ATS route or other route
1	2	3	
ABTOK	061818N 1021744E		M644
ADLAL	091810N 0993106E		W32
ADLUS	190610N 0991320E		A581, W20
ADNEP	080344N 1010318E		W19
AGEDO	132419N 1022139E		B204
AIZAK	175302N 1002040E		W40
AKATO	133716N 0991019E		M502
AKRET	164016N 1030856E		W6, Y23
AKVUG	090349N 0992219E		Y93, Y99
ALBOS	144442N 1010142E		R474
ALEMI	123626N 1012600E		W42, Y12
ALGIT	165300N 1024655E		W5, Y22
ALUMO	104554N 1015123E		M644, R575, Y12
ANBOK	183635N 1011248E		R207
ANBUX	102137N 1011908E		R575, Y11
ANDAX	090441N 0983545E		Y5
ANKID	154049N 1033057E		W38
ANKOS	135300N 1012742E		G474, L880
ANLUR	171330N 1012705E		Y31
ANOBO	110323N 1021442E		N891, R575
ANPAN	085116N 0973720E		L759
ANPUB	075141N 0975216E		P627
ANPUS	165800N 1024651E		W5, Y22
ANREN	135212N 1021838E		G474, L880, W42
APOBI	090147N 1002814E		A464, Y95
APRIL	110007N 0994307E		G458
APUSA	100057N 1002007E		M626, W99, Y17
ASABO	151209N 1042102E		W1, Y20
ASEKU	120306N 1003905E		M757, W42
AVLOP	193654N 1010349E		L770
BARCE	172245N 1011219E		W15
BASIT	093447N 1022108E		R588
BEBUV	172713N 0991613E		Y26, Y33
BEKOD	162117N 0994636E		A464
BENSA	102631N 1022630E		N891
BENVI	192707N 0995741E		W22
BERLU	131350N 1015620E		N506, R468, W42
BETNO	150554N 0981231E		G463, P646
BEVKU	165358N 0991508E		W26
BIDEM	142154N 1034750E		R345
BIGVO	172830N 0984154E		A581, R202, W7
BITEN	082659N 0992029E		W24, Y4, Y99
BLAFF	151633N 1001751E		W9, Y28, Y7
BODUR	154853N 1032127E		B460
BOKAK	125736N 1022947E		B205, N506, R468
BOKIB	190434N 0982225E		W9
BOMAS	172305N 0980549E		A581

Name-code designator	Coordinates		ATS route or other route
1	2	3	
BONVO	134410N 0994607E		M502
BOPNU	175826N 1030052E		M648
BOVGO	170740N 1014935E		B218
BUTRA	152506N 1053546E		A1, Y16
BUXEL	114342N 0994540E		Y8
CRIST	184752N 1001334E		R207, W12, Y28
DADSA	090713N 0981749E		G331
DALAN	062808N 0993920E		B579
DANDO	073054N 1002024E		M769, Y9
DIPUN	120457N 1011011E		M904
DIRAX	110007N 1003248E		A464, W19
DOLNI	131740N 1011048E		N891, P629, Y12
DOMKA	191419N 0982602E		W36
DONSI	100738N 1002401E		M769, W99, Y17
DORNA	092459N 0994614E		W32, Y3, Y93
DOSBU	135240N 1015002E		G474, L880
DOTUS	163103N 1032732E		R470, W4, Y21
DOXAS	084657N 1002208E		M769, Y94
DUBAX	062556N 1000737E		R325
DUBEN	193249N 1001207E		R215, W29, Y27, Y28
DUBOL	171004N 1013154E		W39
DUGON	080125N 1020549E		M644
DULEM	134416N 1021400E		M633, W42
EGUBO	112838N 1000450E		W31, W42, Y5, Y99
EKAVO	113737N 0993025E		M626
ELDAL	162106N 0993839E		Y26, Y32, Y37
ELNET	174625N 1023746E		R470
ELPUT	092157N 0983053E		W34
ELREM	072616N 1000607E		W17
EMELA	101249N 1010729E		M751, R575
EMRIT	080621N 0984840E		R588, Y99
EMRUT	160020N 1023533E		W6, Y23
EMTIX	114931N 1000814E		Y96, Y99
EMVEL	084438N 0992122E		W17, Y99
ENBAT	180941N 0991004E		A464
ENLEP	153353N 1042800E		R470, W4, W5, Y21, Y22
ENRAG	100223N 1000931E		W32
ENTEK	154755N 1041024E		R470, W4, W5, Y21, Y22
ENVON	072933N 1001406E		W28
EPGOT	075416N 0984555E		W14
ERVES	061208N 1012853E		W44
ESGIB	172458N 1021514E		W15
GOKEX	111815N 1002544E		M769, W32, Y96
GOKON	164301N 1004834E		W26, Y31
GOLUD	061706N 1021639E		M751

Name-code designator	Coordinates		ATS route or other route
1	2	3	
GOMES	132406N 1013506E	B204, N506, R468	
GORSI	133055N 1012128E	N506, R468	
GOSTA	171557N 1002230E	W29	
GRASO	150917N 1034714E	R345, W1, Y13, Y15, Y20	
GULNO	171915N 1031735E	W15	
GUPMO	085012N 1002750E	A464, W94	
GUROK	160329N 1041106E	A202, Y15	
GUTSO	124820N 1003454E	A464, M751, W19	
HOTEL	130006N 1001948E	G458, W31, Y99	
IBETO	141036N 0992946E	L524	
IBIRI	175223N 0992317E	Y33	
IBUBU	175128N 1000336E	W25, Y27	
IDAGA	110007N 1005348E	M751	
IDKOR	173810N 1001243E	W22, Y34	
IDNAR	084344N 0991524E	W24	
IDRUK	082724N 1005513E	R588, W19, Y95	
IGEVI	083640N 0982320E	W34, Y5	
IGNAX	175144N 0993339E	W9	
IGONI	142633N 0995430E	L507	
IGPOP	165002N 0994708E	W26, Y7	
IGUDA	185047N 0992332E	Y36	
IKERA	093146N 0991532E	G458, Y8	
IKISU	184739N 1000349E	R207, W12, W22, Y27	
IKOGA	073935N 1013235E	M626, Y24, Y95	
IKULA	100006.90N 0972114.00E	L515, R325	
ISKIV	165044N 0990341E	W26	
KABMU	182739N 0993247E	W15	
KADAV	164754N 0985341E	W26	
KADAX	061602N 1021542E	M626	
KARMI	062940N 1003121E	A464, M757	
KASNI	130450N 1004042E	M757	
KENNE	064340N 1004132E	Y18	
KEXIL	174204N 0992954E	Y7	
KIGOB	130646N 1005106E	M904, Y11	
KIMET	164928N 0994429E	Y32	
LAMUL	084818N 0985208E	G458, Y8	
LAMUN	190513N 0984044E	R207, W36	
LEBIM	130515N 1002825E	M769, Y98	
LEDER	175044N 1022825E	R474	
LERNI	062706N 1011618E	Y19	
LIPLI	141028N 1015756E	Y16	
LOSDA	085356N 1003425E	M757, Y94, Y95	
LUDVI	152849N 0983530E	L507	
LUXIR	082819N 0990200E	W32	
MABKO	094809N 1003543E	M757, W33	
MACHI	191306N 0983346E	R207, W36	

Name-code designator	Coordinates		ATS route or other route
1	2	3	
MAKAS	164947N 0982949E	G473	
MALKI	143111N 1011153E	W1, Y20	
MARNI	180836N 0990549E	Y26	
MEMAN	183452N 0991859E	W15	
MENEX	110831N 0994543E	G458, M626, W34, W42, Y3, Y5, Y8	
MESEM	090719N 0994816E	R575, W33, Y4	
MIGAR	141823N 0985907E	L524, L877	
MONBU	082659N 0984056E	Y3	
MONLO	184702N 0993743E	R207, W12	
MOTNA	131110N 1002306E	G458, Y8, Y99	
MUBAN	085441N 1012952E	M751, R588	
MUBUS	134530N 1004342E	M633, P629	
MUDMA	090050N 0975115E	L515, R325	
MUGNO	175107N 1025753E	M648	
NEMTE	160345N 1022913E	Y2	
NIROP	171614N 1001444E	W22	
NIXET	092517N 0992613E	Y99	
NOBER	151636N 1004006E	B346, W21, W39	
NOGAD	173834N 1020021E	B218	
NOMEK	093404N 0984835E	Y5	
NOMEP	113830N 1010454E	Y11	
NONEL	105301N 0995337E	M626, Y4, Y98, Y99	
NUBKA	065434N 1013426E	W19	
NUGPA	130254N 1014959E	P629, W42	
NULBO	102919N 1003643E	M757	
NULMA	083118N 0990228E	W32	
NUMDO	193243N 0993402E	A581, W20	
NUNLI	145127N 0992304E	L507	
NURDA	142451N 0983322E	L524	
NUTGU	072803N 0985020E	B579	
NUVLU	164146N 0993140E	Y26, Y30	
OBKIB	151913N 1044249E	G473	
OBLEX	072948N 1003228E	M757, Y10	
OKENA	161608N 1042533E	A202, W43	
OLBAG	095849N 1001852E	W99, Y17	
OLDIR	125401N 1021325E	B205, P629	
OLSEL	113411N 1001649E	Y96, Y98	
OLTUM	134439N 1014956E	M633	
OLVUK	143928N 1001240E	Y26	
OMDIL	181107N 0995546E	W13	
OMGIV	171709N 1012243E	B346, W27	
OMURO	135143N 1024559E	G474, L880	
ONETI	081757N 0984633E	R575, W33	
ONUVI	163228N 1022655E	W16	
OSPEX	082015N 0991319E	Y4, Y99	
OSROG	085820N 1013431E	R588, Y11	
OSVIP	074253N 0984409E	R325	

Name-code designator	Coordinates		ATS route or other route
1	2		3
OTBAD	181514N	0995622E	W15
OTGOL	091306N	0993248E	Y93
OVLEN	155804N	0995509E	Y27
PADET	100007N	0981719E	G331
PADPA	071700N	0995532E	W14
PAGLU	091549N	1001709E	W35, Y95
PAKMO	162013N	0995656E	Y27, Y7
PAKRI	145202N	1025409E	W42, Y13
PANKU	172035N	1005606E	W15, W16
PANTA	181351N	0991917E	W9, Y7
PASAT	145727N	1034726E	A1, R345
PASTO	140005N	0993007E	L301
PASVA	061529N	1020431E	A334, Y11, Y24, Y25
PEBLI	161606N	1001736E	W9, Y28, Y31
PEKBA	144808N	1034733E	R345, Y16
PETAC	061740N	1011945E	Y18, Y19
PIBAN	162314N	0995718E	Y27, Y29
PIBIK	171130N	1000028E	W9
PIDEL	122143N	1010514E	M904, W42, Y11
PIMER	073045N	1002449E	A464
PINUN	092825N	1002306E	M769, W35
PIPOB	142236N	1011914E	Y1, Y13, Y2
PIVUT	174644N	0994553E	W23
POLAK	132106N	1003454E	A464, M751, W19
POLOB	171309N	1000328E	W23, Y27, Y34
PONUK	201858N	1002306E	A581, Y27
POTEV	152153N	1052206E	A1
POVEX	165905N	1030530E	R470, W4, Y21
POXUN	064718N	1010853E	Y19
PUMAM	180831N	0985001E	A581, W7
PUMOR	141420N	0984348E	L877
RAMBU	150554N	1032319E	W1, Y20
RAMEI	150240N	1030040E	A202, W1, W38, W42, Y20
REBED	074332N	0983736E	B579
RECNO	083425N	0992825E	R575, W33, Y4
REGOS	120007N	1003454E	A464, M751, W19, W32, W42
RELIP	080432N	1002619E	A464, R588
REMER	165935N	1004531E	W27
RIBDO	172014N	1012918E	W27
RIGTO	064228N	1001504E	M769
RIPMU	090852N	1002238E	M769, Y95
RIVDU	144236N	1002019E	Y27
ROBDA	092558N	1003511E	M757, W19
ROBKA	141043N	1012508E	A1
RUKSA	143351N	1015512E	Y13
RUMVA	091717N	1001600E	Y95

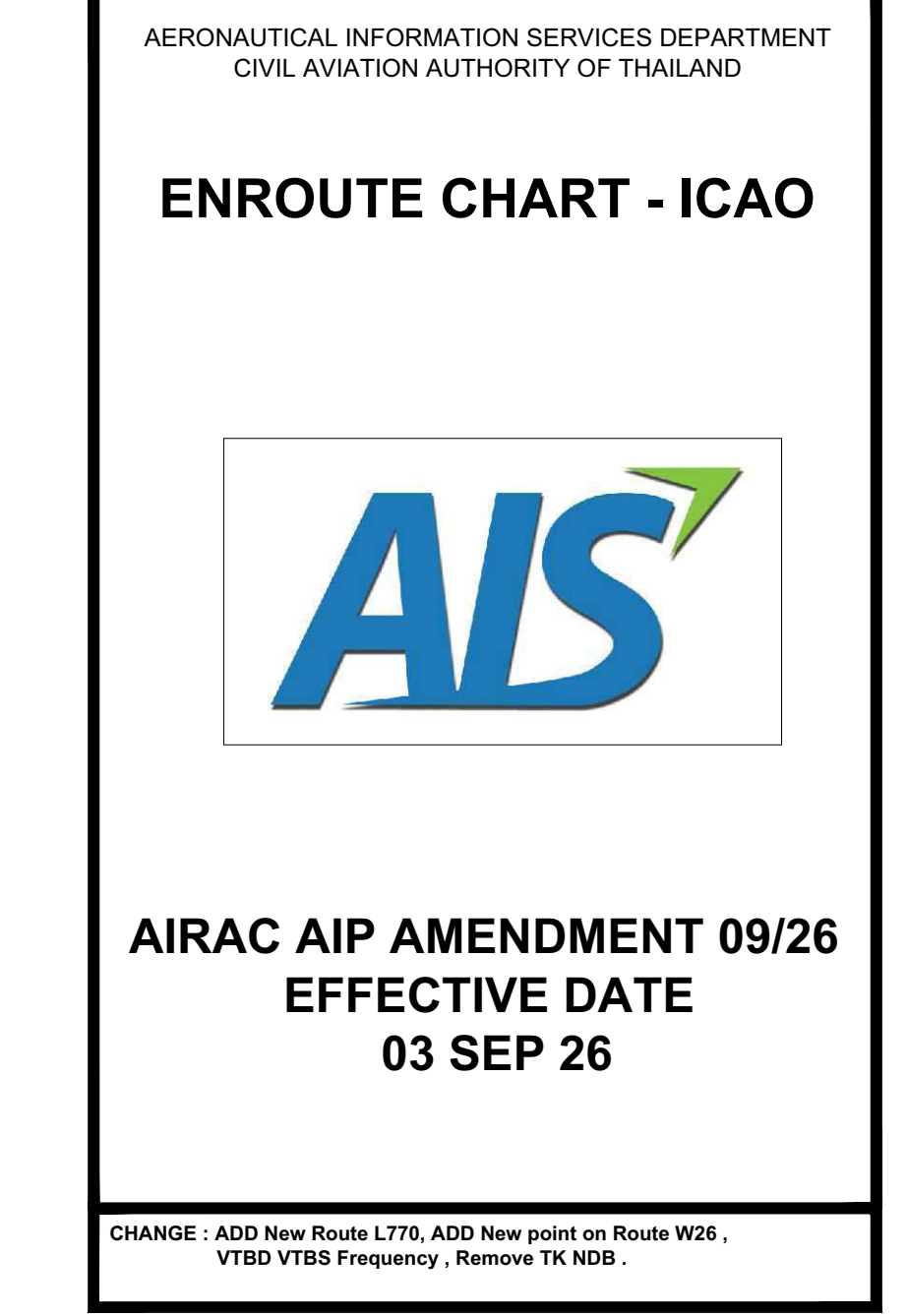
Name-code designator	Coordinates		ATS route or other route
1	2		3
RUPTA	125839N	1014733E	W42
RURAR	161943N	1041436E	B460
RUSET	074616N	0974257E	P627
SABIS	125959N	1001125E	Y8
SAGAL	151757N	1044522E	G473
SAKDA	113654N	1030000E	R334, R575
SAKUB	100603N	0985112E	W34
SANOT	145134N	1032548E	A1, Y15
SAPAM	080434N	0973300E	L645, R203
SARER	082127N	0990057E	W32
SARIM	173030N	0994737E	W9
SATVA	082902N	0975756E	L759
SAVSA	083016N	0983729E	G458, Y8
SEDNO	161733N	1031707E	W5, Y22
SEGRA	085300N	0992831E	W28
SELKA	142020N	1015311E	A1, Y14
SEMBO	145359N	1001548E	A464
SIRAT	103450N	1013640E	M904
SISUK	194804N	0980243E	R207
SORTO	095353N	1002342E	M626, M769
SUNGO	182312N	1002346E	R202, W25
SUPIN	083435N	1010419E	M626, R588
SUPOJ	101642N	1001220E	W31, W32
SURGU	170158N	1022408E	W21
SURIX	105959N	1015015E	W33
SURMA	115122N	1002633E	M769, W42, Y5, Y98
SUSID	083659N	0981808E	G331
SWENI	172555N	1015903E	W15
TAMOS	063208N	1002407E	A457
TANEK	140306N	0985819E	L301, M633
TARED	142620N	0993129E	G463, P646
TAVAT	084257N	0990416E	W32
TAVUN	1000N	09633E	L759
TAXEB	064641N	1004645E	A334
TEDOS	084834N	0990507E	W32, Y3
TERCO	165550N	1023308E	Y1
TIDAR	065230N	1025000E	M904
TIKAL	080220N	1014448E	M751, Y11
TOGIM	092659N	0985148E	W17
TOMIP	191105N	1011548E	R215, Y36
TONIK	091736N	1015907E	M644, M904, R588, Y25
TONUV	062319N	1011127E	Y18
TOPAS	172916N	0992358E	A464
TOPER	143808N	1024538E	A1, W42
TORAN	163541N	0985219E	Y37
TUNRA	074737N	0991905E	W32
TUPGO	134349N	1023918E	M633

Name-code designator	Coordinates		ATS route or other route
1	2		3
TUSPU	101948N	1003108E	A464, W19, W99
UBLOD	143715N	1012612E	W1, Y1, Y2, Y20
UBNEN	080520N	0974812E	L645, R203
UDIKU	170735N	1011952E	B346, Y31
UGIPA	134524N	1005221E	M633, N506, R468
UGUVO	150835N	1001141E	Y27
UKERA	120207N	1000110E	G458, W31
UPKUP	140353N	1012655E	Y16
UPMUT	150043N	1000536E	Y26
UPNEP	094213N	1002936E	A464, M626, R575, W19, W33, W35
UPSAB	083348N	0980452E	L515, R325
UPVIL	113836N	1001421E	W42, Y5, Y96
URGAD	074615N	0984031E	R325
URGUM	164154N	0985322E	Y30
UTHAI	070008N	0992949E	R325
UTTAR	174305N	1002706E	W29
VALSI	093108N	1003518E	M626, M757
VANKO	123511N	0994538E	Y8
VAPVU	124701N	1023149E	P629
VEGNA	091427N	0992251E	W32, Y99
VEGRA	170333N	0983653E	W7
VENAG	175411N	0994158E	W23
VENPO	150645N	1042202E	A1
VESUD	152108N	1043854E	G473
VININ	093754N	1001740E	R575, W33
VISES	185811N	0983438E	W9
VUTHI	145007N	0995725E	W10
XIKMA	142236N	1023626E	W42, Y16
YAKUA	174415N	1013052E	B346, Y35

ENR 6. EN-ROUTE CHARTS

Chart name	Page
Enroute Chart - ICAO	ENR 6-3
WORLD AERONAUTICAL CHART-WAC-2677	ENR 6-5
WORLD AERONAUTICAL CHART-WAC 2678	ENR 6-7
WORLD AERONAUTICAL CHART-WAC 2799	ENR 6-9
WOLRD AERONAUTICAL CHART-WAC- 2617	ENR 6-11
WOLRD AERONAUTICAL CHART-WAC-2738	ENR 6-13

INTENTIONALLY BLANK



INTENTIONALLY BLANK

VTBD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Bangkok Approach	119.1 MHz / 274.5 MHz 120.3 MHz / 274.5 MHz 122.35 MHz / 274.5 MHz 124.35 MHz / 274.5 MHz 125.2 MHz / 274.5 MHz 133.4 MHz / 274.5 MHz 125.8 MHz ²⁾ 121.5 MHz ¹⁾ / 243.0MHz ¹⁾	H24	1) Emergency frequency 2) Clearance delivery for helicopters operating within BKK CTR 3) Arrival ATIS 4) Departure ATIS
	Don Mueang Approach	119.4 MHz / 274.5 MHz 121.5 MHz ¹⁾ / 243.0MHz ¹⁾	H24	
	Don Mueang Arrival	133.0 MHz / 274.5 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	
	Don Mueang Ground	121.9 MHz / 257.8 MHz 122.5 MHz / 257.8 MHz	H24	
	Don Mueang Delivery	127.7 MHz	H24	
ATIS	Don Mueang Intl Airport	126.4 MHz ³⁾ / 344.6 MHz ³⁾ / 118.55 MHz ⁴⁾	H24	

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	135336.7N 1003546.3E	0 m (0 ft)	DVOR/DME restriction due to obstacles surround DVOR/DME station, coverage check does not provide adequate signal 40 NM at required altitude in various areas as follows: – Radial 321°-030° altitude should not below 2 500 ft. – Radial 031°-060° altitude should not below 4 000 ft. – Radial 061°-120° altitude should not below 3 000 ft. – Radial 121°-320° altitude should not below 4 000 ft.
ILS CAT II LOC-21R	IBKK	109.3 MHz	H24	135340.6N 1003540.6E		Instrument Landing System - Reference Datum Height (RDH) is 16.46 m (54 ft). A. Localizer - LOC 300 m. (984 ft.) from THR RWY 03L, along RWY centre line. Course width 3° B. Glide Path 3° - GP 333 m. (1,093 ft.) from THR RWY 21R, 120 m. (394 ft.) from RWY centre line. C.DME - Co-located with GP.
GP 21R		332.0 MHz	H24	135523.4N 1003642.8E		
DME		CH 30X		135523.4N 1003642.8E	0 m (0 ft)	
ILS CAT I LOC 21L	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 21L		335.0 MHz	H24	135521.2N 1003647.4E		
DME 21L		CH40X		135521.2N 1003647.4E	0 m (0 ft)	
ILS CAT I LOC 03L	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 03L			H24	135544.8N 1003647.5E	0 m (0 ft)	
GP 03L		333.2 MHz	H24	135356.4N 1003554.0E		

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

10.1 Introduction

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

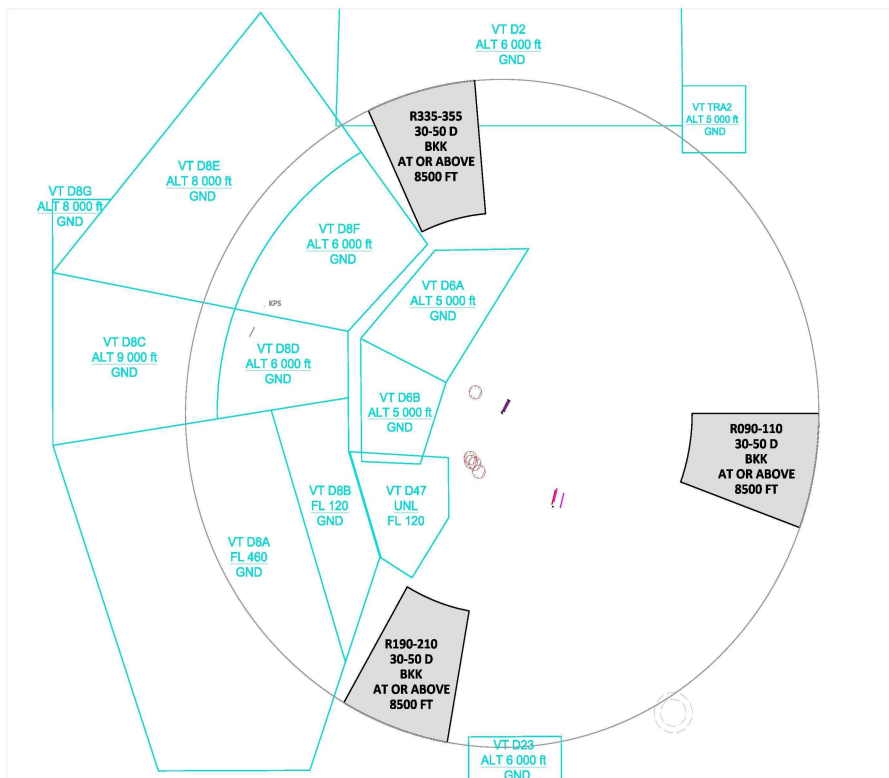
10.2 Fuel Dumping Areas

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

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

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

Illustration of Fuel dumping areas



10.3 In-flight Fuel Management Procedures

10.3.1 Definition

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

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

10.3.2 Actions taken by pilot

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

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

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

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

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

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

Note 1: The planned final reserve fuel refers to the value calculated in Annex 6 - Operation of Aircraft, Chapter 4, item 4.3.6.3 e) 1) or 2) and is the minimum amount of fuel required upon landing at any aerodrome.

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

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

10.3.3 Actions taken by ATC

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

10.3.3.1.1 Inform the pilot of either:

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

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

10.3.3.1.3 Standard phraseology

Pilot transmission: (C/S), MINIMUM FUEL

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

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

10.3.3.2.1 Standard phraseology

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

Controller transmission: (C/S) ROGER MAYDAY

11. Aircraft Transponder Failure Procedures

11.1 Control of aircraft experiencing transponder failure procedure.

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

Phraseologies

"C/S, CONFIRM TRANSPONDER ON", or

"C/S, CHECK YOUR TRANSPONDER OPERATED NORMALLY", or

"C/S, TRANSPONDER NOT RECEIVED, CHECK FUNCTIONALITY"

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

Phraseologies

"C/S, ADVISE TRANSPONDER REPAIRED BEFORE DEPARTURE", or

"C/S, ADVISE RETURN TO BASE FOR TRANSPONDER REPAIRING"

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

Phraseologies

"C/S, CONFIRM TRANSPONDER ON", or

"C/S, CHECK YOUR TRANSPONDER OPERATED NORMALLY", or

"C/S, TRANSPONDER NOT RECEIVED, CHECK FUNCTIONALITY"

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

Phraseologies

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

"C/S, ADVISE RETURN TO BAY FOR TRANSPONDER REPAIRING"

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

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

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

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

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

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

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

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

VTSP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSP AD 2.22 FLIGHT PROCEDURES

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

PHUKET INTERNATIONAL AIRPORT

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 Phuket International Airport, shall report over Thai Muang District, designated as TANGO MIKE (0823.5N 09816.0E) and Ban Khok Kloi designated as KILO KILO (0816.0N 9819.0E) which are approximately 17 NM on R-352 and 9 NM on R-360 of PUT VOR/DME respectively. When reaching KK the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- b) Aircraft entering to land from northeast of Phuket International Airport, shall report over Phang Nga City, designated as PAPA NOVEMBER (0826.5N 09831.5E) which is 24 NM on R-033 of PUT VOR/DME. When reaching PN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- c) Aircraft entering to land from east of Phuket International Airport, shall report over Ko Yao Noi, designated as YANKEE NOVEMBER (0807.0N 09837.0E) which is 18 NM on R-089 of PUT VOR/DME. When reaching YN the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- d) Aircraft entering to land from south of Phuket International Airport, shall report over Ko Racha Yai, designated as ROMEO CHARLIE (0736.0N 09822.0E) and Phuket City, designated as PAPA KILO (0753.0N 9823.5E) which are approximately 31 NM on R-174 and 15 NM on R-160 of PUT VOR/DME respectively. When reach PK the aircraft will be instructed to join aerodrome traffic circuit accordingly.

2. Aerodrome traffic circuit

Using both sides of traffic circuit.

3. Overhead approach pattern

- a) Using runway 09 by left turn pattern.
- b) Using runway 27 by left turn pattern.

2. SPEED CONTROL PROCEDURE IN PHUKET 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)

VTSP AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of Phuket International Airport

It has been observed that migratory birds in sizeable number appear on or in the vicinity of Phuket 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 birds are present in variable number every month.

Pilots are requested to report bird strikes to the General Manager of the airport via
Wildlife Hazard Control staff
Phone +667 635 1216
E-mail: aabsvtsp@airportthai.co.th

Species which account for high to very high to bird strike risk are as follows:

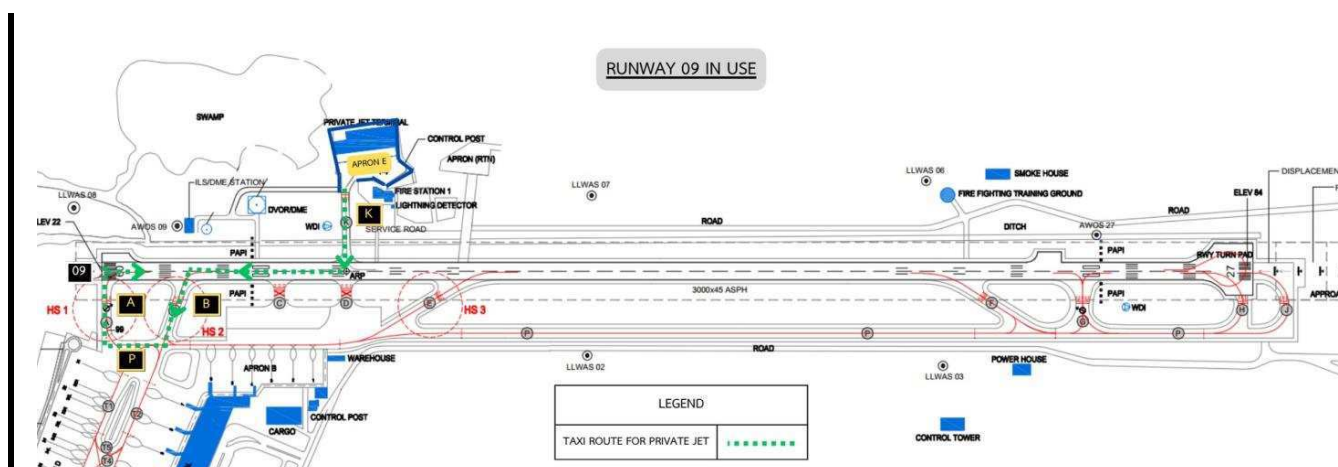
Species	Weight (kg)	Period
Haliastur indus (Brahminy Kite)	0.32 - 0.67	All year (mostly in April - October)
Milvus migrans (Black Kite)	0.56 - 0.94	All year (mostly in April - October)
Spilornis cheela (Crested Serpent Eagle)	0.42 - 1.8	All year (mostly in April - October)
Tyto alba (Barn Owl)	0.43 - 0.62	All year (at night time)
Bubulcus ibis (Cattle Eagle)	0.27 - 0.51	All year (mostly in May - October)
Ardea intermedia (Intermediate Egret)	0.4 - 0.5	All year (mostly in May - October)
Ardeola sp. (Pond Heron sp.)	0.3 - 0.4	August - April
Vanellus indicus (Red-Wattled Lapwing)	0.11 - 0.23	All year (mostly in February - August)
Glareola maldivarum (Oriental Pratincole)	0.059 - 0.095	February - October
Charadrius sp. (Plover sp.)	0.030 - 0.060	All year (mostly in October - February)
Hirundo tahitica (Pacific Swallow)	0.011 - 0.060	All year (mostly at dawn and twilight)

2. Taxiing procedures for Apron E

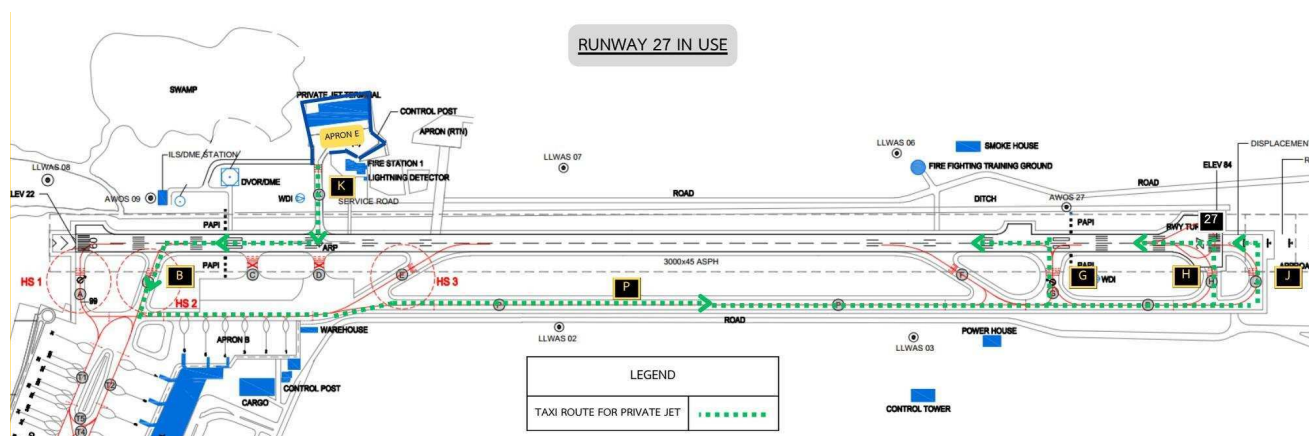
Taxiing procedures to/from Apron E for departing and arriving private jet are prescribed as follow:

2.1 Departures

- Runway 09 in use: aircraft shall taxi via Taxiway K then enter and taxi down on runway to vacate at Taxiway B and taxi via Taxiway P and A to holding point runway 09 or as directed by ATC. (For aircraft departure from intersection Taxiway K, runway remaining distance is 2340 m)

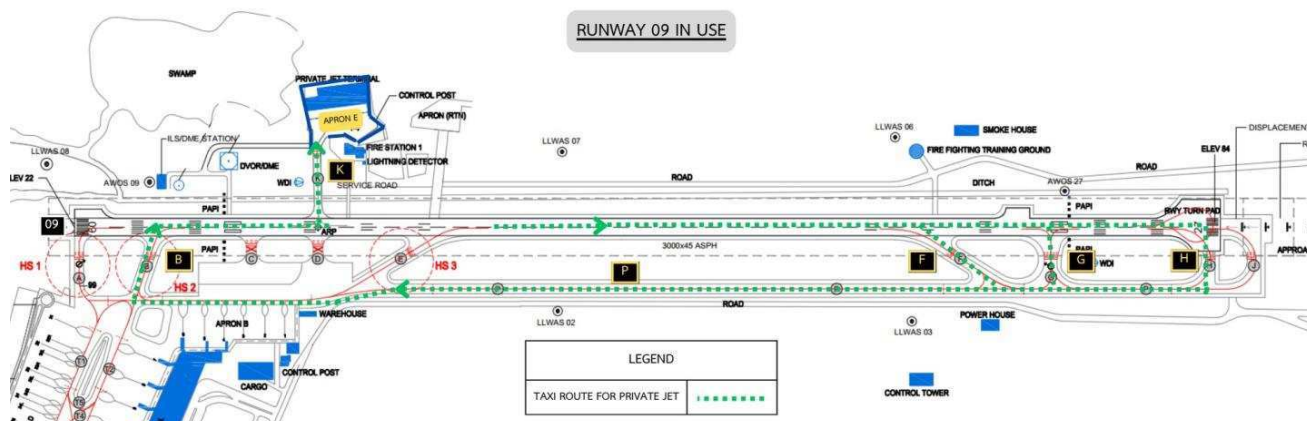


- b) Runway 27 in use: aircraft shall taxi via Taxiway K then enter and taxi down on runway to vacate at Taxiway B and taxi via Taxiway P and G (or H, J) to holding point runway 27 or as directed by ATC. (For aircraft departure from intersection Taxiway G, runway remaining distance is 2500 m)

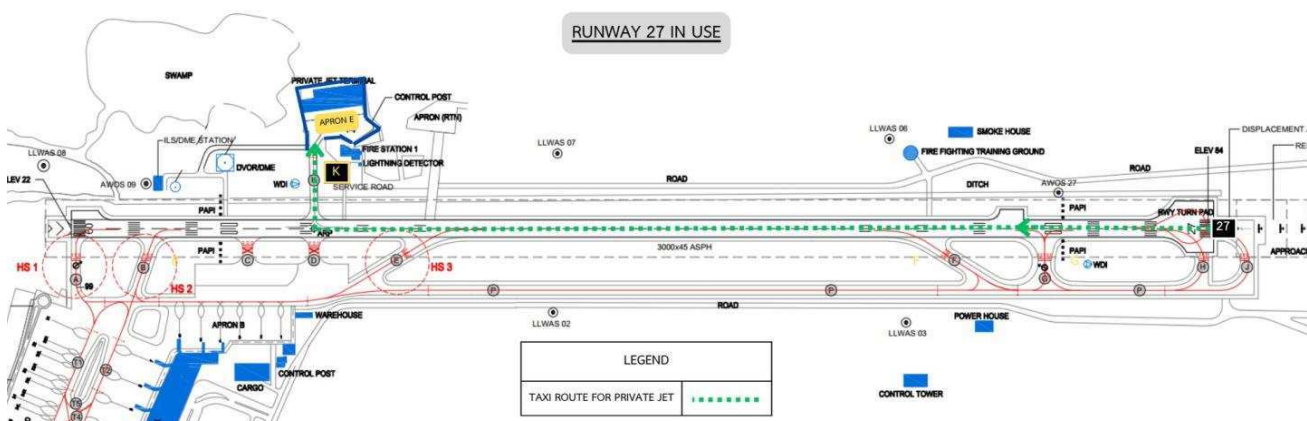


2.2 Arrivals

- a) Runway 09 in use: aircraft shall be vacating runway via Taxiway F (or G, H) and taxi via Taxiway P and B then enter and taxi down on runway to vacate at Taxiway K or as directed by ATC.



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



3. EXEMPTION GRANTED BY THE CIVIL AVIATION AUTHORITY OF THAILAND (CAAT):

CAAT has granted exemption vide letter dated 24.06.2024 for non-compliant of The Civil Aviation Authority of Thailand No.37 Aerodromes Standards, The details as follows:

- 3.1 Article 145 and 146 Runway Strip for the period up to 24.02.2026
- 3.2 Article 165 Runway End Safety Area for the period up to 24.02.2027
- 3.3 Article 195 Separation distances between parallel taxiways and runways (Southern of aerodrome site) for the period up to 24.02.2027

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 371 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 134109N 1004456E (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	119.1 MHz / 274.5 MHz 120.3 MHz / 274.5 MHz 122.35 MHz / 274.5 MHz 124.35 MHz / 274.5 MHz 125.2 MHz / 274.5 MHz 133.4 MHz / 274.5 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
	Suvarnabhumi Departure	119.25 MHz / 274.5 MHz 121.5 MHz ¹⁾ / 243.0 MHz ¹⁾	H24	
	Suvarnabhumi Arrival	121.1 MHz / 274.5 MHz 126.3 MHz / 274.5 MHz 121.5 MHz ¹⁾ / 243.0MHz ¹⁾	H24	
TWR	Suvarnabhumi Tower	118.2 MHz ³⁾ / 262.5 MHz 119.0 MHz ⁴⁾ 121.5 MHz ¹⁾ / 243.0 MHz ¹⁾	H24	
	Suvarnabhumi Ground	121.65 MHz / 275.8 MHz 121.7 MHz 121.75 MHz 121.95 MHz	H24	
	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	

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	133932.4N 1004353.2E	0 m (0 ft)	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. RWY02R ILS LOC coverage expanded service volume up to 25 DME altitude not below 2 500 ft. AMSL.
ILS CAT II LOC 02R		109.1 MHz	H24	134222.3N 1004437.8E	-	
DME 02R	I-SWS	CH 28X	H24	134221.5N 1004440.8E	0 m (0 ft)	
GP 02R		331.4 MHz	H24	134027.7N 1004403.6E	-	

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 overflowed.

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	3E	3F	3G	3H	3J	3K	1P	1Q	1R	1S	1T	1U
Y16	LIPLI	3E	3F	3G	3H	3J	3K	1P	1Q	1R	1S	1T	1U
G474, L880	DOSBU	3E	3F	3G	3H	3J	3K	1P	1Q	1R	1S	1T	1U
B204, N506, R468	GOMES	3E	3F	3G	3H	3J	3K	1P	1Q	1R	1S	1T	1U
N891	RYN	3E	3F	3G	3H	3J	3K	1P	1Q	1R	1S	1T	1U
R201, M904, Y11	BUT	3E	3F	3G	3H	3J	3K	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	3E	3F	3G	3H	3J	3K	1P	1Q	1R	1S	1T	1U
A464, M751, W19	REGOS	3E	3F	3G	3H	3J	3K	1P	1Q	1R	1S	1T	1U
G458	UKERA	3E	3F	3G	3H	3J	3K						
	HOTEL							1P	1Q	1R	1S	1T	1U
W31	HHN	3E	3F	3G	3H	3J	3K						
	HOTEL							1P	1Q	1R	1S	1T	1U
Y8	VANKO	3E	3F	3G	3H	3J	3K						
M502	BONVO	3E	3F	3G	3H	3J	3K						
L301	PASTO	3E	3F	3G	3H	3J	3K						
G463, P646	TARED	3E	3F	3G	3H	3J	3K						
L507	NUNLI	3E	3F	3G	3H	3J	3K	1P	1Q	1R	1S	1T	1U
Y26	OLVUK	3E	3F	3G	3H	3J	3K						
Y27	UGUVO	3E	3F	3G	3H	3J	3K						
A464	SEMBO	3E	3F	3G	3H	3J	3K	1P	1Q	1R	1S	1T	1U
W9	BLAFF							1P	1Q	1R	1S	1T	1U
B346, W21, W39	NOBER	3E	3F	3G	3H	3J	3K	1P	1Q	1R	1S	1T	1U
R474	ALBOS	3E	3F	3G	3H	3J	3K	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	UBL0D	EASTE 2C	EASTE 2D
Y13	RUKSA		
G474, L880	ANREN	TUMGA 2C	TUMGA 2D
M633	DULEM		
N506, R468	GOMES		
P629	NUGPA		
N891	RYN		
Y12	ALEMI		
R201	BUT		
A464, M751, W19	GUTSO	LEBIM 2C	LEBIM 2D
M769, Y98	SURMA		
G458, W31, Y99	HOTEL		

INBOUND ROUTES	TRANSITION WAYPOINT	STAR VTBS	
		19/20L/20R	01/02L/02R
M502	BONVO	WILLA 2C	WILLA 2D
L301	PASTO		
L524	IBETO		
G463, P646	TARED		
L507	IGONI		
A464	SEMBO	NORTA 2C	NORTA 2D
W9, Y7, Y28	TL		
B346, W21, W39	NOBER		
R474	ALBOS		

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

4. Speed Control and Altitude Restrictions Promulgation in Bangkok TMA

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

4.1 Speed control

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

4.1.2 All departing and arriving aircraft are to apply speed of not more than IAS 250 kt when flying at or below altitude of 10000 ft.

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

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

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

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

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

4.2 Altitude restrictions

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

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

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

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

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

5. TCAS RA Warning

Avoidance of unnecessary TCAS RA warning, aircraft shall strictly use rate of climb or rate of descent at 1500 fpm or less within 2000 ft to the assigned altitude or flight level, then use rate of climb or rate of descent at 1000 fpm or less within 1000 ft to the assigned

altitude or flight level when flight crew is made aware of another aircraft at or approaching an adjacent altitude or flight level, unless otherwise instructed by ATC.

6. Operational for safety and more effective Air Traffic Management in Bangkok TMA.

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

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

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

7. Reduce communication workload

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

8. Delay during severe weather

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

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

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

9. VFR Flights at VTBS

9.1 Special VFR Flight

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

9.2 VFR Entry and Exit Procedures within Bangkok Control Zone

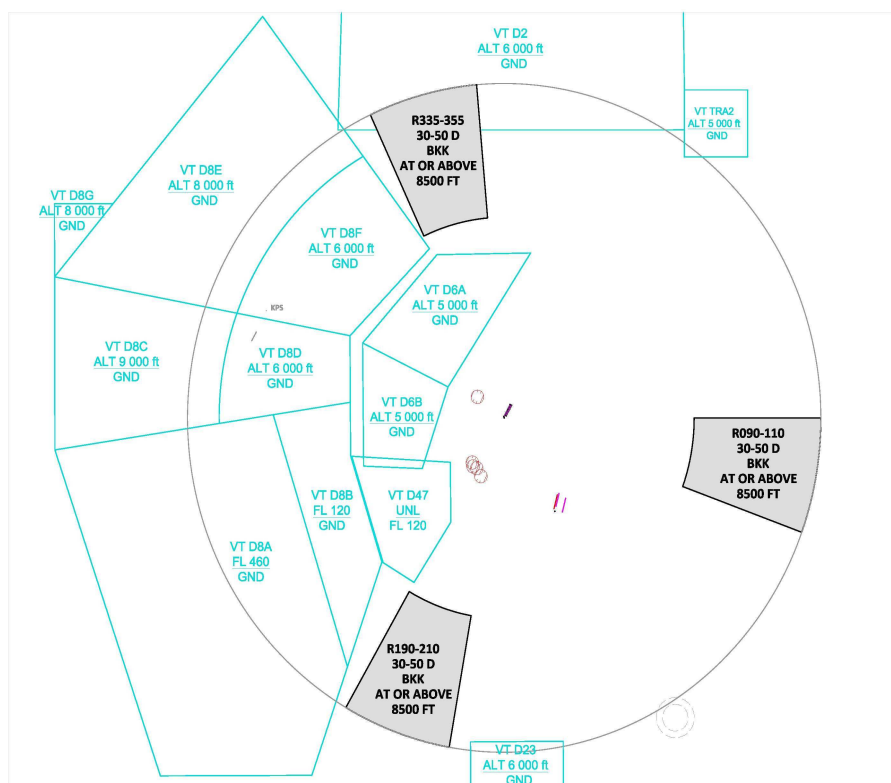
9.2.1 General

- a) The VFR entry and exit procedures are designed to enhance the uniformity of light aircraft and helicopter operations under VFR in Bangkok Control Zone.
- b) If the communication could not be done through radio frequencies as specified, or the transponder unable to functional operated. The VFR light aircraft and helicopter may not permit to operate.
- c) VFR entry and exit procedure charts are the recommended flight paths and altitudes for the purpose of air traffic management.
- d) Adherence to charted flight paths and altitudes is not mandatory. ATC may assign flight paths and altitudes other than specified in charts, however, pilot has final authorities to decide whether he or she would comply with it but shall comply with VFR.
- e) There is no substitute for alertness while operating under VFR. Pilots still have full responsibility to see and avoid other traffic and maintain adequate distance from clouds. Separation shall be provided in accordance with VFR in Class C airspace.
- f) Under some circumstances, suggest heading or change of altitude may be provided when requested by a pilot or whenever deemed necessary by ATC in the interest of safety and with pilot acceptance. Pilots should, as early as practicable, advise ATC if VMC conditions cannot be maintained. ATC shall request pilot's intentions and revise the instruction as requested or, if unable, issue an alternative clearance as soon as possible.
- g) The VFR entry and exit procedures are to be flown only in daylight hours between sunrise to sunset.

9.2.2 VFR entry and exit procedures for light aircraft

- a) The procedures for light aircraft are designed for aircraft with speed less than 130 knots.
- b) For light aircraft with speed of more than 130 knots, ATC may either authorize the aircraft to follow the prescribed VFR entry and exit procedures or assign flight paths and altitudes. However, pilot has final authorities to decide whether he or she would comply with it but shall always comply with VFR and pilots still have full responsibility to see and avoid other traffic as well as maintain adequate distance from clouds. Separation shall be provided in accordance with VFR in Class C airspace.

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, Chapter 4, 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 "MINIMUM 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 advise 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 advise 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, 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

Species	Weight (kg)	Period
Little Egret (<i>Egretta garzetta</i>)	0.500 – 0.630	All year (mostly in July – October)
Red-wattled Lapwing (<i>Vanellus indicus</i>)	0.110 – 0.230	All year (mostly in July – October)
Cattle Egret (<i>Bubulcus ibis</i>)	0.300 – 0.400	All year (mostly in July – November)
Painted Stork (<i>Mycteria leucocephala</i>)	2.000 – 3.000	All year (mostly in October)
Oriental Pratincole (<i>Glareola maldivarum</i>)	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 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 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K	AD 2-VTBS-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K (Verso)	AD 2-VTBS-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K (Radio communication failure table)	AD 2-VTBS-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K (Tabular description1)	AD 2-VTBS-6-4
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K (Tabular description2)	AD 2-VTBS-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 - ALBOS3K BONVO3K BUT3K DOSBU3K GOMES3K HHN3K KASNI3K LIPLI3K NOBER3K NUNLI3K OLVUK3K PASTO3K REGOS3K RYN3K SELKA3K SEMBO3K TARED3K UKERA3K UGUVO3K VANKO3K (Tabular description3)	AD 2-VTBS-6-6

AIRAC AMDT 09/26 The Civil Aviation Authority of Thailand

The Civil Aviation Authority of Thailand AIRAC AMDT 09/26

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS3J BONVO3J BUT3J DOSBU3J GOMES3J HHN3J KASNI3J LIPLI3J NOBER3J NUNLI3J OLVUK3J PASTO3J REGOS3J RYN3J SELKA3J SEMBO3J TARED3J UKERA3J UGUVO3J VANKO3J (Tabular description8)	AD 2-VTBS-6-51
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS3J BONVO3J BUT3J DOSBU3J GOMES3J HHN3J KASNI3J LIPLI3J NOBER3J NUNLI3J OLVUK3J PASTO3J REGOS3J RYN3J SELKA3J SEMBO3J TARED3J UKERA3J UGUVO3J VANKO3J (Tabular description9)	AD 2-VTBS-6-52
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS3J BONVO3J BUT3J DOSBU3J GOMES3J HHN3J KASNI3J LIPLI3J NOBER3J NUNLI3J OLVUK3J PASTO3J REGOS3J RYN3J SELKA3J SEMBO3J TARED3J UKERA3J UGUVO3J VANKO3J (Tabular description10)	AD 2-VTBS-6-53
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 - ALBOS3J BONVO3J BUT3J DOSBU3J GOMES3J HHN3J KASNI3J LIPLI3J NOBER3J NUNLI3J OLVUK3J PASTO3J REGOS3J RYN3J SELKA3J SEMBO3J TARED3J UKERA3J UGUVO3J VANKO3J (Waypoint list table)	AD 2-VTBS-6-54
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G	AD 2-VTBS-6-55
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G (Verso)	AD 2-VTBS-6-56
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G (Radio communication failure table)	AD 2-VTBS-6-57
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G (Tabular description1)	AD 2-VTBS-6-58
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G (Tabular description2)	AD 2-VTBS-6-59
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G (Tabular description3)	AD 2-VTBS-6-60
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G (Tabular description4)	AD 2-VTBS-6-61
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G (Tabular description5)	AD 2-VTBS-6-62
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G (Tabular description6)	AD 2-VTBS-6-63
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G (Tabular description7)	AD 2-VTBS-6-64
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G (Tabular description8)	AD 2-VTBS-6-65
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L - ALBOS3G BONVO3G BUT3G DOSBU3G GOMES3G HHN3G KASNI3G LIPLI3G NOBER3G NUNLI3G OLVUK3G PASTO3G REGOS3G RYN3G SELKA3G SEMBO3G TARED3G UKERA3G UGUVO3G VANKO3G (Waypoint list table)	AD 2-VTBS-6-66
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E	AD 2-VTBS-6-67
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Verso)	AD 2-VTBS-6-68
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Radio communication failure table)	AD 2-VTBS-6-69
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 1)	AD 2-VTBS-6-70
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 2)	AD 2-VTBS-6-71

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 3)	AD 2-VTBS-6-72
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 4)	AD 2-VTBS-6-73
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 5)	AD 2-VTBS-6-74
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 6)	AD 2-VTBS-6-75
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 7)	AD 2-VTBS-6-76
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Tabular description 8)	AD 2-VTBS-6-77
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R - ALBOS3E BONVO3E BUT3E DOSBU3E GOMES3E HHN3E KASNI3E LIPLI3E NOBER3E NUNLI3E OLVUK3E PASTO3E REGOS3E RYN3E SELKA3E SEMBO3E TARED3E UKERA3E UGUVO3E VANKO3E (Waypoint list table)	AD 2-VTBS-6-78
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U	AD 2-VTBS-6-79
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Radio communication failure table)	AD 2-VTBS-6-80
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Tabular description 1)	AD 2-VTBS-6-81
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Tabular description 2)	AD 2-VTBS-6-82
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Tabular description 3)	AD 2-VTBS-6-83
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Tabular description 4)	AD 2-VTBS-6-84
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 01 (PROPELLER) - ALBOS1U BLAFF1U BUT1U DOSBU1U GOMES1U HOTEL1U KASNI1U LIPLI1U NOBER1U NUNLI1U REGOS1U RYN1U SELKA1U SEMBO1U (Waypoint list table)	AD 2-VTBS-6-85
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q	AD 2-VTBS-6-87
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Radio communication failure table)	AD 2-VTBS-6-88
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Tabular description 1)	AD 2-VTBS-6-89
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Tabular description 2)	AD 2-VTBS-6-90
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Tabular description 3)	AD 2-VTBS-6-91
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Tabular description 4)	AD 2-VTBS-6-92
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02L (PROPELLER) - ALBOS1Q BLAFF1Q BUT1Q DOSBU1Q GOMES1Q HOTEL1Q KASNI1Q LIPLI1Q NOBER1Q NUNLI1Q REGOS1Q RYN1Q SELKA1Q SEMBO1Q (Waypoint list table)	AD 2-VTBS-6-93
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S	AD 2-VTBS-6-95

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Radio communication failure table)	AD 2-VTBS-6-96
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Tabular description 1)	AD 2-VTBS-6-97
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Tabular description 2)	AD 2-VTBS-6-98
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Tabular description 3)	AD 2-VTBS-6-99
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Tabular description 4)	AD 2-VTBS-6-100
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02R (PROPELLER) - ALBOS1S BLAFF1S BUT1S DOSBU1S GOMES1S HOTEL1S KASNI1S LIPLI1S NOBER1S NUNLI1S REGOS1S RYN1S SELKA1S SEMBO1S (Waypoint list table)	AD 2-VTBS-6-101
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T	AD 2-VTBS-6-103
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Radio communication failure table)	AD 2-VTBS-6-104
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Tabular description 1)	AD 2-VTBS-6-105
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Tabular description 2)	AD 2-VTBS-6-106
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Tabular description 3)	AD 2-VTBS-6-107
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Tabular description 4)	AD 2-VTBS-6-108
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Tabular description 5)	AD 2-VTBS-6-109
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 19 (PROPELLER) - ALBOS1T BLAFF1T BUT1T DOSBU1T GOMES1T HOTEL1T KASNI1T LIPLI1T NOBER1T NUNLI1T REGOS1T RYN1T SELKA1T SEMBO1T (Waypoint list table)	AD 2-VTBS-6-110
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R	AD 2-VTBS-6-111
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Radio communication failure table)	AD 2-VTBS-6-112
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Tabular description 1)	AD 2-VTBS-6-113
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Tabular description 2)	AD 2-VTBS-6-114
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Tabular description 3)	AD 2-VTBS-6-115
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Tabular description 4)	AD 2-VTBS-6-116
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Tabular description 5)	AD 2-VTBS-6-117
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20L (PROPELLER) - ALBOS1R BLAFF1R BUT1R DOSBU1R GOMES1R HOTEL1R KASNI1R LIPLI1R NOBER1R NUNLI1R REGOS1R RYN1R SELKA1R SEMBO1R (Waypoint list table)	AD 2-VTBS-6-118

Chart name	Page
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P	AD 2-VTBS-6-119
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Radio communication failure table)	AD 2-VTBS-6-120
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Tabular description 1)	AD 2-VTBS-6-121
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Tabular description 2)	AD 2-VTBS-6-122
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1PP (Tabular description 3)	AD 2-VTBS-6-123
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Tabular description 4)	AD 2-VTBS-6-124
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Tabular description 5)	AD 2-VTBS-6-125
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20R (PROPELLER) - ALBOS1P BLAFF1P BUT1P DOSBU1P GOMES1P HOTEL1P KASNI1P LIPLI1P NOBER1P NUNLI1P REGOS1P RYN1P SELKA1P SEMBO1P (Waypoint list table)	AD 2-VTBS-6-126
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D	AD 2-VTBS-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Verso)	AD 2-VTBS-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Radio communication failure table)	AD 2-VTBS-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Tabular description 1)	AD 2-VTBS-7-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Tabular description 2)	AD 2-VTBS-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Tabular description 3)	AD 2-VTBS-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Tabular description 4)	AD 2-VTBS-7-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Tabular description 5)	AD 2-VTBS-7-8
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Tabular description 6)	AD 2-VTBS-7-9
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 01/02L/02R - EASTE2D LEBIM2D NORTA2D TUMGA2D WILLA2D (Waypoint list table)	AD 2-VTBS-7-10
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C	AD 2-VTBS-7-11
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Verso)	AD 2-VTBS-7-12
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Radio communication failure table)	AD 2-VTBS-7-13
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Tabular description 1)	AD 2-VTBS-7-14
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Tabular description 2)	AD 2-VTBS-7-15
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Tabular description 3)	AD 2-VTBS-7-16
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Tabular description 4)	AD 2-VTBS-7-17
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Tabular description 5)	AD 2-VTBS-7-18
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (Tabular description 6)	AD 2-VTBS-7-19

Chart name	Page
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 19/20L/20R - EASTE2C LEBIM2C NORTA2C TUMGA2C WILLA2C (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
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

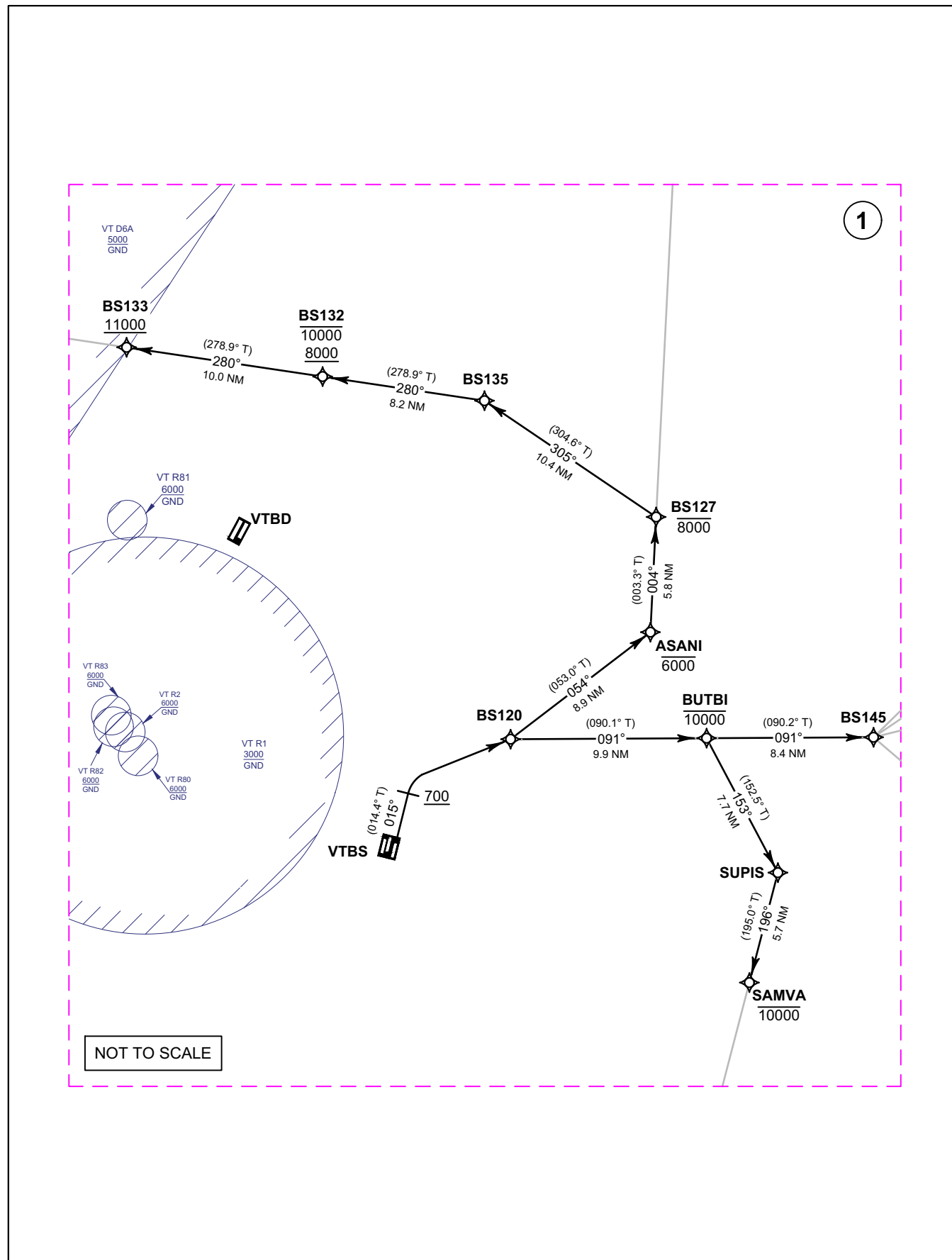
ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K



CHANGE: REVISED CHART.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K

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
ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K

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
ALBOS3K TO R474											
010	-	DER RWY01	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.7	-	R	-	-	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.7	8.9	-	-6000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.7	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+ 0.7	20.5	-	-	-	-	RNAV 1
070	TF	ALBOS	-	004°(003.3°)	+ 0.7	27.3	-	-	-	-	RNAV 1
BONVO3K TO M502											
010	-	DER RWY01	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.7	-	R	-	-	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.7	8.9	-	-6000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.7	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+ 0.7	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+ 0.7	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+ 0.7	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+ 0.7	10.6	-	+FL140	-	-	RNAV 1
100	TF	OBMAR	-	244°(243.2°)	+ 0.7	18.3	-	+FL160	-	-	RNAV 1
110	TF	BONVO	-	231°(229.8°)	+ 0.7	22.7	-	-	-	-	RNAV 1
BUT3K TO M904/Y11											
010	-	DER RWY01	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.7	-	R	-	-	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+ 0.7	9.9	-	-10000	-	-	RNAV 1
050	TF	SUPIS	-	153°(152.5°)	+ 0.7	7.7	-	-	-	-	RNAV 1
060	TF	SAMVA	-	196°(195.0°)	+ 0.7	5.7	-	-10000	-	-	RNAV 1
070	TF	SUSVU	-	196°(195.0°)	+ 0.7	13.0	-	-	-	-	RNAV 1
080	TF	BS125	-	216°(214.8°)	+ 0.7	10.5	-	-FL160	-	-	RNAV 1
090	TF	NOKUK	-	216°(214.8°)	+ 0.7	8.5	-	-	-	-	RNAV 1
100	TF	BUT	-	157°(156.3°)	+ 0.7	27.1	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOBANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K

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
DOSBU3K TO G474, L880											
010	-	DER RWY01	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.7	-	R	-	-	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+0.7	9.9	-	-10000	-	-	RNAV 1
050	TF	BS145	-	091°(090.2°)	+0.7	8.4	-	-	-	-	RNAV 1
060	TF	DOSBU	-	080°(079.6°)	+0.7	39.6	-	-	-	-	RNAV 1
GOMES3K TO R468/N506, B204											
010	-	DER RWY01	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.7	-	R	-	-	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+0.7	9.9	-	-10000	-	-	RNAV 1
050	TF	BS145	-	091°(090.2°)	+0.7	8.4	-	-	-	-	RNAV 1
060	TF	GOMES	-	132°(131.1°)	+0.7	32.5	-	-	-	-	RNAV 1
HHN3K TO W31											
010	-	DER RWY01	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.7	-	R	-	-	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+0.7	8.9	-	-6000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+0.7	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+0.7	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+0.7	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+0.7	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+0.7	10.6	-	+FL140	-	-	RNAV 1
100	TF	POTEP	-	212°(211.5°)	+0.7	29.5	-	+FL200	-	-	RNAV 1
110	TF	TUPKA	-	164°(163.0°)	+0.7	22.4	-	-	-	-	RNAV 1
120	TF	SABIS	-	181°(180.5°)	+0.7	20.3	-	-	-	-	RNAV 1
130	TF	HHN	-	213°(212.7°)	+0.7	25.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01
ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K

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
KASNI3K TO M757											
010	-	DER RWY01	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.7	-	R	-	-	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+ 0.7	9.9	-	-10000	-	-	RNAV 1
050	TF	SUPIS	-	153°(152.5°)	+ 0.7	7.7	-	-	-	-	RNAV 1
060	TF	SAMVA	-	196°(195.0°)	+ 0.7	5.7	-	-10000	-	-	RNAV 1
070	TF	SUSVU	-	196°(195.0°)	+ 0.7	13.0	-	-	-	-	RNAV 1
080	TF	BS124	-	231°(230.3°)	+ 0.7	10.0	-	-FL160	-	-	RNAV 1
090	TF	KASNI	-	231°(230.2°)	+ 0.7	14.5	-	-	-	-	RNAV 1
LIPLI3K TO Y16											
010	-	DER RWY01	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.7	-	R	-	-	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+ 0.7	9.9	-	-10000	-	-	RNAV 1
050	TF	BS145	-	091°(090.2°)	+ 0.7	8.4	-	-	-	-	RNAV 1
060	TF	LIPLI	-	063°(061.9°)	+ 0.7	52.8	-	-	-	-	RNAV 1
NOBER3K TO B346/W39, W21											
010	-	DER RWY01	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.7	-	R	-	-	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.7	8.9	-	-6000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.7	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+ 0.7	20.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.7	21.1	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+ 0.7	13.3	-	-	-	-	RNAV 1
090	TF	RMDU	-	343°(342.1°)	+ 0.7	17.4	-	-	-	-	RNAV 1
100	TF	NOBER	-	030°(029.5°)	+ 0.7	38.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K

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
NUNLI3K TO L507											
010	-	DER RWY01	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.7	-	R	-	-	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+0.7	8.9	-	-6000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+0.7	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+0.7	20.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+0.7	21.1	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+0.7	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+0.7	7.3	-	-	-	-	RNAV 1
100	TF	NUNLI	-	295°(293.8°)	+0.7	58.7	-	-	-	-	RNAV 1
OLVUK3K TO Y26											
010	-	DER RWY01	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.7	-	R	-	-	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+0.7	8.9	-	-6000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+0.7	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+0.7	20.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+0.7	21.1	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+0.7	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+0.7	7.3	-	-	-	-	RNAV 1
100	TF	OLVUK	-	335°(333.9°)	+0.7	12.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K

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
PASTO3K TO L301											
010	-	DER RWY01	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.7	-	R	-	-	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+0.7	8.9	-	-6000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+0.7	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+0.7	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+0.7	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+0.7	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+0.7	10.6	-	+FL140	-	-	RNAV 1
100	TF	PASTO	-	263°(261.9°)	+0.7	49.7	-	-	-	-	RNAV 1
REGOS3K TO M751, A464/W19											
010	-	DER RWY01	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.7	-	R	-	-	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+0.7	9.9	-	-10000	-	-	RNAV 1
050	TF	SUPIS	-	153°(152.5°)	+0.7	7.7	-	-	-	-	RNAV 1
060	TF	SAMVA	-	196°(195.0°)	+0.7	5.7	-	-10000	-	-	RNAV 1
070	TF	SUSVU	-	196°(195.0°)	+0.7	13.0	-	-	-	-	RNAV 1
080	TF	BS124	-	231°(230.3°)	+0.7	10.0	-	-FL160	-	-	RNAV 1
090	TF	KASNI	-	231°(230.2°)	+0.7	14.5	-	-	-	-	RNAV 1
100	TF	REGOS	-	186°(185.0°)	+0.7	64.7	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K

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
RYN3K TO N891											
010	-	DER RWY01	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.7	-	R	-	-	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+0.7	9.9	-	-10000	-	-	RNAV 1
050	TF	BS145	-	091°(090.2°)	+0.7	8.4	-	-	-	-	RNAV 1
060	TF	GOMES	-	132°(131.1°)	+0.7	32.5	-	-	-	-	RNAV 1
070	TF	RYN	-	172°(171.6°)	+0.7	37.5	-	-	-	-	RNAV 1
SELKA3K TO A1, Y14											
010	-	DER RWY01	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.7	-	R	-	-	-	RNAV 1
040	TF	BUTBI	-	091°(090.1°)	+0.7	9.9	-	-10000	-	-	RNAV 1
050	TF	BS145	-	091°(090.2°)	+0.7	8.4	-	-	-	-	RNAV 1
060	TF	SELKA	-	051°(050.4°)	+0.7	54.4	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K

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
SEMBO3K TO A464											
010	-	DER RWY01	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.7	-	R	-	-	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.7	8.9	-	-6000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.7	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+ 0.7	20.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.7	21.1	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+ 0.7	13.3	-	-	-	-	RNAV 1
090	TF	RIVDU	-	343°(342.1°)	+ 0.7	17.4	-	-	-	-	RNAV 1
100	TF	SEMBO	-	340°(338.9°)	+ 0.7	12.2	-	-	-	-	RNAV 1
TARED3K TO G463/P646											
010	-	DER RWY01	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.7	-	R	-	-	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.7	8.9	-	-6000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.7	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+ 0.7	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+ 0.7	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+ 0.7	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+ 0.7	10.6	-	+FL140	-	-	RNAV 1
100	TF	TEMPO	-	280°(278.8°)	+ 0.7	25.1	-	-	-	-	RNAV 1
110	TF	TARED	-	304°(303.6°)	+ 0.7	27.6	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOBANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K

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
UKERA3K TO G458, W31											
010	-	DER RWY01	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.7	-	R	-	-	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+0.7	8.9	-	-6000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+0.7	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+0.7	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+0.7	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+0.7	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+0.7	10.6	-	+FL140	-	-	RNAV 1
100	TF	POTEP	-	212°(211.5°)	+0.7	29.5	-	+FL200	-	-	RNAV 1
110	TF	TUPKA	-	164°(163.0°)	+0.7	22.4	-	-	-	-	RNAV 1
120	TF	SABIS	-	181°(180.5°)	+0.7	20.3	-	-	-	-	RNAV 1
130	TF	UKERA	-	191°(189.9°)	+0.7	58.5	-	-	-	-	RNAV 1
VANKO3K TO Y8											
010	-	DER RWY01	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+0.7	-	R	-	-	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+0.7	8.9	-	-6000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+0.7	5.8	-	-8000	-	-	RNAV 1
060	TF	BS135	-	305°(304.6°)	+0.7	10.4	-	-	-	-	RNAV 1
070	TF	BS132	-	280°(278.9°)	+0.7	8.2	-	-10000; +8000	-	-	RNAV 1
080	TF	BS133	-	280°(278.9°)	+0.7	10.0	-	+11000	-	-	RNAV 1
090	TF	BS134	-	280°(278.9°)	+0.7	10.6	-	+FL140	-	-	RNAV 1
100	TF	POTEP	-	212°(211.5°)	+0.7	29.5	-	+FL200	-	-	RNAV 1
110	TF	TUPKA	-	164°(163.0°)	+0.7	22.4	-	-	-	-	RNAV 1
120	TF	SABIS	-	181°(180.5°)	+0.7	20.3	-	-	-	-	RNAV 1
130	TF	VANKO	-	226°(225.6°)	+0.7	35.3	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01
ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K

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
UGUVO3K TO Y27											
010	-	DER RWY01	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	015°(014.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS120	-	-	+ 0.7	-	R	-	-	-	RNAV 1
040	TF	ASANI	-	054°(053.0°)	+ 0.7	8.9	-	-6000	-	-	RNAV 1
050	TF	BS127	-	004°(003.3°)	+ 0.7	5.8	-	-8000	-	-	RNAV 1
060	TF	BS128	-	004°(003.3°)	+ 0.7	20.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.7	21.1	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+ 0.7	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+ 0.7	7.3	-	-	-	-	RNAV 1
100	TF	OLVUK	-	335°(333.9°)	+ 0.7	12.9	-	-	-	-	RNAV 1
110	TF	UGUVO	-	359°(358.7°)	+ 0.7	29.0	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01

ALBOS3K BONVO3K BUT3K DOSBU3K
GOMES3K HHN3K KASNI3K LIPLI3K
NOBER3K NUNLI3K OLVUK3K PASTO3K
REGOS3K RYN3K SELKA3K SEMBO3K
TARED3K UKERA3K UGUVO3K VANKO3K

WAYPOINT LIST

RNAV RWY01			
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DER RWY01	13° 41' 30.17" N 100° 45' 39.72" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
ASANI	13° 50' 56.59" N 100° 58' 29.21" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS120	13° 45' 35.12" N 100° 51' 12.24" E	OLVUK	14° 39' 28.38" N 100° 12' 40.23" E
BS124	13° 14' 09.80" N 100° 52' 07.86" E	PASTO	14° 00' 04.50" N 099° 30' 06.94" E
BS125	13° 11' 54.24" N 100° 53' 50.73" E	POTEP	13° 41' 54.24" N 100° 04' 50.87" E
BS127	13° 56' 45.99" N 100° 58' 49.99" E	REGOS	12° 00' 06.50" N 100° 34' 54.30" E
BS128	14° 17' 20.29" N 101° 00' 03.68" E	RVDU	14° 42' 35.67" N 100° 20' 18.57" E
BS132	14° 04' 00.08" N 100° 41' 36.52" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS133	14° 05' 32.89" N 100° 31' 27.62" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS134	14° 07' 10.86" N 100° 20' 41.56" E	SAMVA	13° 33' 10.56" N 101° 03' 27.30" E
BS135	14° 02' 43.11" N 100° 49' 59.32" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS137	14° 22' 38.81" N 100° 39' 04.16" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS138	14° 25' 58.19" N 100° 25' 48.74" E	SUPIS	13° 38' 43.46" N 101° 04' 58.79" E
BS145	13° 45' 31.78" N 101° 09' 59.26" E	SUSVU	13° 20' 33.99" N 100° 59' 59.73" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
BUTBI	13° 45' 33.49" N 101° 01' 20.98" E	TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E	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. BS145 ADDED.

INTENTIONALLY BLANK

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

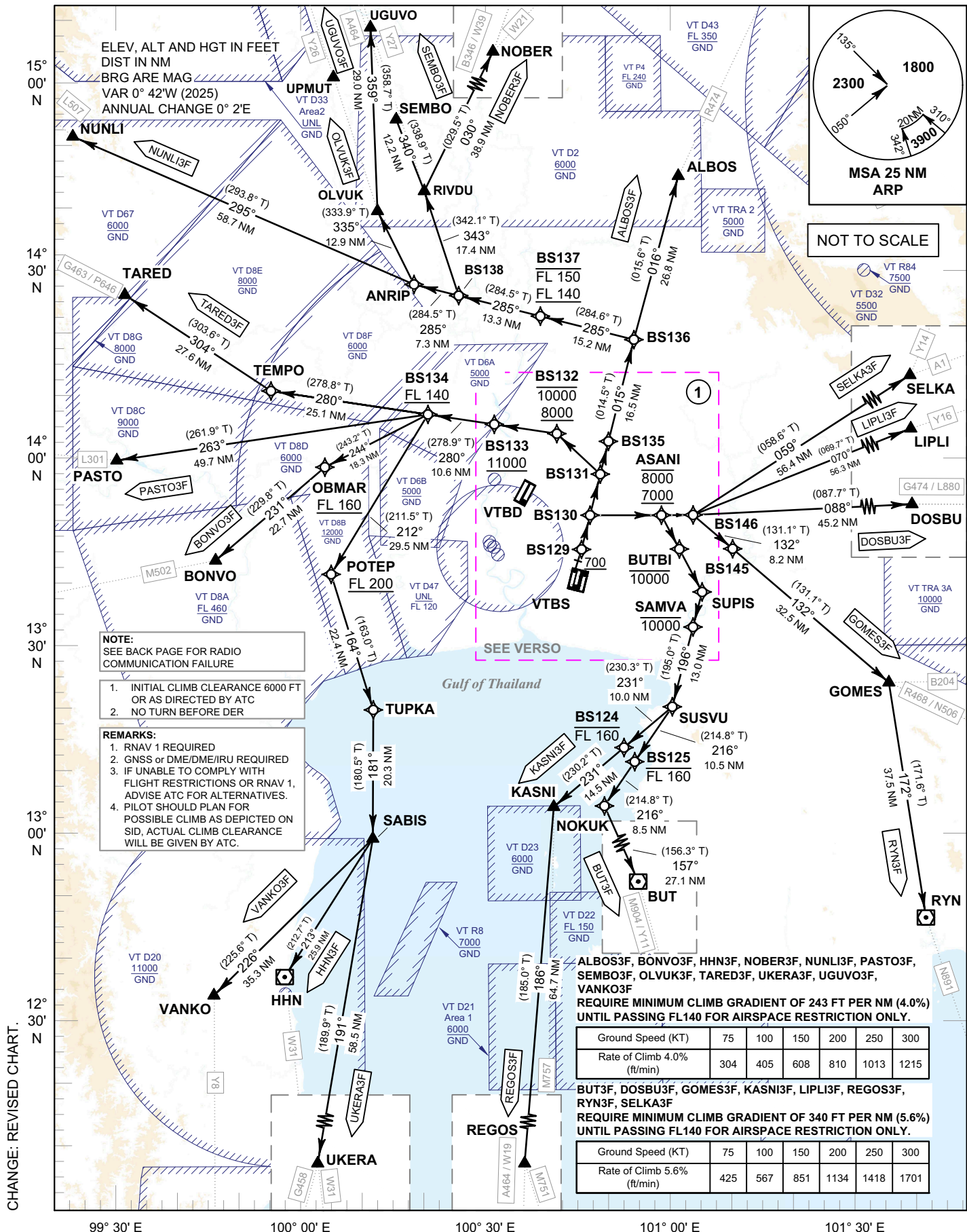
TRANSITION ALTITUDE
11000 FT

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

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

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L**

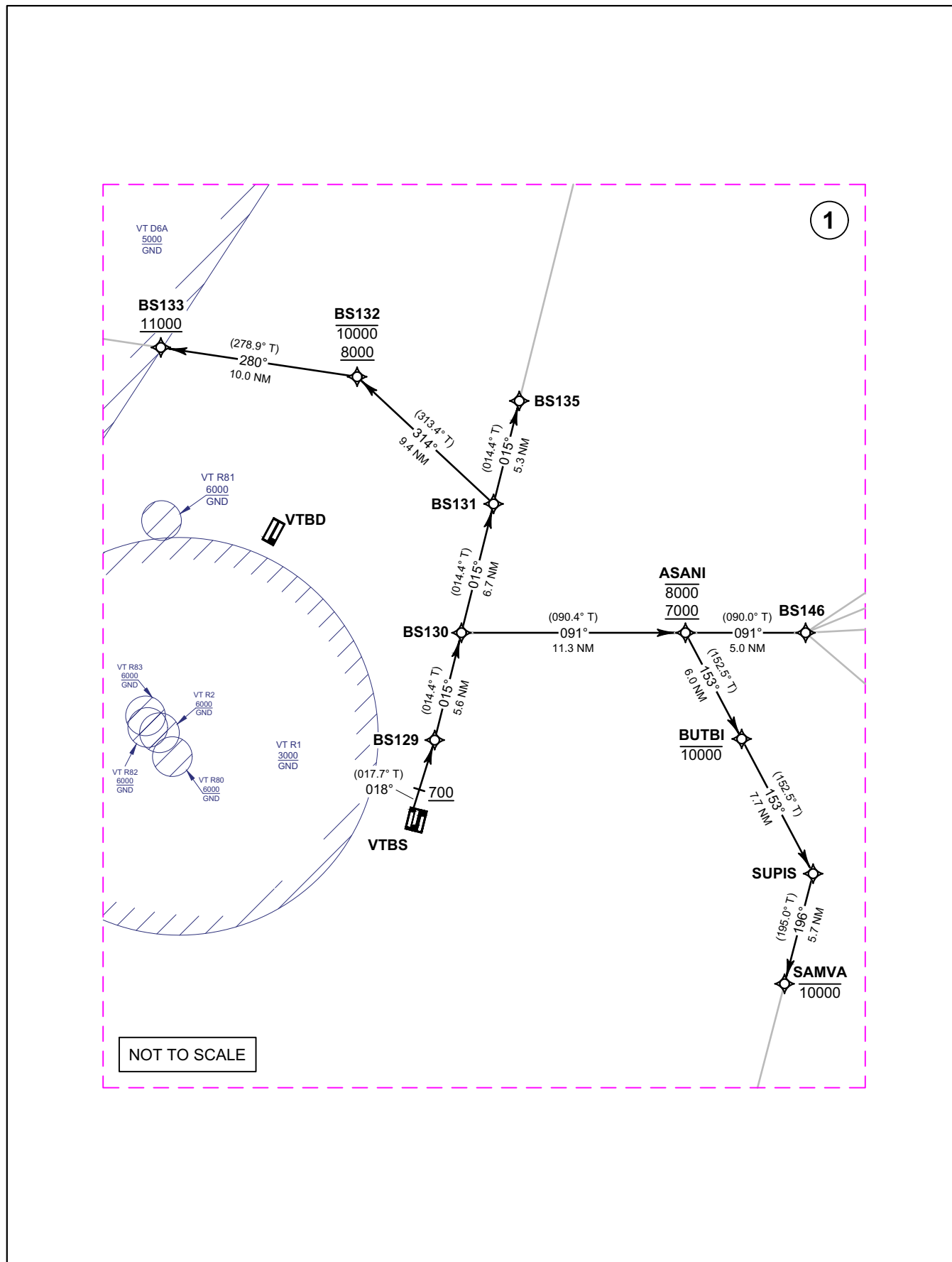
ALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F



CHANGE: REVISED CHART.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F

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

ALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F

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
ALBOS3F TO R474											
010	-	DER RWY02L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.7	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+ 0.7	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+ 0.7	16.5	-	-	-	-	RNAV 1
080	TF	ALBOS	-	016°(015.6°)	+ 0.7	26.8	-	-	-	-	RNAV 1
BONVO3F TO M502											
010	-	DER RWY02L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+ 0.7	6.7	-	-	-	-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+ 0.7	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+ 0.7	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+ 0.7	10.6	-	+FL140	-	-	RNAV 1
090	TF	OBMAR	-	244°(243.2°)	+ 0.7	18.3	-	+FL160	-	-	RNAV 1
100	TF	BONVO	-	231°(229.8°)	+ 0.7	22.7	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOBANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02LALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F

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
BUT3F TO M904/Y11											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+0.7	11.3	-	-8000; +7000	-	-	RNAV 1
060	TF	BUTBI	-	153°(152.5°)	+0.7	6.0	-	-10000	-	-	RNAV 1
070	TF	SUPIS	-	153°(152.5°)	+0.7	7.7	-	-	-	-	RNAV 1
080	TF	SAMVA	-	196°(195.0°)	+0.7	5.7	-	-10000	-	-	RNAV 1
090	TF	SUSVU	-	196°(195.0°)	+0.7	13.0	-	-	-	-	RNAV 1
100	TF	BS125	-	216°(214.8°)	+0.7	10.5	-	-FL160	-	-	RNAV 1
110	TF	NOKUK	-	216°(214.8°)	+0.7	8.5	-	-	-	-	RNAV 1
120	TF	BUT	-	157°(156.3°)	+0.7	27.1	-	-	-	-	RNAV 1
DOSBU3F TO G474/L880											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+0.7	11.3	-	-8000; +7000	-	-	RNAV 1
060	TF	BS146	-	091°(090.0°)	+0.7	5.0	-	-	-	-	RNAV 1
070	TF	DOSBU	-	088°(087.7°)	+0.7	45.2	-	-	-	-	RNAV 1
GOMES3F TO R468/N506, B204											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+0.7	11.3	-	-8000; +7000	-	-	RNAV 1
060	TF	BS146	-	091°(090.0°)	+0.7	5.0	-	-	-	-	RNAV 1
070	TF	BS145	-	132°(131.1°)	+0.7	8.2	-	-	-	-	RNAV 1
080	TF	GOMES	-	132°(131.1°)	+0.7	32.5	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L
ALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F

TABULAR DESCRIPTION (3)

RNAV RWY02L											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
HHN3F TO W31											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+0.7	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+0.7	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+0.7	10.6	-	+FL140	-	-	RNAV 1
090	TF	POTEP	-	212°(211.5°)	+0.7	29.5	-	+FL200	-	-	RNAV 1
100	TF	TUPKA	-	164°(163.0°)	+0.7	22.4	-	-	-	-	RNAV 1
110	TF	SABIS	-	181°(180.5°)	+0.7	20.3	-	-	-	-	RNAV 1
120	TF	HHN	-	213°(212.7°)	+0.7	25.9	-	-	-	-	RNAV 1
KASNI3F TO M757											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+0.7	11.3	-	-8000; +7000	-	-	RNAV 1
060	TF	BUTBI	-	153°(152.5°)	+0.7	6.0	-	-10000	-	-	RNAV 1
070	TF	SUPIS	-	153°(152.5°)	+0.7	7.7	-	-	-	-	RNAV 1
080	TF	SAMVA	-	196°(195.0°)	+0.7	5.7	-	-10000	-	-	RNAV 1
090	TF	SUSVU	-	196°(195.0°)	+0.7	13.0	-	-	-	-	RNAV 1
100	TF	BS124	-	231°(230.3°)	+0.7	10.0	-	-FL 160	-	-	RNAV 1
110	TF	KASNI	-	231°(230.2°)	+0.7	14.5	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOBANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02LALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F

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
------------------	--------------------	---------------------	---------	---------------------	-----------------------	------------------	-------------------	------------------	---------------	-------------	-----------------------------

LIPLI3F TO Y16

010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+0.7	11.3	-	-8000; +7000	-	-	RNAV 1
060	TF	BS146	-	091°(090.0°)	+0.7	5.0	-	-	-	-	RNAV 1
070	TF	LIPLI	-	070°(069.7°)	+0.7	56.3	-	-	-	-	RNAV 1

NOBER3F TO B346/W39, W21

010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+0.7	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+0.7	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+0.7	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.4°)	+0.7	13.3	-	-	-	-	RNAV 1
100	TF	RMDU	-	343°(342.1°)	+0.7	17.4	-	-	-	-	RNAV 1
110	TF	NOBER	-	030°(029.5°)	+0.7	38.9	-	-	-	-	RNAV 1

NUNLI3F TO L507

010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+0.7	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+0.7	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+0.7	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.5°)	+0.7	13.3	-	-	-	-	RNAV 1
100	TF	ANRIP	-	285°(284.5°)	+0.7	7.3	-	-	-	-	RNAV 1
110	TF	NUNLI	-	295°(293.8°)	+0.7	58.7	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L
ALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F

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
OLVUK3F TO Y26											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+0.7	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+0.7	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+0.7	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.5°)	+0.7	13.3	-	-	-	-	RNAV 1
100	TF	ANRIP	-	285°(284.5°)	+0.7	7.3	-	-	-	-	RNAV 1
110	TF	OLVUK	-	335°(333.9°)	+0.7	12.9	-	-	-	-	RNAV 1
PASTO3F TO L301											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+0.7	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+0.7	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+0.7	10.6	-	+FL140	-	-	RNAV 1
090	TF	PASTO	-	263°(261.9°)	+0.7	49.7	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)

RNAV RWY02L

ALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F

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
REGOS3F TO M751, A464/W19											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+0.7	11.3	-	-8000; +7000	-	-	RNAV 1
060	TF	BUTBI	-	153°(152.5°)	+0.7	6.0	-	-10000	-	-	RNAV 1
070	TF	SUPIS	-	153°(152.5°)	+0.7	7.7	-	-	-	-	RNAV 1
080	TF	SAMVA	-	196°(195.0°)	+0.7	5.7	-	-10000	-	-	RNAV 1
090	TF	SUSVU	-	196°(195.0°)	+0.7	13.0	-	-	-	-	RNAV 1
100	TF	BS124	-	231°(230.3°)	+0.7	10.0	-	-FL 160	-	-	RNAV 1
110	TF	KASNI	-	231°(230.2°)	+0.7	14.5	-	-	-	-	RNAV 1
120	TF	REGOS	-	186°(185.0°)	+0.7	64.7	-	-	-	-	RNAV 1
RYN3F TO N891											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+0.7	11.3	-	-8000; +7000	-	-	RNAV 1
060	TF	BS146	-	091°(090.0°)	+0.7	5.0	-	-	-	-	RNAV 1
070	TF	BS145	-	132°(131.1°)	+0.7	8.2	-	-	-	-	RNAV 1
080	TF	GOMES	-	132°(131.1°)	+0.7	32.5	-	-	-	-	RNAV 1
090	TF	RYN	-	172°(171.6°)	+0.7	37.5	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F

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
SELKA3F TO A1, Y14											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	ASANI	-	091°(090.4°)	+0.7	11.3	-	-8000; +7000	-	-	RNAV 1
060	TF	BS146	-	091°(090.0°)	+0.7	5.0	-	-	-	-	RNAV 1
070	TF	SELKA	-	059°(058.6°)	+0.7	56.4	-	-	-	-	RNAV 1
SEMBO3F TO A464											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+0.7	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+0.7	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+0.7	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.5°)	+0.7	13.3	-	-	-	-	RNAV 1
100	TF	RMDU	-	343°(342.1°)	+0.7	17.4	-	-	-	-	RNAV 1
110	TF	SEMBO	-	340°(338.9°)	+0.7	12.2	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)

RNAV RWY02L

ALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F

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
TARED3F TO G463/P646											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+0.7	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+0.7	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+0.7	10.6	-	+FL140	-	-	RNAV 1
090	TF	TEMPO	-	280°(278.8°)	+0.7	25.1	-	-	-	-	RNAV 1
100	TF	TARED	-	304°(303.6°)	+0.7	27.6	-	-	-	-	RNAV 1

UKERA3F TO G458, W31

010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+0.7	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+0.7	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+0.7	10.6	-	+FL140	-	-	RNAV 1
090	TF	POTEP	-	212°(211.5°)	+0.7	29.5	-	+FL200	-	-	RNAV 1
100	TF	TUPKA	-	164°(163.0°)	+0.7	22.4	-	-	-	-	RNAV 1
110	TF	SABIS	-	181°(180.5°)	+0.7	20.3	-	-	-	-	RNAV 1
120	TF	UKERA	-	191°(189.9°)	+0.7	58.5	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L
ALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F

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
VANKO3F TO Y8											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
060	TF	BS132	-	314°(313.4°)	+0.7	9.4	-	-10000; +8000	-	-	RNAV 1
070	TF	BS133	-	280°(278.9°)	+0.7	10.0	-	+11000	-	-	RNAV 1
080	TF	BS134	-	280°(278.9°)	+0.7	10.6	-	+FL140	-	-	RNAV 1
090	TF	POTEP	-	212°(211.5°)	+0.7	29.5	-	+FL200	-	-	RNAV 1
100	TF	TUPKA	-	164°(163.0°)	+0.7	22.4	-	-	-	-	RNAV 1
110	TF	SABIS	-	181°(180.5°)	+0.7	20.3	-	-	-	-	RNAV 1
120	TF	VANKO	-	226°(225.6°)	+0.7	35.3	-	-	-	-	RNAV 1
UGUVO3F TO Y27											
010	-	DER RWY02L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	018°(017.7°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS129	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
050	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
060	TF	BS135	-	015°(014.4°)	+0.7	5.3	-	-	-	-	RNAV 1
070	TF	BS136	-	015°(014.5°)	+0.7	16.5	-	-	-	-	RNAV 1
080	TF	BS137	-	285°(284.6°)	+0.7	15.2	-	-FL150; +FL140	-	-	RNAV 1
090	TF	BS138	-	285°(284.5°)	+0.7	13.3	-	-	-	-	RNAV 1
100	TF	ANRIP	-	285°(284.5°)	+0.7	7.3	-	-	-	-	RNAV 1
110	TF	OLVUK	-	335°(333.9°)	+0.7	12.9	-	-	-	-	RNAV 1
120	TF	UGUVO	-	359°(358.7°)	+0.7	29.0	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02L

ALBOS3F BONVO3F BUT3F DOSBU3F
GOMES3F HHN3F KASNI3F LIPLI3F
NOBER3F NUNLI3F OLVUK3F PASTO3F
REGOS3F RYN3F SELKA3F SEMBO3F
TARED3F UKERA3F UGUVO3F VANKO3F

WAYPOINT LIST

RNAV RWY02L			
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DER RWY02L	13° 42' 00.68" N 100° 44' 18.41" E	KASNI	13° 04' 50.17" N 100° 40' 41.88" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
ASANI	13° 50' 56.59" N 100° 58' 29.21" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BS124	13° 14' 09.80" N 100° 52' 07.86" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS125	13° 11' 54.24" N 100° 53' 50.73" E	OLVUK	14° 39' 28.38" N 100° 12' 40.23" E
BS126	13° 40' 53.94" N 101° 14' 15.09" E	PASTO	14° 00' 04.50" N 099° 30' 06.94" E
BS129	13° 45' 37.37" N 100° 45' 29.11" E	POTEP	13° 41' 54.24" N 100° 04' 50.87" E
BS130	13° 51' 01.92" N 100° 46' 54.51" E	REGOS	12° 00' 06.50" N 100° 34' 54.30" E
BS131	13° 57' 31.70" N 100° 48' 37.19" E	RIVDU	14° 42' 35.67" N 100° 20' 18.57" E
BS132	14° 04' 00.08" N 100° 41' 36.52" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS133	14° 05' 32.89" N 100° 31' 27.62" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS134	14° 07' 10.86" N 100° 20' 41.56" E	SAMVA	13° 33' 10.56" N 101° 03' 27.30" E
BS135	14° 02' 43.11" N 100° 49' 59.32" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS136	14° 18' 48.67" N 100° 54' 15.03" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS137	14° 22' 38.81" N 100° 39' 04.16" E	SUPIS	13° 38' 43.46" N 101° 04' 58.79" E
BS138	14° 25' 58.19" N 100° 25' 48.74" E	SUSVU	13° 20' 33.99" N 100° 59' 59.73" E
BS145	13° 45' 31.78" N 101° 09' 59.26" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
BS146	13° 50' 56.54" N 101° 03' 37.53" E	TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E	TUPKA	13° 20' 22.25" N 100° 11' 34.96" E
BUTBI	13° 45' 33.49" N 101° 01' 20.98" E	UKERA	12° 02' 07.25" N 100° 01' 09.59" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E	UGUVO	15° 08' 34.84" N 100° 11' 40.60" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E		

CHANGE: CHART TITLE. BS145 AND BS146 ADDED.

INTENTIONALLY BLANK

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

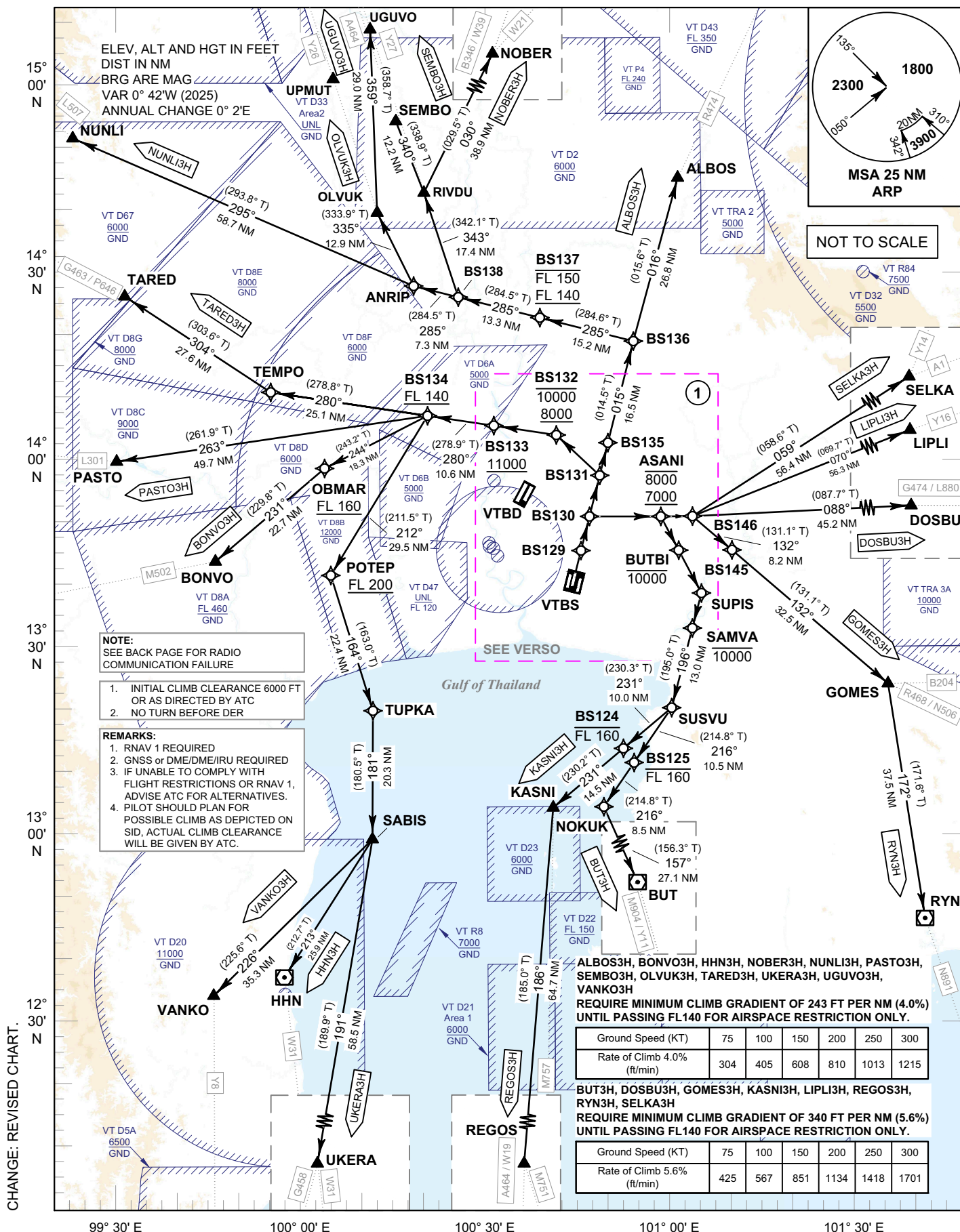
TRANSITION ALTITUDE
11000 FT

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

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

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

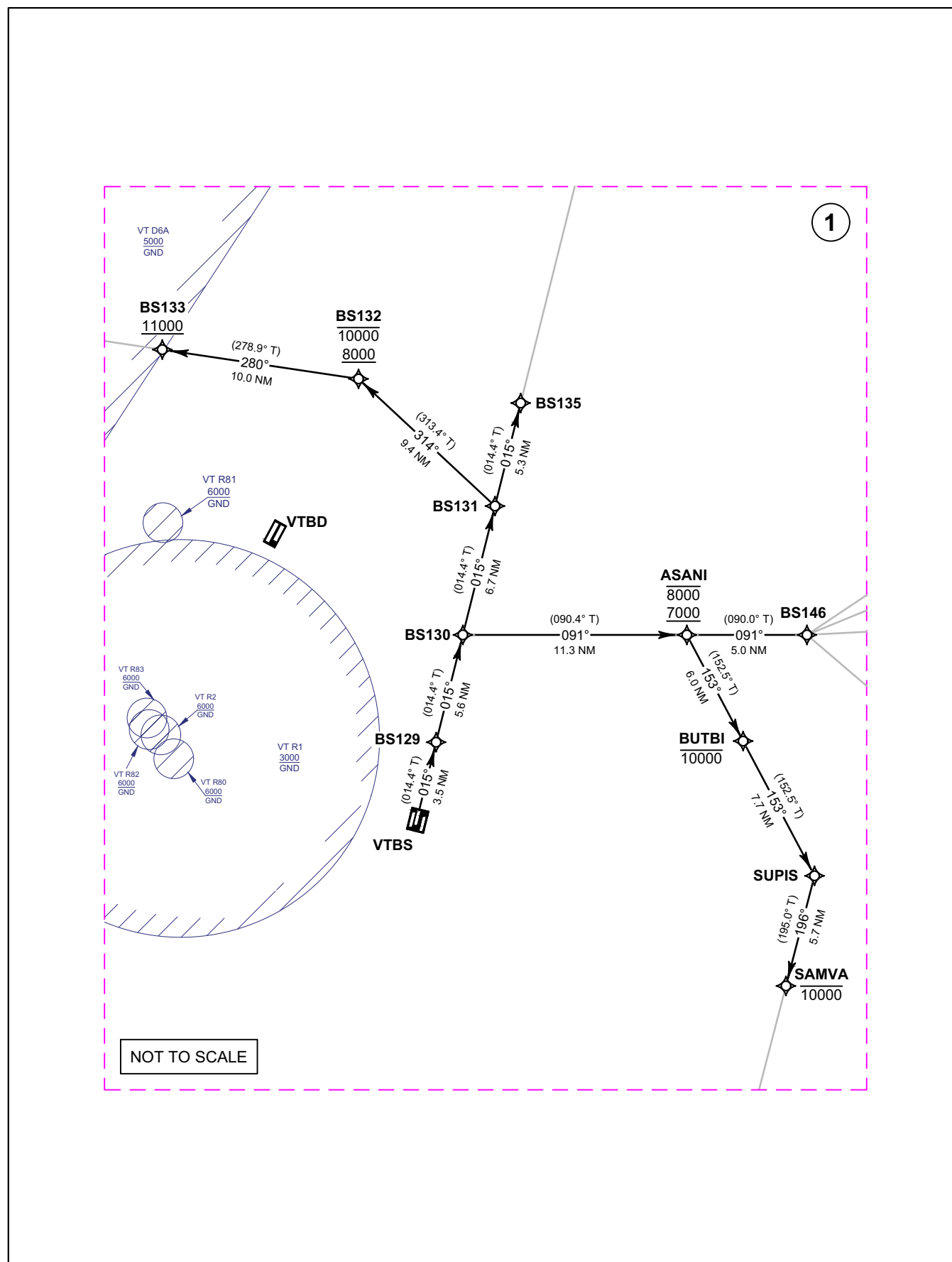
ALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H
NOBER3H NUNLI3H OLVUK3H PASTO3H
REGOS3H RYN3H SELKA3H SEMBO3H
TARED3H UKERA3H UGUVO3H VANKO3H



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H
NOBER3H NUNLI3H OLVUK3H PASTO3H
REGOS3H RYN3H SELKA3H SEMBO3H
TARED3H UKERA3H UGUVO3H VANKO3H



CHANGE: REVISED CHART.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H
NOBER3H NUNLI3H OLVUK3H PASTO3H
REGOS3H RYN3H SELKA3H SEMBO3H
TARED3H UKERA3H UGUVO3H VANKO3H

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

ALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H
NOBER3H NUNLI3H OLVUK3H PASTO3H
REGOS3H RYN3H SELKA3H SEMBO3H
TARED3H UKERA3H UGUVO3H VANKO3H

TABULAR DESCRIPTION (1)

RNAV RWY02R											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
ALBOS3H TO R474											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.7	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+ 0.7	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+ 0.7	16.5	-	-	-	-	RNAV 1
070	TF	ALBOS	-	016°(015.6°)	+ 0.7	26.8	-	-	-	-	RNAV 1
BONVO3H TO M502											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.7	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+ 0.7	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+ 0.7	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+ 0.7	10.6	-	+FL140	-	-	RNAV 1
080	TF	OBMAR	-	244°(243.2°)	+ 0.7	18.3	-	+FL160	-	-	RNAV 1
090	TF	BONVO	-	231°(229.8°)	+ 0.7	22.7	-	-	-	-	RNAV 1
BUT3H TO M904/Y11											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.7	11.3	-	-8000; +7000	-	-	RNAV 1
050	TF	BUTBI	-	153°(152.5°)	+ 0.7	6.0	-	-10000	-	-	RNAV 1
060	TF	SUPIS	-	153°(152.5°)	+ 0.7	7.7	-	-	-	-	RNAV 1
070	TF	SAMVA	-	196°(195.0°)	+ 0.7	5.7	-	-10000	-	-	RNAV 1
080	TF	SUSVU	-	196°(195.0°)	+ 0.7	13.0	-	-	-	-	RNAV 1
090	TF	BS125	-	216°(214.8°)	+ 0.7	10.5	-	-FL160	-	-	RNAV 1
100	TF	NOKUK	-	216°(214.8°)	+ 0.7	8.5	-	-	-	-	RNAV 1
110	TF	BUT	-	157°(156.3°)	+ 0.7	27.1	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOBANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02RALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H
NOBER3H NUNLI3H OLVUK3H PASTO3H
REGOS3H RYN3H SELKA3H SEMBO3H
TARED3H UKERA3H UGUVO3H VANKO3H

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
DOSBU3H TO G474/L880											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.7	11.3	-	-8000; +7000	-	-	RNAV 1
050	TF	BS146	-	091°(090.0°)	+ 0.7	5.0	-	-	-	-	RNAV 1
060	TF	DOSBU	-	088°(087.7°)	+ 0.7	45.2	-	-	-	-	RNAV 1
GOMES3H TO R468/N506, B204											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.7	11.3	-	-8000; +7000	-	-	RNAV 1
050	TF	BS146	-	091°(090.0°)	+ 0.7	5.0	-	-	-	-	RNAV 1
060	TF	BS145	-	132°(131.1°)	+ 0.7	8.2	-	-	-	-	RNAV 1
070	TF	GOMES	-	132°(131.1°)	+ 0.7	32.5	-	-	-	-	RNAV 1
HHN3H TO W31											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.7	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+ 0.7	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+ 0.7	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+ 0.7	10.6	-	+FL140	-	-	RNAV 1
080	TF	POTEP	-	212°(211.5°)	+ 0.7	29.5	-	+FL200	-	-	RNAV 1
090	TF	TUPKA	-	164°(163.0°)	+ 0.7	22.4	-	-	-	-	RNAV 1
100	TF	SABIS	-	181°(180.5°)	+ 0.7	20.3	-	-	-	-	RNAV 1
110	TF	HHN	-	213°(212.7°)	+ 0.7	25.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H
NOBER3H NUNLI3H OLVUK3H PASTO3H
REGOS3H RYN3H SELKA3H SEMBO3H
TARED3H UKERA3H UGUVO3H VANKO3H

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
KASNI3H TO M757											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.7	11.3	-	-8000; +7000	-	-	RNAV 1
050	TF	BUTBI	-	153°(152.5°)	+ 0.7	6.0	-	-10000	-	-	RNAV 1
060	TF	SUPIS	-	153°(152.5°)	+ 0.7	7.7	-	-	-	-	RNAV 1
070	TF	SAMVA	-	196°(195.0°)	+ 0.7	5.7	-	-10000	-	-	RNAV 1
080	TF	SUSVU	-	196°(195.0°)	+ 0.7	13.0	-	-	-	-	RNAV 1
090	TF	BS124	-	231°(230.3°)	+ 0.7	10.0	-	-FL 160	-	-	RNAV 1
100	TF	KASNI	-	231°(230.2°)	+ 0.7	14.5	-	-	-	-	RNAV 1
LIPLI3H TO Y16											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.7	11.3	-	-8000; +7000	-	-	RNAV 1
050	TF	BS146	-	091°(090.0°)	+ 0.7	5.0	-	-	-	-	RNAV 1
060	TF	LIPLI	-	070°(069.7°)	+ 0.7	56.3	-	-	-	-	RNAV 1
NOBER3H TO B346/W39, W21											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.7	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+ 0.7	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+ 0.7	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+ 0.7	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+ 0.7	13.3	-	-	-	-	RNAV 1
090	TF	RMDU	-	343°(342.1°)	+ 0.7	17.4	-	-	-	-	RNAV 1
100	TF	NOBER	-	030°(029.5°)	+ 0.7	38.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOBANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02RALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H
NOBER3H NUNLI3H OLVUK3H PASTO3H
REGOS3H RYN3H SELKA3H SEMBO3H
TARED3H UKERA3H UGUVO3H VANKO3H

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
NUNLI3H TO L507											
010	-	DER RWY02R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+0.7	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+0.7	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+0.7	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+0.7	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.4°)	+0.7	7.3	-	-	-	-	RNAV 1
100	TF	NUNLI	-	295°(293.8°)	+0.7	58.7	-	-	-	-	RNAV 1
OLVUK3H TO Y26											
010	-	DER RWY02R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+0.7	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+0.7	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+0.7	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+0.7	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+0.7	7.3	-	-	-	-	RNAV 1
100	TF	OLVUK	-	335°(333.9°)	+0.7	12.9	-	-	-	-	RNAV 1
PASTO3H TO L301											
010	-	DER RWY02R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+0.7	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+0.7	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+0.7	10.6	-	+FL140	-	-	RNAV 1
080	TF	PASTO	-	263°(261.9°)	+0.7	49.7	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R
ALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H
NOBER3H NUNLI3H OLVUK3H PASTO3H
REGOS3H RYN3H SELKA3H SEMBO3H
TARED3H UKERA3H UGUVO3H VANKO3H

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
REGOS3H TO M751, A464/W19											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.7	11.3	-	-8000; +7000	-	-	RNAV 1
050	TF	BUTBI	-	153°(152.5°)	+ 0.7	6.0	-	-10000	-	-	RNAV 1
060	TF	SUPIS	-	153°(152.5°)	+ 0.7	7.7	-	-	-	-	RNAV 1
070	TF	SAMVA	-	196°(195.0°)	+ 0.7	5.7	-	-10000	-	-	RNAV 1
080	TF	SUSVU	-	196°(195.0°)	+ 0.7	13.0	-	-	-	-	RNAV 1
090	TF	BS124	-	231°(230.3°)	+ 0.7	10.0	-	-FL 160	-	-	RNAV 1
100	TF	KASNI	-	231°(230.2°)	+ 0.7	14.5	-	-	-	-	RNAV 1
110	TF	REGOS	-	186°(185.0°)	+ 0.7	64.7	-	-	-	-	RNAV 1
RYN3H TO N891											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+ 0.7	11.3	-	-8000; +7000	-	-	RNAV 1
050	TF	BS146	-	091°(090.0°)	+ 0.7	5.0	-	-	-	-	RNAV 1
060	TF	BS145	-	132°(131.1°)	+ 0.7	8.2	-	-	-	-	RNAV 1
070	TF	GOMES	-	132°(131.1°)	+ 0.7	32.5	-	-	-	-	RNAV 1
080	TF	RYN	-	172°(171.6°)	+ 0.7	37.5	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H
NOBER3H NUNLI3H OLVUK3H PASTO3H
REGOS3H RYN3H SELKA3H SEMBO3H
TARED3H UKERA3H UGUVO3H VANKO3H

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
SELKA3H TO A1, Y14											
010	-	DER RWY02R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
040	TF	ASANI	-	091°(090.4°)	+0.7	11.3	-	-8000; +7000	-	-	RNAV 1
050	TF	BS146	-	091°(090.0°)	+0.7	5.0	-	-	-	-	RNAV 1
060	TF	SELKA	-	059°(058.6°)	+0.7	56.4	-	-	-	-	RNAV 1
SEMBO3H TO A464											
010	-	DER RWY02R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+0.7	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+0.7	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+0.7	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+0.7	13.3	-	-	-	-	RNAV 1
090	TF	RVDU	-	343°(342.1°)	+0.7	17.4	-	-	-	-	RNAV 1
100	TF	SEMBO	-	340°(338.9°)	+0.7	12.2	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R
ALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H
NOBER3H NUNLI3H OLVUK3H PASTO3H
REGOS3H RYN3H SELKA3H SEMBO3H
TARED3H UKERA3H UGUVO3H VANKO3H

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
TARED3H TO G463/P646											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.7	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+ 0.7	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+ 0.7	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+ 0.7	10.6	-	+FL140	-	-	RNAV 1
080	TF	TEMPO	-	280°(278.8°)	+ 0.7	25.1	-	-	-	-	RNAV 1
090	TF	TARED	-	304°(303.6°)	+ 0.7	27.6	-	-	-	-	RNAV 1
UKERA3H TO G458, W31											
010	-	DER RWY02R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+ 0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+ 0.7	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+ 0.7	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+ 0.7	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+ 0.7	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+ 0.7	10.6	-	+FL140	-	-	RNAV 1
080	TF	POTEP	-	212°(211.5°)	+ 0.7	29.5	-	+FL200	-	-	RNAV 1
090	TF	TUPKA	-	164°(163.0°)	+ 0.7	22.4	-	-	-	-	RNAV 1
100	TF	SABIS	-	181°(180.5°)	+ 0.7	20.3	-	-	-	-	RNAV 1
110	TF	UKERA	-	191°(189.9°)	+ 0.7	58.5	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOBANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02RALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H
NOBER3H NUNLI3H OLVUK3H PASTO3H
REGOS3H RYN3H SELKA3H SEMBO3H
TARED3H UKERA3H UGUVO3H VANKO3H

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
VANKO3H TO Y8											
010	-	DER RWY02R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
050	TF	BS132	-	314°(313.4°)	+0.7	9.4	-	-10000; +8000	-	-	RNAV 1
060	TF	BS133	-	280°(278.9°)	+0.7	10.0	-	+11000	-	-	RNAV 1
070	TF	BS134	-	280°(278.9°)	+0.7	10.6	-	+FL140	-	-	RNAV 1
080	TF	POTEP	-	212°(211.5°)	+0.7	29.5	-	+FL200	-	-	RNAV 1
090	TF	TUPKA	-	164°(163.0°)	+0.7	22.4	-	-	-	-	RNAV 1
100	TF	SABIS	-	181°(180.5°)	+0.7	20.3	-	-	-	-	RNAV 1
110	TF	VANKO	-	226°(225.6°)	+0.7	35.3	-	-	-	-	RNAV 1
UGUVO3H TO Y27											
010	-	DER RWY02R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS129	-	015°(014.4°)	+0.7	3.5	-	-	-	-	RNAV 1
030	TF	BS130	-	015°(014.4°)	+0.7	5.6	-	-	-	-	RNAV 1
040	TF	BS131	-	015°(014.4°)	+0.7	6.7	-	-	-	-	RNAV 1
050	TF	BS135	-	015°(014.4°)	+0.7	5.3	-	-	-	-	RNAV 1
060	TF	BS136	-	015°(014.5°)	+0.7	16.5	-	-	-	-	RNAV 1
070	TF	BS137	-	285°(284.6°)	+0.7	15.2	-	-FL150; +FL140	-	-	RNAV 1
080	TF	BS138	-	285°(284.5°)	+0.7	13.3	-	-	-	-	RNAV 1
090	TF	ANRIP	-	285°(284.5°)	+0.7	7.3	-	-	-	-	RNAV 1
100	TF	OLVUK	-	335°(333.9°)	+0.7	12.9	-	-	-	-	RNAV 1
110	TF	UGUVO	-	359°(358.7°)	+0.7	29.0	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY02R

ALBOS3H BONVO3H BUT3H DOSBU3H
GOMES3H HHN3H KASNI3H LIPLI3H
NOBER3H NUNLI3H OLVUK3H PASTO3H
REGOS3H RYN3H SELKA3H SEMBO3H
TARED3H UKERA3H UGUVO3H VANKO3H

WAYPOINT LIST

RNAV RWY02R			
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DER RWY02R	13° 42' 13.21" N 100° 44' 35.44" E	KASNI	13° 04' 50.17" N 100° 40' 41.88" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
ASANI	13° 50' 56.59" N 100° 58' 29.21" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BS124	13° 14' 09.80" N 100° 52' 07.86" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS125	13° 11' 54.24" N 100° 53' 50.73" E	OLVUK	14° 39' 28.38" N 100° 12' 40.23" E
BS126	13° 40' 53.94" N 101° 14' 15.09" E	PASTO	14° 00' 04.50" N 099° 30' 06.94" E
BS129	13° 45' 37.37" N 100° 45' 29.11" E	POTEP	13° 41' 54.24" N 100° 04' 50.87" E
BS130	13° 51' 01.92" N 100° 46' 54.51" E	REGOS	12° 00' 06.50" N 100° 34' 54.30" E
BS131	13° 57' 31.70" N 100° 48' 37.19" E	RMDU	14° 42' 35.67" N 100° 20' 18.57" E
BS132	14° 04' 00.08" N 100° 41' 36.52" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS133	14° 05' 32.89" N 100° 31' 27.62" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS134	14° 07' 10.86" N 100° 20' 41.56" E	SAMVA	13° 33' 10.56" N 101° 03' 27.30" E
BS135	14° 02' 43.11" N 100° 49' 59.32" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS136	14° 18' 48.67" N 100° 54' 15.03" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS137	14° 22' 38.81" N 100° 39' 04.16" E	SUPIS	13° 38' 43.46" N 101° 04' 58.79" E
BS138	14° 25' 58.19" N 100° 25' 48.74" E	SUSVU	13° 20' 33.99" N 100° 59' 59.73" E
BS145	13° 45' 31.78" N 101° 09' 59.26" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
BS146	13° 50' 56.54" N 101° 03' 37.53" E	TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E	TUPKA	13° 20' 22.25" N 100° 11' 34.96" E
BUTBI	13° 45' 33.49" N 101° 01' 20.98" E	UKERA	12° 02' 07.25" N 100° 01' 09.59" E
DOSBU	13° 52' 40.26" N 101° 50' 01.98" E	UGUVO	15° 08' 34.84" N 100° 11' 40.60" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E
HHN	12° 38' 04.04" N 099° 57' 04.23" E		

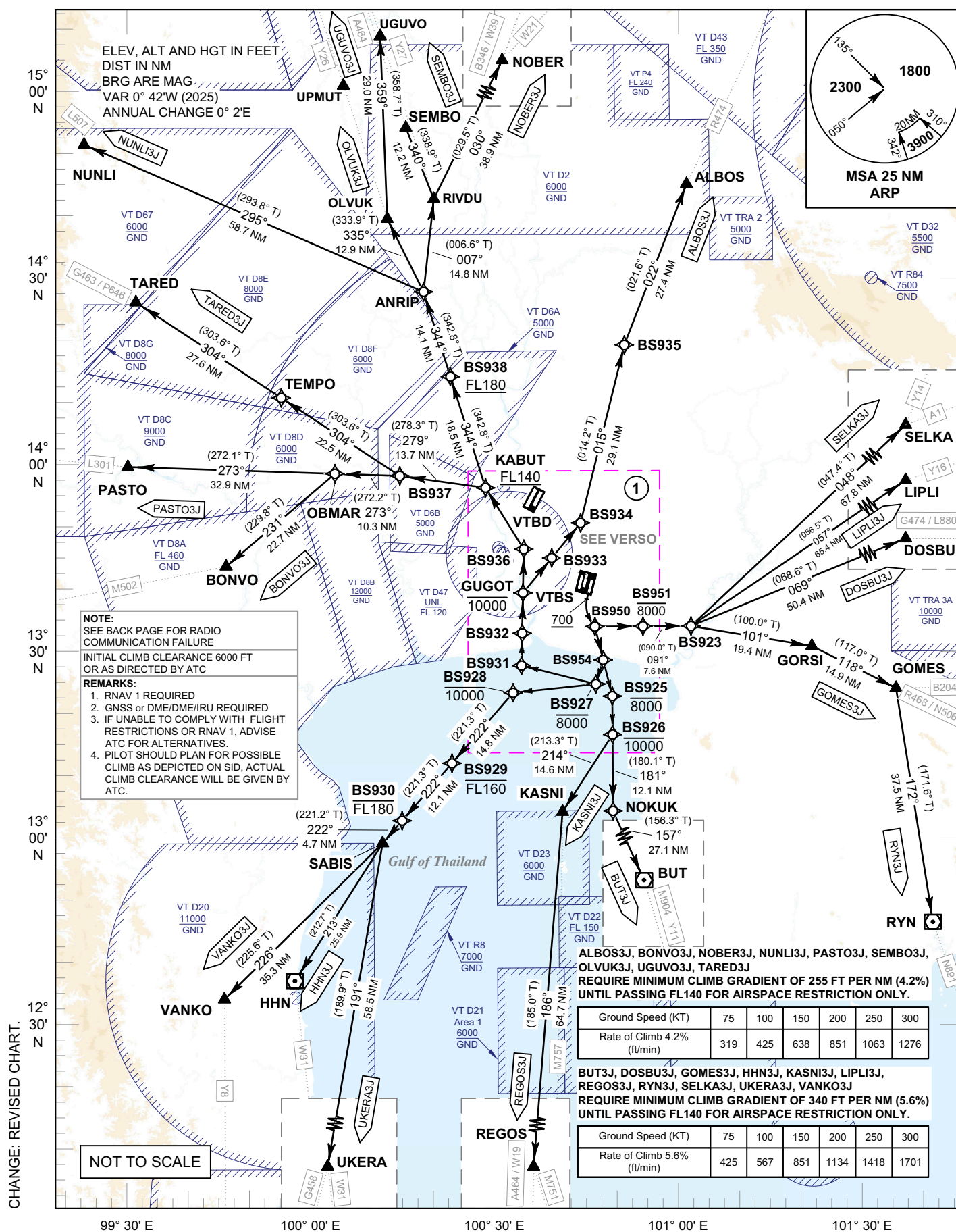
CHANGE: CHART TITLE. BS145 AND BS146 ADDED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOTRANSITION ALTITUDE
11000 FTSPEED RESTRICTION
MAX IAS 250 KT AT OR
BELOW ALT 10000 FT
UNLESS OTHERWISE
AUTHORIZED BY ATC.

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

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

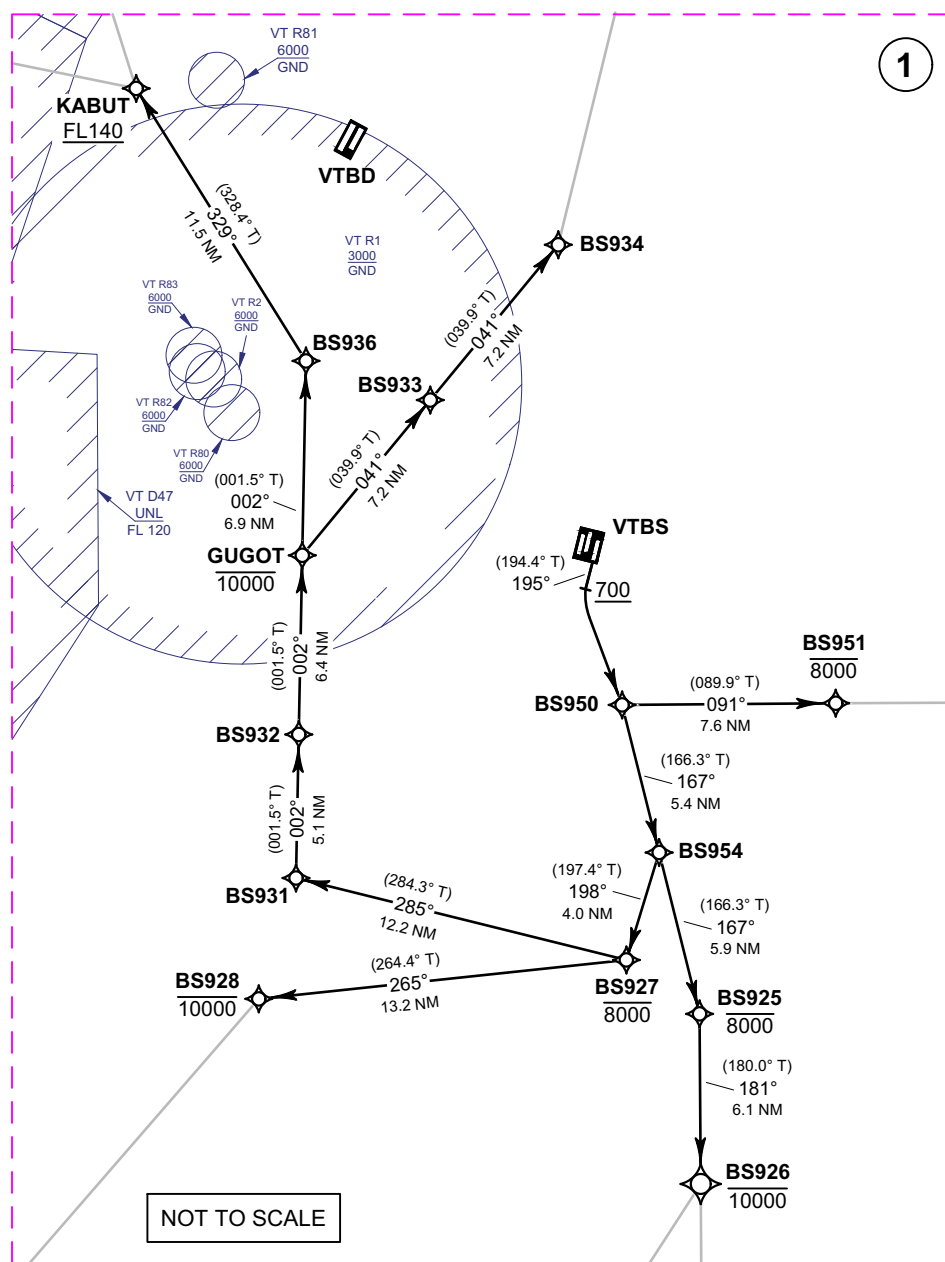
ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J



CHANGE: REVISED CHART.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J

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

ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J

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
ALBOS3J TO R474											
010	-	DER RWY19	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+ 0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS927	-	198°(197.4°)	+ 0.7	4.0	-	-8000	-	-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.7	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.7	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
090	TF	BS933	-	041°(039.9°)	+ 0.7	7.2	-	-	-	-	RNAV 1
100	TF	BS934	-	041°(039.9°)	+ 0.7	7.2	-	-	-	-	RNAV 1
110	TF	BS935	-	015°(014.2°)	+ 0.7	29.1	-	-	-	-	RNAV 1
120	TF	ALBOS	-	022°(021.6°)	+ 0.7	27.4	-	-	-	-	RNAV 1
BONVO3J TO M502											
010	-	DER RWY19	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+ 0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS927	-	198°(197.4°)	+ 0.7	4.0	-	-8000	-	-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.7	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.7	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS937	-	279°(278.3°)	+ 0.7	13.7	-	-	-	-	RNAV 1
120	TF	OBMAR	-	273°(272.2°)	+ 0.7	10.3	-	-	-	-	RNAV 1
130	TF	BONVO	-	231°(229.8°)	+ 0.7	22.7	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J

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
BUT3J TO M904/Y11											
010	-	DER RWY19	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS925	-	167°(166.3°)	+0.7	5.9	-	-8000	-	-	RNAV 1
060	TF	BS926	-	181°(180.0°)	+0.7	6.1	-	-10000	-	-	RNAV 1
070	TF	NOKUK	-	181°(180.1°)	+0.7	12.1	-	-	-	-	RNAV 1
080	TF	BUT	-	157°(156.3°)	+0.7	27.1	-	-	-	-	RNAV 1
DOSBU3J TO G474/L880											
010	-	DER RWY19	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS951	-	091°(089.9°)	+0.7	7.6	-	-8000	-	-	RNAV 1
050	TF	BS923	-	091°(090.0°)	+0.7	7.6	-	-	-	-	RNAV 1
060	TF	DOSBU	-	069°(068.6°)	+0.7	50.4	-	-	-	-	RNAV 1
GOMES3J TO R468/N506, B204											
010	-	DER RWY19	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS951	-	091°(089.9°)	+0.7	7.6	-	-8000	-	-	RNAV 1
050	TF	BS923	-	091°(090.0°)	+0.7	7.6	-	-	-	-	RNAV 1
060	TF	GORSI	-	101°(100.0°)	+0.7	19.4	-	-	-	-	RNAV 1
070	TF	GOMES	-	118°(117.0°)	+0.7	14.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J

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
HHN3J TO W31											
010	-	DER RWY19	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+ 0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS927	-	198°(197.4°)	+ 0.7	4.0	-	-8000	-	-	RNAV 1
060	TF	BS928	-	265°(264.4°)	+ 0.7	13.2	-	-10000	-	-	RNAV 1
070	TF	BS929	-	222°(221.3°)	+ 0.7	14.8	-	-FL160	-	-	RNAV 1
080	TF	BS930	-	222°(221.3°)	+ 0.7	12.1	-	-FL180	-	-	RNAV 1
090	TF	SABIS	-	222°(221.2°)	+ 0.7	4.7	-	-	-	-	RNAV 1
100	TF	HHN	-	213°(212.7°)	+ 0.7	25.9	-	-	-	-	RNAV 1
KASNI3J TO M757											
010	-	DER RWY19	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+ 0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS925	-	167°(166.3°)	+ 0.7	5.9	-	-8000	-	-	RNAV 1
060	TF	BS926	-	181°(180.0°)	+ 0.7	6.1	-	-10000	-	-	RNAV 1
070	TF	KASNI	-	214°(213.3°)	+ 0.7	14.6	-	-	-	-	RNAV 1
LIPLI3J TO Y16											
010	-	DER RWY19	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS951	-	091°(089.9°)	+ 0.7	7.6	-	-8000	-	-	RNAV 1
050	TF	BS923	-	091°(090.0°)	+ 0.7	7.6	-	-	-	-	RNAV 1
060	TF	LIPLI	-	057°(056.5°)	+ 0.7	65.4	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOBANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J

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
NOBER3J TO B346/W39, W21											
010	-	DER RWY19	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS927	-	198°(197.4°)	+0.7	4.0	-	-8000	-	-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+0.7	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+0.7	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+0.7	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+0.7	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+0.7	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS938	-	344°(342.8°)	+0.7	18.5	-	+FL180	-	-	RNAV 1
120	TF	ANRIP	-	344°(342.8°)	+0.7	14.1	-	-	-	-	RNAV 1
130	TF	RMDU	-	007°(006.6°)	+0.7	14.8	-	-	-	-	RNAV 1
140	TF	NOBER	-	030°(029.5°)	+0.7	38.9	-	-	-	-	RNAV 1
NUNLI3J TO L507											
010	-	DER RWY19	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS927	-	198°(197.4°)	+0.7	4.0	-	-8000	-	-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+0.7	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+0.7	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+0.7	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+0.7	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+0.7	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS938	-	344°(342.8°)	+0.7	18.5	-	+FL180	-	-	RNAV 1
120	TF	ANRIP	-	344°(342.8°)	+0.7	14.1	-	-	-	-	RNAV 1
130	TF	NUNLI	-	295°(293.8°)	+0.7	58.7	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J

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
OLVUK3J TO Y26											
010	-	DER RWY19	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+ 0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS927	-	198°(197.4°)	+ 0.7	4.0	-	-8000	-	-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.7	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.7	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS938	-	344°(342.8°)	+ 0.7	18.5	-	+FL180	-	-	RNAV 1
120	TF	ANRIP	-	344°(342.8°)	+ 0.7	14.1	-	-	-	-	RNAV 1
130	TF	OLVUK	-	335°(333.9°)	+ 0.7	12.9	-	-	-	-	RNAV 1
PASTO3J TO L301											
010	-	DER RWY19	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+ 0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS927	-	198°(197.4°)	+ 0.7	4.0	-	-8000	-	-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.7	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.7	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS937	-	279°(278.3°)	+ 0.7	13.7	-	-	-	-	RNAV 1
120	TF	OBMAR	-	273°(272.2°)	+ 0.7	10.3	-	-	-	-	RNAV 1
130	TF	PASTO	-	273°(272.1°)	+ 0.7	32.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19

ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J

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
REGOS3J TO M751, A464/W19											
010	-	DER RWY19	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS925	-	167°(166.3°)	+0.7	5.9	-	-8000	-	-	RNAV 1
060	TF	BS926	-	181°(180.0°)	+0.7	6.1	-	-10000	-	-	RNAV 1
070	TF	KASNI	-	214°(213.3°)	+0.7	14.6	-	-	-	-	RNAV 1
080	TF	REGOS	-	186°(185.0°)	+0.7	64.7	-	-	-	-	RNAV 1
RYN3J TO N891											
010	-	DER RWY19	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS951	-	091°(089.9°)	+0.7	7.6	-	-8000	-	-	RNAV 1
050	TF	BS923	-	091°(090.0°)	+0.7	7.6	-	-	-	-	RNAV 1
060	TF	GORSI	-	101°(100.0°)	+0.7	19.4	-	-	-	-	RNAV 1
070	TF	GOMES	-	118°(117.0°)	+0.7	14.9	-	-	-	-	RNAV 1
080	TF	RYN	-	172°(171.6°)	+0.7	37.5	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J

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
SELKA3J TO A1, Y14											
010	-	DER RWY19	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS951	-	091°(089.9°)	+ 0.7	7.6	-	-8000	-	-	RNAV 1
050	TF	BS923	-	091°(090.0°)	+ 0.7	7.6	-	-	-	-	RNAV 1
060	TF	SELKA	-	048°(047.4°)	+ 0.7	67.8	-	-	-	-	RNAV 1
SEMBO3J TO A464											
010	-	DER RWY19	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+ 0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS927	-	198°(197.4°)	+ 0.7	4.0	-	-8000	-	-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+ 0.7	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+ 0.7	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS938	-	344°(342.8°)	+ 0.7	18.5	-	+FL180	-	-	RNAV 1
120	TF	ANRIP	-	344°(342.8°)	+ 0.7	14.1	-	-	-	-	RNAV 1
130	TF	RIVDU	-	007°(006.6°)	+ 0.7	14.8	-	-	-	-	RNAV 1
140	TF	SEMBO	-	340°(338.9°)	+ 0.7	12.2	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J

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
TARED3J TO G463/P646											
010	-	DER RWY19	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS927	-	198°(197.4°)	+0.7	4.0	-	-8000	-	-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+0.7	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+0.7	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+0.7	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+0.7	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+0.7	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS937	-	279°(278.3°)	+0.7	13.7	-	-	-	-	RNAV 1
120	TF	TEMPO	-	304°(303.6°)	+0.7	22.5	-	-	-	-	RNAV 1
130	TF	TARED	-	304°(303.6°)	+0.7	27.6	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J

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
UKERA3J TO G458, W31											
010	-	DER RWY19	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+ 0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS927	-	198°(197.4°)	+ 0.7	4.0	-	-8000	-	-	RNAV 1
060	TF	BS928	-	265°(264.4°)	+ 0.7	13.2	-	-10000	-	-	RNAV 1
070	TF	BS929	-	222°(221.3°)	+ 0.7	14.8	-	-FL160	-	-	RNAV 1
080	TF	BS930	-	222°(221.3°)	+ 0.7	12.1	-	-FL180	-	-	RNAV 1
090	TF	SABIS	-	222°(221.2°)	+ 0.7	4.7	-	-	-	-	RNAV 1
100	TF	UKERA	-	191°(189.9°)	+ 0.7	58.5	-	-	-	-	RNAV 1
VANKO3J TO Y8											
010	-	DER RWY19	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+ 0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS927	-	198°(197.4°)	+ 0.7	4.0	-	-8000	-	-	RNAV 1
060	TF	BS928	-	265°(264.4°)	+ 0.7	13.2	-	-10000	-	-	RNAV 1
070	TF	BS929	-	222°(221.3°)	+ 0.7	14.8	-	-FL160	-	-	RNAV 1
080	TF	BS930	-	222°(221.3°)	+ 0.7	12.1	-	-FL180	-	-	RNAV 1
090	TF	SABIS	-	222°(221.2°)	+ 0.7	4.7	-	-	-	-	RNAV 1
100	TF	VANKO	-	226°(225.6°)	+ 0.7	35.3	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J

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
UGUVO3J TO Y27											
010	-	DER RWY19	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	195°(194.4°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS950	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	167°(166.3°)	+0.7	5.4	-	-	-	-	RNAV 1
050	TF	BS927	-	198°(197.4°)	+0.7	4.0	-	-8000	-	-	RNAV 1
060	TF	BS931	-	285°(284.3°)	+0.7	12.2	-	-	-	-	RNAV 1
070	TF	BS932	-	002°(001.5°)	+0.7	5.1	-	-	-	-	RNAV 1
080	TF	GUGOT	-	002°(001.5°)	+0.7	6.4	-	-10000	-	-	RNAV 1
090	TF	BS936	-	002°(001.5°)	+0.7	6.9	-	-	-	-	RNAV 1
100	TF	KABUT	-	329°(328.4°)	+0.7	11.5	-	+FL140	-	-	RNAV 1
110	TF	BS938	-	344°(342.8°)	+0.7	18.5	-	+FL180	-	-	RNAV 1
120	TF	ANRIP	-	344°(342.8°)	+0.7	14.1	-	-	-	-	RNAV 1
130	TF	OLVUK	-	335°(333.9°)	+0.7	12.9	-	-	-	-	RNAV 1
140	TF	UGUVO	-	359°(358.7°)	+0.7	29.0	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19
ALBOS3J BONVO3J BUT3J DOSBU3J
GOMES3J HHN3J KASNI3J LIPLI3J
NOBER3J NUNLI3J OLVUK3J PASTO3J
REGOS3J RYN3J SELKA3J SEMBO3J
TARED3J UKERA3J UGUVO3J VANKO3J

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
BS923	13° 34' 18.21" N 101° 01' 49.29" E	KABUT	13° 56' 31.73" N 100° 28' 28.99" E
BS925	13° 23' 11.66" N 100° 48' 54.98" E	KASNI	13° 04' 50.17" N 100° 40' 41.88" E
BS926	13° 17' 05.62" N 100° 48' 54.82" E	LIPLI	14° 10' 27.65" N 101° 57' 56.34" E
BS927	13° 25' 08.88" N 100° 46' 14.99" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
BS928	13° 23' 50.45" N 100° 32' 46.34" E	NOKUK	13° 04' 55.65" N 100° 48' 53.99" E
BS929	13° 12' 40.10" N 100° 22' 45.50" E	NUNLI	14° 51' 27.45" N 099° 23' 03.60" E
BS930	13° 03' 32.80" N 100° 14' 35.95" E	OBMAR	13° 58' 53.52" N 100° 03' 54.64" E
BS931	13° 28' 10.07" N 100° 34' 09.89" E	OLVUK	14° 39' 28.38" N 100° 12' 40.23" E
BS932	13° 33' 19.01" N 100° 34' 18.00" E	PASTO	14° 00' 04.50" N 099° 30' 06.94" E
BS933	13° 45' 16.92" N 100° 39' 12.21" E	REGOS	12° 00' 06.50" N 100° 34' 54.30" E
BS934	13° 50' 49.11" N 100° 43' 56.45" E	RMDU	14° 42' 35.67" N 100° 20' 18.57" E
BS935	14° 19' 07.99" N 100° 51' 18.41" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS936	13° 46' 42.88" N 100° 34' 39.23" E	SABIS	12° 59' 58.53" N 100° 11' 24.53" E
BS937	13° 58' 30.32" N 100° 14' 29.65" E	SELKA	14° 20' 20.06" N 101° 53' 10.73" E
BS938	14° 14' 16.72" N 100° 22' 51.08" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS950	13° 34' 17.87" N 100° 46' 09.68" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
BS951	13° 34' 18.16" N 100° 53' 59.51" E	TEMPO	14° 11' 00.89" N 099° 55' 11.97" E
BS954	13° 28' 59.60" N 100° 47' 28.67" 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: BS950, BS951 AND BS954 ADDED.

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

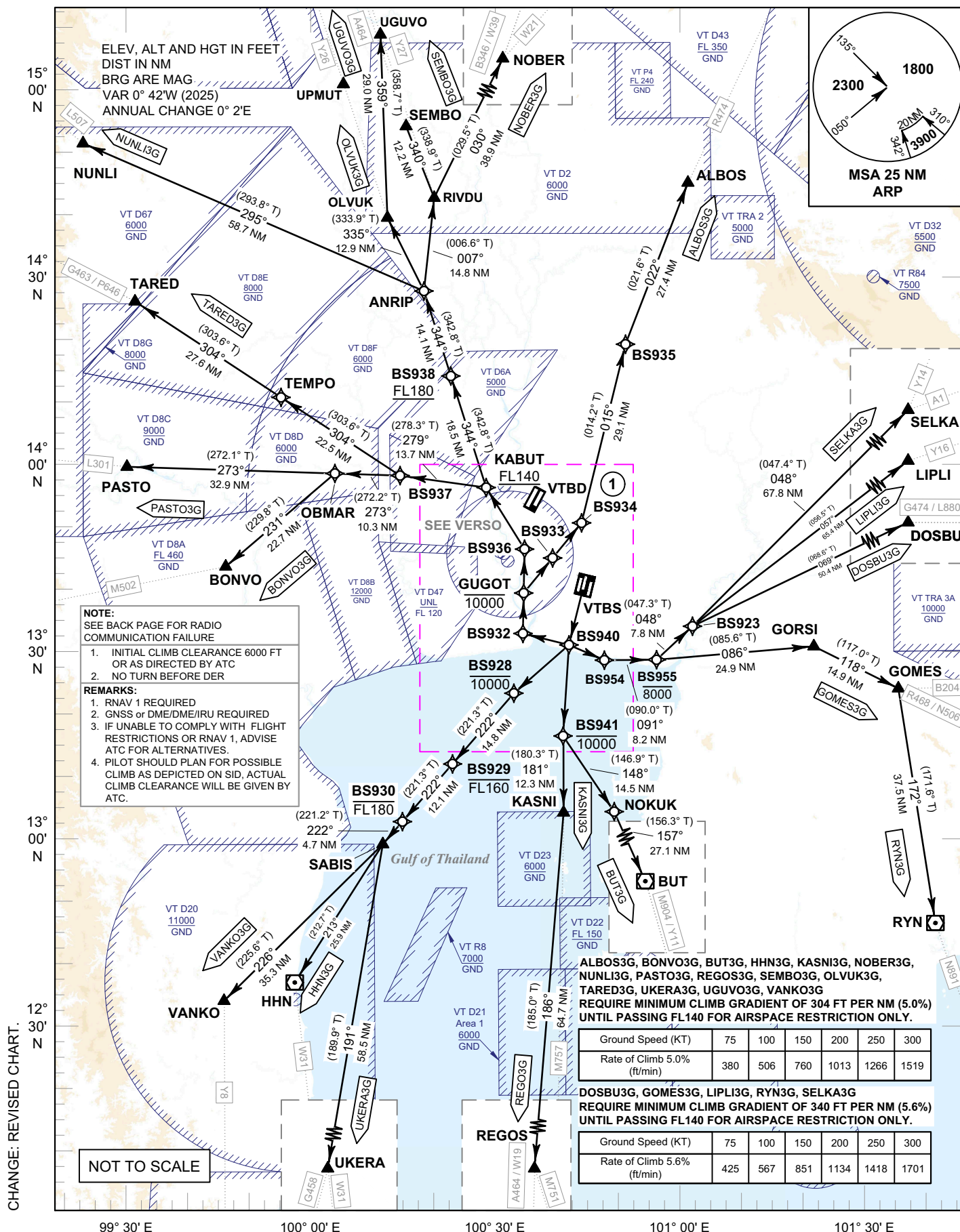
TRANSITION ALTITUDE
11000 FT

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

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

**BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L**

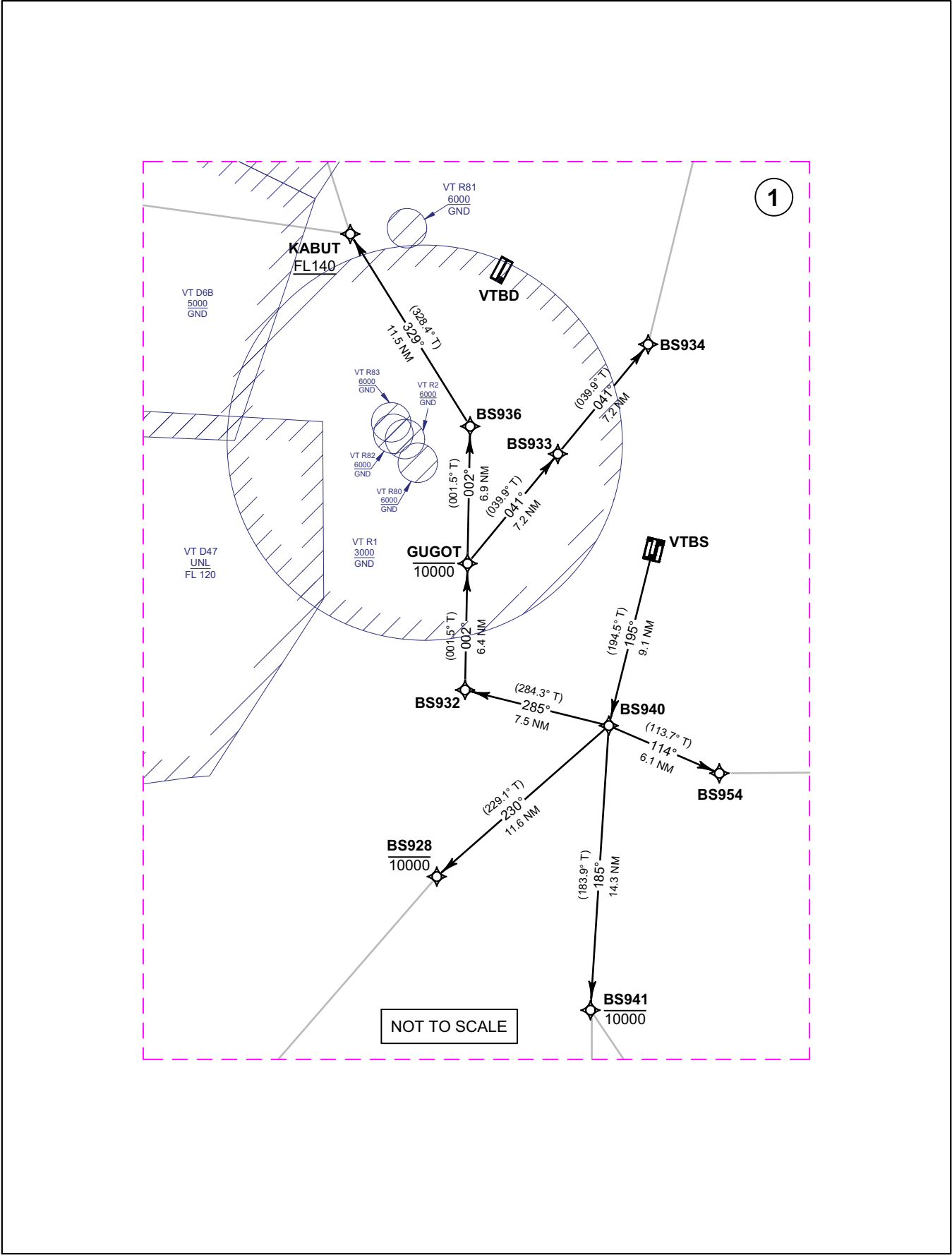
ALBOS3G BONVO3G BUT3G DOSBU3G
GOMES3G HHN3G KASNI3G LIPLI3G
NOBER3G NUNLI3G OLVUK3G PASTO3G
REGOS3G RYN3G SELKA3G SEMBO3G
TARED3G UKERA3G UGUVO3G VANKO3G



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS3G BONVO3G BUT3G DOSBU3G
GOMES3G HHN3G KASNI3G LIPLI3G
NOBER3G NUNLI3G OLVUK3G PASTO3G
REGOS3G RYN3G SELKA3G SEMBO3G
TARED3G UKERA3G UGUVO3G VANKO3G



CHANGE: REVISED CHART.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS3G BONVO3G BUT3G DOSBU3G
GOMES3G HHN3G KASNI3G LIPLI3G
NOBER3G NUNLI3G OLVUK3G PASTO3G
REGOS3G RYN3G SELKA3G SEMBO3G
TARED3G UKERA3G UGUVO3G VANKO3G

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

ALBOS3G BONVO3G BUT3G DOSBU3G
GOMES3G HHN3G KASNI3G LIPLI3G
NOBER3G NUNLI3G OLVUK3G PASTO3G
REGOS3G RYN3G SELKA3G SEMBO3G
TARED3G UKERA3G UGUVO3G VANKO3G

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
ALBOS3G TO R474											
010	-	DER RWY20L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.7	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
050	TF	BS933	-	041°(039.9°)	+ 0.7	7.2	-	-	-	-	RNAV 1
060	TF	BS934	-	041°(039.9°)	+ 0.7	7.2	-	-	-	-	RNAV 1
070	TF	BS935	-	015°(014.2°)	+ 0.7	29.1	-	-	-	-	RNAV 1
080	TF	ALBOS	-	022°(021.6°)	+ 0.7	27.4	-	-	-	-	RNAV 1
BONVO3G TO M502											
010	-	DER RWY20L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.7	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL 140	-	-	RNAV 1
070	TF	BS937	-	279°(278.3°)	+ 0.7	13.7	-	-	-	-	RNAV 1
080	TF	OBMAR	-	273°(272.2°)	+ 0.7	10.3	-	-	-	-	RNAV 1
090	TF	BONVO	-	231°(229.8°)	+ 0.7	22.7	-	-	-	-	RNAV 1
BUT3G TO M904/Y11											
010	-	DER RWY20L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS941	-	185°(183.9°)	+ 0.7	14.3	-	-10000	-	-	RNAV 1
040	TF	NOKUK	-	148°(146.9°)	+ 0.7	14.5	-	-	-	-	RNAV 1
050	TF	BUT	-	157°(156.3°)	+ 0.7	27.1	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS3G BONVO3G BUT3G DOSBU3G
GOMES3G HHN3G KASNI3G LIPLI3G
NOBER3G NUNLI3G OLVUK3G PASTO3G
REGOS3G RYN3G SELKA3G SEMBO3G
TARED3G UKERA3G UGUVO3G VANKO3G

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
DOSBU3G TO G474/L880											
010	-	DER RWY20L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS954	-	114°(113.7°)	+0.7	6.1	-	-	-	-	RNAV 1
040	TF	BS955	-	091°(090.0°)	+0.7	8.2	-	-8000	-	-	RNAV 1
050	TF	BS923	-	048°(047.3°)	+0.7	7.8	-	-	-	-	RNAV 1
060	TF	DOSBU	-	069°(068.6°)	+0.7	50.4	-	-	-	-	RNAV 1
GOMES3G TO R468/N506, B204											
010	-	DER RWY20L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS954	-	114°(113.7°)	+0.7	6.1	-	-	-	-	RNAV 1
040	TF	BS955	-	091°(090.0°)	+0.7	8.2	-	-8000	-	-	RNAV 1
050	TF	GORSI	-	086°(085.6°)	+0.7	24.9	-	-	-	-	RNAV 1
060	TF	GOMES	-	118°(117.0°)	+0.7	14.9	-	-	-	-	RNAV 1
HHN3G TO W31											
010	-	DER RWY20L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS928	-	230°(229.1°)	+0.7	11.6	-	-10000	-	-	RNAV 1
040	TF	BS929	-	222°(221.3°)	+0.7	14.8	-	-FL160	-	-	RNAV 1
050	TF	BS930	-	222°(221.3°)	+0.7	12.1	-	-FL180	-	-	RNAV 1
060	TF	SABIS	-	222°(221.2°)	+0.7	4.7	-	-	-	-	RNAV 1
070	TF	HHN	-	213°(212.7°)	+0.7	25.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS3G BONVO3G BUT3G DOSBU3G
GOMES3G HHN3G KASNI3G LIPLI3G
NOBER3G NUNLI3G OLVUK3G PASTO3G
REGOS3G RYN3G SELKA3G SEMBO3G
TARED3G UKERA3G UGUVO3G VANKO3G

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
KASNI3G TO M757											
010	-	DER RWY20L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS941	-	185°(183.9°)	+ 0.7	14.3	-	-10000	-	-	RNAV 1
040	TF	KASNI	-	181°(180.3°)	+ 0.7	12.3	-	-	-	-	RNAV 1
LIPLI3G TO Y16											
010	-	DER RWY20L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS954	-	114°(113.7°)	+ 0.7	6.1	-	-	-	-	RNAV 1
040	TF	BS955	-	091°(090.0°)	+ 0.7	8.2	-	-8000	-	-	RNAV 1
050	TF	BS923	-	048°(047.3°)	+ 0.7	7.8	-	-	-	-	RNAV 1
060	TF	LIPLI	-	057°(056.5°)	+ 0.7	65.4	-	-	-	-	RNAV 1
NOBER3G TO B346/W39, W21											
010	-	DER RWY20L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.7	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS938	-	344°(342.8°)	+ 0.7	18.5	-	+FL180	-	-	RNAV 1
080	TF	ANRIP	-	344°(342.8°)	+ 0.7	14.1	-	-	-	-	RNAV 1
090	TF	RMVDU	-	007°(006.6°)	+ 0.7	14.8	-	-	-	-	RNAV 1
100	TF	NOBER	-	030°(029.5°)	+ 0.7	38.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS3G BONVO3G BUT3G DOSBU3G
GOMES3G HHN3G KASNI3G LIPLI3G
NOBER3G NUNLI3G OLVUK3G PASTO3G
REGOS3G RYN3G SELKA3G SEMBO3G
TARED3G UKERA3G UGUVO3G VANKO3G

TABULAR DESCRIPTION (4)

RNAV RWY20L											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
NUNLI3G TO L507											
010	-	DER RWY20L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+0.7	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+0.7	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+0.7	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+0.7	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS938	-	344°(342.8°)	+0.7	18.5	-	+FL180	-	-	RNAV 1
080	TF	ANRIP	-	344°(342.8°)	+0.7	14.1	-	-	-	-	RNAV 1
090	TF	NUNLI	-	295°(293.8°)	+0.7	58.7	-	-	-	-	RNAV 1
OLVUK3G TO Y26											
010	-	DER RWY20L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+0.7	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+0.7	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+0.7	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+0.7	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS938	-	344°(342.8°)	+0.7	18.5	-	+FL180	-	-	RNAV 1
080	TF	ANRIP	-	344°(342.8°)	+0.7	14.1	-	-	-	-	RNAV 1
090	TF	OLVUK	-	335°(333.9°)	+0.7	12.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L
ALBOS3G BONVO3G BUT3G DOSBU3G
GOMES3G HHN3G KASNI3G LIPLI3G
NOBER3G NUNLI3G OLVUK3G PASTO3G
REGOS3G RYN3G SELKA3G SEMBO3G
TARED3G UKERA3G UGUVO3G VANKO3G

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
PASTO3G TO L301											
010	-	DER RWY20L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.7	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS937	-	279°(278.3°)	+ 0.7	13.7	-	-	-	-	RNAV 1
080	TF	OBMAR	-	273°(272.2°)	+ 0.7	10.3	-	-	-	-	RNAV 1
090	TF	PASTO	-	273°(272.1°)	+ 0.7	32.9	-	-	-	-	RNAV 1
REGOS3G TO M751, A464/W19											
010	-	DER RWY20L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS941	-	185°(183.9°)	+ 0.7	14.3	-	-10000	-	-	RNAV 1
040	TF	KASNI	-	181°(180.3°)	+ 0.7	12.3	-	-	-	-	RNAV 1
050	TF	REGOS	-	186°(185.0°)	+ 0.7	64.7	-	-	-	-	RNAV 1
RYN3G TO N891											
010	-	DER RWY20L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS954	-	114°(113.7°)	+ 0.7	6.1	-	-	-	-	RNAV 1
040	TF	BS955	-	091°(090.0°)	+ 0.7	8.2	-	-8000	-	-	RNAV 1
050	TF	GORSI	-	086°(085.6°)	+ 0.7	24.9	-	-	-	-	RNAV 1
060	TF	GOMES	-	118°(117.0°)	+ 0.7	14.9	-	-	-	-	RNAV 1
070	TF	RYN	-	172°(171.6°)	+ 0.7	37.5	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS3G BONVO3G BUT3G DOSBU3G
GOMES3G HHN3G KASNI3G LIPLI3G
NOBER3G NUNLI3G OLVUK3G PASTO3G
REGOS3G RYN3G SELKA3G SEMBO3G
TARED3G UKERA3G UGUVO3G VANKO3G

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
SELKA3G TO A1, Y14											
010	-	DER RWY20L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS954	-	114°(113.7°)	+0.7	6.1	-	-	-	-	RNAV 1
040	TF	BS955	-	091°(090.0°)	+0.7	8.2	-	-8000	-	-	RNAV 1
050	TF	BS923	-	048°(047.3°)	+0.7	7.8	-	-	-	-	RNAV 1
060	TF	SELKA	-	048°(047.4°)	+0.7	67.8	-	-	-	-	RNAV 1
SEMBO3G TO A464											
010	-	DER RWY20L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+0.7	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+0.7	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+0.7	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+0.7	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS938	-	344°(342.8°)	+0.7	18.5	-	+FL180	-	-	RNAV 1
080	TF	ANRIP	-	344°(342.8°)	+0.7	14.1	-	-	-	-	RNAV 1
090	TF	RVDU	-	007°(006.6°)	+0.7	14.8	-	-	-	-	RNAV 1
100	TF	SEMBO	-	340°(338.9°)	+0.7	12.2	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS3G BONVO3G BUT3G DOSBU3G
GOMES3G HHN3G KASNI3G LIPLI3G
NOBER3G NUNLI3G OLVUK3G PASTO3G
REGOS3G RYN3G SELKA3G SEMBO3G
TARED3G UKERA3G UGUVO3G VANKO3G

TABULAR DESCRIPTION (7)

RNAV RWY20L											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
TARED3G TO G463/P646											
010	-	DER RWY20L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+ 0.7	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS937	-	279°(278.3°)	+ 0.7	13.7	-	-	-	-	RNAV 1
080	TF	TEMPO	-	304°(303.6°)	+ 0.7	22.5	-	-	-	-	RNAV 1
090	TF	TARED	-	304°(303.6°)	+ 0.7	27.6	-	-	-	-	RNAV 1
UKERA3G TO G458, W31											
010	-	DER RWY20L	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+ 0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS928	-	230°(229.1°)	+ 0.7	11.6	-	-10000	-	-	RNAV 1
040	TF	BS929	-	222°(221.3°)	+ 0.7	14.8	-	-FL160	-	-	RNAV 1
050	TF	BS930	-	222°(221.3°)	+ 0.7	12.1	-	-FL180	-	-	RNAV 1
060	TF	SABIS	-	222°(221.2°)	+ 0.7	4.7	-	-	-	-	RNAV 1
070	TF	UKERA	-	191°(189.9°)	+ 0.7	58.5	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L

ALBOS3G BONVO3G BUT3G DOSBU3G
GOMES3G HHN3G KASNI3G LIPLI3G
NOBER3G NUNLI3G OLVUK3G PASTO3G
REGOS3G RYN3G SELKA3G SEMBO3G
TARED3G UKERA3G UGUVO3G VANKO3G

TABULAR DESCRIPTION (8)

RNAV RWY20L											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
VANKO3G TO Y8											
010	-	DER RWY20L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS928	-	230°(229.1°)	+0.7	11.6	-	-10000	-	-	RNAV 1
040	TF	BS929	-	222°(221.3°)	+0.7	14.8	-	-FL160	-	-	RNAV 1
050	TF	BS930	-	222°(221.3°)	+0.7	12.1	-	-FL180	-	-	RNAV 1
060	TF	SABIS	-	222°(221.2°)	+0.7	4.7	-	-	-	-	RNAV 1
070	TF	VANKO	-	226°(225.5°)	+0.7	35.3	-	-	-	-	RNAV 1
UGUVO3G TO Y27											
010	-	DER RWY20L	-	-	+0.7	-	-	-	-	-	RNAV 1
020	CF	BS940	-	195°(194.5°)	+0.7	9.1	-	-	-	-	RNAV 1
030	TF	BS932	-	285°(284.3°)	+0.7	7.5	-	-	-	-	RNAV 1
040	TF	GUGOT	-	002°(001.5°)	+0.7	6.4	-	-10000	-	-	RNAV 1
050	TF	BS936	-	002°(001.5°)	+0.7	6.9	-	-	-	-	RNAV 1
060	TF	KABUT	-	329°(328.4°)	+0.7	11.5	-	+FL140	-	-	RNAV 1
070	TF	BS938	-	344°(342.8°)	+0.7	18.5	-	+FL180	-	-	RNAV 1
080	TF	ANRIP	-	344°(342.8°)	+0.7	14.1	-	-	-	-	RNAV 1
090	TF	OLVUK	-	335°(333.9°)	+0.7	12.9	-	-	-	-	RNAV 1
100	TF	UGUVO	-	359°(358.7°)	+0.7	29.0	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20L
ALBOS3G BONVO3G BUT3G DOSBU3G
GOMES3G HHN3G KASNI3G LIPLI3G
NOBER3G NUNLI3G OLVUK3G PASTO3G
REGOS3G RYN3G SELKA3G SEMBO3G
TARED3G UKERA3G UGUVO3G VANKO3G

WAYPOINT LIST

RNAV RWY20L			
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DER RWY20L	13° 40' 16.60" N 100° 44' 04.79" E	GUGOT	13° 39' 44.61" N 100° 34' 28.14" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	HHN	12° 38' 04.04" N 099° 57' 04.23" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	KABUT	13° 56' 31.73" N 100° 28' 28.99" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	KASNI	13° 04' 50.17" N 100° 40' 41.88" E
BS928	13° 23' 50.45" N 100° 32' 46.34" E	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	RVDU	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
BS954	13° 28' 59.60" N 100° 47' 28.67" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS955	13° 28' 59.88" N 100° 55' 56.41" 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	UKERA	12° 02' 07.25" N 100° 01' 09.59" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E	UGUVO	15° 08' 34.84" N 100° 11' 40.60" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E

CHANGE: CHART TITLE. BS954 AND BS955 ADDED.

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

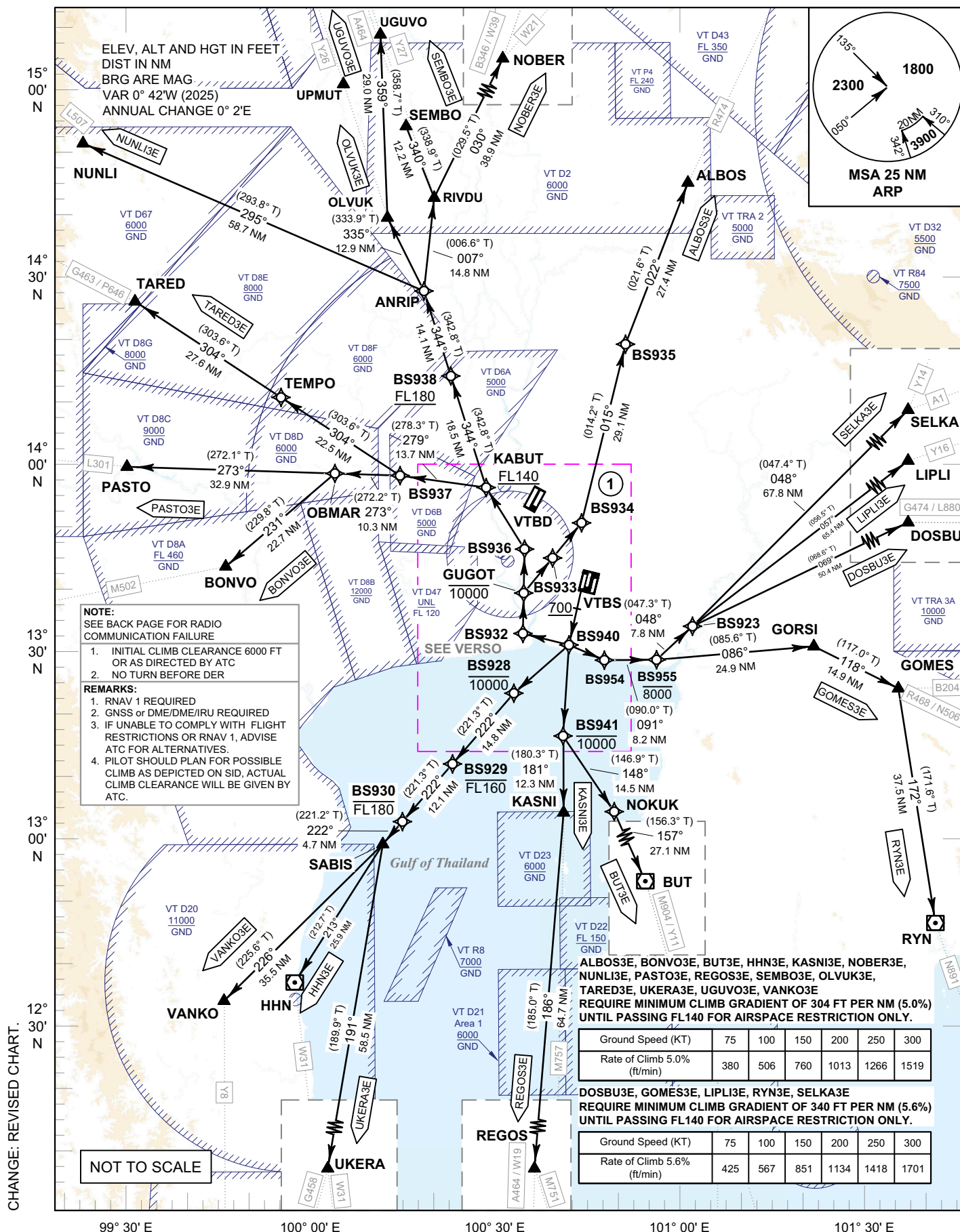
TRANSITION ALTITUDE
11000 FT

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

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

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

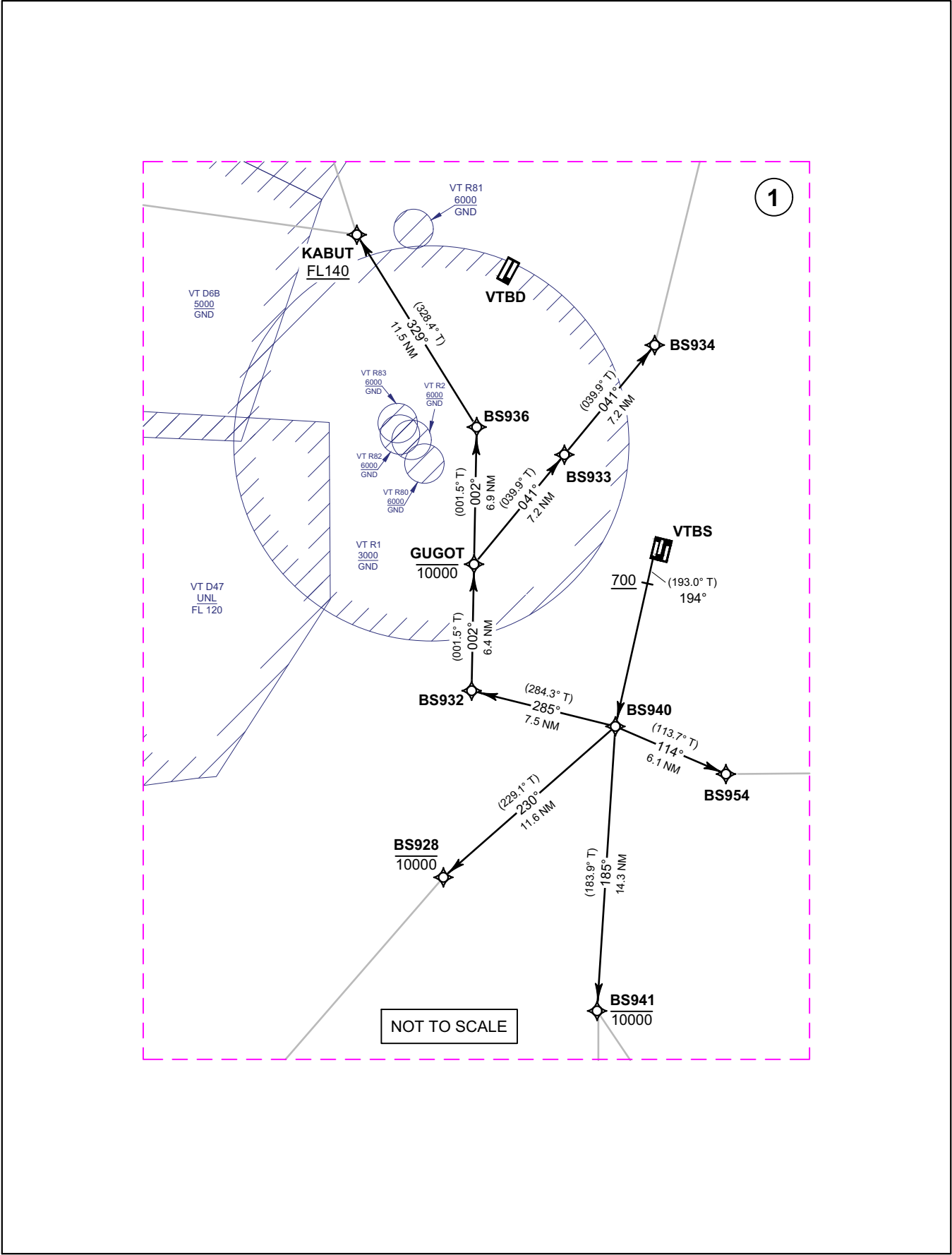
ALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E
NOBER3E NUNLI3E OLVUK3E PASTO3E
REGOS3E RYN3E SELKA3E SEMBO3E
TARED3E UKERA3E UGUVO3E VANKO3E



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E
NOBER3E NUNLI3E OLVUK3E PASTO3E
REGOS3E RYN3E SELKA3E SEMBO3E
TARED3E UKERA3E UGUVO3E VANKO3E



CHANGE: REVISED CHART.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E
NOBER3E NUNLI3E OLVUK3E PASTO3E
REGOS3E RYN3E SELKA3E SEMBO3E
TARED3E UKERA3E UGUVO3E VANKO3E

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

ALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E
NOBER3E NUNLI3E OLVUK3E PASTO3E
REGOS3E RYN3E SELKA3E SEMBO3E
TARED3E UKERA3E UGUVO3E VANKO3E

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
ALBOS3E TO R474											
010	-	DER RWY20R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.7	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
060	TF	BS933	-	041°(039.9°)	+ 0.7	7.2	-	-	-	-	RNAV 1
070	TF	BS934	-	041°(039.9°)	+ 0.7	7.2	-	-	-	-	RNAV 1
080	TF	BS935	-	015°(014.2°)	+ 0.7	29.1	-	-	-	-	RNAV 1
090	TF	ALBOS	-	022°(021.6°)	+ 0.7	27.4	-	-	-	-	RNAV 1
BONVO3E TO M502											
010	-	DER RWY20R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.7	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS937	-	279°(278.3°)	+ 0.7	13.7	-	-	-	-	RNAV 1
090	TF	OBMAR	-	273°(272.2°)	+ 0.7	10.3	-	-	-	-	RNAV 1
100	TF	BONVO	-	231°(229.8°)	+ 0.7	22.7	-	-	-	-	RNAV 1
BUT3E TO M904/ Y11											
010	-	DER RWY20R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS941	-	185°(183.9°)	+ 0.7	14.3	-	-10000	-	-	RNAV 1
050	TF	NOKUK	-	148°(146.9°)	+ 0.7	14.5	-	-	-	-	RNAV 1
060	TF	BUT	-	157°(156.3°)	+ 0.7	27.1	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E
NOBER3E NUNLI3E OLVUK3E PASTO3E
REGOS3E RYN3E SELKA3E SEMBO3E
TARED3E UKERA3E UGUVO3E VANKO3E

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
DOSBU3E TO G474/L880											
010	-	DER RWY20R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	114°(113.7°)	+0.7	6.1	-	-	-	-	RNAV 1
050	TF	BS955	-	091°(090.0°)	+0.7	8.2	-	-8000	-	-	RNAV 1
060	TF	BS923	-	048°(047.3°)	+0.7	7.8	-	-	-	-	RNAV 1
070	TF	DOSBU	-	069°(068.6°)	+0.7	50.4	-	-	-	-	RNAV 1
GOMES3E TO R468/N506, B204											
010	-	DER RWY20R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	114°(113.7°)	+0.7	6.1	-	-	-	-	RNAV 1
050	TF	BS955	-	091°(090.0°)	+0.7	8.2	-	-8000	-	-	RNAV 1
060	TF	GORSI	-	086°(085.6°)	+0.7	24.9	-	-	-	-	RNAV 1
070	TF	GOMES	-	118°(117.0°)	+0.7	14.9	-	-	-	-	RNAV 1
HHN3E TO W31											
010	-	DER RWY20R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS928	-	230°(229.1°)	+0.7	11.6	-	-10000	-	-	RNAV 1
050	TF	BS929	-	222°(221.3°)	+0.7	14.8	-	-FL160	-	-	RNAV 1
060	TF	BS930	-	222°(221.3°)	+0.7	12.1	-	-FL180	-	-	RNAV 1
070	TF	SABIS	-	222°(221.2°)	+0.7	4.7	-	-	-	-	RNAV 1
080	TF	HHN	-	213°(212.7°)	+0.7	25.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R
ALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E
NOBER3E NUNLI3E OLVUK3E PASTO3E
REGOS3E RYN3E SELKA3E SEMBO3E
TARED3E UKERA3E UGUVO3E VANKO3E

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
KASNI3E TO M757											
010	-	DER RWY20R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS941	-	185°(183.9°)	+ 0.7	14.3	-	-10000	-	-	RNAV 1
050	TF	KASNI	-	181°(180.3°)	+ 0.7	12.3	-	-	-	-	RNAV 1
LIPLI3E TO Y16											
010	-	DER RWY20R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	114°(113.7°)	+ 0.7	6.1	-	-	-	-	RNAV 1
050	TF	BS955	-	091°(090.0°)	+ 0.7	8.2	-	-8000	-	-	RNAV 1
060	TF	BS923	-	048°(047.3°)	+ 0.7	7.8	-	-	-	-	RNAV 1
070	TF	LIPLI	-	057°(056.5°)	+ 0.7	65.4	-	-	-	-	RNAV 1
NOBER3E TO B346/W39, W21											
010	-	DER RWY20R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.7	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS938	-	344°(342.8°)	+ 0.7	18.5	-	+FL180	-	-	RNAV 1
090	TF	ANRIP	-	344°(342.8°)	+ 0.7	14.1	-	-	-	-	RNAV 1
100	TF	RMDU	-	007°(006.6°)	+ 0.7	14.8	-	-	-	-	RNAV 1
110	TF	NOBER	-	030°(029.5°)	+ 0.7	38.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E
NOBER3E NUNLI3E OLVUK3E PASTO3E
REGOS3E RYN3E SELKA3E SEMBO3E
TARED3E UKERA3E UGUVO3E VANKO3E

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
NUNLI3E TO L507											
010	-	DER RWY20R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+0.7	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+0.7	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+0.7	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+0.7	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS938	-	344°(342.8°)	+0.7	18.5	-	+FL180	-	-	RNAV 1
090	TF	ANRIP	-	344°(342.8°)	+0.7	14.1	-	-	-	-	RNAV 1
100	TF	NUNLI	-	295°(293.8°)	+0.7	58.7	-	-	-	-	RNAV 1
OLVUK3E TO Y26											
010	-	DER RWY20R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+0.7	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+0.7	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+0.7	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+0.7	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS938	-	344°(342.8°)	+0.7	18.5	-	+FL180	-	-	RNAV 1
090	TF	ANRIP	-	344°(342.8°)	+0.7	14.1	-	-	-	-	RNAV 1
100	TF	OLVUK	-	335°(333.9°)	+0.7	12.9	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E
NOBER3E NUNLI3E OLVUK3E PASTO3E
REGOS3E RYN3E SELKA3E SEMBO3E
TARED3E UKERA3E UGUVO3E VANKO3E

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
PASTO3E TO L301											
010	-	DER RWY20R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.7	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS937	-	279°(278.3°)	+ 0.7	13.7	-	-	-	-	RNAV 1
090	TF	OBMAR	-	273°(272.2°)	+ 0.7	10.3	-	-	-	-	RNAV 1
100	TF	PASTO	-	273°(272.1°)	+ 0.7	32.9	-	-	-	-	RNAV 1
REGOS3E TO M751, A464/W19											
010	-	DER RWY20R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS941	-	185°(183.9°)	+ 0.7	14.3	-	-10000	-	-	RNAV 1
050	TF	KASNI	-	181°(180.3°)	+ 0.7	12.3	-	-	-	-	RNAV 1
060	TF	REGOS	-	186°(185.0°)	+ 0.7	64.7	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R

ALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E
NOBER3E NUNLI3E OLVUK3E PASTO3E
REGOS3E RYN3E SELKA3E SEMBO3E
TARED3E UKERA3E UGUVO3E VANKO3E

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
RYN3E TO N891											
010	-	DER RWY20R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	114°(113.7°)	+0.7	6.1	-	-	-	-	RNAV 1
050	TF	BS955	-	091°(090.0°)	+0.7	8.2	-	-8000	-	-	RNAV 1
060	TF	GORSI	-	086°(085.6°)	+0.7	24.9	-	-	-	-	RNAV 1
070	TF	GOMES	-	118°(117.0°)	+0.7	14.9	-	-	-	-	RNAV 1
080	TF	RYN	-	172°(171.6°)	+0.7	37.5	-	-	-	-	RNAV 1
SELKA3E TO A1, Y14											
010	-	DER RWY20R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS954	-	114°(113.7°)	+0.7	6.1	-	-	-	-	RNAV 1
050	TF	BS955	-	091°(090.0°)	+0.7	8.2	-	-8000	-	-	RNAV 1
060	TF	BS923	-	048°(047.3°)	+0.7	7.8	-	-	-	-	RNAV 1
070	TF	SELKA	-	048°(047.4°)	+0.7	67.8	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R
ALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E
NOBER3E NUNLI3E OLVUK3E PASTO3E
REGOS3E RYN3E SELKA3E SEMBO3E
TARED3E UKERA3E UGUVO3E VANKO3E

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
SEMBO3E TO A464											
010	-	DER RWY20R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.7	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS938	-	344°(342.8°)	+ 0.7	18.5	-	+FL180	-	-	RNAV 1
090	TF	ANRIP	-	344°(342.8°)	+ 0.7	14.1	-	-	-	-	RNAV 1
100	TF	RMDU	-	007°(006.6°)	+ 0.7	14.8	-	-	-	-	RNAV 1
110	TF	SEMBO	-	340°(338.9°)	+ 0.7	12.2	-	-	-	-	RNAV 1
TARED3E TO G463/P646											
010	-	DER RWY20R	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+ 0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+ 0.7	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+ 0.7	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+ 0.7	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+ 0.7	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+ 0.7	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS937	-	279°(278.3°)	+ 0.7	13.7	-	-	-	-	RNAV 1
090	TF	TEMPO	-	304°(303.6°)	+ 0.7	22.5	-	-	-	-	RNAV 1
100	TF	TARED	-	304°(303.6°)	+ 0.7	27.6	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOBANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20RALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E
NOBER3E NUNLI3E OLVUK3E PASTO3E
REGOS3E RYN3E SELKA3E SEMBO3E
TARED3E UKERA3E UGUVO3E VANKO3E

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
UKERA3E TO G458, W31											
010	-	DER RWY20R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS928	-	230°(229.1°)	+0.7	11.6	-	-10000	-	-	RNAV 1
050	TF	BS929	-	222°(221.3°)	+0.7	14.8	-	-FL160	-	-	RNAV 1
060	TF	BS930	-	222°(221.3°)	+0.7	12.1	-	-FL180	-	-	RNAV 1
070	TF	SABIS	-	222°(221.2°)	+0.7	4.7	-	-	-	-	RNAV 1
080	TF	UKERA	-	191°(189.9°)	+0.7	58.5	-	-	-	-	RNAV 1
VANKO3E TO Y8											
010	-	DER RWY20R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS928	-	230°(229.1°)	+0.7	11.6	-	-10000	-	-	RNAV 1
050	TF	BS929	-	222°(221.3°)	+0.7	14.8	-	-FL160	-	-	RNAV 1
060	TF	BS930	-	222°(221.3°)	+0.7	12.1	-	-FL180	-	-	RNAV 1
070	TF	SABIS	-	222°(221.2°)	+0.7	4.7	-	-	-	-	RNAV 1
080	TF	VANKO	-	226°(225.6°)	+0.7	35.3	-	-	-	-	RNAV 1
UGUVO3E TO Y27											
010	-	DER RWY20R	-	-	+0.7	-	-	-	-	-	RNAV 1
020	VA	-	-	194°(193.0°)	+0.7	-	-	+700	-	-	RNAV 1
030	DF	BS940	-	-	+0.7	-	L	-	-	-	RNAV 1
040	TF	BS932	-	285°(284.3°)	+0.7	7.5	-	-	-	-	RNAV 1
050	TF	GUGOT	-	002°(001.5°)	+0.7	6.4	-	-10000	-	-	RNAV 1
060	TF	BS936	-	002°(001.5°)	+0.7	6.9	-	-	-	-	RNAV 1
070	TF	KABUT	-	329°(328.4°)	+0.7	11.5	-	+FL140	-	-	RNAV 1
080	TF	BS938	-	344°(342.8°)	+0.7	18.5	-	+FL180	-	-	RNAV 1
090	TF	ANRIP	-	344°(342.8°)	+0.7	14.1	-	-	-	-	RNAV 1
100	TF	OLVUK	-	335°(333.9°)	+0.7	12.9	-	-	-	-	RNAV 1
110	TF	UGUVO	-	359°(358.7°)	+0.7	29.0	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY20R
ALBOS3E BONVO3E BUT3E DOSBU3E
GOMES3E HHN3E KASNI3E LIPLI3E
NOBER3E NUNLI3E OLVUK3E PASTO3E
REGOS3E RYN3E SELKA3E SEMBO3E
TARED3E UKERA3E UGUVO3E VANKO3E

WAYPOINT LIST

RNAV RWY20R			
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DER RWY20R	13° 39' 54.63" N 100° 43' 45.28" E	GUGOT	13° 39' 44.61" N 100° 34' 28.14" E
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	HHN	12° 38' 04.04" N 099° 57' 04.23" E
ANRIP	14° 27' 48.15" N 100° 18' 33.08" E	KABUT	13° 56' 31.73" N 100° 28' 28.99" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	KASNI	13° 04' 50.17" N 100° 40' 41.88" E
BS928	13° 23' 50.45" N 100° 32' 46.34" E	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	RVDU	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
BS954	13° 28' 59.60" N 100° 47' 28.67" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS955	13° 28' 59.88" N 100° 55' 56.41" 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	UKERA	12° 02' 07.25" N 100° 01' 09.59" E
GOMES	13° 24' 06.10" N 101° 35' 05.70" E	UGUVO	15° 08' 34.84" N 100° 11' 40.60" E
GORSI	13° 30' 54.64" N 101° 21' 28.05" E	VANKO	12° 35' 11.05" N 099° 45' 37.55" E

CHANGE: CHART TITLE. BS954 AND BS955 ADDED.

**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

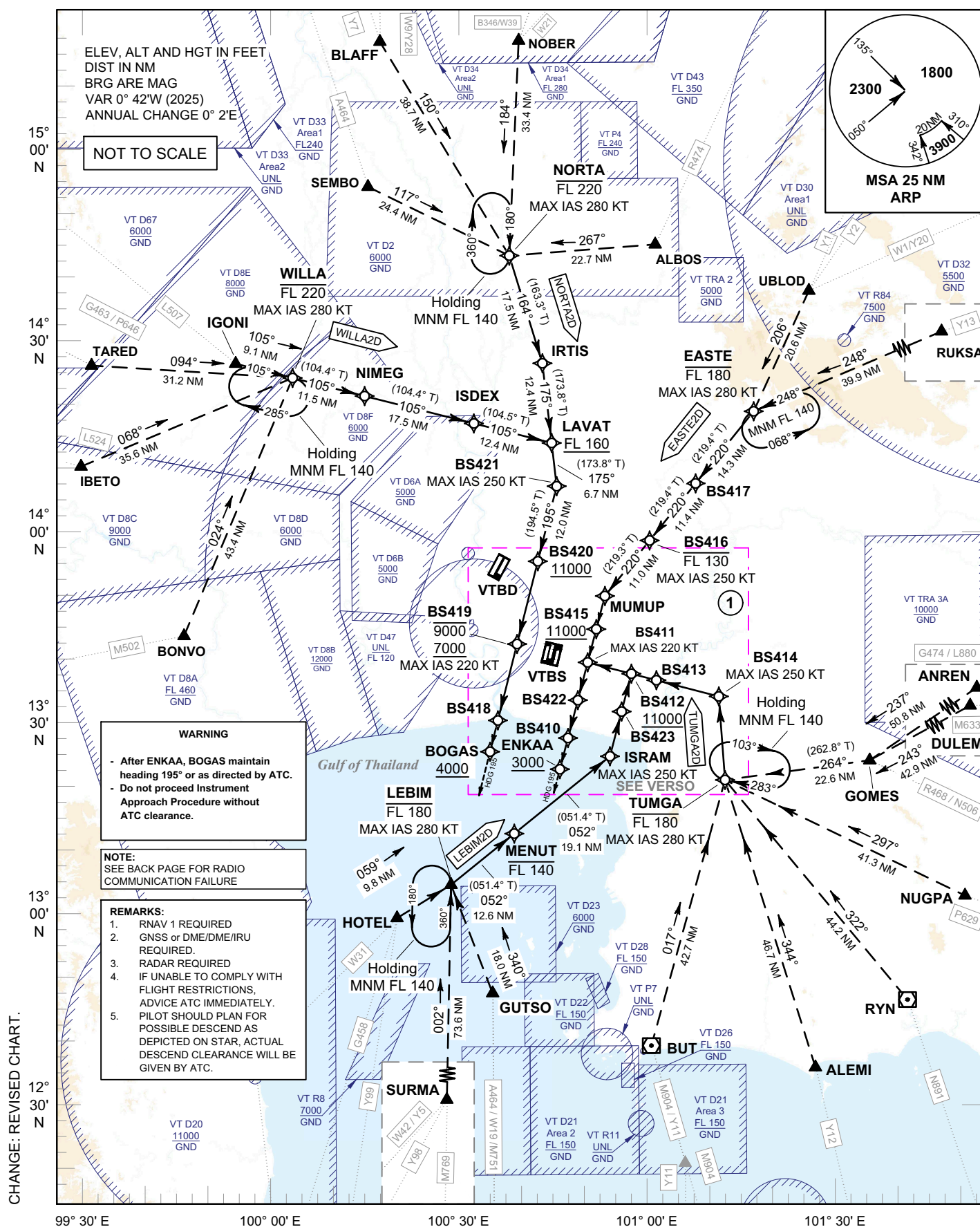
TRANSITION ALTITUDE
11000 FT

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

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

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

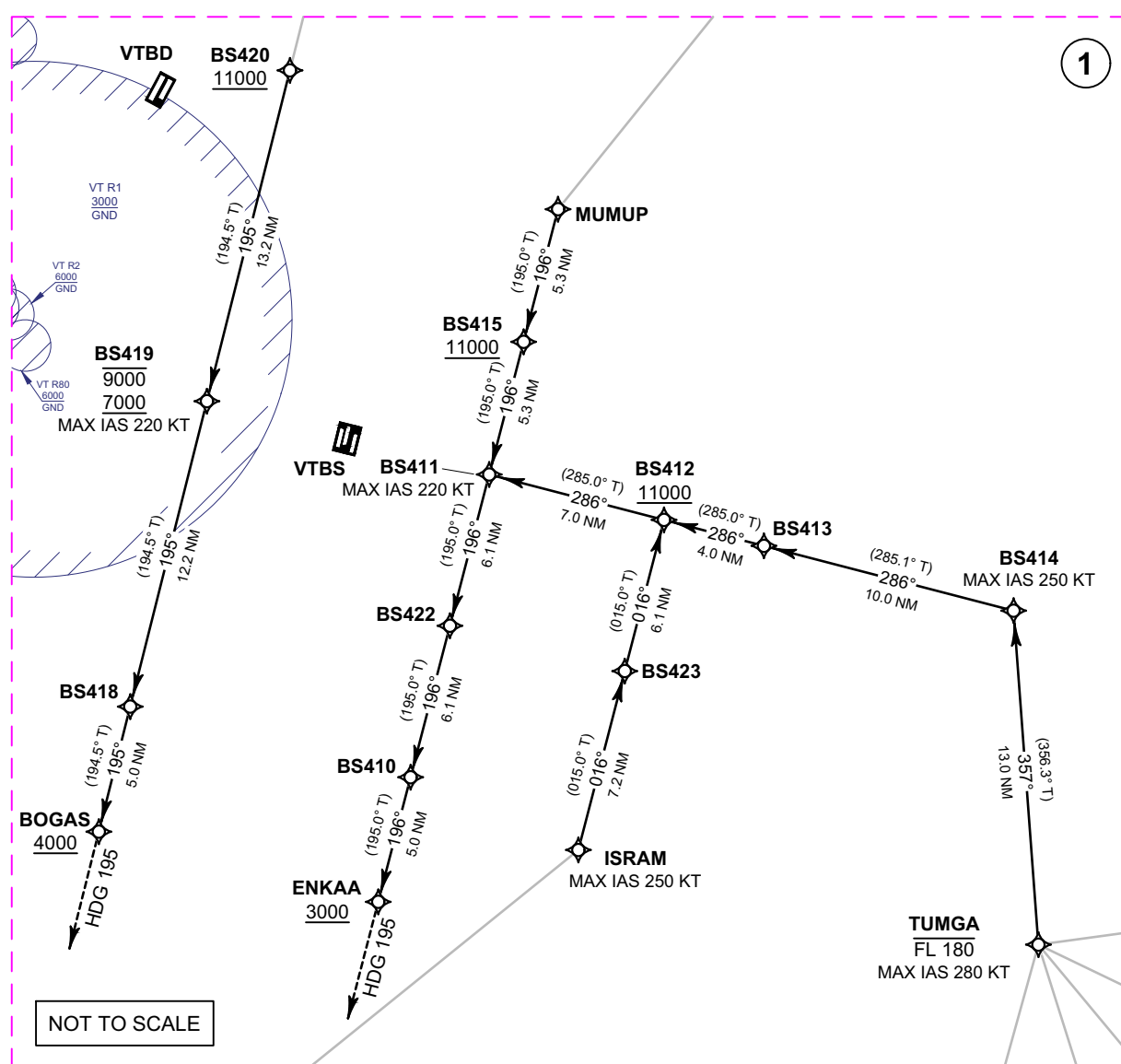
EASTE2D LEBIM2D NORTA2D
TUMGA2D WILLA2D



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

EASTE2D LEBIM2D NORTA2D
TUMGA2D WILLA2D



CHANGE: REVISED CHART.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

EASTE2D LEBIM2D NORTA2D
TUMGA2D WILLA2D

RADIO COMMUNICATION FAILURE

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

CHANGE: CHART TITLE.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

EASTE2D LEBIM2D NORTA2D
TUMGA2D WILLA2D

TABULAR DESCRIPTION (1)

RNAV RWY01/02L/02R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
EASTE2D											
TRANSITION RUKSA FROM Y13											
010	IF	RUKSA	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	EASTE	-	248°(247.7°)	+ 0.7	39.9	-	-FL180	-280	-	RNAV 1
TRANSITION UBLOD FROM Y1,Y2,W1/20											
010	IF	UBLOD	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	EASTE	-	206°(205.2°)	+ 0.7	20.6	-	-FL180	-280	-	RNAV 1
010	IF	EASTE	-	-	+ 0.7	-	-	-FL180	-280	-	RNAV 1
020	TF	BS417	-	220°(219.4°)	+ 0.7	14.3	-	-	-	-	RNAV 1
030	TF	BS416	-	220°(219.4°)	+ 0.7	11.4	-	-FL130	-250	-	RNAV 1
040	TF	MUMUP	-	220°(219.3°)	+ 0.7	11.0	-	-	-	-	RNAV 1
050	TF	BS415	-	196°(195.0°)	+ 0.7	5.3	-	+11000	-	-	RNAV 1
060	TF	BS411	-	196°(195.0°)	+ 0.7	5.3	-	-	-220	-	RNAV 1
070	TF	BS422	-	196°(195.0°)	+ 0.7	6.1	-	-	-	-	RNAV 1
080	TF	BS410	-	196°(195.0°)	+ 0.7	6.1	-	-	-	-	RNAV 1
090	TF	ENKAA	-	196°(195.0°)	+ 0.7	5.0	-	+3000	-	-	RNAV 1
100	VM	-	-	195°(-)	+ 0.7	-	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

EASTE2D LEBIM2D NORTA2D
TUMGA2D WILLA2D

TABULAR DESCRIPTION (2)

RNAV RWY01/02L/02R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
LEBIM2D											
TRANSITION GUTSO FROM A464/M751/W19											
010	IF	GUTSO	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	LEBIM	-	340°(339.4°)	+0.7	18.0	-	-FL180	-280	-	RNAV 1
TRANSITION HOTEL FROM G458/W31/Y99											
010	IF	HOTEL	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	LEBIM	-	059°(058.6°)	+0.7	9.8	-	-FL180	-280	-	RNAV 1
TRANSITION SURMA FROM M769/Y98,W42/Y5											
010	IF	SURMA	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	LEBIM	-	002°(001.4°)	+0.7	73.6	-	-FL180	-280	-	RNAV 1
010	IF	LEBIM	-	-	+0.7	-	-	-FL180	-280	-	RNAV 1
020	TF	MENUT	-	052°(051.4°)	+0.7	12.6	-	-FL140	-	-	RNAV 1
030	TF	ISRAM	-	052°(051.4°)	+0.7	19.1	-	-	-250	-	RNAV 1
040	TF	BS423	-	016°(015.0°)	+0.7	7.2	-	-	-	-	RNAV 1
050	TF	BS412	-	016°(015.0°)	+0.7	6.1	-	+11000	-	-	RNAV 1
060	TF	BS411	-	286°(285.0°)	+0.7	7.0	-	-	-220	-	RNAV 1
070	TF	BS422	-	196°(195.0°)	+0.7	6.1	-	-	-	-	RNAV 1
080	TF	BS410	-	196°(195.0°)	+0.7	6.1	-	-	-	-	RNAV 1
090	TF	ENKAA	-	196°(195.0°)	+0.7	5.0	-	+3000	-	-	RNAV 1
100	VM	-	-	195°(-)	+0.7	-	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01/02L/02R
EASTE2D LEBIM2D NORTA2D
TUMGA2D WILLA2D

TABULAR DESCRIPTION (3)

RNAV RWY01/02L/02R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NORTA2D											
TRANSITION ALBOS FROM R474											
010	IF	ALBOS	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	267°(266.1°)	+0.7	22.7	-	-FL220	-280	-	RNAV 1
TRANSITION NOBER FROM B346/W39, W21											
010	IF	NOBER	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	184°(182.9°)	+0.7	33.4	-	-FL220	-280	-	RNAV 1
TRANSITION SEMBO FROM A464											
010	IF	SEMBO	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	117°(116.3°)	+0.7	24.4	-	-FL220	-280	-	RNAV 1
TRANSITION BLAFF FROM W9/Y28, Y7											
010	IF	BLAFF	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	150°(149.2°)	+0.7	38.7	-	-FL220	-280	-	RNAV 1
010	IF	NORTA	-	-	+0.7	-	-	-FL220	-280	-	RNAV 1
020	TF	IRTIS	-	164°(163.3°)	+0.7	17.5	-	-	-	-	RNAV 1
030	TF	LAVAT	-	175°(173.8°)	+0.7	12.4	-	+FL160	-	-	RNAV 1
040	TF	BS421	-	175°(173.8°)	+0.7	6.7	-	-	-250	-	RNAV 1
050	TF	BS420	-	195°(194.5°)	+0.7	12.0	-	+11000	-	-	RNAV 1
060	TF	BS419	-	195°(194.5°)	+0.7	13.2	-	-9000; +7000	-220	-	RNAV 1
070	TF	BS418	-	195°(194.5°)	+0.7	12.2	-	-	-	-	RNAV 1
080	TF	BOGAS	-	195°(194.5°)	+0.7	5.0	-	+4000	-	-	RNAV 1
090	VM	-	-	195°(-)	+0.7	-	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

EASTE2D LEBIM2D NORTA2D
TUMGA2D WILLA2D

TABULAR DESCRIPTION (4)

RNAV RWY01/02L/02R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TUMGA2D											
TRANSITION ALEMI FROM Y12											
010	IF	ALEMI	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	344°(343.1°)	+ 0.7	46.7	-	-FL180	-280	-	RNAV 1
TRANSITION ANREN FROM G474/L880											
010	IF	ANREN	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	GOMES	-	237°(236.7°)	+ 0.7	50.8	-	-	-	-	RNAV 1
030	TF	TUMGA	-	264°(262.8°)	+ 0.7	22.6	-	-FL180	-280	-	RNAV 1
TRANSITION BUT FROM M904/Y11											
010	IF	BUT	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	017°(015.9°)	+ 0.7	42.7	-	-FL180	-280	-	RNAV 1
TRANSITION DULEM FROM M633											
010	IF	DULEM	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	GOMES	-	243°(242.2°)	+ 0.7	42.9	-	-	-	-	RNAV 1
030	TF	TUMGA	-	264°(262.8°)	+ 0.7	22.6	-	-FL180	-280	-	RNAV 1
TRANSITION GOMES FROM R468/N506											
010	IF	GOMES	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	264°(262.8°)	+ 0.7	22.6	-	-FL180	-280	-	RNAV 1
TRANSITION NUGPA FROM P629											
010	IF	NUGPA	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	297°(296.4°)	+ 0.7	41.3	-	-FL180	-280	-	RNAV 1
TRANSITION RYN FROM N891											
010	IF	RYN	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	322°(320.9°)	+ 0.7	44.2	-	-FL180	-280	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

EASTE2D LEBIM2D NORTA2D
TUMGA2D WILLA2D

TABULAR DESCRIPTION (5)

RNAV RWY01/02L/02R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TUMGA2D											
010	IF	TUMGA	-	-	+ 0.7	-	-	-FL180	-280	-	RNAV 1
020	TF	BS414	-	357°(356.3°)	+ 0.7	13.0	-	-	-250	-	RNAV 1
030	TF	BS413	-	286°(285.1°)	+ 0.7	10.0	-	-	-	-	RNAV 1
040	TF	BS412	-	286°(285.0°)	+ 0.7	4.0	-	+11000	-	-	RNAV 1
050	TF	BS411	-	286°(285.0°)	+ 0.7	7.0	-	-	-220	-	RNAV 1
060	TF	BS422	-	196°(195.0°)	+ 0.7	6.1	-	-	-	-	RNAV 1
070	TF	BS410	-	196°(195.0°)	+ 0.7	6.1	-	-	-	-	RNAV 1
080	TF	ENKAA	-	196°(195.0°)	+ 0.7	5.0	-	+3000	-	-	RNAV 1
090	VM	-	-	195°(-)	+ 0.7	-	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

EASTE2D LEBIM2D NORTA2D
TUMGA2D WILLA2D

TABULAR DESCRIPTION (6)

RNAV RWY01/02L/02R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
WILLA2D											
TRANSITION BONVO FROM M502											
010	IF	BONVO	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	024°(023.0°)	+0.7	43.4	-	-FL220	-280	-	RNAV 1
TRANSITION IBETO FROM L524											
010	IF	IBETO	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	068°(067.4°)	+0.7	35.6	-	-FL220	-280	-	RNAV 1
TRANSITION IGONI FROM L507											
010	IF	IGONI	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	105°(104.3°)	+0.7	9.1	-	-FL220	-280	-	RNAV 1
TRANSITION TARED FROM G463/P646											
010	IF	TARED	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	094°(093.7°)	+0.7	31.2	-	-FL220	-280	-	RNAV 1
010	IF	WILLA	-	-	+0.7	-	-	-FL220	-280	-	RNAV 1
020	TF	NIMEG	-	105°(104.4°)	+0.7	11.5	-	-	-	-	RNAV 1
030	TF	ISDEX	-	105°(104.4°)	+0.7	17.5	-	-	-	-	RNAV 1
040	TF	LAVAT	-	105°(104.5°)	+0.7	12.4	-	+FL160	-	-	RNAV 1
050	TF	BS421	-	175°(173.8°)	+0.7	6.7	-	-	-250	-	RNAV 1
060	TF	BS420	-	195°(194.5°)	+0.7	12.0	-	+11000	-	-	RNAV 1
070	TF	BS419	-	195°(194.5°)	+0.7	13.2	-	-9000; +7000	-220		RNAV 1
080	TF	BS418	-	195°(194.5°)	+0.7	12.2	-	-	-	-	RNAV 1
090	TF	BOGAS	-	195°(194.5°)	+0.7	5.0	-	+4000	-	-	RNAV 1
100	VM	-	-	195°(-)	+0.7	-	-	-	-	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY01/02L/02R
EASTE2D LEBIM2D NORTA2D
TUMGA2D WILLA2D

WAYPOINT LIST

RNAV RWY01/02L/02R			
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	GOMES	13° 24' 06.10" N 101° 35' 05.70" E
ALEMI	12° 36' 25.55" N 101° 25' 59.92" E	GUTSO	12° 48' 19.94" N 100° 34' 54.30" E
ANREN	13° 52' 12.48" N 102° 18' 37.95" E	HOTEL	13° 00' 06.20" N 100° 19' 48.30" E
BLAFF	15° 16' 33.45" N 100° 17' 51.11" E	IBETO	14° 10' 36.14" N 099° 29' 45.68" E
BOGAS	13° 25' 55.66" N 100° 34' 43.97" E	IGONI	14° 26' 32.73" N 099° 54' 30.29" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	IRTIS	14° 26' 19.82" N 100° 43' 30.68" E
BS410	13° 27' 58.46" N 100° 47' 09.14" E	ISDEX	14° 17' 02.47" N 100° 32' 29.78" E
BS411	13° 39' 43.78" N 100° 50' 22.03" E	ISRAM	13° 25' 04.96" N 100° 53' 48.03" E
BS412	13° 37' 54.54" N 100° 57' 18.71" E	LAVAT	14° 13' 55.01" N 100° 44' 53.56" E
BS413	13° 36' 52.02" N 101° 01' 16.79" E	LEBIM	13° 05' 14.81" N 100° 28' 24.51" E
BS414	13° 34' 15.54" N 101° 11' 11.58" E	MENUT	13° 13' 08.60" N 100° 38' 30.11" E
BS415	13° 44' 53.04" N 100° 51' 46.71" E	MUMUP	13° 50' 02.27" N 100° 53' 11.48" E
BS416	13° 58' 37.16" N 101° 00' 23.26" E	NIMEG	14° 21' 24.76" N 100° 15' 04.64" E
BS417	14° 07' 26.63" N 101° 07' 48.01" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
BS418	13° 30' 47.44" N 100° 36' 00.87" E	NORTA	14° 43' 07.64" N 100° 38' 20.46" E
BS419	13° 42' 39.80" N 100° 39' 08.89" E	NUGPA	13° 02' 54.16" N 101° 49' 59.29" E
BS420	13° 55' 31.25" N 100° 42' 32.96" E	RUKSA	14° 33' 51.00" N 101° 55' 12.34" E
BS421	14° 07' 11.16" N 100° 45' 38.52" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS422	13° 33' 51.13" N 100° 48' 45.55" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS423	13° 32' 01.93" N 100° 55' 42.08" E	SURMA	11° 51' 22.45" N 100° 26' 32.65" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
DULEM	13° 44' 15.58" N 102° 13' 59.75" E	TUMGA	13° 21' 15.01" N 101° 12' 03.77" E
EASTE	14° 18' 34.80" N 101° 17' 10.48" E	UBLOD	14° 37' 15.43" N 101° 26' 11.66" E
ENKAA	13° 23' 07.66" N 100° 45' 49.41" E	WILLA	14° 24' 16.98" N 100° 03' 35.36" E

CHANGE: CHART TITLE. BS422 AND BS423 ADDED.

**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

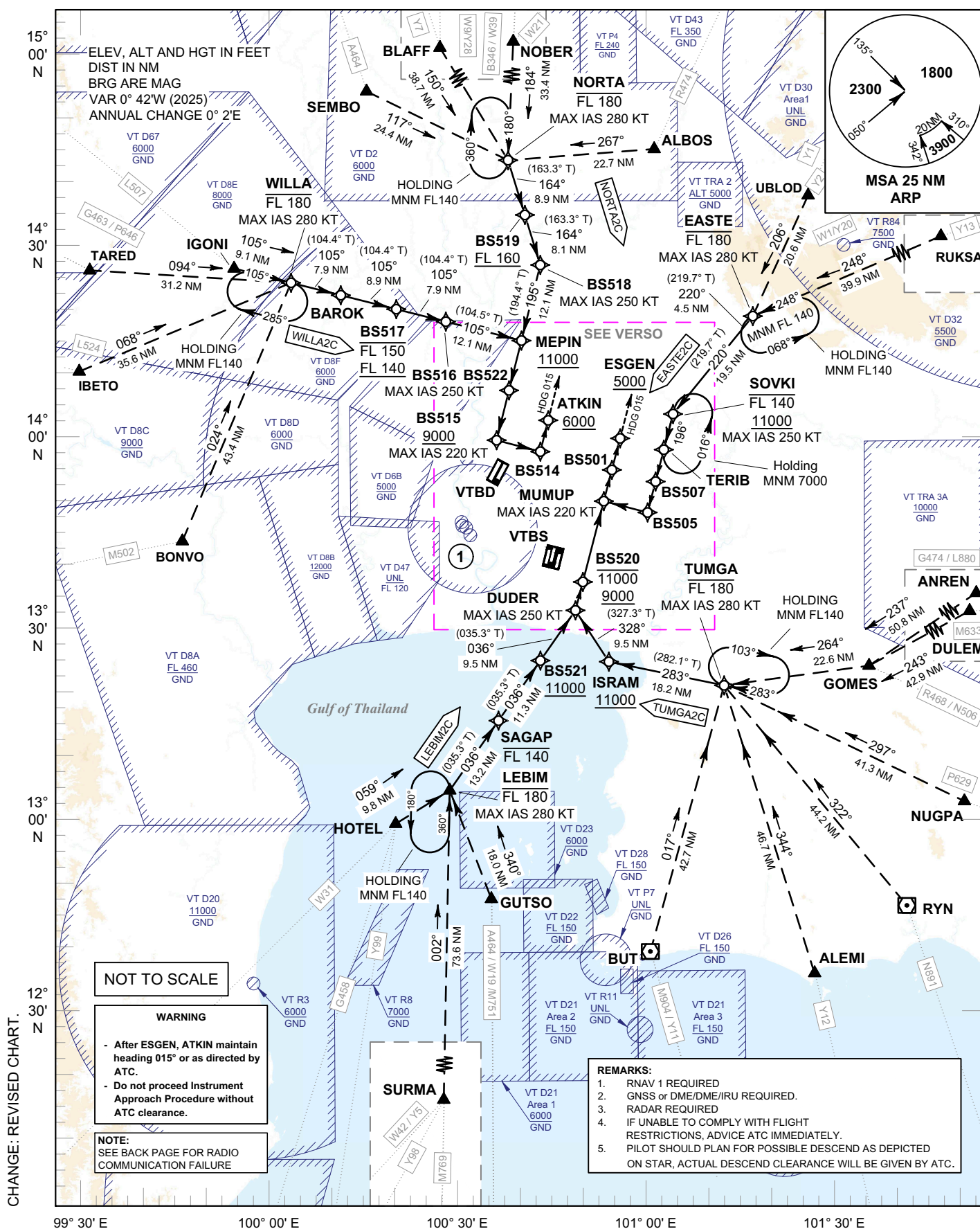
TRANSITION ALTITUDE
11000 FT

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

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

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

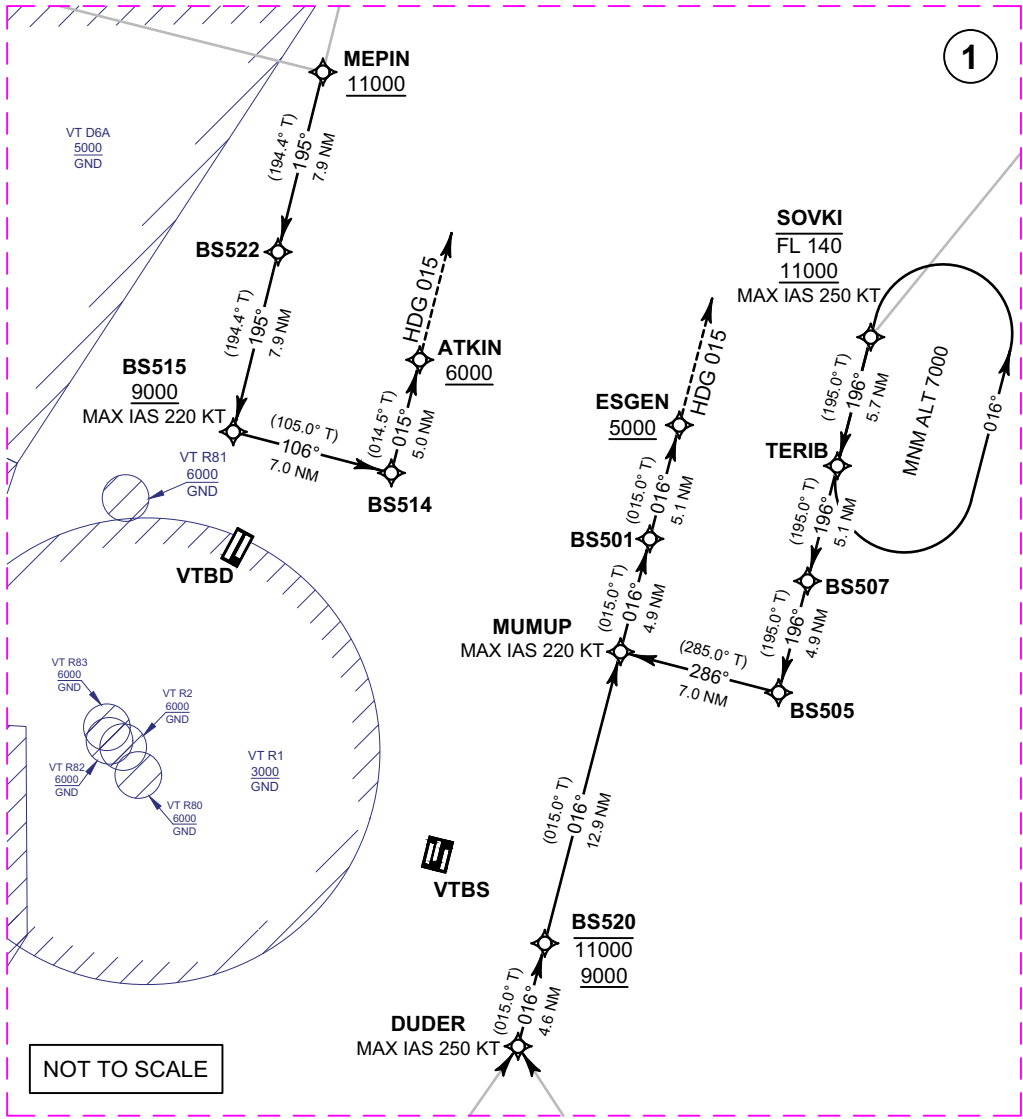
EASTE2C LEBIM2C NORTA2C
TUMGA2C WILLA2C



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

EASTE2C LEBIM2C NORTA2C
TUMGA2C WILLA2C



CHANGE: REVISED CHART.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

EASTE2C LEBIM2C NORTA2C
TUMGA2C WILLA2C

RADIO COMMUNICATION FAILURE

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

CHANGE: CHART TITLE.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19/20L/20R
EASTE2C LEBIM2C NORTA2C
TUMGA2C WILLA2C

TABULAR DESCRIPTION (1)

RNAV RWY19/20L/20R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
EASTE2C											
TRANSITION RUKSA FROM Y13											
010	IF	RUKSA	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	EASTE	-	248°(247.7°)	+ 0.7	39.9	-	-FL180	-280	-	RNAV 1
TRANSITION UBLOD FROM Y1, Y2, W1/Y20											
010	IF	UBLOD	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	EASTE	-	206°(205.2°)	+ 0.7	20.6	-	-FL180	-280	-	RNAV 1
010	IF	EASTE	-	-	+ 0.7	-	-	-FL180	-280	-	RNAV 1
020	TF	SOVKI	-	220°(219.7°)	+ 0.7	19.5	-	-FL140; +11000	-250	-	RNAV 1
030	TF	TERIB	-	196°(195.0°)	+ 0.7	5.7	-	-	-	-	RNAV 1
040	TF	BS507	-	196°(195.0°)	+ 0.7	5.1	-	-	-	-	RNAV 1
050	TF	BS505	-	196°(195.0°)	+ 0.7	4.9	-	-	-	-	RNAV 1
060	TF	MUMUP	-	286°(285.0°)	+ 0.7	7.0	-	-	-220	-	RNAV 1
070	TF	BS501	-	016°(015.0°)	+ 0.7	4.9	-	-	-	-	RNAV 1
080	TF	ESGEN	-	016°(015.0°)	+ 0.7	5.1	-	+5000	-	-	RNAV 1
090	VM	-	-	015°(-)	+ 0.7	-	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

EASTE2C LEBIM2C NORTA2C
TUMGA2C WILLA2C

TABULAR DESCRIPTION (2)

RNAV RWY19/20L/20R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
LEBIM2C											
TRANSITION GUTSO FROM A464/M751/W19											
010	IF	GUTSO	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	LEBIM	-	340°(339.4°)	+0.7	18.0	-	-FL180	-280	-	RNAV 1
TRANSITION HOTEL FROM G458, W31, Y99											
010	IF	HOTEL	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	LEBIM	-	059°(058.6°)	+0.7	9.8	-	-FL180	-280	-	RNAV 1
TRANSITION SURMA FROM M769/Y98, W42/Y5											
010	IF	SURMA	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	LEBIM	-	002°(001.4°)	+0.7	73.6	-	-FL180	-280	-	RNAV 1
010	IF	LEBIM	-	-	+0.7	-	-	-FL180	-280	-	RNAV 1
020	TF	SAGAP	-	036°(035.3°)	+0.7	13.2	-	-FL140	-	-	RNAV 1
030	TF	BS521	-	036°(035.3°)	+0.7	11.3	-	+11000	-	-	RNAV 1
040	TF	DUDER	-	036°(035.3°)	+0.7	9.5	-	-	-250	-	RNAV 1
050	TF	BS520	-	016°(015.0°)	+0.7	4.6	-	-11000; +9000	-	-	RNAV 1
060	TF	MUMUP	-	016°(015.0°)	+0.7	12.9	-	-	-220	-	RNAV 1
070	TF	BS501	-	016°(015.0°)	+0.7	4.9	-	-	-	-	RNAV 1
080	TF	ESGEN	-	016°(015.0°)	+0.7	5.1	-	+5000	-	-	RNAV 1
090	VM	-	-	015°(-)	+0.7	-	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19/20L/20R
EASTE2C LEBIM2C NORTA2C
TUMGA2C WILLA2C

TABULAR DESCRIPTION (3)

RNAV RWY19/20L/20R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
NORTA2C											
TRANSITION ALBOS FROM R474											
010	IF	ALBOS	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	267°(266.1°)	+0.7	22.7	-	-FL180	-280	-	RNAV 1
TRANSITION NOBER FROM B346/W39, W21											
010	IF	NOBER	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	184°(182.9°)	+0.7	33.4	-	-FL180	-280	-	RNAV 1
TRANSITION SEMBO FROM A464											
010	IF	SEMBO	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	117°(116.3°)	+0.7	24.4	-	-FL180	-280	-	RNAV 1
TRANSITION BLAFF FROM W9/Y28, Y7											
010	IF	BLAFF	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	NORTA	-	150°(149.2°)	+0.7	38.7	-	-FL180	-280	-	RNAV 1
010	IF	NORTA	-	-	+0.7	-	-	-FL180	-280	-	RNAV 1
020	TF	BS519	-	164°(163.3°)	+0.7	8.9	-	+FL160	-	-	RNAV 1
030	TF	BS518	-	164°(163.3°)	+0.7	8.1	-	-	-250	-	RNAV 1
040	TF	MEPIN	-	195°(194.4°)	+0.7	12.1	-	+11000	-	-	RNAV 1
050	TF	BS522	-	195°(194.4°)	+0.7	7.9	-	-	-	-	RNAV 1
060	TF	BS515	-	195°(194.4°)	+0.7	7.9	-	+9000	-220	-	RNAV 1
070	TF	BS514	-	106°(105.0°)	+0.7	7.0	-	-	-	-	RNAV 1
080	TF	ATKIN	-	015°(014.5°)	+0.7	5.0	-	+6000	-	-	RNAV 1
090	VM	-	-	015°(-)	+0.7	-	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

EASTE2C LEBIM2C NORTA2C
TUMGA2C WILLA2C

TABULAR DESCRIPTION (4)

RNAV RWY19/20L/20R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TUMGA2C											
TRANSITION ALEMI FROM Y12											
010	IF	ALEMI	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	344°(343.1°)	+ 0.7	46.7	-	-FL180	-280	-	RNAV 1
TRANSITION ANREN FROM G474, L880											
010	IF	ANREN	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	GOMES	-	237°(236.7°)	+ 0.7	50.8	-	-	-	-	RNAV 1
030	TF	TUMGA	-	264°(262.8°)	+ 0.7	22.6	-	-FL180	-280	-	RNAV 1
TRANSITION BUT FROM M904/Y11											
010	IF	BUT	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	017°(015.9°)	+ 0.7	42.7	-	-FL180	-280	-	RNAV 1
TRANSITION DULEM FROM M633											
010	IF	DULEM	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	GOMES	-	243°(242.2°)	+ 0.7	42.9	-	-	-	-	RNAV 1
030	TF	TUMGA	-	264°(262.8°)	+ 0.7	22.6	-	-FL180	-280	-	RNAV 1
TRANSITION GOMES FROM R468/N506											
010	IF	GOMES	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	264°(262.8°)	+ 0.7	22.6	-	-FL180	-280	-	RNAV 1
TRANSITION NUGPA FROM P629											
010	IF	NUGPA	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	297°(296.4°)	+ 0.7	41.3	-	-FL180	-280	-	RNAV 1
TRANSITION RYN FROM N891											
010	IF	RYN	-	-	+ 0.7	-	-	-	-	-	RNAV 1
020	TF	TUMGA	-	322°(320.9°)	+ 0.7	44.2	-	-FL180	-280	-	RNAV 1

CHANGE: CHART TITLE.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19/20L/20R
EASTE2C LEBIM2C NORTA2C
TUMGA2C WILLA2C

TABULAR DESCRIPTION (5)

RNAV RWY19/20L/20R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
TUMGA2C											
010	IF	TUMGA	-	-	+ 0.7	-	-	-FL180	-280	-	RNAV 1
020	TF	ISRAM	-	283°(282.1°)	+ 0.7	18.2	-	+11000	-	-	RNAV 1
030	TF	DUDER	-	328°(327.3°)	+ 0.7	9.5	-	-	-250	-	RNAV 1
040	TF	BS520	-	016°(015.0°)	+ 0.7	4.6	-	-11000; +9000	-	-	RNAV 1
050	TF	MUMUP	-	016°(015.0°)	+ 0.7	12.9	-	-	-220	-	RNAV 1
060	TF	BS501	-	016°(015.0°)	+ 0.7	4.9	-	-	-	-	RNAV 1
070	TF	ESGEN	-	016°(015.0°)	+ 0.7	5.1	-	+5000	-	-	RNAV 1
080	VM	-	-	015°(-)	+ 0.7	-	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

EASTE2C LEBIM2C NORTA2C
TUMGA2C WILLA2C

TABULAR DESCRIPTION (6)

RNAV RWY19/20L/20R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
WILLA2C											
TRANSITION BONVO FROM M502											
010	IF	BONVO	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	024°(023.0°)	+0.7	43.4	-	-FL180	-280	-	RNAV 1
TRANSITION IBETO FROM L524											
010	IF	IBETO	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	068°(067.4°)	+0.7	35.6	-	-FL180	-280	-	RNAV 1
TRANSITION IGONI FROM L507											
010	IF	IGONI	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	105°(104.3°)	+0.7	9.1	-	-FL180	-280	-	RNAV 1
TRANSITION TARED FROM G463/P646											
010	IF	TARED	-	-	+0.7	-	-	-	-	-	RNAV 1
020	TF	WILLA	-	094°(093.7°)	+0.7	31.2	-	-FL180	-280	-	RNAV 1
010	IF	WILLA	-	-	+0.7	-	-	-FL180	-280	-	RNAV 1
020	TF	BAROK	-	105°(104.4°)	+0.7	7.9	-	-	-	-	RNAV 1
030	TF	BS517	-	105°(104.4°)	+0.7	8.9	-	-FL150; +FL140	-	-	RNAV 1
040	TF	BS516	-	105°(104.4°)	+0.7	7.9	-	-	-250	-	RNAV 1
050	TF	MEPIN	-	105°(104.5°)	+0.7	12.1	-	+11000	-	-	RNAV 1
060	TF	BS522	-	195°(194.4°)	+0.7	7.9	-	-	-	-	RNAV 1
070	TF	BS515	-	195°(194.4°)	+0.7	7.9	-	+9000	-220	-	RNAV 1
080	TF	BS514	-	106°(105.0°)	+0.7	7.0	-	-	-	-	RNAV 1
090	TF	ATKIN	-	015°(014.5°)	+0.7	5.0	-	+6000	-	-	RNAV 1
100	VM	-	-	015°(-)	+0.7	-	-	-	-	-	RNAV 1

CHANGE: REVISED.

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

BANGKOK/Suvarnabhumi Intl (VTBS)
RNAV RWY19/20L/20R
EASTE2C LEBIM2C NORTA2C
TUMGA2C WILLA2C

WAYPOINT LIST

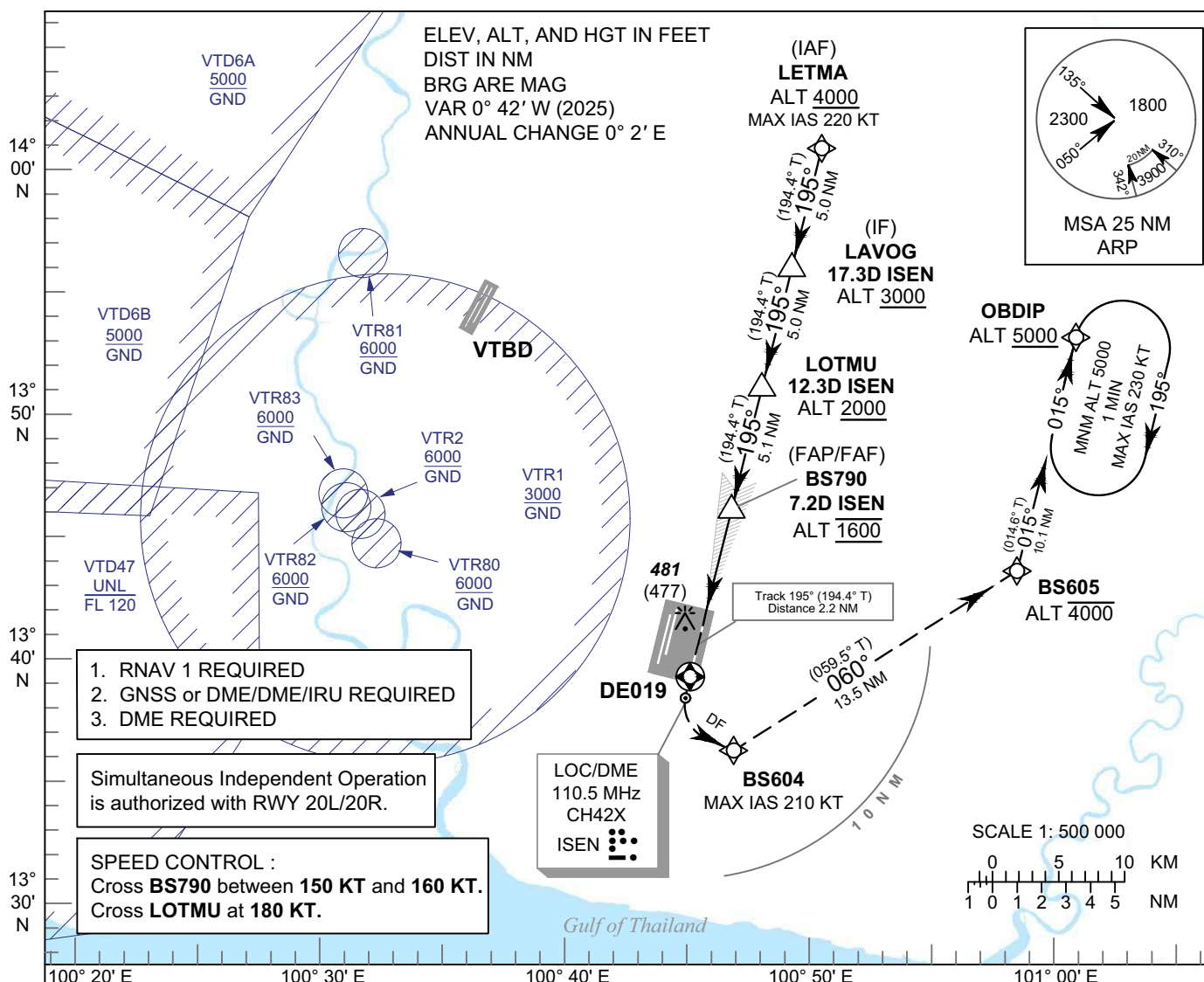
RNAV RWY19/20L/20R			
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ALBOS	14° 44' 41.70" N 101° 01' 41.90" E	GOMES	13° 24' 06.10" N 101° 35' 05.70" E
ALEMI	12° 36' 25.55" N 101° 25' 59.92" E	GUTSO	12° 48' 19.94" N 100° 34' 54.30" E
ANREN	13° 52' 12.48" N 102° 18' 37.95" E	HOTEL	13° 00' 06.20" N 100° 19' 48.30" E
ATKIN	14° 02' 40.10" N 100° 44' 26.59" E	IBETO	14° 10' 36.14" N 099° 29' 45.68" E
BAROK	14° 22' 18.30" N 100° 11' 30.61" E	IGONI	14° 26' 32.73" N 099° 54' 30.29" E
BLAFF	15° 16' 33.45" N 100° 17' 51.11" E	ISRAM	13° 25' 04.96" N 100° 53' 48.03" E
BONVO	13° 44' 10.47" N 099° 46' 06.72" E	LEBIM	13° 05' 14.81" N 100° 28' 24.51" E
BS501	13° 54' 49.86" N 100° 54' 30.27" E	MEPIN	14° 15' 05.00" N 100° 40' 16.00" E
BS505	13° 48' 13.24" N 101° 00' 08.22" E	MUMUP	13° 50' 02.27" N 100° 53' 11.48" E
BS507	13° 53' 00.98" N 101° 01' 27.19" E	NOBER	15° 16' 35.60" N 100° 40' 06.00" E
BS514	13° 57' 48.41" N 100° 43' 09.29" E	NORTA	14° 43' 07.64" N 100° 38' 20.46" E
BS515	13° 59' 37.52" N 100° 36' 12.01" E	NUGPA	13° 02' 54.16" N 101° 49' 59.29" E
BS516	14° 18' 06.73" N 100° 28' 14.21" E	RUKSA	14° 33' 51.00" N 101° 55' 12.34" E
BS517	14° 20' 05.55" N 100° 20' 20.83" E	RYN	12° 46' 48.30" N 101° 40' 41.70" E
BS518	14° 26' 49.05" N 100° 43' 21.68" E	SAGAP	13° 16' 02.07" N 100° 36' 12.59" E
BS519	14° 34' 36.53" N 100° 40' 57.86" E	SEMBO	14° 53' 59.16" N 100° 15' 47.92" E
BS520	13° 37' 30.82" N 100° 49' 45.63" E	SOVKI	14° 03' 29.32" N 101° 04' 19.78" E
BS521	13° 25' 19.78" N 100° 42' 55.54" E	SURMA	11° 51' 22.45" N 100° 26' 32.65" E
BS522	14° 07' 21.28" N 100° 38' 13.92" E	TARED	14° 26' 19.52" N 099° 31' 28.87" E
BUT	12° 40' 00.02" N 101° 00' 01.71" E	TERIB	13° 57' 57.63" N 101° 02' 48.61" E
DUDER	13° 33' 05.42" N 100° 48' 33.04" E	TUMGA	13° 21' 15.01" N 101° 12' 03.77" E
DULEM	13° 44' 15.58" N 102° 13' 59.75" E	UBLOD	14° 37' 15.43" N 101° 26' 11.66" E
EASTE	14° 18' 34.80" N 101° 17' 10.48" E	WILLA	14° 24' 16.98" N 100° 03' 35.36" E
ESGEN	13° 59' 46.52" N 100° 55' 51.74" E		

CHANGE: CHART TITLE:BS522 ADDED.

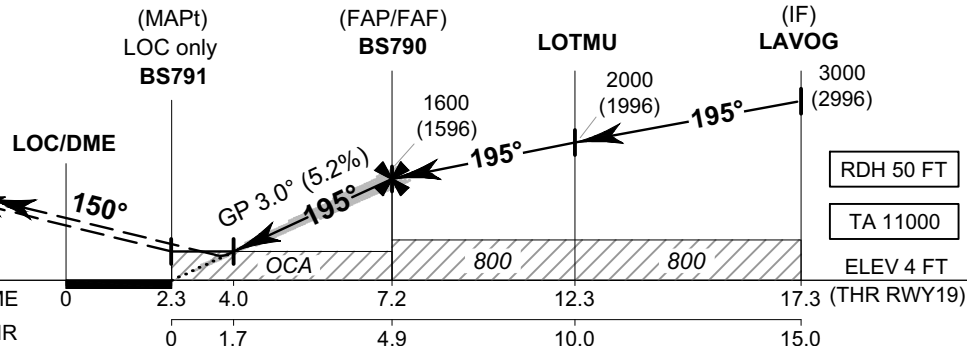
INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY19 - ELEV 4 FT

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

BANGKOK / Suvarnabhumi Intl (VTBS)

ILS or LOC z RWY19
CAT II**MISSED APPROACH:**
No turn before MAPt.
(for LOC only)

At MAPt, climb to DE019,
then turn left to BS604,
turn left climb up to 4000 FT
at BS605, then turn left
and proceed to OBDIP at
minimum 5000 FT and hold
or as directed by ATC.



CHANGE: LAVOG ALT.

OCA/H		A	B	C	D	GS OUT	Distance (ISEN)	4 D		5 D		6 D		7 D		FAF
Straight-in Approach	CAT I	250 (246)					Altitude (Height)	590 (586)	910 (906)		1225 (1221)		1540 (1536)		1600 (1596)	
	CAT II	140 (136)						Ground speed		knot	70	90	100	120	140	160
LOC only		590 (586)					Rate of descent (5.2%)	ft/min	369	474	527	632	737	843		
Circling (OCH AAL)		800 (792)		900 (892)												

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

TABULAR DESCRIPTION

ILS or LOC z RWY19											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
010	IF	(IAF) LETMA	-	-	+0.7	-	-	+4000	-220	-	RNAV 1
020	TF	(IF) LAVOG	-	195°(194.4°)	+0.7	5.0	-	+3000	-	-	RNAV 1
010	IF	(IF) LAVOG	-	-	+0.7	-	-	+3000	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	LOTMU	-	195°(194.4°)	+0.7	5.0	-	+2000	-	-	ILS
030	TF	(FAP/FAF) BS790	-	195°(194.4°)	+0.7	5.1	-	@1600	-	-	ILS
040	TF	(MAPt @ THR19) BS791	Y	195°(194.4°)	+0.7	4.9	-	@54	-	-3.0/50	ILS
050	CF	DE019	Y	195°(194.4°)	+0.7	2.2	-	-	-	-	RNAV 1
060	DF	BS604	-	-	+0.7	-	L	-	-210	-	RNAV 1
070	TF	BS605	-	060°(059.5°)	+0.7	13.5	-	-4000	-	-	RNAV 1
080	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNAV 1
090	HM	OBDIP	Y	015°(014.4°)	+0.7	1 minute	R	+5000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY19	
Waypoint Identifier	Coordinates
LETMA	14° 00' 57.99" N 100° 50' 47.13" E
LAVOG	13° 56' 06.19" N 100° 49' 30.23" E
LOTMU	13° 51' 14.39" N 100° 48' 13.38" E
BS790	13° 46' 14.41" N 100° 46' 54.45" E
BS791	13° 41' 30.17" N 100° 45' 39.72" E
DE019	13° 39' 24.11" N 100° 45' 06.59" E
BS604	13° 36' 23.96" N 100° 46' 55.46" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

CHANGE: LAVOG ALT.

ILS or LOC z RWY20L
CAT II

**ELEV, ALT, AND HGT IN FEET
DIST IN NM
BRG ARE MAG
VAR 0° 42' W (2025)
ANNUAL CHANGE 0° 2' E**

VTD6B
5000
GND

VTD47
UNL
FL 120

MSA 25 NM ARP

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

Parallel Independent Operation
may be in force

Simultaneous Independent Operation
is authorized with RWY 19.

SPEED CONTROL :
Cross **BS780** between **150 KT** and **160 KT**.
Cross **REVMO** at **180 KT**.

VTR81
6000
GND

VTR83
6000
GND

VTR2
6000
GND

VTR80
6000
GND

VTR1
3000
GND

VTBD

(IAF)
REGIR
ALT 5000
MAX IAS 220 KT

(IF)
RUMAD
16.8D ISWN
ALT 4000

REVMO
13.1D ISWN
ALT 3000

(FAP/FAF)
BS780
7.1D ISWN
ALT 1600

OBDIP
ALT 5000
MIN ALT 5000
1 MIN
MAX IAS 230 KT

BS605
ALT 5000

DE20L
481
(477)

LOC/DME
109.5 MHz
CH32X
ISWN

BS601

BS602
ALT 3000
MAX IAS 210 KT

BS603
ALT 3000

Track 195° (194.4° T)
Distance 2.0 NM

Track 181° (180.4° T)
Distance 3.0 NM

Track 105° (104.3° T)
Distance 17.4 NM

SCALE 1: 500 000

0 5 10 KM
1 0 1 2 3 4 5 NM

Gulf of Thailand

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

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

TABULAR DESCRIPTION

ILS or LOC z RWY20L											
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) REGIR	-	-	+0.7	-	-	+5000	-220	-	RNAV 1
020	TF	(IF) RUMAD	-	195°(194.4°)	+0.7	5.0	-	+4000	-	-	RNAV 1
010	IF	(IF) RUMAD	-	-	+0.7	-	-	+4000	-	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	REVMO	-	195°(194.4°)	+0.7	3.7	-	+3000	-	-	ILS
030	TF	(FAP/FAF) BS780	-	195°(194.4°)	+0.7	6.0	-	@1600	-	-	ILS
040	TF	(MAPt @ THR20L) BS781	Y	195°(194.4°)	+0.7	4.9	-	@54	-	-3.0/50	ILS
050	CF	DE20L	Y	195°(194.4°)	+0.7	2.0	-	-	-	-	RNAV 1
060	DF	BS601	-	-	+0.7	-	R	-	-	-	RNAV 1
070	TF	BS602	-	181°(180.4°)	+0.7	3.0	-	-3000	-210	-	RNAV 1
080	TF	BS603	-	105°(104.3°)	+0.7	17.4	-	-3000	-	-	RNAV 1
090	TF	BS605	-	015°(014.6°)	+0.7	18.0	-	+5000	-	-	RNAV 1
100	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNAV 1
110	HM	OBDIP	Y	015°(014.6°)	+0.7	1 minute	R	+5000	-230	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY20L	
Waypoint Identifier	Coordinates
REGIR	14° 01' 17.67" N 100° 49' 36.72" E
RUMAD	13° 56' 25.87" N 100° 48' 19.81" E
REVMO	13° 52' 48.77" N 100° 47' 22.64" E
BS780	13° 46' 59.12" N 100° 45' 50.66" E
BS781	13° 42' 13.21" N 100° 44' 35.44" E
DE20L	13° 40' 16.60" N 100° 44' 04.79" E
BS601	13° 33' 07.17" N 100° 36' 56.80" E
BS602	13° 30' 06.39" N 100° 36' 55.58" E
BS603	13° 25' 46.90" N 100° 54' 12.14" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

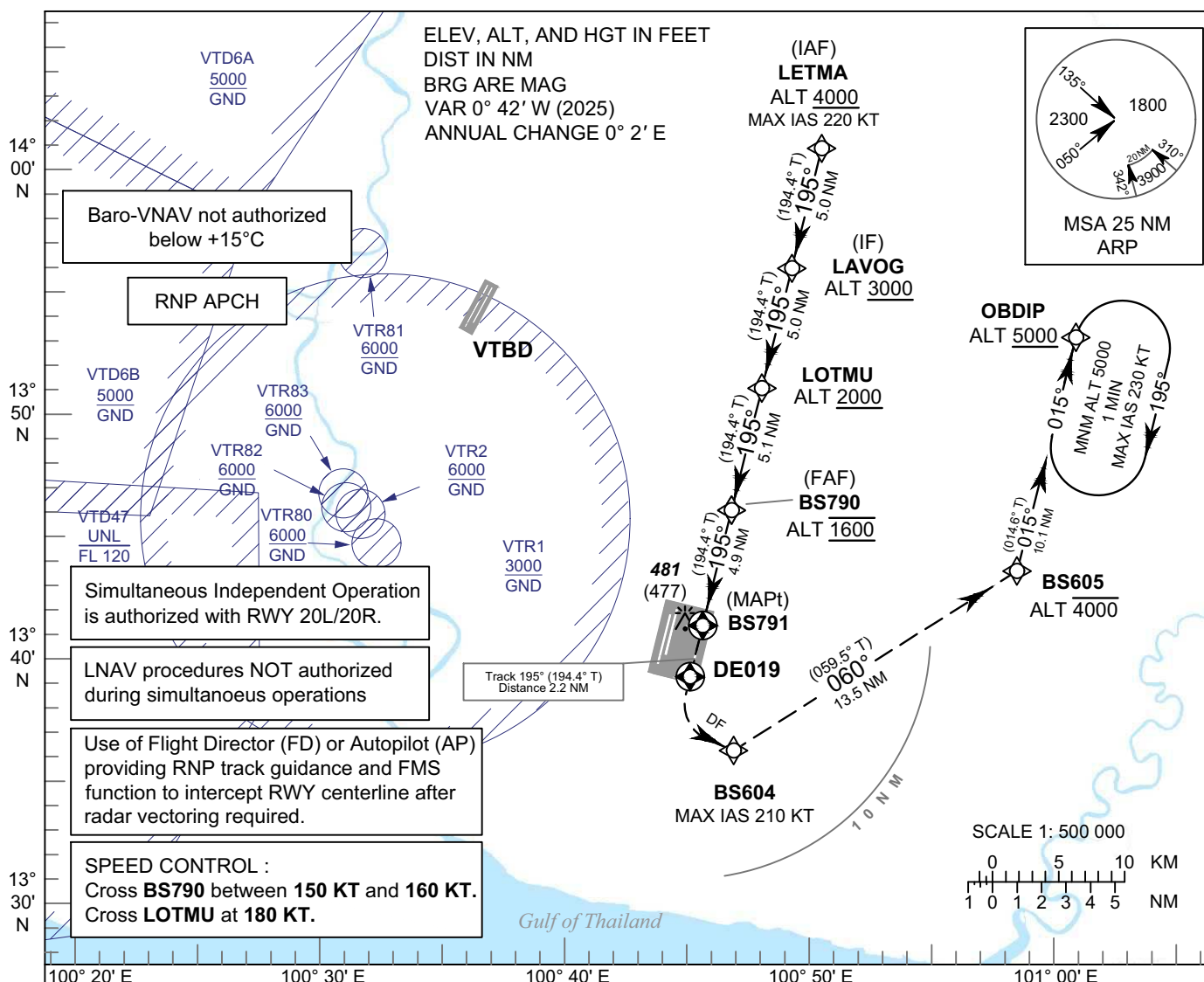
CHANGE: RUMAD ALT.

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY19 - ELEV 4 FT

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

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY19

**MISSED APPROACH:**
No turn before MAPt.

At MAPt, climb to DE019,
then turn left to BS604,
turn left climb up to 4000 FT
at BS605, then turn left
and proceed to OBDDIP at
minimum 5000 FT and hold
or as directed by ATC.

(MAPt)
BS791(FAF)
BS790**LOTMU**(IF)
LAVOG

NM FM THR

0

2.2

2.7

4.9

5.1

10.0

5.0

15.0

OCA/H

A

B

C

D

NM to NEXT WPT

2.2 NM

3 NM

4 NM

FAF

LNAV / VNAV

600 (596)

Altitude (Height)

750 (746)

1005 (1001)

1320 (1316)

1600 (1596)

LNAV

750 (746)

Ground speed

knot

70

90

100

120

140

160

Circling (OCH AAL)

800 (792)

900 (892)

Rate of descent
FAF-MAPt 5.2%

ft/min

369

474

527

632

737

843

CHANGE: LAVOG ALT.

INSTRUMENT
APPROACH
CHART - ICAO

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

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY19

TABULAR DESCRIPTION

RNP RWY19											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) LETMA	-	-	+0.7	-	-	+4000	-220	-	RNP APCH
020	TF	(IF) LAVOG	-	195°(194.4°)	+0.7	5.0	-	+3000	-	-	RNP APCH
030	TF	LOTMU	-	195°(194.4°)	+0.7	5.0	-	+2000	-	-	RNP APCH
040	TF	(FAF) BS790	-	195°(194.4°)	+0.7	5.1	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR19) BS791	Y	195°(194.4°)	+0.7	4.9	-	@54	-	-3.0/50	RNP APCH
060	CF	DE019	Y	195°(194.4°)	+0.7	2.2	-	-	-	-	RNP APCH
070	DF	BS604	-	-	+0.7	-	L	-	-210	-	RNP APCH
080	TF	BS605	-	060°(059.5°)	+0.7	13.5	-	-4000	-	-	RNP APCH
090	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNP APCH
100	HM	OBDIP	Y	015°(014.6°)	+0.7	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY19	
Waypoint Identifier	Coordinates
LETMA	14° 00' 57.99" N 100° 50' 47.13" E
LAVOG	13° 56' 06.19" N 100° 49' 30.23" E
LOTMU	13° 51' 14.39" N 100° 48' 13.38" E
BS790	13° 46' 14.41" N 100° 46' 54.45" E
BS791	13° 41' 30.17" N 100° 45' 39.72" E
DE019	13° 39' 24.11" N 100° 45' 06.59" E
BS604	13° 36' 23.96" N 100° 46' 55.46" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

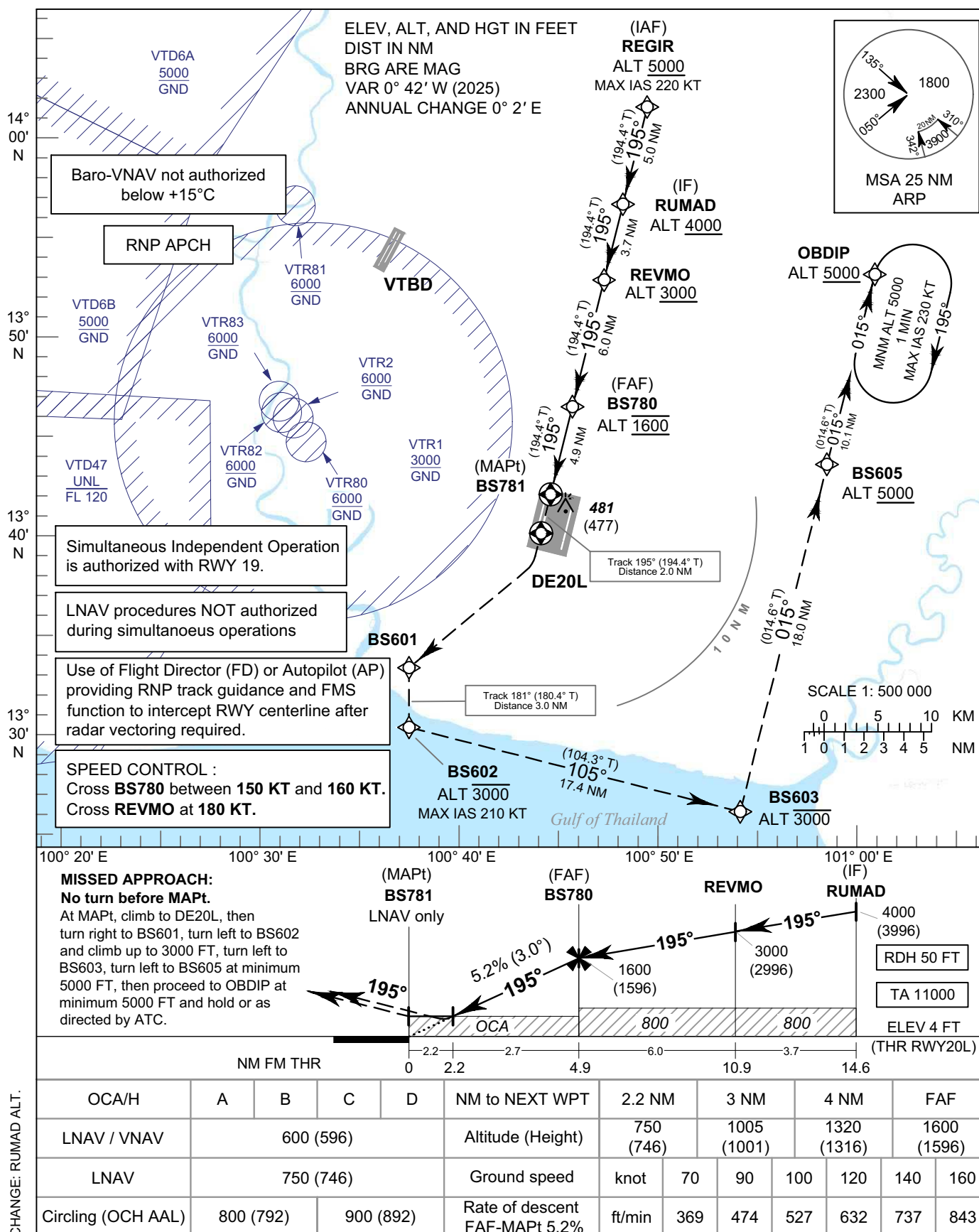
CHANGE: LAVOG ALT.

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY20L - ELEV 4 FT

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

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY20L



INSTRUMENT
APPROACH
CHART - ICAO

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

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY20L

TABULAR DESCRIPTION

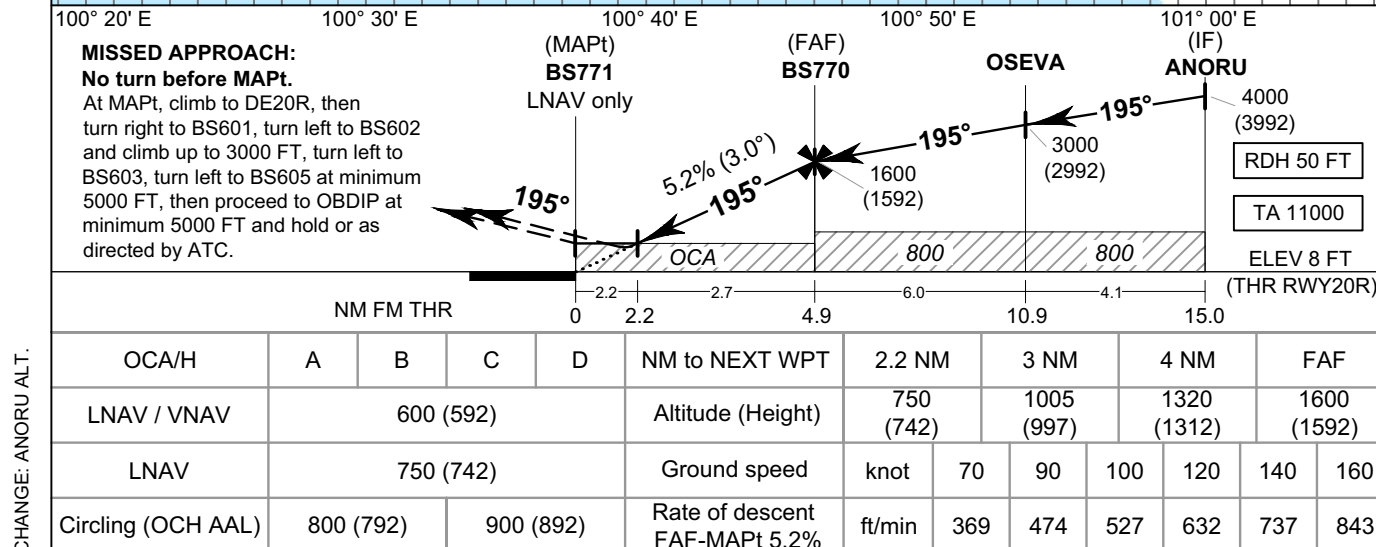
RNP RWY20L											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) REGIR	-	-	+0.7	-	-	+5000	-220	-	RNP APCH
020	TF	(IF) RUMAD	-	195°(194.4°)	+0.7	5.0	-	+4000	-	-	RNP APCH
030	TF	REVMO	-	195°(194.4°)	+0.7	3.7	-	+3000	-	-	RNP APCH
040	TF	(FAF) BS780	-	195°(194.4°)	+0.7	6.0	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR20L) BS781	Y	195°(194.4°)	+0.7	4.9	-	@54	-	-3.0/50	RNP APCH
060	CF	DE20L	Y	195°(194.4°)	+0.7	2.0	-	-	-	-	RNP APCH
070	DF	BS601	-	-	+0.7	-	R	-	-	-	RNP APCH
080	TF	BS602	-	181°(180.4°)	+0.7	3.0	-	-3000	-210	-	RNP APCH
090	TF	BS603	-	105°(104.3°)	+0.7	17.4	-	-3000	-	-	RNP APCH
100	TF	BS605	-	015°(014.6°)	+0.7	18.0	-	+5000	-	-	RNP APCH
110	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNP APCH
120	HM	OBDIP	Y	015°(014.6°)	+0.7	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY20L	
Waypoint Identifier	Coordinates
REGIR	14° 01' 17.67" N 100° 49' 36.72" E
RUMAD	13° 56' 25.87" N 100° 48' 19.81" E
REVMO	13° 52' 48.77" N 100° 47' 22.64" E
BS780	13° 46' 59.12" N 100° 45' 50.66" E
BS781	13° 42' 13.21" N 100° 44' 35.44" E
DE20L	13° 40' 16.60" N 100° 44' 04.79" E
BS601	13° 33' 07.17" N 100° 36' 56.80" E
BS602	13° 30' 06.39" N 100° 36' 55.58" E
BS603	13° 25' 46.90" N 100° 54' 12.14" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

CHANGE: RUMAD ALT.

BANGKOK / Suvarnabhumi Intl (VTBS)



INSTRUMENT
APPROACH
CHART - ICAO

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

BANGKOK / Suvarnabhumi Intl (VTBS)

RNP RWY20R

TABULAR DESCRIPTION

RNP RWY20R											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) RUPED	-	-	+0.7	-	-	+5000	-220	-	RNP APCH
020	TF	(IF) ANORU	-	195°(194.4°)	+0.7	5.0	-	+4000	-	-	RNP APCH
030	TF	OSEVA	-	195°(194.4°)	+0.7	4.1	-	+3000	-	-	RNP APCH
040	TF	(FAF) BS770	-	195°(194.4°)	+0.7	6.0	-	@1600	-	-	RNP APCH
050	TF	(MAPt @ THR20R) BS771	Y	195°(194.4°)	+0.7	4.9	-	@58	-	-3.0/50	RNP APCH
060	CF	DE20R	Y	195°(194.4°)	+0.7	2.2	-	-	-	-	RNP APCH
070	DF	BS601	-	-	+0.7	-	R	-	-	-	RNP APCH
080	TF	BS602	-	181°(180.4°)	+0.7	3.0	-	-3000	-210	-	RNP APCH
090	TF	BS603	-	105°(104.3°)	+0.7	17.4	-	-3000	-	-	RNP APCH
100	TF	BS605	-	015°(014.6°)	+0.7	18.0	-	+5000	-	-	RNP APCH
110	TF	OBDIP	-	015°(014.6°)	+0.7	10.1	-	+5000	-	-	RNP APCH
120	HM	OBDIP	Y	015°(014.6°)	+0.7	1 minute	R	+5000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY20R	
Waypoint Identifier	Coordinates
RUPED	14° 01' 23.89" N 100° 49' 24.59" E
ANORU	13° 56' 32.10" N 100° 48' 07.70" E
OSEVA	13° 52' 35.66" N 100° 47' 05.44" E
BS770	13° 46' 44.92" N 100° 45' 33.15" E
BS771	13° 42' 00.68" N 100° 44' 18.41" E
DE20R	13° 39' 54.63" N 100° 43' 45.28" E
BS601	13° 33' 07.17" N 100° 36' 56.80" E
BS602	13° 30' 06.39" N 100° 36' 55.58" E
BS603	13° 25' 46.90" N 100° 54' 12.14" E
BS605	13° 43' 15.45" N 100° 58' 51.48" E
OBDIP	13° 53' 03.74" N 101° 01' 28.52" E

CHANGE: ANORU ALT.

VTBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	EDGE: All TWY A, B Centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply :Limited to RDO/COM only Switching-over time : Automatic with in 15 sec
5	Remarks	NIL

VTBP 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.

VTBP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 20 NM radius centred on 114718.3045N 0994816.6455E
2	Vertical limits	6000 FT/AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Prachuap Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTBP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Prachuap TWR	351.1 MHZ 135.9 MHZ 236.6 MHZ *121.5 MHZ *243.0 MHZ	23:00-11:00	Primary operation *Emergency Freq.
GND	Prachuap GND	257.8 MHZ 121.75 MHZ	23:00-11:00	Secondary operation

VTBP 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	PCK	CH 84X TX1171 MHz RX 1108 MHz	H24	114712.3851N 0994730.2153E	20 m	NIL
NDB	PCK	320 KHZ	2300-1100	114729.8861N 0994800.0279E	20 m	

VTBP AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VTBP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTBP AD 2.22 FLIGHT PROCEDURES

NIL

VTBP AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of Prachuap Khiri Khan Aerodrome

1.1 It has been observed that migratory and resident birds in remarkable numbers appear on or in the vicinity of Prachuap Khiri Khan Aerodrome and they are present in variable numbers every month. Mostly all year. Pilots are essentially requested to report bird strikes to the Aerodrome Control Tower via:

Prachuap Khiri Khan Aerodrome Control Tower
Phone +663 260 3919

Bird Species that has potential hazard to aircraft are as follows:

Species	Weight (kg)	Period
Asian Openbill	1.30 - 2.30	All year (mostly in June, July, August)
Cattle Egret	0.27 - 0.51	All year
Pigeon	0.24 - 0.38	All year
Barn Swallow	0.16 – 0.22	All year
Hawk	0.70 – 1.50	In November to March

VTBP AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

VTSR 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 20:

RANONG OMNI 20 Departure: Required climb gradient 340 ft per NM (5.6%) until 5,700 ft.

Ground speed	Knot	65	75	100	150	200	250	300
Rate of climb 5.6%	(ft/min)	369	426	567	851	1135	1417	1702

No turn before DER.

After departure climb straight ahead until 3,000 ft (or altitude assigned by ATC between 3,000 – 5,000 ft), then comply with ATC clearance issued (or as directed by ATC).

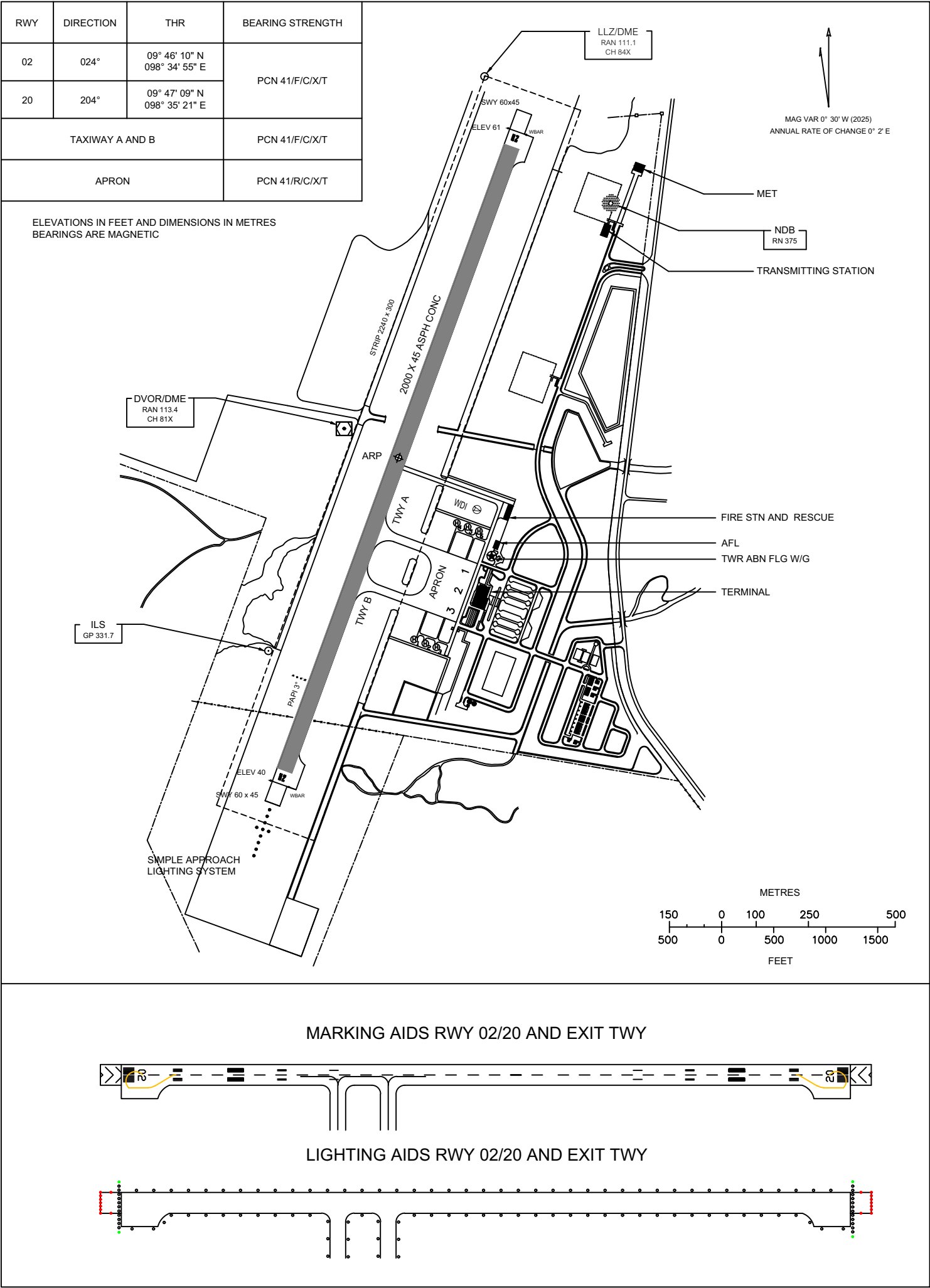
VTSR AD 2.23 ADDITIONAL INFORMATION

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 - ELPUT1G SAKUB1G TOGIM1G	AD 2-VTSR-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 02 - ELPUT1G SAKUB1G TOGIM1G (Tabular description)	AD 2-VTSR-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - ELPUT1H SAKUB1H TOGIM1H	AD 2-VTSR-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 20 - ELPUT1H SAKUB1H TOGIM1H (Tabular description)	AD 2-VTSR-6-4
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 or LOC y RWY 02	AD 2-VTSR-8-3
Instrument Approach Chart - ICAO - ILS or LOC y RWY 02 (Fix and point list table)	AD 2-VTSR-8-4
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02	AD 2-VTSR-8-5
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02 (Tabular description)	AD 2-VTSR-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02 (Fix and point list table)	AD 2-VTSR-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 02 (Waypoint list table)	AD 2-VTSR-8-8
Instrument Approach Chart - ICAO - RNP RWY 02	AD 2-VTSR-8-9
Instrument Approach Chart - ICAO - RNP RWY 02 (Tabular description)	AD 2-VTSR-8-10
Instrument Approach Chart - ICAO - RNP RWY 02 (Waypoint list table)	AD 2-VTSR-8-11

AERODROME CHART-ICAO 09° 46' 39" N ELEV 61 FT TWR 122.25
098° 35' 08" E 236.6 RANONG/Ranong



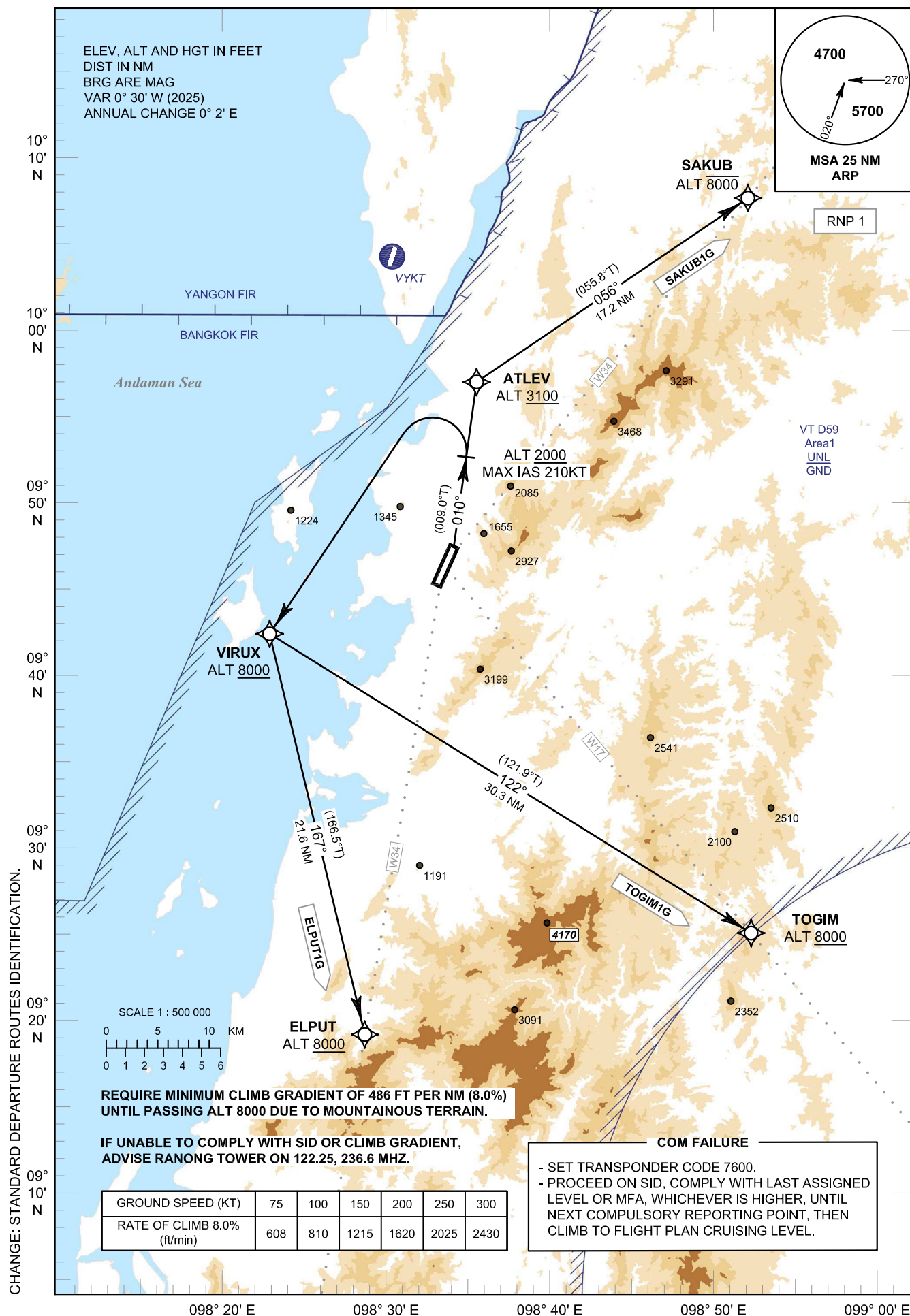
INTENTIONALLY BLANK

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

TRANSITION ALTITUDE
11000 FT

APP : 125.1
TWR : 122.25 , 236.6
ATIS : 126.475

RANONG / Ranong (VTSR)
RNAV RWY02
ELPUT1G SAKUB1G TOGIM1G



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

RANONG / Ranong (VTSR)

RNAV RWY02
ELPUT1G SAKUB1G TOGIM1G

TABULAR DESCRIPTION

RNAV 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
SAKUB1G											
010	-	DER RWY02	-	-	+0.5	-	-	-	-	-	RNP 1
020	CA	-	-	010° (009.0°)	+0.5	-	-	+2000	-210	-	RNP 1
030	DF	ATLEV	-	-	+0.5	-	R	+3100	-	-	RNP 1
040	TF	SAKUB	-	056° (055.8°)	+0.5	17.2	-	-8000	-	-	RNP 1
TOGIM1G											
010	-	DER RWY02	-	-	+0.5	-	-	-	-	-	RNP 1
020	CA	-	-	010° (009.0°)	+0.5	-	-	+2000	-210	-	RNP 1
030	DF	VIRUX	-	-	+0.5	-	L	+8000	-	-	RNP 1
040	TF	TOGIM	-	122° (121.9°)	+0.5	30.3	-	+8000	-	-	RNP 1
ELPUT1G											
010	-	DER RWY02	-	-	+0.5	-	-	-	-	-	RNP 1
020	CA	-	-	010° (009.0°)	+0.5	-	-	+2000	-210	-	RNP 1
030	DF	VIRUX	-	-	+0.5	-	L	+8000	-	-	RNP 1
040	TF	ELPUT	-	167° (166.5°)	+0.5	21.6	-	+8000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY02	
Waypoint Identifier	Coordinates
DER RWY02	09° 47' 09.22" N 098° 35' 20.99" E
ATLEV	09° 56' 21.03" N 098° 36' 46.78" E
ELPUT	09° 21' 56.60" N 098° 30' 53.13" E
SAKUB	10° 06' 03.38" N 098° 51' 12.11" E
VIRUX	09° 43' 03.90" N 098° 25' 47.76" E
TOGIM	09° 26' 59.13" N 098° 51' 48.08" E

CHANGE: STANDARD DEPARTURE ROUTES IDENTIFICATION.
TOGIM COORDINATE.

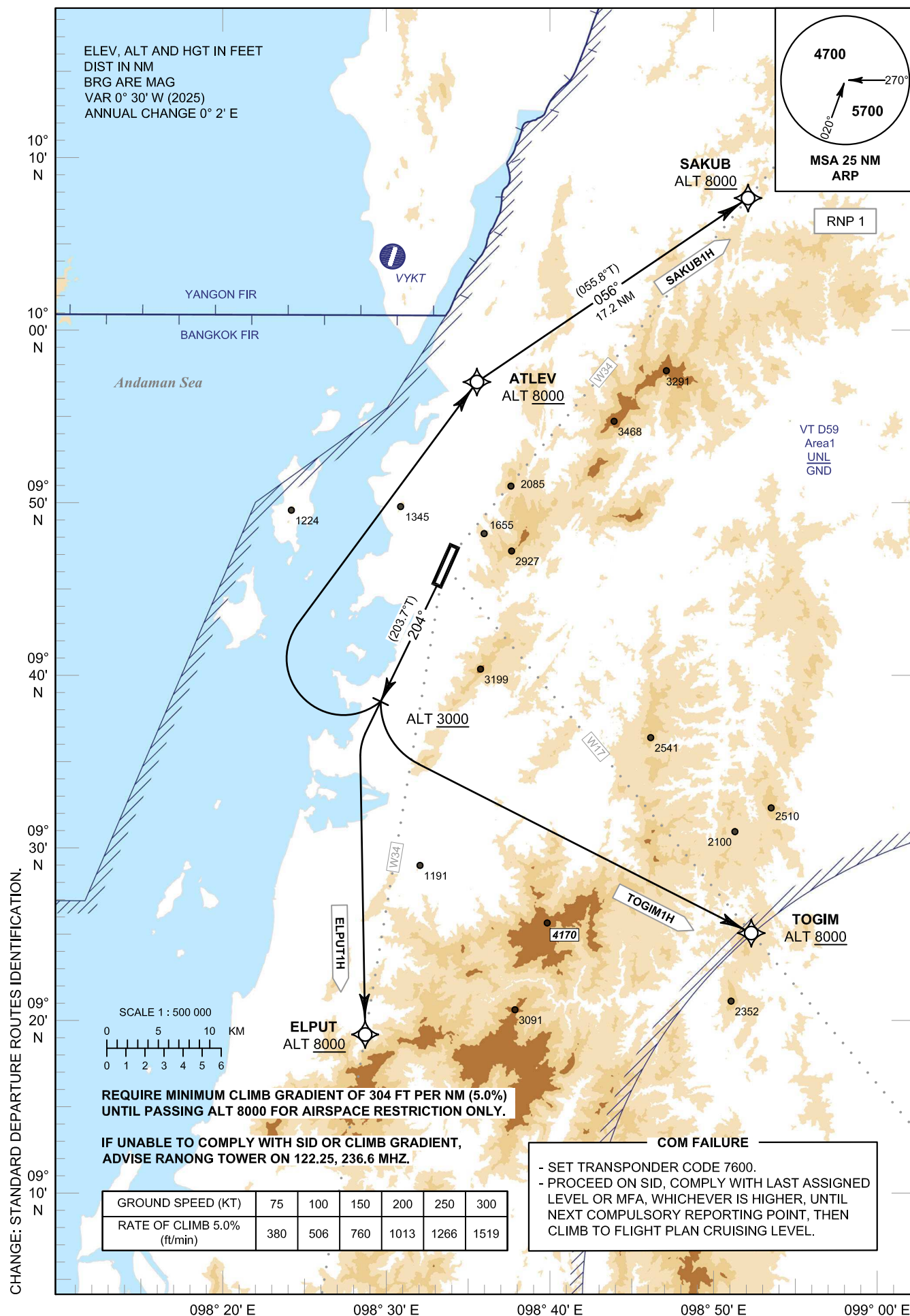
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000 FT

APP : 125.1
TWR : 122.25 , 236.6
ATIS : 126.475

RANONG / Ranong (VTSR)

**RNAV RWY20
ELPUT1H SAKUB1H TOGIM1H**



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

RANONG / Ranong (VTSR)

RNAV RWY20
ELPUT1H SAKUB1H TOGIM1H

TABULAR DESCRIPTION

RNAV RWY20											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
SAKUB1H											
010	-	DER RWY20	-	-	+0.5	-	-	-	-	-	RNP 1
020	CA	-	-	204° (203.7°)	+0.5	-	-	+3000	-	-	RNP 1
030	DF	ATLEV	-	-	+0.5	-	R	+8000	-	-	RNP 1
040	TF	SAKUB	-	056° (055.8°)	+0.5	17.2	-	+8000	-	-	RNP 1
TOGIM1H											
010	-	DER RWY20	-	-	+0.5	-	-	-	-	-	RNP 1
020	CA	-	-	204° (203.7°)	+0.5	-	-	+3000	-	-	RNP 1
030	DF	TOGIM	-	-	+0.5	-	L	+8000	-	-	RNP 1
ELPUT1H											
010	-	DER RWY20	-	-	+0.5	-	-	-	-	-	RNP 1
020	CA	-	-	204° (203.7°)	+0.5	-	-	+3000	-	-	RNP 1
030	DF	ELPUT	-	-	+0.5	-	L	+8000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY20	
Waypoint Identifier	Coordinates
DER RWY20	09° 46' 09.62" N 098° 34' 54.54" E
ATLEV	09° 56' 21.03" N 098° 36' 46.78" E
ELPUT	09° 21' 56.60" N 098° 30' 53.13" E
SAKUB	10° 06' 03.38" N 098° 51' 12.11" E
TOGIM	09° 26' 59.13" N 098° 51' 48.08" E

CHANGE: STANDARD DEPARTURE ROUTES IDENTIFICATION.
TOGIM COORDINATE.

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

RANONG / Ranong (VTSR)

ILS or LOC z RWY02

Fix / Point		Coordinates	
(IF) OLBUN	12.6 D IRAN	09° 34' 43.10" N	098° 29' 50.57" E
(FAP/FAF) SR022	7.2 D IRAN	09° 39' 41.14" N	098° 32' 02.49" E
(MAPt) SR021	2.4 D IRAN	09° 44' 08.19" N	098° 34' 00.76" E
LOC	IRAN	09° 47' 18.28" N	098° 35' 25.01" E
GP/DME	IRAN	09° 46' 20.38" N	098° 34' 55.13" E

INSTRUMENT AERODROME ELEV 61 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY02 - ELEV 40 FT

RANONG / Ranong (VTSR)

ILS or LOC z RWY02

WAYPOINT LIST	
ILS or LOC z RWY02	
Waypoint Identifier	Coordinates
BIGDA	09° 31' 53.35" N 098° 36' 19.76" E
ELPUT	09° 21' 56.60" N 098° 30' 53.13" E
OLBUN	09° 34' 43.10" N 098° 29' 50.57" E
SAKUB	10° 06' 03.38" N 098° 51' 12.11" E
SR001	09° 26' 57.01" N 098° 30' 28.62" E
SR002	09° 51' 41.64" N 098° 35' 44.41" E
SR021	09° 44' 08.19" N 098° 34' 00.76" E
SR022	09° 39' 41.14" N 098° 32' 02.49" E
SR023	09° 45' 41.04" N 098° 42' 26.57" E
SR024	09° 55' 52.24" N 098° 46' 49.20" E
SR025	09° 37' 32.72" N 098° 23' 21.27" E
SUDEX	09° 40' 52.31" N 098° 18' 51.61" E
TOGIM	09° 26' 59.13" N 098° 51' 48.08" E

CHANGE: TOGIM COORDINATE.

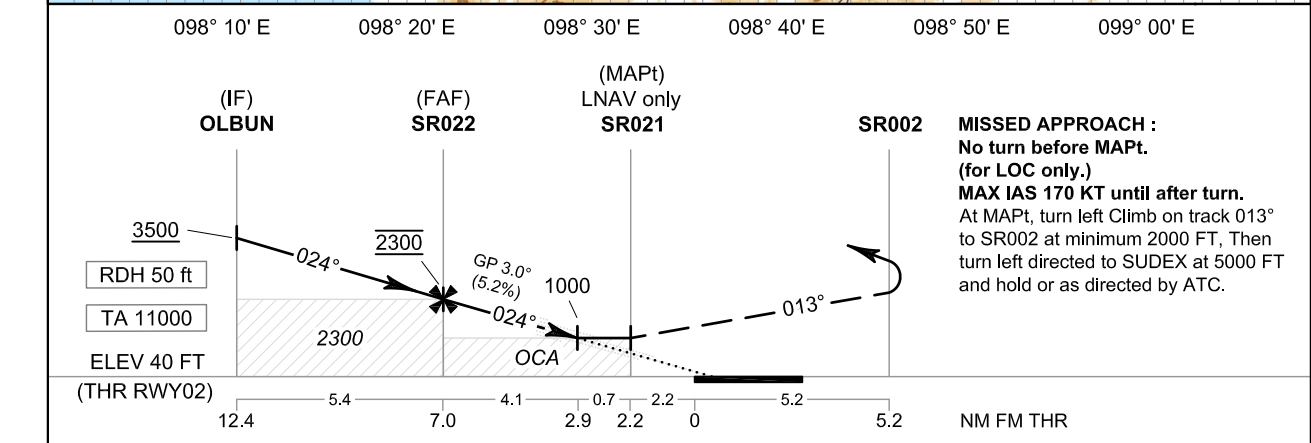
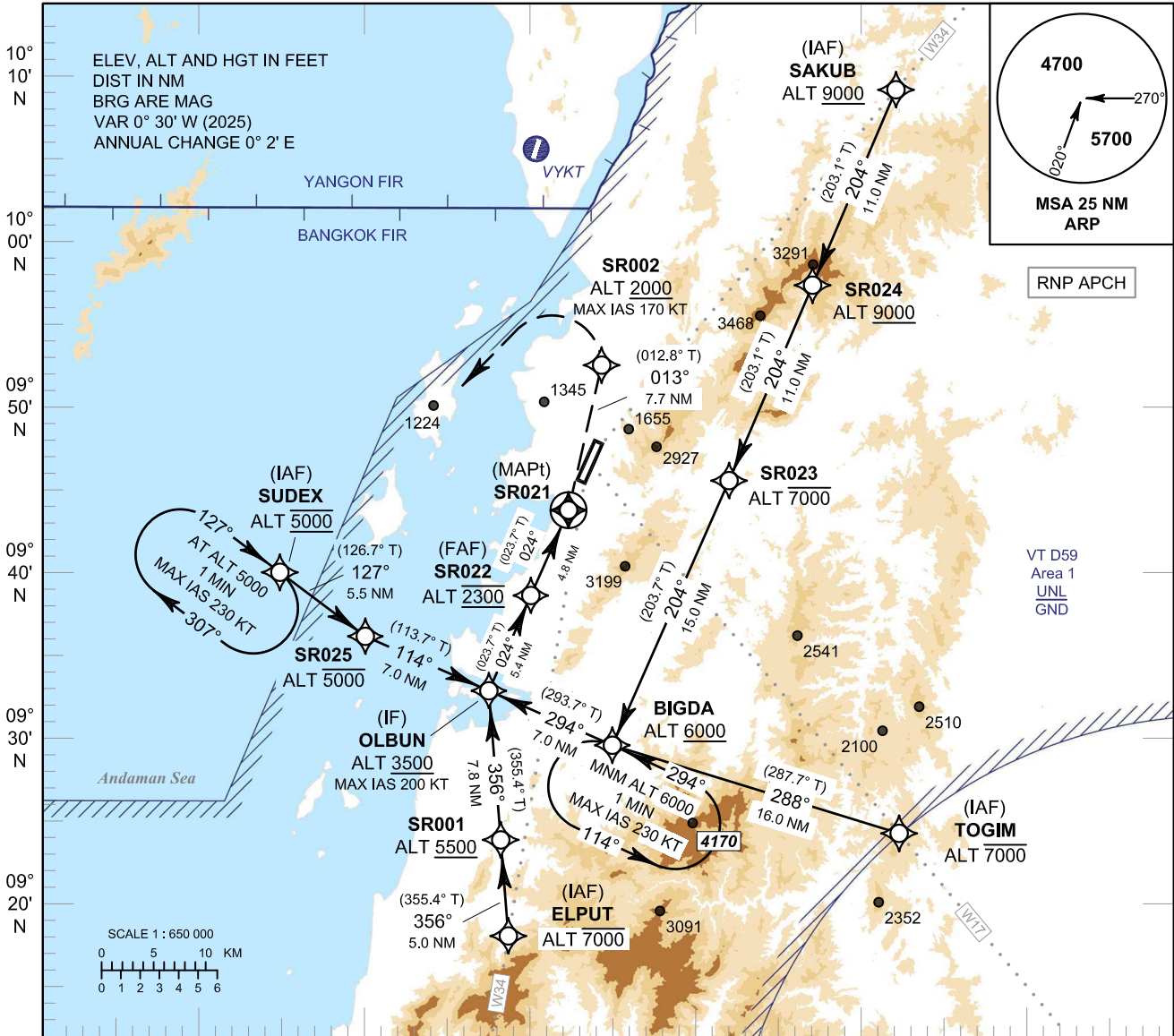
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

APP : 125.1
TWR : 122.25 , 236.6
ATIS : 126.475

RANONG / Ranong (VTSR)

RNP RWY02



OCA/H	A	B	C	D	NM to NEXT WPT	FAF	6 NM	5 NM	4 NM	3 NM	2.9 NM
LNAV	1000 (960) *				Altitude (Height)	2300 (2260)	1985 (1945)	1670 (1630)	1355 (1315)	1035 (995)	1000 (960)
Circling (OCH AAL)	NOT AUTHORIZED				Ground Speed	knot	70	90	100	120	140
					Rate of Descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737

NOTE: * OCA/H 700 (660) FT of RNAV(GNSS) can be achieved for all aircraft categories which can commence a missed approach climb gradient of 5.0% (304 FT/NM) until after turn.

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 61 FT
HEIGHTS RELATED TO
THR RWY02 - ELEV 40 FT

RANONG / Ranong (VTSR)

RNP RWY02

TABULAR DESCRIPTION

RNP RWY02											
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) SAKUB	-	-	+0.5	-	-	+9000	-	-	RNP APCH
020	TF	SR024	-	204° (203.1°)	+0.5	11.0	-	+9000	-	-	RNP APCH
030	TF	SR023	-	204° (203.1°)	+0.5	11.0	-	-7000	-	-	RNP APCH
040	TF	BIGDA	-	204° (203.7°)	+0.5	15.0	-	+6000	-	-	RNP APCH
050	TF	(IF) OLBUN	-	294° (293.7°)	+0.5	7.0	-	+3500	-200	-	RNP APCH
010	IF	(IAF) TOGIM	-	-	+0.5	-	-	-7000	-	-	RNP APCH
020	TF	BIGDA	-	288° (287.7°)	+0.5	16.0	-	+6000	-	-	RNP APCH
030	TF	(IF) OLBUN	-	294° (293.7°)	+0.5	7.0	-	+3500	-200	-	RNP APCH
010	IF	(IAF) ELPUT	-	-	+0.5	-	-	-7000	-	-	RNP APCH
020	TF	SR001	-	356° (355.4°)	+0.5	5.0	-	+5500	-	-	RNP APCH
030	TF	(IF) OLBUN	-	356° (355.4°)	+0.5	7.8	-	+3500	-200	-	RNP APCH
010	IF	(IAF) SUDEX	-	-	+0.5	-	-	@5000	-	-	RNP APCH
020	TF	SR025	-	127° (126.7°)	+0.5	5.5	-	-5000	-	-	RNP APCH
030	TF	(IF) OLBUN	-	114° (113.7°)	+0.5	7.0	-	+3500	-200	-	RNP APCH
010	IF	(IF) OLBUN	-	-	+0.5	-	-	+3500	-200	-	RNP APCH
020	TF	(FAF) SR022	-	024° (023.7°)	+0.5	5.4	-	@2300	-	-	RNP APCH
030	TF	(MAPt) SR021	Y	024° (023.7°)	+0.5	4.8	-	@1000	-	-3.0/50	RNP APCH
040	CF	SR002	-	013° (012.8°)	+0.5	7.7	-	+2000	-170	-	RNP APCH
050	DF	SUDEX	-	-	+0.5	-	L	@5000	-	-	RNP APCH
060	HM	SUDEX	Y	127° (126.7°)	+0.5	1 minute	R	@5000	-230	-	RNP APCH

INSTRUMENT **AERODROME ELEV 61 FT**
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY02 - ELEV 40 FT

RANONG / Ranong (VTSR)

RNP RWY02

WAYPOINT LIST	
RNP RWY02	
Waypoint Identifier	Coordinates
BIGDA	09° 31' 53.35" N 098° 36' 19.76" E
ELPUT	09° 21' 56.60" N 098° 30' 53.13" E
OLBUN	09° 34' 43.10" N 098° 29' 50.57" E
SAKUB	10° 06' 03.38" N 098° 51' 12.11" E
SR001	09° 26' 57.01" N 098° 30' 28.62" E
SR002	09° 51' 41.64" N 098° 35' 44.41" E
SR021	09° 44' 08.19" N 098° 34' 00.76" E
SR022	09° 39' 41.14" N 098° 32' 02.49" E
SR023	09° 45' 41.04" N 098° 42' 26.57" E
SR024	09° 55' 52.24" N 098° 46' 49.20" E
SR025	09° 37' 32.72" N 098° 23' 21.27" E
SUDEX	09° 40' 52.31" N 098° 18' 51.61" E
TOGIM	09° 26' 59.13" N 098° 51' 48.08" E

CHANGE: TOGIM COORDINATE.

INTENTIONALLY BLANK

VTPT AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5NM radius centred on Tak ARP (165345.55N 0991513.42E)
2	Vertical limits	2000 ft/AGL
3	Airspace classification	G
4	ATS unit call sign Language(s)	Tak Tower English, Thai
5	Transition altitude	NIL
6	Remarks	NIL

VTPT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
NIL	NIL	NIL	NIL	NIL

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
NIL	NIL	NIL	NIL	NIL	NIL	NIL

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

INTENTIONALLY BLANK

5	Transition altitude	11000 ft
6	Remarks	NIL

VTUD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Udon Approach	126.2 MHz 265.9 MHz 119.45 MHz ²⁾ 121.5 MHz ¹⁾	As AD OPR HR	¹⁾ Emergency frequency ²⁾ Backup frequency
TWR	Udon Tower	121.5 MHz ¹⁾ 122.5 MHz 243.0 MHz ¹⁾ 355.4 MHz 119.45 MHz ²⁾	As AD OPR HR	
GND	Udon Ground	121.9 MHz 275.8 MHz	As AD OPR HR	
ATIS	Udon Airport	127.6 MHz	As AD OPR HR	

VTUD 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	UDN	114.3 MHz CH90X	H24	172305.1N 1024629.7E	180 m (600 ft)	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 277°-280° ALT should not below 5000 ft 2. 20 nm orbit (due to border limited) - RDL 331°- 030° ALT should not below 2500 ft 3. 40 nm orbit - RDL 031°- 090° ALT should not below 3000 ft - RDL 091°-190° ALT should not below 4000 ft - RDL 191°- 268° ALT should not below 5000 ft - RDL 269°- 276° ALT should not below 8000ft - RDL 281°- 330° 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.
ILS CAT I LOC 30	IUDN	110.1 MHz	H24	172341.2N 1024616.3E		
GP 30		334.4 MHz	H24	172256.7N 1024756.0E		

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
DME 30	IUDN	CH38X	H24	172256.7N 1024756.0E	180 m (600 ft)	Military Facilities PN 30 min to ATC
TACAN	UDN	CH86	0000-1300	172258.1N 1024754.8E	180 m (600 ft)	

VTUD AD 2.20 LOCAL AERODROME REGULATIONSS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 Reporting points for VFR flight In order to expedite and maintain an order flow of air traffic into Udon Thani Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft be set up as follow:

- Aircraft entering to land from north and northeast of Udon Thani Airport, will report over Bantin Distric, designated as TANGO (1739.6N 10247.6E) which is 17 NM on R-360 of UD VOR. When reaching TANGO the aircraft will be instructed to join aerodrome traffic pattern accordingly
- Aircraft entering to land from east and southeast of Udon Thani Airport, will report over Nonghan District, designated as NOVEMBER (1721.5N 10306.1E) which is 17 NM on R-095 of UD VOR. When reaching NOVEMBER the aircraft will be instructed to join aerodrome traffic pattern accordingly
- Aircraft entering to land from south and southwest of Udon Thani Airport will report over Ban Dongrueng, designated as ROMEO (1709.5N 10258.0E) which is 16 NM on R-145 of UD VOR. When reaching ROMEO the aircraft will be instructed to join aerodrome traffic pattern accordingly
- Aircraft entering to land from west of Udon Thani Airport, will report over Ban Hua Khua (Hui Luang Reservoir) designated as HOTEL (1725.0N 10236.5E) which is 12 NM on R-280 of UD VOR. When reaching HOTEL 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.

- Using runway 12 by right turn pattern.
- Using runway 30 by left turn pattern.

2. AERODROME OPERATING MINIMA USE OF RUNWAYS

Runway landing restriction for aircraft requiring the use of aerodrome:

Runway 12/30: Except where AOC holder has landing operations when RVR or visibility by MET is 1,000 meter or above. Less are not permitted.

VTUD AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUD 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 12:

UDON OMNI 12 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,500 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 1,500 ft (or altitude assigned by ATC between 1,500 ft - 3,000 ft), then comply with ATC clearance issued (or as directed by ATC).

- Runway 30:

UDON OMNI 30 Departure: Required climb gradient 201 ft per NM (3.3%) until 3,500 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 1,500 ft (or altitude assigned by ATC between 1,500 ft - 3,000 ft), then comply with ATC clearance issued (or as directed by ATC).

VTUD AD 2.23 ADDITIONAL INFORMATION

1. MILITARY RADAR AND FACILITIES

- Royal Thai Air Force ASR/SSR facilities installed and operations details as follows:

Radio call sign : UDON Departure Control/ UDON Arrival Control

DEP freq : 134.1 and 261.4 MHz

ARR freq : 119.6, 298.0 and 382.4 MHz

Conver range/height : ASR 70 NM/40 000 ft

: SSR 200 NM/100 000 ft

Hours of operations : Monday-Friday 0100-0900

Emission : ASR 500 KW, SSR 1.5 KW

Remarks : Available for Military.

- BAK 14 RAG installed at 427 m from threshold runway 12 and 30 cable height 3 inches.

- Net Barrier installed on both side of runway 12/30 at 15 m from threshold.

2. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTUD AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTUD-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-VTUD-2-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SURGU1B TERCO1B	AD 2-VTUD-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SURGU1B TERCO1B (Tabular description 1)	AD 2-VTUD-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 12 - ANPUS1B ELNET1B ESGIB1B GULNO1B POVEX1B SURGU1B TERCO1B (Tabular description 2)	AD 2-VTUD-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SURGU1D TERCO1D	AD 2-VTUD-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SURGU1D TERCO1D (Tabular description 1)	AD 2-VTUD-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 30 - ANPUS1D ELNET1D ESGIB1D GULNO1D POVEX1D SURGU1D TERCO1D (Tabular description 2)	AD 2-VTUD-6-7
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POVEX1A SURGU1A	AD 2-VTUD-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POVEX1A SURGU1A (Tabular description)	AD 2-VTUD-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 12 - ANPUS1A ELNET1A ESGIB1A GULNO1A MUGNO1A POVEX1A SURGU1A (Waypoint list table)	AD 2-VTUD-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C	AD 2-VTUD-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C (Tabular description)	AD 2-VTUD-7-6
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 30 - ANPUS1C ELNET1C ESGIB1C GULNO1C MUGNO1C POVEX1C SURGU1C (Waypoint list table)	AD 2-VTUD-7-7
Instrument Approach Chart - ICAO - VOR RWY 12	AD 2-VTUD-8-1
Instrument Approach Chart - ICAO - VOR RWY 12 (Fix and point list table)	AD 2-VTUD-8-2
Instrument Approach Chart - ICAO - VOR RWY 30	AD 2-VTUD-8-3
Instrument Approach Chart - ICAO - VOR RWY 30 (Fix and point list table)	AD 2-VTUD-8-4
Instrument Approach Chart - ICAO - ILS or LOC y RWY 30	AD 2-VTUD-8-5
Instrument Approach Chart - ICAO - ILS or LOC y RWY 30 (Fix and point list table)	AD 2-VTUD-8-6
Instrument Approach Chart - ICAO - ILS or LOC z RWY 30	AD 2-VTUD-8-7
Instrument Approach Chart - ICAO - ILS or LOC z RWY 30 (Tabular description)	AD 2-VTUD-8-8
Instrument Approach Chart - ICAO - ILS or LOC z RWY 30 (Fix and point list table)	AD 2-VTUD-8-9
Instrument Approach Chart - ICAO - RNP RWY 12	AD 2-VTUD-8-11
Instrument Approach Chart - ICAO - RNP RWY 12 (Tabular description)	AD 2-VTUD-8-12
Instrument Approach Chart - ICAO - RNP RWY 30	AD 2-VTUD-8-13
Instrument Approach Chart - ICAO - RNP RWY 30 (Tabular description)	AD 2-VTUD-8-14