

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 10**PCN:** All RWYs: 137/F/D/X/T**Operation****Traffic Note**

The following procedures are required for all BOBCAT ATFM-related flights:

- Before obtaining an AWY CLR, ensure the flight is ready at least 25min prior to the allocated CTOT (the additional 5min buffer to CTOT should not be taken into account under this provision);
- Radio COM with GND shall be established within 5min of ENRT ATC CLR being received;
- Flights that do not adhere to the PROC mentioned above will be considered not-ready and may result in the withdrawal of AWY CLR as well as CTOT;
- Notwithstanding the above; there may be some occasions where, due to the location of the ACFTs parking bay, the ACFT could take less time to taxi than the Standard Taxi Time (STT) used by the BOBCAT system. In these cases, ATC may delay push-back and start-up PROC in order for the ACFT to have a smooth transition to the HLDG point.

**Preferential RWY**

TKOF RWY 01L, RWY 19L, LDG RWY 01R, 19R.

**Transponder Mode S**

Select assigned transponder Mode A and activate Mode S;

- for a departing flight, upon received AWY CLR, except that subject to allocated wheels up time (AWUT) or DEP time restrictions, the action should be done when starting up ENG.
- leave transponder Mode S on until arriving at the final parking stand.
- Select ACFT identification feature, if AVBL, before activating transponder.

**Low Visibility Procedures**

LVP in use when VIS is less than RVR 550m or CEIL is below 200ft.

Pilots will be informed about LVP in effect by ATIS and/or ATC.

**ARR**

Report "RWY vacated" when completely passed green/yellow colour coded TWY CLL.

**DEP**

Use following HLDG PSN:

RWY19L: B1, B2.

RWY 01R: B13, B12.

RWY 19R: E1, E2.

RWY 01L: E21, E19.

For ILS guided TKOF inform ATC on start-up.

**GENERAL****Adverse Weather Conditions**

Adverse Weather Condition Warnings

Special GND operators procedures will be applied during the warnings. ACFT exercise caution. Warnings can be defined into 3 levels:

- Level 1: Thunderstorms Observations Reporting:  
Report is used when thunderstorms are detected within 50km from ARP and their directions are HDG AD.
- Level 2: Thunderstorms and Strong Wind Warning:  
This warning is used when thunderstorms and/or strong wind are more 25KT within 16km from AD ARP and their directions are towards or over AD.
- Level 3: Lightning Warning:  
The warning is employed when thunderstorms are over AD and lightning characteristic is obviously detected.

Airlines, Ground Service Providers and Airside Operators Procedures

When receive the adverse weather conditions level 3:

- Restrain from operating and stay in the nearby buildings, or vehicles, or lightning shelters, or high mass light poles within 20.6m / 67.5ft, or under ACFT with ground receptacle bonded and monitor the weather conditions outside periodically.
- Avoid contacting or staying near the ACFT without ground connected.
- Refrain from refueling the ACFT.
- Airlines informs ground service providers the adverse weather conditions warning level 3 and recommend them the temporary suspension of ground operations and cease the communication with pilot.

**Arrival ACFT**

When the ACFT reaches the parking bay and is in the right position of stand markinks, the licence mechanic shall coordinate with pilots to apply parking brake and bond the ACFT nose gear and ACFT ground receptacle. Wait for the cancellation of adverse weather condition warning from AD.

**Departure ACFT**

- 1. While ACFT is being pushed back from parking bay and/or being on the the taxilane ready to take off with all ENG started, operate a normal procedures until they are completed and the ACFT has taken off.
- 2. In case the ACFT is being pushed back but the ENG is not started yet. If the ground service providers consider bringing the ACFT back to its parking bay and wait for the cancellation of adverse weather condition warning from AD, airline or ground service providers must inform AOCC of that decision.
- 3. For the ACFT in 2 which arranged to park at the Contact Gate that has passengers loading, while waiting for the adverse weather condition warning to be cancelled and airline or ground service provider that the ACFT bridge is needed again, inform AOCC accordingly.

**GENERAL****Standard Taxi Routes (for Route Detail see AGC - Taxi Routes)****ARR - RWY 19R/L**

RWY	APN	Taxi Route Designator	To Stand
19R/19L	Main APN	19R or 19L - MT9	C2, C4, C6, C8, C10, D1-D4, 301-304
		19R or 19L - MT10	D5-D8, E1, E3, E5, E7, E9, 305-308
	East APN	19R or 19L - ET3	A1-A6, 101-134, B1, B3, B5
		19R or 19L - ET6	B2, B4, B6, C1, C3, C5, C7, C9, 201-203
	West APN	19R or 19L - WD1	510-525
		19R or 19L - WD3	506-509
		19R or 19L - WT14	E2, E4, E6, E8, E10, 401-403, F1, F3, F5
		19R or 19L - WT15	F2, F4, F6, G1-G5, 501-505

**ARR - RWY 01R/L**

RWY	APN	Taxi Route Designator	To Stand
01R/01L	Main APN	01R or 01L - MT9	C2, C4, C6, C8, C10, D1-D4, 301-304
		01R or 01L - MT10	D5-D8, E1, E3, E5, E7, E9, 305-308
	East APN	01R or 01L - ET3	A1-A6, 101-134, B1, B3, B5
		01R or 01L - ET6	B2, B4, B6, C1, C3, C5, C7, C9, 201-203
	West APN	01R or 01L - WD1	510-525
		01R or 01L - WD3	506-509
		01R or 01L - WT14	E2, E4, E6, E8, E10, 401-403, F1, F3, F5
		01R or 01L - WT15	F2, F4, F6, G1-G5, 501-505

**DEP - RWY 19R/L**

RWY	APN	Taxi Route Designator	From Stand
19R/19L	Main APN	MT8 - 19R or 19L	C2, C4, C6, C8, C10, D1-D4, 301-304
		MT11 - 19R or 19L	D5-D8, E1, E3, E5, E7, E9, 305-308
	East APN	ET1 - 19R or 19L	109-114, 124-134
		ET2 - 19R or 19L	102-108, 119-123
		ET4 - 19R or 19L	A1-A6, 101, 115-118, B1, B3, B5
		ET7 - 19R or 19L	B2, B4, B6, C1, C3, C5, C7, C9, 201-203
	West APN	WD2 - 19R	511-525
		WD4 - 19R	506-510
		WD - 19L	506-525
		WT13 - 19R or 19L	E2, E4, E6, E8, E10, F1, F3, F5, 401-403
		WT16 - 19R or 19L	F2, F4, F6, G1-G5, 501-505

**GENERAL****DEP - RWY 01R/L**

RWY	APN	Taxi Route Designator	From Stand
01R/01L	Main APN	MT8 - 01R or 01L	C2, C4, C6, C8, C10, D1-D4, 301-304
		MT11 - 01R or 01L	D5-D8, E1, E3, E5, E7, E9, 305-308
	East APN	ET1 - 01R or 01L	109-114, 124-134
		ET2 - 01R or 01L	102-108, 119-123
		ET4 - 01R or 01L	A1-A6, 101, 115-118, B1, B3, B5
		ET7 - 01R or 01L	B2, B4, B6, C1, C3, C5, C7, C9, 201-203
	West APN	WD2 - 01R	511-525
		WD - 01L or 01R	506-525
		WT13 - 01R or 01L	E2, E4, E6, E8, E10, F1, F3, F5, 401-403
		WT16 - 01R or 01L	F2, F4, F6, G1-G5, 501-505

**Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT procedure and in addition:

Whenever operational conditions permit, expect to vacate RWY via following TWYs:

RWY 19L: TWY B8, B10 or B11.

RWY 19R: TWY E9, E13, or E15.

RWY 01L: TWY E12, E7, E5.

RWY 01R: TWY B7, B5, B3.

**Taxi/Parking**

Use MNM break-away PWR and MNM taxi PWR when operating on APNs and taxilanes.

Coordinates are provided for forwardmost nose-wheel stopping PSN.

Exercise extra caution when crossing service roads in the maneuvering area.

On main APN additional 180°-turn markings have been established. Markings T9A and T9B connect TWY T9 with TWY T8; markings T10A and T10B connect TWY T10 with T11. Only use these routes when instructed by ATC.

Visual Docking Guidance System at all stands. When out of service marshaller from taxilane to stand.

**ACFT RWY Incursion "Hot Spots"**

"Hot Spots" are points on the AD surface where RWY/TWY PSN errors have taken place in the past. PSN are flagged on the AGC. For information only, not to be construed as ATC instructions.

HOT SPOT No.	DESCRIPTION
HS 1	Due to several INT around this area which connect to rapid exit TWYs, all ACFT are required to hold, as INSTR by ATC, at intermediate HLDG PSN marking /lights. As taxing from TWY D8 to E for RWY 01L is 90° turn, pilot should be aware of unintentionally executing RWY incursion through TWY E12.
HS 2	Due to several INT around this area which connect to rapid exit TWYs, all ACFT are required to hold, as INSTR by ATC, at intermediate HLDG PSN marking /lights. As taxing from TWY C7 to B for RWY 01R is 90° turn, pilot should be aware of unintentionally executing RWY incursion through TWY B5.

**APU:** The use of APU is restricted to 10min before off-block and 5min after on-block.

## GENERAL

**Engine Run-up Areas**

All non-essential preflight ENG run-ups shall be conducted between 0000-1500 (in case of urgency, the extension of OPS HR may be extended up to 1900) at the run-up area located at the south of TWY C, between C8-C10. Given the proximity of noise sensitive areas, it is the responsibility of all AD users to strictly limit the ENG run-ups that are done on an urgency basis. For those that are absolutely critical and cannot be postponed until the next day, run-ups may be performed beyond 1900.

ACFT operators must obtain location approval and instructions from AOCC, before conducting and extended run-up above MNM idle PWR, high PWR ENG operation or ENG run.

Leak checks may be performed at parking areas and are limited to 10min.

ENG run-up on stands are permitted under the following conditions:

The ENGs are running at MNM PWR.

Obtain permission from GND.

Run-ups are limited to 10min in duration.

## Warnings

**TCAS RA Warning**

Avoidance of unnecessary TCAS RA warning, ACFT shall strictly use rate of climb or rate of descend of 1500fpm or less within 2000ft to the assigned ALT or FL, then use rate of climb or rate of descend at 1000fpm or less within 1000ft to the assigned ALT or FL when flight crew is made aware of another ACFT or approaching an adjacent ALT or FL, unless otherwise instructed by ATC.

Birds in vicinity of AD.

## ARRIVAL

## Speed

MAX IAS 250KT at/or below 10000ft.

210KT during intermediate APCH phase.

Within the band 160KT to 180KT on, or shortly before closing HDG to the ILS.

160KT when established on ILS to FAP.

## Communication

**COM Failure:** See CRAR Thailand and in addition:

**RNAV RWY 19L/R**

Proceed according to STAR route to termination point WALTZ/EKCHO, descend in accordance with published speed and ALT of the relevant STAR. After passing WALTZ/EKCHO fly HDG 015° and maintain 6000ft for the next 10NM, then turn right/left and descend to 2000ft and carry out the appropriate procedure.

**RNAV RWY 01L/R**

Proceed according to STAR route to termination point WOCAL/ENKAA, descend in accordance with published speed and ALT of the relevant STAR. After passing WOCAL/ENKAA fly HDG 195° and maintain 6000ft for the next 10NM, then turn right/left and descend to 2000ft and carry out the appropriate procedure.

## Arrival Procedure

Use MNM flap setting according AFM.

**Reverse:** Do not use more than idle reverse between 1900-2300, unless it adversely affects the safety of ACFT OPS.

## DEPARTURE

## Take-off Minima

RWY		01L/19R, 01R/19L	
All ACFT	ft - m/km	0 - 150R	-

## Speed

MAX IAS 250KT below 10000ft.

## Communication

To reduce workload prior TKOF, do not readback DEP FREQ in TKOF CLR.

CTC Suvarnabhumi DEP immediately after airborne.

DEP CLR Procedure:

- Expect initially FL160 CLR.
- First airborne, first flight level selection principle.
- No flight level negotiations and reservations on ground.
- Cruising level will be assigned after airborne.
- Flight requesting lower than FL160 shall be cleared accordingly.
- ATC restrictions may be imposed when so required for ATM purposes.

**COM Failure:** See CRAR Thailand and in addition:

## RNAV

Comply with the last acknowledged CLR up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published speed and ALT restrictions of the relevant SID procedure. Thereafter comply with flight planned routing and level.

When being Radar Vectored

If no transmissions are heard on the FREQ in use for a period of 2min, a radio check is to be made. If the check indicates a radio failure, maintain the last assigned heading, speed and level or minimum flight ALT if higher. After a period of 2min, 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.

## Departure Procedure

Intersections will be assigned for DEP. If unable to accept intersection DEP, inform ATC directly.

**Push-back:** Ensure that the ACFT is being pushed-back in the right direction onto taxilane.

## Main APN - 121.75

Stand	Push-back direction
C2, D1-D4	Face east
D5-D8, E1	Face west
C4, C6, C8, C10, E3, E5, E7, E9	Face south
301-308	Face north

## DEPARTURE

## East APN - 121.65

Stand	Push-back direction
130-134, B5	Face east
B2, B4, B6, C1	Face west
A1-A6, 101, 115-118, B1, B3, C3, C5, C7, C9, 201-203	Face south
102-114, 119, 120-129	Face north

## West APN - 121.95

Stand	Push-back direction
E2, F1-F6, G1, G2	Face east
E4, E6, E8, E10, 401-403, 506-525	Face south
G3-G5, 501-505	Face north

## Start-up/Push-back

After ATC CLR has been received, contact GND for start-up/push-back. Report: parking stand and ACFT type.

Unless other ATC CLR received, ACFT for INTL DEP have to perform push-back within 5min after CLR received, otherwise CLR will be cancelled.

ACFT has to be fully ready prior to calling DLV.

**Noise Abatement Procedure:** Use ICAO Standard TKOF PROC A.

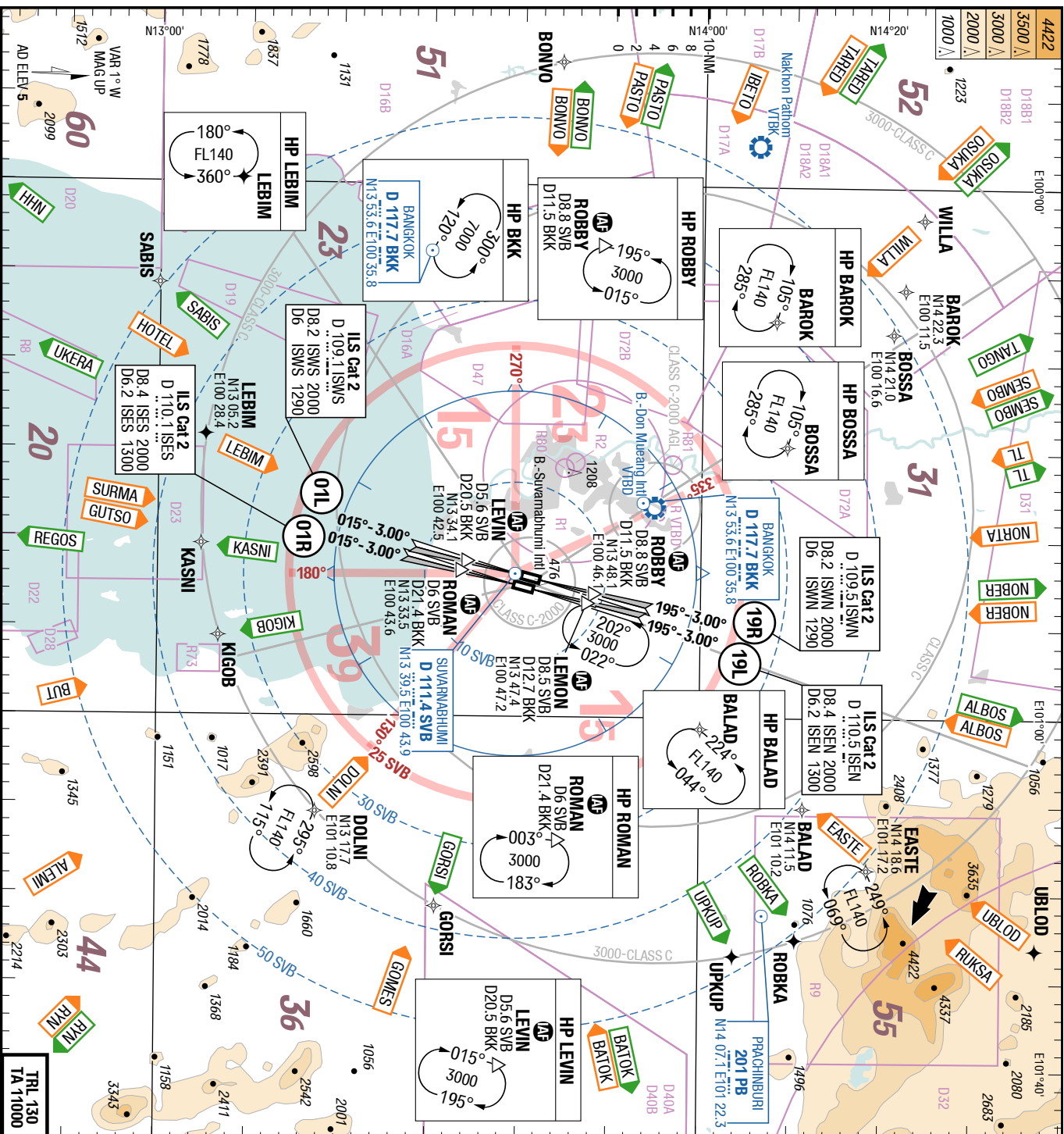
## ATC Slot, Clearance

Report ACFT type when requesting CLR.

If ATC CLR includes a DEP time restriction in order to establish longitudinal separation, pilots shall:

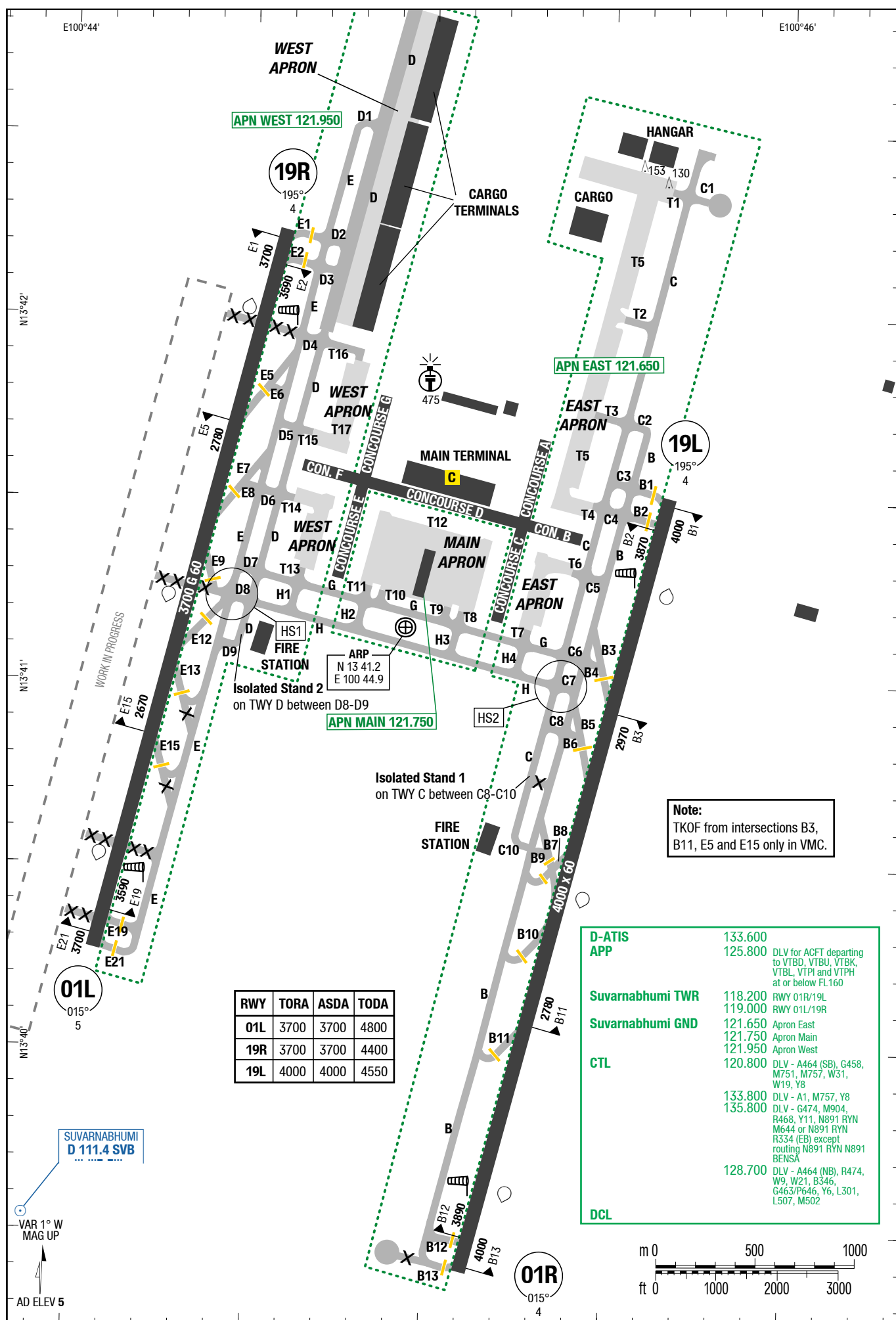
- keep listening watch to relevant Suvarnabhumi GND FREQ at all times for additional or revised ATC CLR and ready for push-back.
- call GND CTL in the appropriate time with DEP time restriction.

If pilots fail with the above mentioned PROC, ATC CLR will be cancelled.

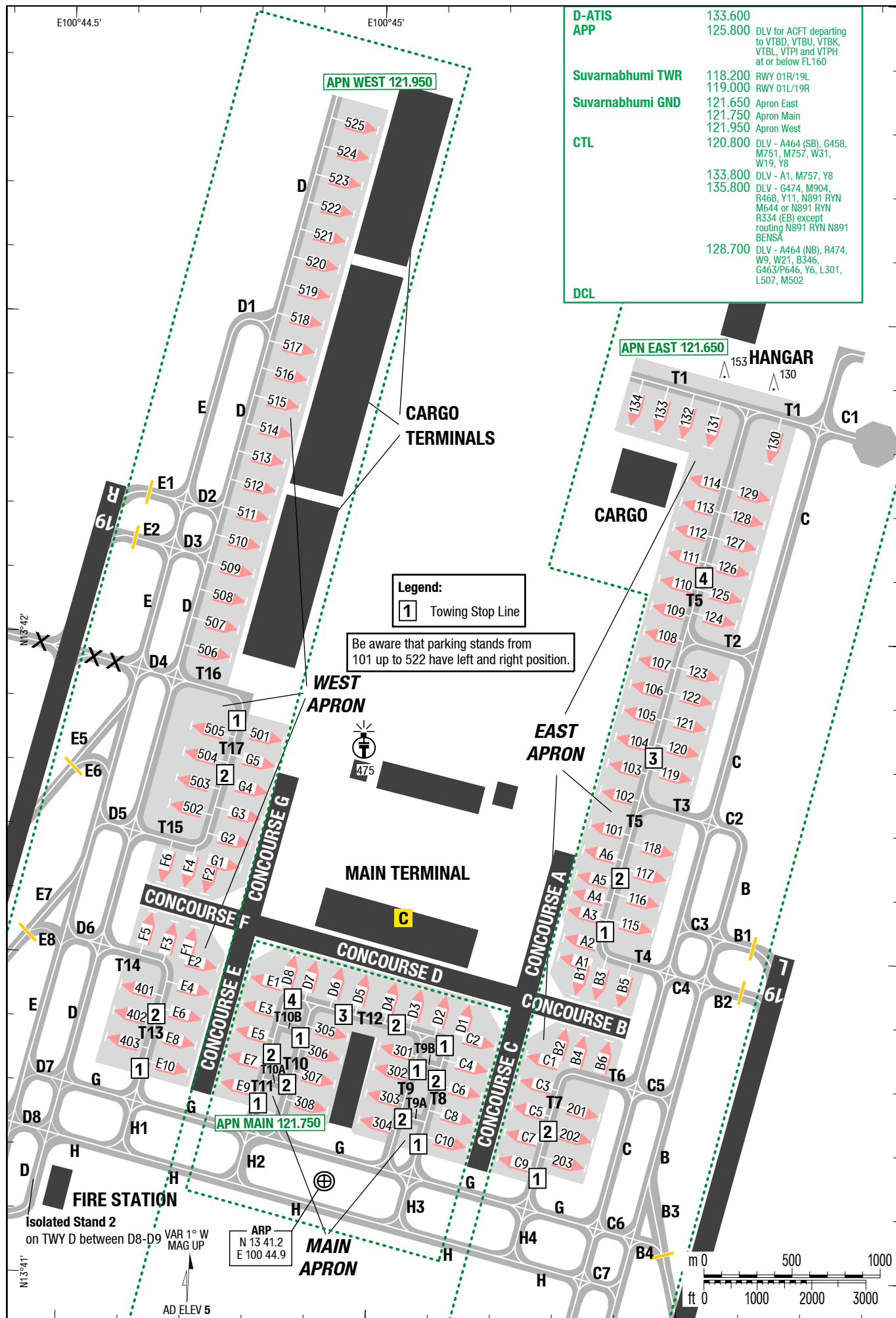


<b>D-ATIS</b>	133.600	121.100
<b>Suvarnabhumi ARR</b>		126.300
<b>CTL</b>	120.800 DLY - A464 (SB), G458, M751, M757, W31, W19, Y8	
	133.800 DLY - A1, M757, Y8	
	135.800 DLY - G474, M904, R468, Y11, N891 RVN M644 or N891	
	128.700 DLY - A464 (NB), R474, W9, W21, B346, G463/M646, Y6, L301, L507, M502	
<b>APP</b>	119.100	120.300
	121.700	122.350
	124.350	125.200
	125.800	
	DLY for ACFT departing to VTBD, VTBR, VTBRK, VTBL, VTPI and VTPIH at or below FL160	
<b>Suvarnabhumi DEP</b>	119.250	
<b>Suvarnabhumi TWR</b>	118.200 RMY 01R/19L	
	119.000 RMY 01L/19R	
<b>Suvarnabhumi GND</b>	121.650 Apron East	
	121.750 Apron Main	
	121.950 Apron West	
<b>DCL</b>		
<b>Landing RWY system:</b>		
<b>01L</b>	HL-P2F THR 5 (0hPa) / TDZ 5 (---%)	HL-P2F
<b>01R</b>	HL-P2F THR 5 (0hPa) / TDZ 5 (---%)	HL-P2F
<b>19L</b>	HL-P2F THR 5 (0hPa) / TDZ 5 (---%)	HL-P2F
<b>19R</b>	HL-P2F THR 5 (0hPa) / TDZ 5 (---%)	HL-P2F

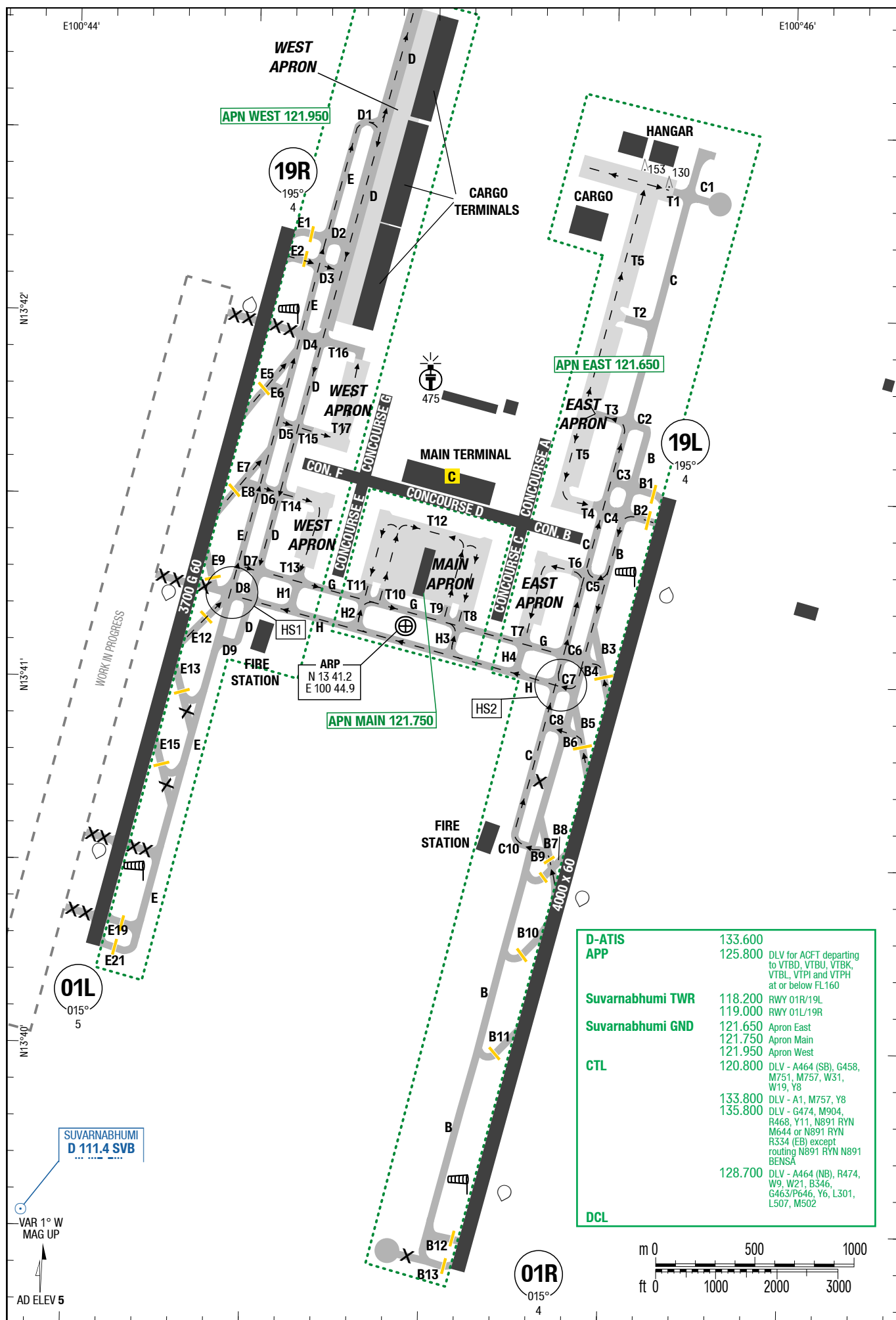


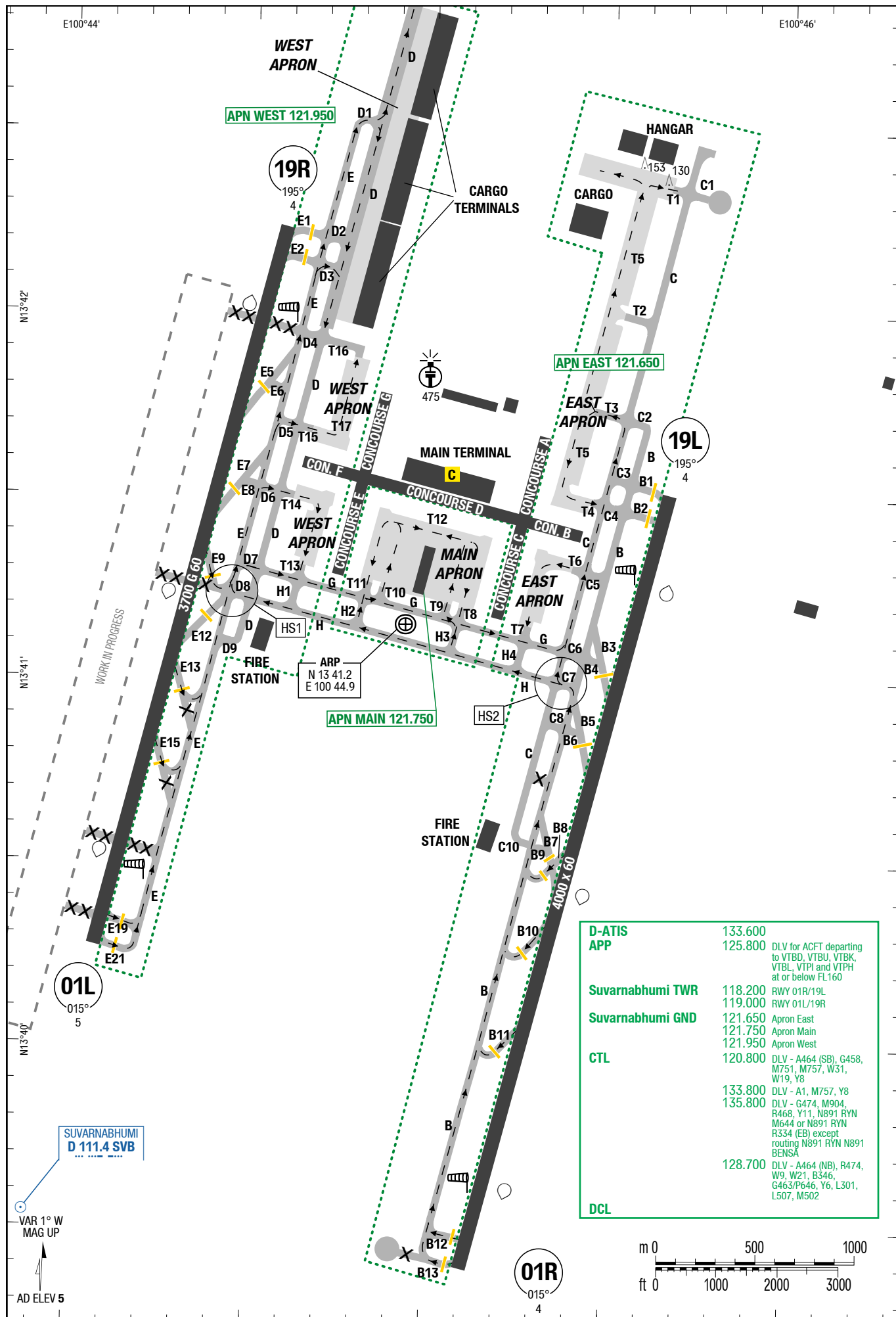


D-ATIS APP	133.600	DLV for ACFT departing to VTBD, VTBU, VTBK, VTBL, VTPI and VTPH at or below FL160
	125.800	
Suvarnabhumi TWR	118.200	RWY 01R/19L
	119.000	RWY 01L/19R
Suvarnabhumi GND	121.650	Apron East
	121.750	Apron Main
	121.950	Apron West
CTL	120.800	DLV - A464 (SB), G458, M751, M757, W51, W19, Y8
	133.800	DLV - A1, M757, Y8
	135.800	DLV - G474, M904, R468, Y11, N891 RYN M644 or N891 RYN R334 (EB) except routing N891 RYN N891 BNSA
	128.700	DLV - A464 (NB), R474, W9, W21, B346, G463/P646, Y6, L301, L507, M502
DCL		

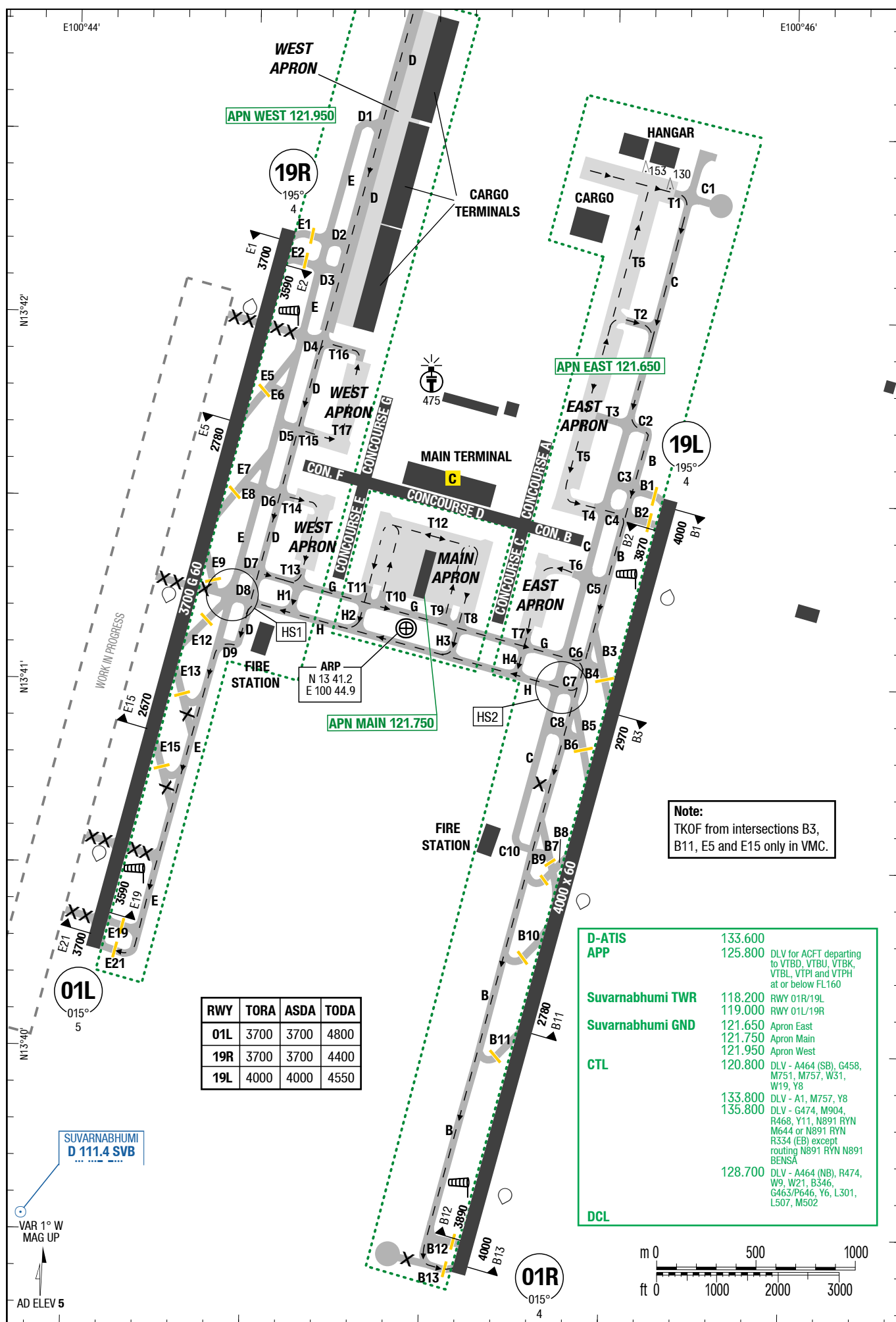


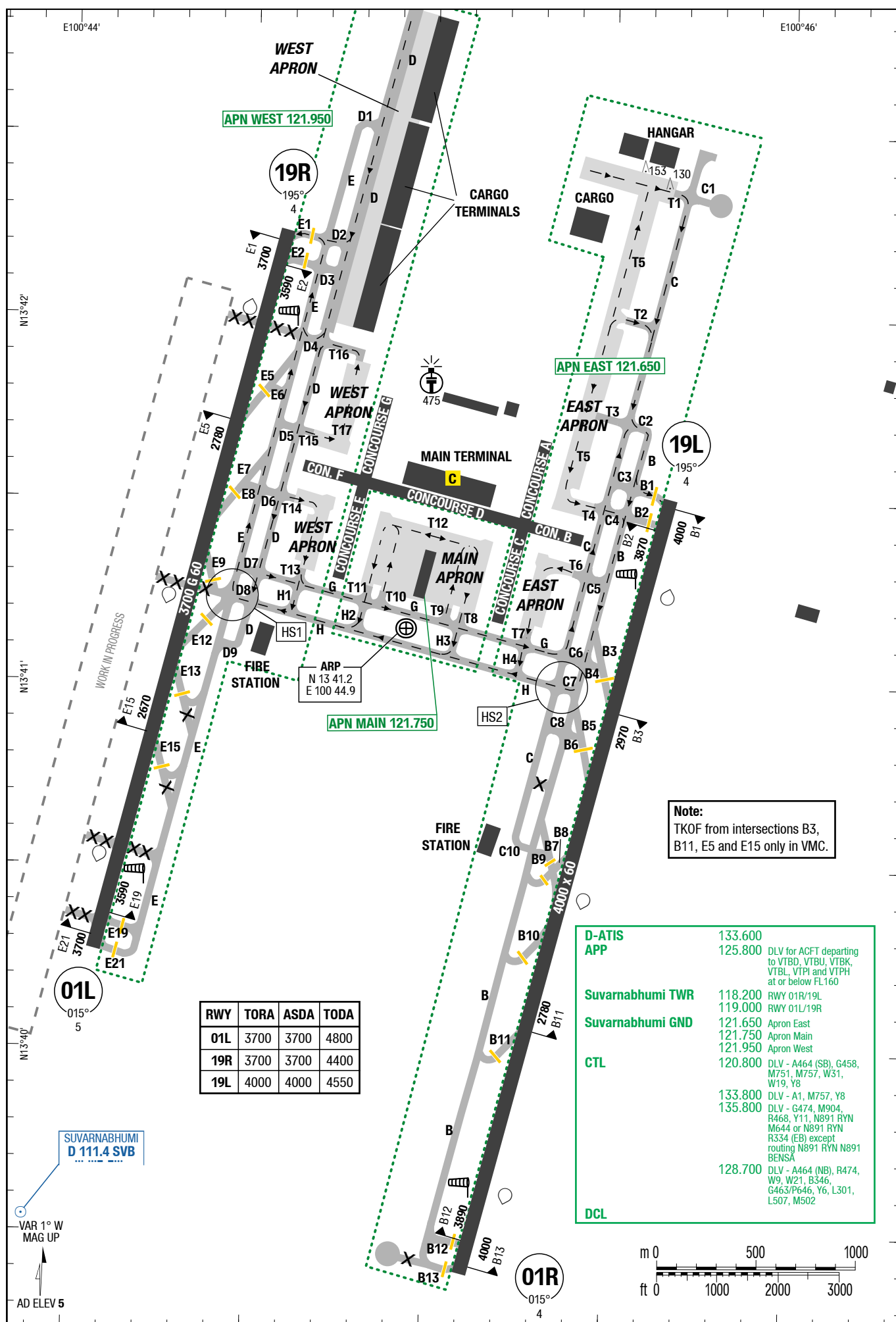
A1, A2	N13 41.5 E100 45.3	506L-508R	N13 42.0 E100 44.8
A3, A4, A5	N13 41.6 E100 45.3	508L-510R	N13 42.1 E100 44.8
A6	N13 41.7 E100 45.3	511L-512R	N13 42.2 E100 44.8
B1, B2, B4	N13 41.4 E100 45.3	513L, 513, 513R, 514R	N13 42.3 E100 44.8
B3, B5, B6	N13 41.4 E100 45.4	514L, 514, 515R	N13 42.3 E100 44.9
101L, 101R, 102L	N13 41.7 E100 45.4	515L, 515, 516L-517R	N13 42.4 E100 44.9
101	N13 41.7 E100 45.3	517L, 518L-519R	N13 42.5 E100 44.9
102-104R	N13 41.8 E100 45.4	520L-521R	N13 42.6 E100 44.9
105-106R	N13 41.9 E100 45.4	522L, 522R	N13 42.7 E100 44.9
107-109	N13 42.0 E100 45.4	522, 523	N13 42.7 E100 45.0
109R, 110L	N13 42.1 E100 45.4	524, 525	N13 42.8 E100 45.0
110-111R	N13 42.1 E100 45.5		
112L-114	N13 42.2 E100 45.5		
114R	N13 42.3 E100 45.5		
115L, 115, 115R	N13 41.5 E100 45.4		
116L-117R, 118R	N13 41.6 E100 45.5		
118L, 118	N13 41.7 E100 45.5		
119L-120R, 121, 121R	N13 41.8 E100 45.5		
121L-123R	N13 41.9 E100 45.5		
123L	N13 41.9 E100 45.6		
124, 125R	N13 42.0 E100 45.6		
125L-127R	N13 42.1 E100 45.6		
128L-129R	N13 42.2 E100 45.6		
130	N13 42.3 E100 45.6		
131, 132	N13 42.3 E100 45.5		
133,134	Not published		
201L, 201	N13 41.3 E100 45.4		
201R-203L	N13 41.2 E100 45.4		
203, 203R	N13 41.2 E100 45.3		
C1	N13 41.3 E100 45.3		
C2	N13 41.4 E100 45.2		
C3-C6	N13 41.3 E100 45.2		
C7-C10	N13 41.2 E100 45.2		
D1	N13 41.4 E100 45.2		
D2, D3	N13 41.4 E100 45.1		
D4	N13 41.5 E100 45.0		
D5, D6	N13 41.5 E100 45.0		
D7, D8	N13 41.5 E100 44.9		
E1, E2	N13 41.5 E100 44.8		
E3-E5	N13 41.4 E100 44.8		
E7, E9	N13 41.3 E100 44.8		
301	N13 41.4 E100 45.0		
302, 303	N13 41.3 E100 45.0		
304	N13 41.2 E100 45.0		
305	N13 41.4 E100 45.0		
306	N13 41.3 E100 45.0		
307, 308	N13 41.3 E100 44.9		
E2	N13 41.5 E100 44.8		
E6, E8	N13 41.4 E100 44.7		
E10	N13 41.3 E100 44.7		
F1, F3	N13 41.5 E100 44.7		
F2-F6	N13 41.6 E100 44.7		
G1	N13 41.6 E100 44.8		
G2-G4	N13 41.7 E100 44.8		
G5	N13 41.8 E100 44.8		
401-403	N13 41.4 E100 44.6		
501	N13 41.8 E100 44.9		
502	N13 41.7 E100 44.7		
503-505	N13 41.8 E100 44.7		
506R	N13 41.9 E100 44.8		











23-MAR-2017

# BKK-VTBS

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RNAV SIDs RWY 01L South

#### 4-10 RNAV SIDs RWY 01L North

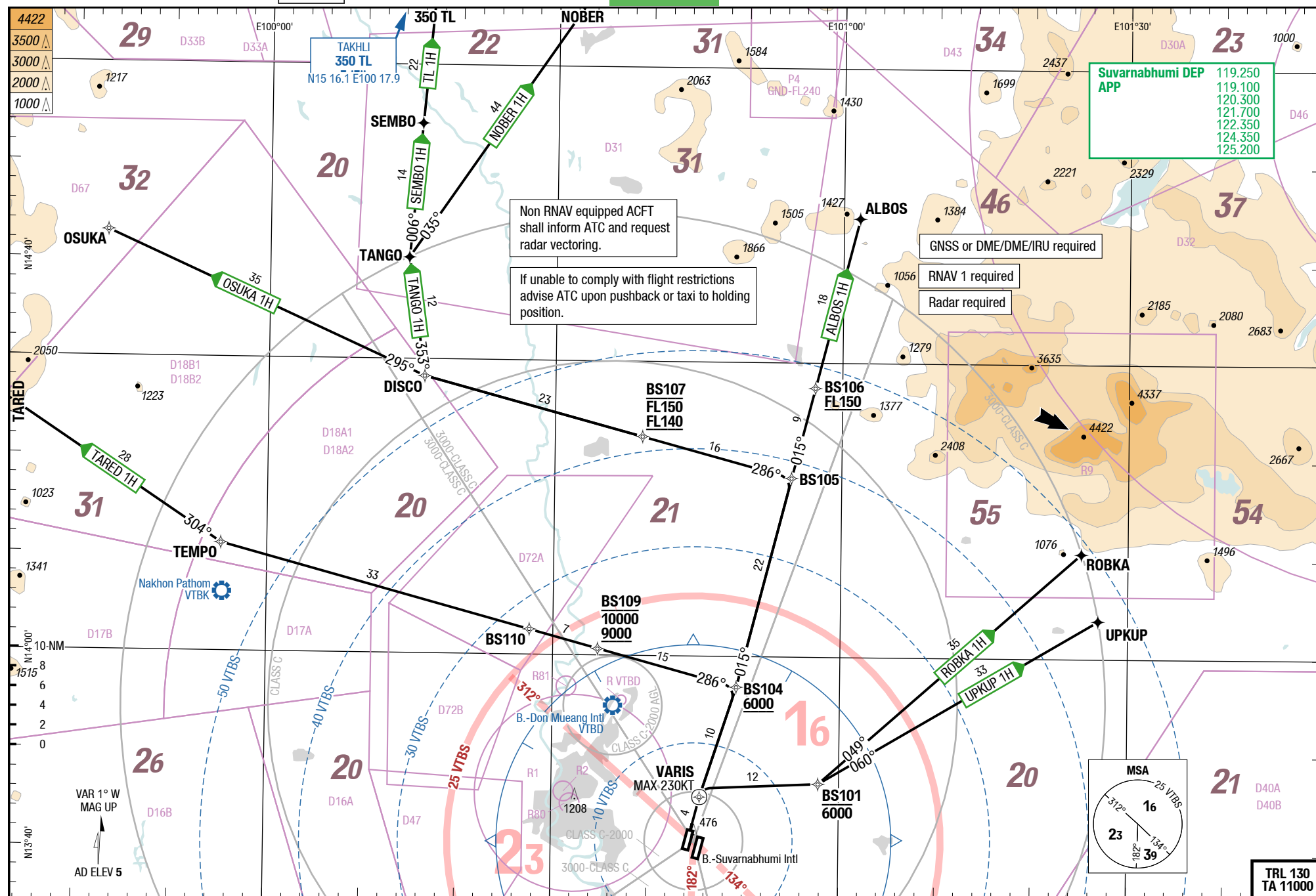
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SID

Suvarnabhumi Intl **Bangkok** Thailand

RNAV SIDs RWY 01L South

## RNAV SIDs RWY 01L North



Changes: PROC, OBST, SUAs

TRL 130  
TA 11000

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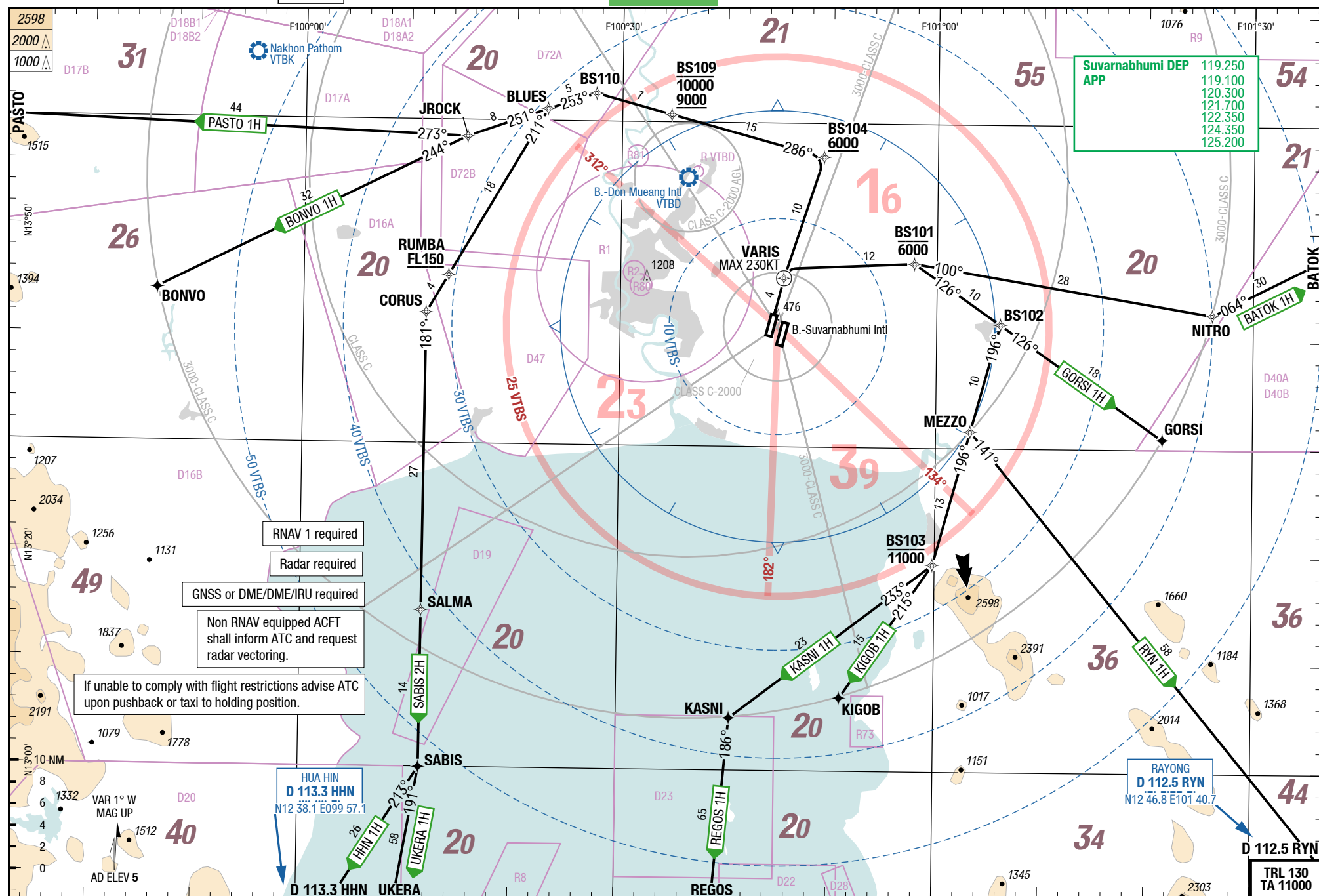
**BKK-VTBS**

4-20 RNAV SIDs RWY 01L South

SID

SID

## RNAV SIDs RWY 01L South



Changes: WPT , OBST, SUAs

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RNAV SIDs RWY 01R South

4-30 RNAV SIDs RWY 01R North

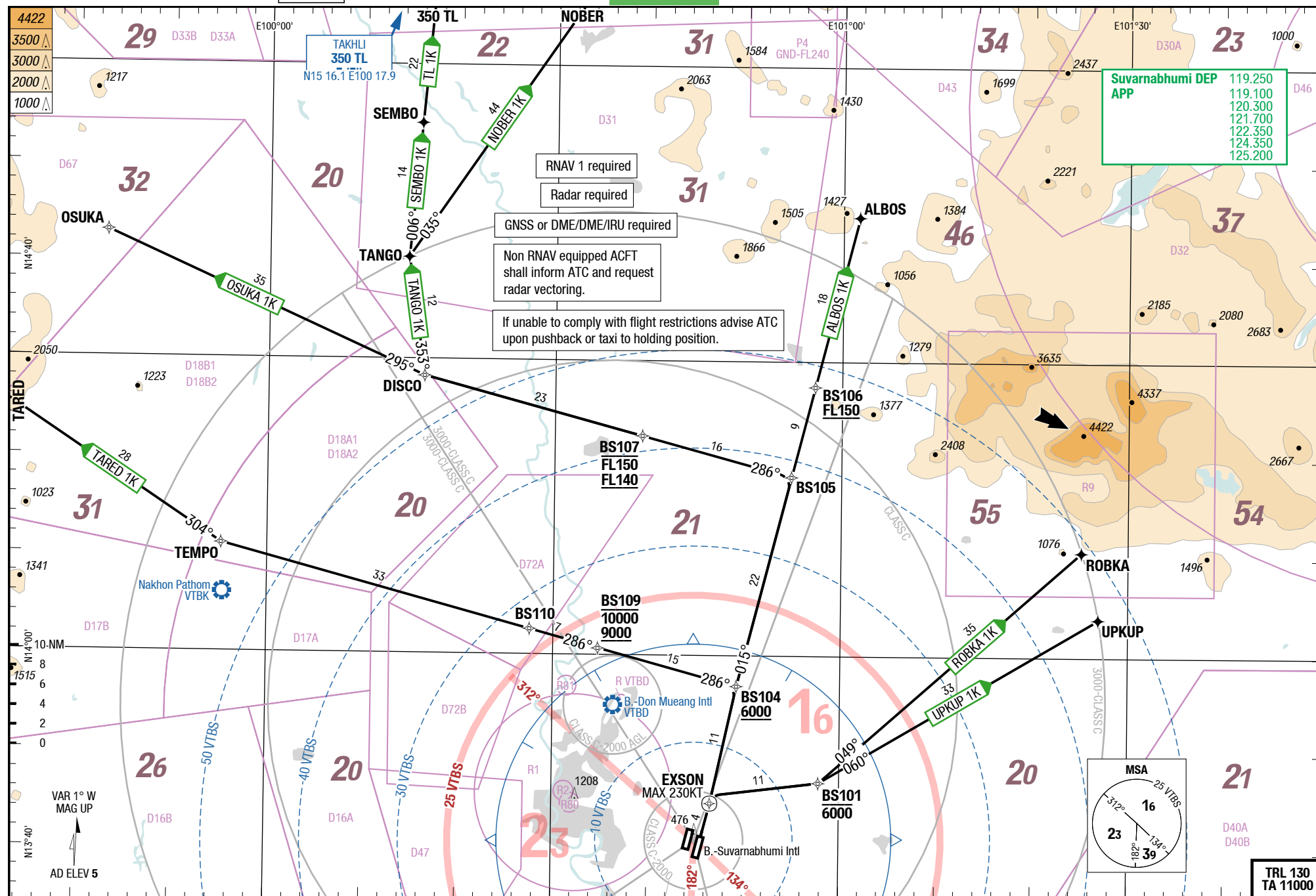
SID

SID

Suvarnabhumi Intl Bangkok Thailand

RNAV SIDs RWY 01R South

RNAV SIDs RWY 01R North



Changes: PROC, OBST, SUAs

Effective 30-MAR-2017

23-MAR-2017

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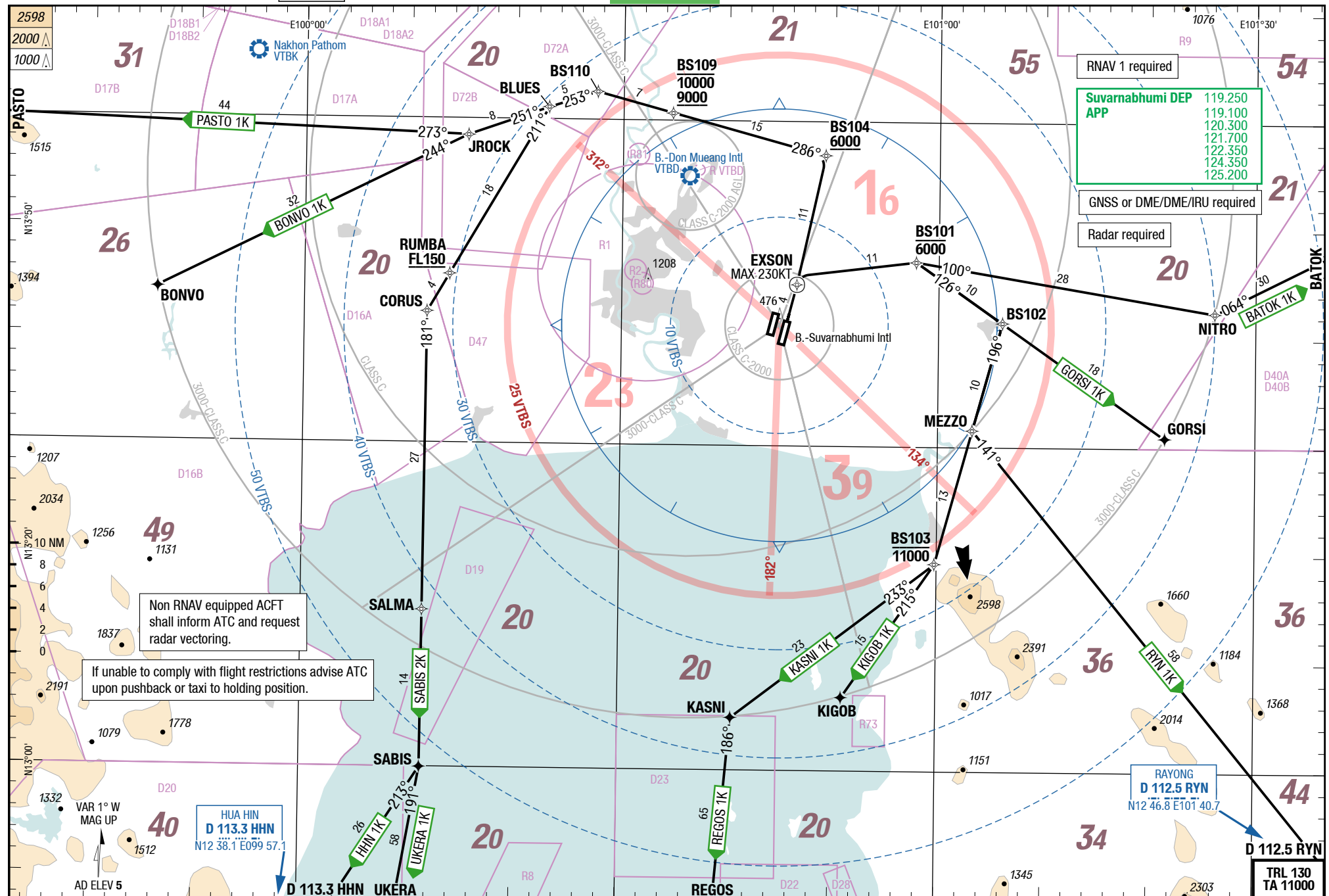
4-40 RNAV SIDs RWY 01R South

SID

SID

Suvarnabumi Intl Bangkok Thailand

RNAV SIDs RWY 01R South



Changes: WPT, OBST, SUAs

Effective 30-MAR-2017

23-MAR-2017

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RNAV SIDs RWY 19L South

4-50

RNAV SIDs RWY 19L North

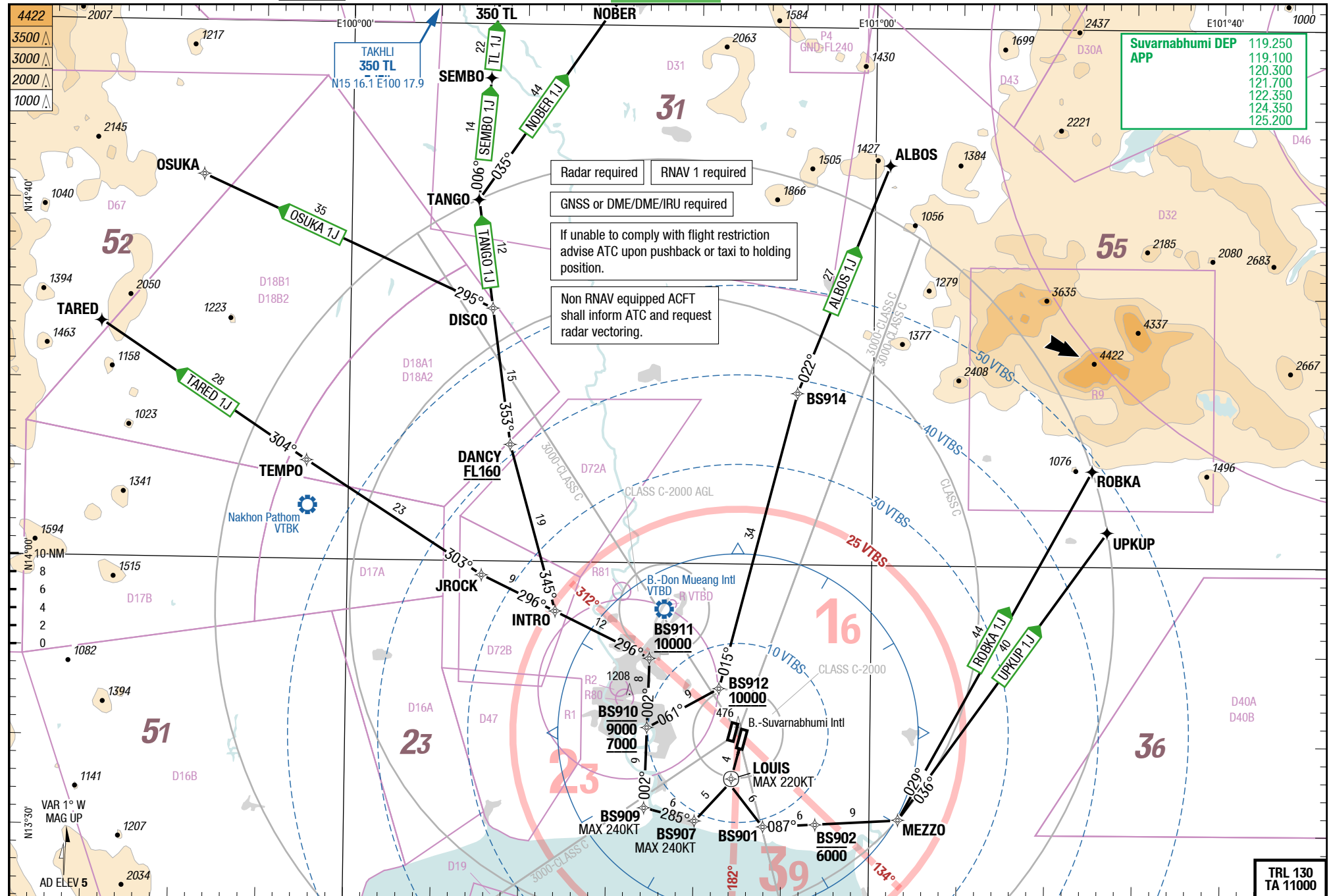
SID

SID

Suvarnabhumi Intl Bangkok Thailand

RNAV SIDs RWY 19L South

RNAV SIDs RWY 19L North



Suvarnabhumi DEP	119.250
APP	119.100
	120.300
	121.700
	122.350
	124.350
	125.200

Changes: PROC, WPT, OBST, SUAs



23-MAR-2017

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Suvarnabhumi Intl **Bangkok** Thailand

**BKK-VTBS**

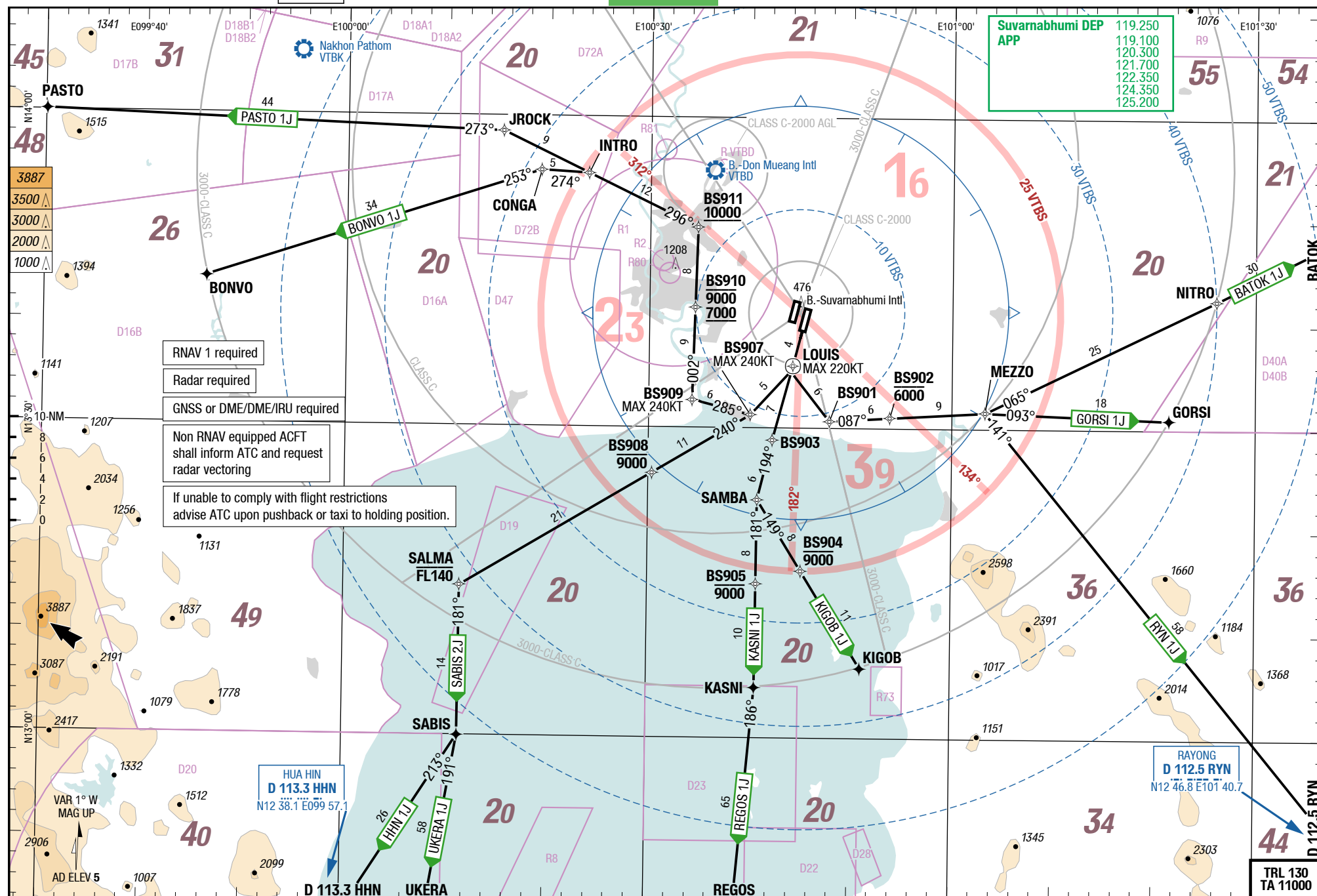
4-60

## RNAV SIDs RWY 19L South

SID

SID

## RNAV SIDs RWY 19L South



Changes: WPT , OBST, SUAs

23-MAR-2017

Thailand **Bangkok** Suvarnabhumi Intl

RNAV SIDs RWY 19R South

SID

# SID

Suvarnabhumi Intl **Bangkok** Thailand

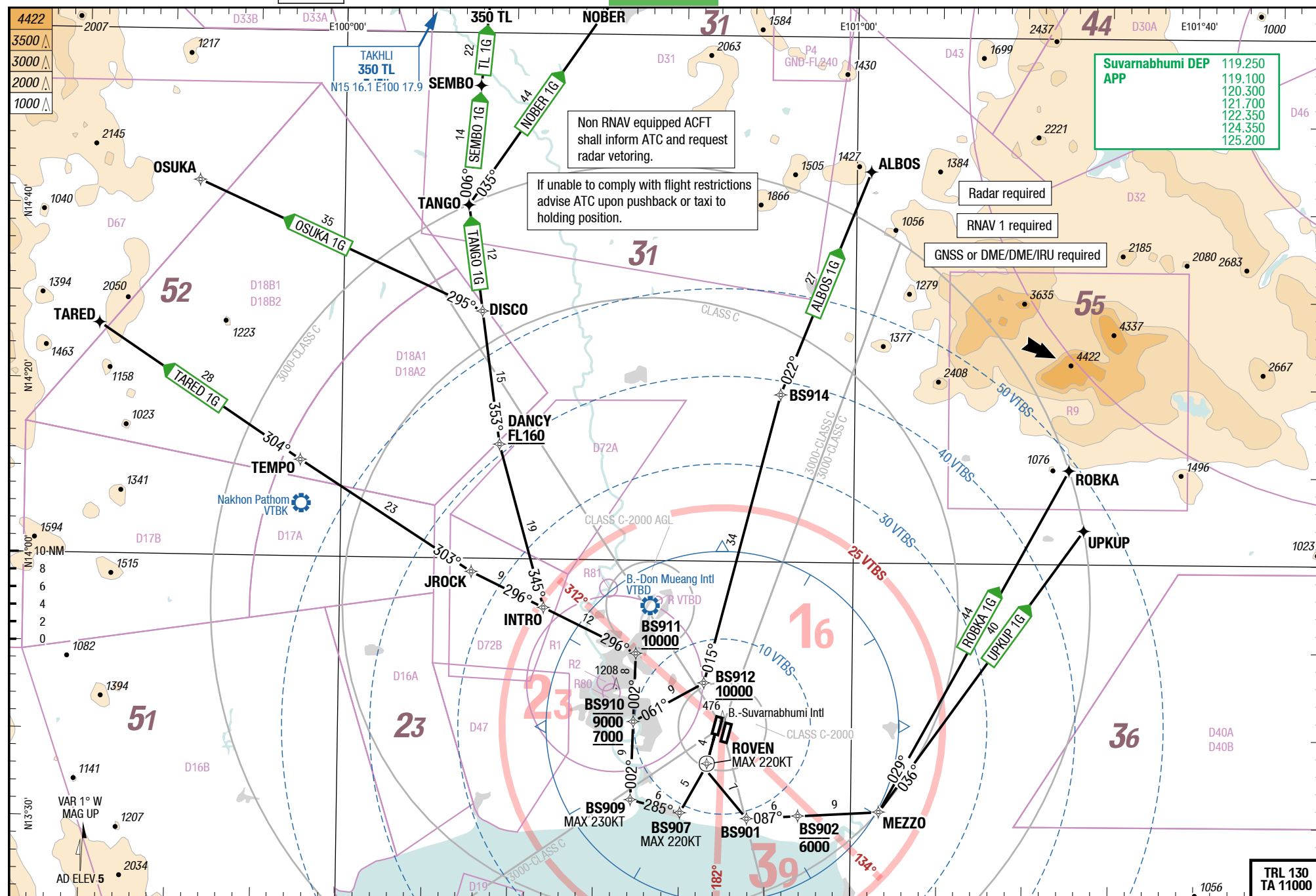
RNAV SIDs RWY 19R South

**BKK-VTBS**

4-70

## RNAV SIDs RWY 19R North

## RNAV SIDs RWY 19R North



Changes: PROC, OBST, SUAs

TRL 130  
TA 11000

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23-MAR-2017

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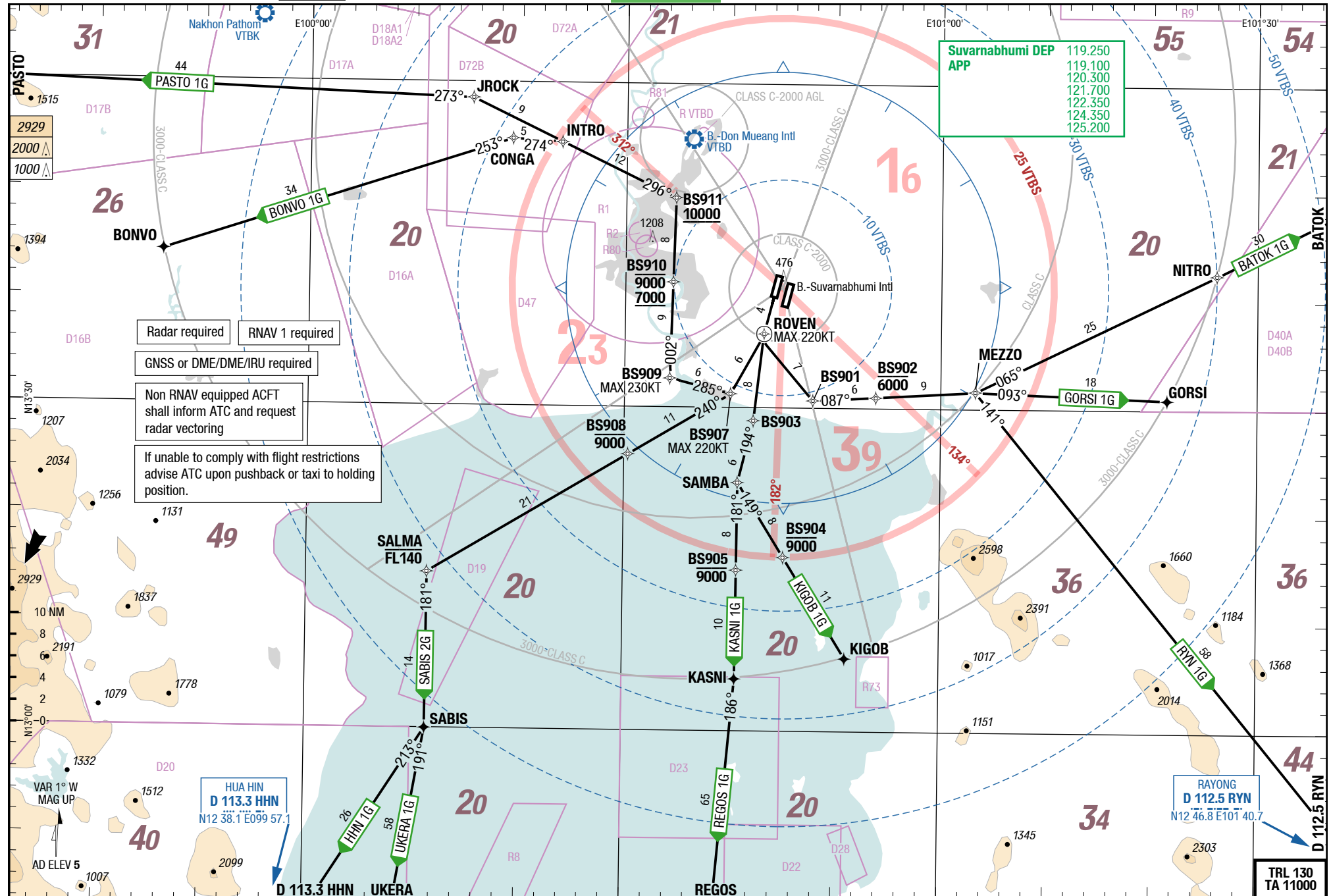
4-80 RNAV SIDs RWY 19R South

SID

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Suvarnabhumi Intl Bangkok Thailand

RNAV SIDs RWY 19R South



01-FEB-2018

**BKK-VTBS**

5-10

**RNAV SIDs RWY 01L North****ALBOS 1H / NOBER 1H / OSUKA 1H / ROBKA 1H / SEMBO 1H / TAKHLI 1H / TANGO 1H**  
RWY 01L (015°)**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01L</b>	
<b>ALBOS 1H</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>VARIS</u> [K230- ;R] - BS104 - BS105 - BS106 - ALBOS	BS104 MNM <b>6000</b> BS106 MNM <b>FL150</b>  <b>initial climb 6000</b>
<b>NOBER 1H</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>VARIS</u> [K230- ;R] - BS104 - BS105 [L] - BS107 - DISCO [R] - TANGO [R] - NOBER	BS104 MNM <b>6000</b> BS107 between <b>FL140</b> and <b>FL150</b>  <b>initial climb 6000</b>
<b>OSUKA 1H</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>VARIS</u> [K230- ;R] - BS104 - BS105 [L] - BS107 - DISCO [R] - OSUKA	BS104 MNM <b>6000</b> BS107 between <b>FL140</b> and <b>FL150</b>  <b>initial climb 6000</b>
<b>ROBKA 1H</b> <b>119.250</b> ①②	<u>VARIS</u> [K230- ;R] - BS101 - ROBKA	BS101 MAX <b>6000</b>  <b>initial climb 6000</b>
<b>SEMBO 1H</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>VARIS</u> [K230- ;R] - BS104 - BS105 [L] - BS107 - DISCO [R] - TANGO [R] - SEMBO	BS104 MNM <b>6000</b> BS107 between <b>FL140</b> and <b>FL150</b>  <b>initial climb 6000</b>
<b>TAKHLI 1H</b> <b>TL 1H</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>VARIS</u> [K230- ;R] - BS104 - BS105 [L] - BS107 - DISCO [R] - TANGO [R] - SEMBO - TL	BS104 MNM <b>6000</b> BS107 between <b>FL140</b> and <b>FL150</b>  <b>initial climb 6000</b>
<b>TANGO 1H</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>VARIS</u> [K230- ;R] - BS104 - BS105 [L] - BS107 - DISCO [R] - TANGO	BS104 MNM <b>6000</b> BS107 between <b>FL140</b> and <b>FL150</b>  <b>initial climb 6000</b>

- ① If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.  
 ② Close in obstacle RWY 01L: Terrain with vegetation 56ft height, 35m from DER.  
 ③ Climb gradient due to airspace restrictions.

Changes: COM, Editorial



01-FEB-2018

Thailand **Bangkok** Suvarnabhumi Intl**BKK-VTBS**

5-20

**RNAV SIDs RWY 01L North****SIDPT****TARED 1H / UPKUP 1H**

RWY 01L (015°)

**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01L</b>	
<b>TARED 1H</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>VARIS</u> [K230- ;R] - BS104 - BS109 - BS110 - TEMPO [R] - TARED	BS104 MNM <b>6000</b> BS109 between <b>9000</b> and <b>10000</b>  <b>initial climb 6000</b>
<b>UPKUP 1H</b> <b>119.250</b> ①②	<u>VARIS</u> [K230- ;R] - BS101 - UPKUP	BS101 MAX <b>6000</b>  <b>initial climb 6000</b>

- ① If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.  
 ② Close in obstacle RWY 01L: Terrain with vegetation 56ft height, 35m from DER.  
 ③ Climb gradient due to airspace restrictions.

Changes: COM, Editorial

01-FEB-2018

**BKK-VTBS**

5-30

**RNAV SIDs RWY 01L South****BATOK 1H / BONVO 1H / GORSI 1H / HUA HIN 1H / KASNI 1H / KIGOB 1H / PASTO 1H**  
RWY 01L (015°)**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01L</b>	
<b>BATOK 1H</b> <b>119.250</b> ①②	<u>VARIS</u> [K230- ;R] - BS101 - NITRO [L] - BATOK	BS101 MAX <b>6000</b> <b>initial climb 6000</b>
<b>BONVO 1H</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>VARIS</u> [K230- ;R] - BS104 - BS109 - BS110 [L] - BLUES [L] - JROCK [L] - BONVO	BS104 MNM <b>6000</b> BS109 between <b>9000</b> and <b>10000</b> <b>initial climb 6000</b>
<b>GORSI 1H</b> <b>119.250</b> ①②	<u>VARIS</u> [K230- ;R] - BS101 - BS102 - GORSI	BS101 MAX <b>6000</b> <b>initial climb 6000</b>
<b>HUA HIN 1H</b> <b>HHN 1H</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>VARIS</u> [K230- ;R] - BS104 - BS109 - BS110 [L] - BLUES [L] - RUMBA - CORUS [L] - SALMA - SABIS [R] - <b>HHN</b>	BS104 MNM <b>6000</b> BS109 between <b>9000</b> and <b>10000</b> RUMBA MNM <b>FL150</b> <b>initial climb 6000</b>
<b>KASNI 1H</b> <b>119.250</b> ①②	<u>VARIS</u> [K230- ;R] - BS101 - BS102 [R] - MEZZO - BS103 [R] - KASNI	BS101 MAX <b>6000</b> BS103 MAX <b>11000</b> <b>initial climb 6000</b>
<b>KIGOB 1H</b> <b>119.250</b> ①②	<u>VARIS</u> [K230- ;R] - BS101 - BS102 [R] - MEZZO - BS103 [R] - KIGOB	BS101 MAX <b>6000</b> BS103 MAX <b>11000</b> <b>initial climb 6000</b>
<b>PASTO 1H</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>VARIS</u> [K230- ;R] - BS104 - BS109 - BS110 [L] - BLUES [L] - JROCK [R] - PASTO	BS104 MNM <b>6000</b> BS109 between <b>9000</b> and <b>10000</b> <b>initial climb 6000</b>

- ① If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.  
 ② Close in obstacle RWY 01L: Terrain with vegetation 56ft height, 35m from DER.  
 ③ Climb gradient due to airspace restrictions.

Changes: COM, Editorial

**RAYONG 1H / REGOS 1H / SABIS 2H / UKERA 1H**

RWY 01L (015°)

**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01L</b>	
<b>RAYONG 1H</b> <b>RYN 1H</b> <b>119.250</b> ①②	<u>VARIS</u> [K230- ;R] - BS101 - BS102 [R] - MEZZO [L]- <b>RYN</b>	BS101 MAX <b>6000</b>  <b>initial climb 6000</b>
<b>REGOS 1H</b> <b>119.250</b> ①②	<u>VARIS</u> [K230- ;R] - BS101 - BS102 [R] - MEZZO - BS103 [R] - KASNI [L] - REGOS	BS101 MAX <b>6000</b> BS103 MAX <b>11000</b>  <b>initial climb 6000</b>
<b>SABIS 2H</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>VARIS</u> [K230- ;R] - BS104 - BS109 - BS110 [L] - BLUES [L] - RUMBA - CORUS [L] - SALMA - SABIS	BS104 MNM <b>6000</b> BS109 between <b>9000</b> and <b>10000</b> RUMBA MNM <b>FL150</b>  <b>initial climb 6000</b>
<b>UKERA 1H</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>VARIS</u> [K230- ;R] - BS104 - BS109 - BS110 [L] - BLUES [L] - RUMBA - CORUS [L] - SALMA - SABIS [R] - UKERA	BS104 MNM <b>6000</b> BS109 between <b>9000</b> and <b>10000</b> RUMBA MNM <b>FL150</b>  <b>initial climb 6000</b>

- ① If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.  
 ② Close in obstacle RWY 01L: Terrain with vegetation 56ft height, 35m from DER.  
 ③ Climb gradient due to airspace restrictions.

**ALBOS 1K / NOBER 1K / OSUKA 1K / ROBKA 1K / SEMBO 1K / TAKHLI 1K**  
RWY 01R (015°)

**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01R</b>	
<b>ALBOS 1K</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>EXSON</u> [K230- ;L] - BS104 - BS105 - BS106 - ALBOS	BS104 MNM <b>6000</b> BS106 MNM <b>FL150</b>  <b>initial climb 6000</b>
<b>NOBER 1K</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>EXSON</u> [K230- ;L] - BS104 - BS105 [L] - BS107 - DISCO [R] - TANGO [R] - NOBER	BS104 MNM <b>6000</b> BS107 between <b>FL140</b> and <b>FL150</b>  <b>initial climb 6000</b>
<b>OSUKA 1K</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>EXSON</u> [K230- ;L] - BS104 - BS105 [L] - BS107 - DISCO [R] - OSUKA	BS104 MNM <b>6000</b> BS107 between <b>FL140</b> and <b>FL150</b>  <b>initial climb 6000</b>
<b>ROBKA 1K</b> 3.5% to EXSON <b>119.250</b> ①②	<u>EXSON</u> [K230- ;R] - BS101 - ROBKA	BS101 MAX <b>6000</b>  <b>initial climb 6000</b>
<b>SEMBO 1K</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>EXSON</u> [K230- ;L] - BS104 - BS105 [L] - BS107 - DISCO [R] - TANGO [R] - SEMBO	BS104 MNM <b>6000</b> BS107 between <b>FL140</b> and <b>FL150</b>  <b>initial climb 6000</b>
<b>TAKHLI 1K</b> <b>TL 1K</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>EXSON</u> [K230- ;L] - BS104 - BS105 [L] - BS107 - DISCO [R] - TANGO [R] - SEMBO - TL	BS104 MNM <b>6000</b> BS107 between <b>FL140</b> and <b>FL150</b>  <b>initial climb 6000</b>

- ① If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.  
 ② Close in obstacle RWY 01R: Terrain with vegetation 53ft height, 11.1m from DER.  
 ③ Climb gradient due to airspace restrictions.

**TANGO 1K / TARED 1K / UPKUP 1K**

RWY 01R (015°)

**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01R</b>	
<b>TANGO 1K</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>EXSON</u> [K230- ;L] - BS104 - BS105 [L] - BS107 - DISCO [R] - TANGO	BS104 MNM <b>6000</b> BS107 between <b>FL140</b> and <b>FL150</b>  <b>initial climb 6000</b>
<b>TARED 1K</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>EXSON</u> [K230- ;L] - BS104 - BS109 - BS110 - TEMPO [R] - TARED	BS104 MNM <b>6000</b> BS109 between <b>9000</b> and <b>10000</b>  <b>initial climb 6000</b>
<b>UPKUP 1K</b> 3.5% to EXSON <b>119.250</b> ①②	<u>EXSON</u> [K230- ;R] - BS101 - UPKUP	BS101 MAX <b>6000</b>  <b>initial climb 6000</b>

- ① If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.  
 ② Close in obstacle RWY 01R: Terrain with vegetation 53ft height, 11.1m from DER.  
 ③ Climb gradient due to airspace restrictions.

01-FEB-2018

**BKK-VTBS**

5-70

**RNAV SIDs RWY 01R South**

**BATOK 1K / BONVO 1K / GORSI 1K / HUA HIN 1K / KASNI 1K / KIGOB 1K**  
RWY 01R (015°)

**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01R</b>	
<b>BATOK 1K</b> 3.5% to EXSON <b>119.250</b> ①②	<u>EXSON</u> [K230- ;R] - BS101 - NITRO [L] - BATOK	BS101 MAX <b>6000</b>  <b>initial climb 6000</b>
<b>BONVO 1K</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>EXSON</u> [K230- ;L] - BS104 - BS109 - BS110 [L] - BLUES [L] - JROCK [L] - BONVO	BS104 MNM <b>6000</b> BS109 between <b>9000</b> and <b>10000</b>  <b>initial climb 6000</b>
<b>GORSI 1K</b> 3.5% to EXSON <b>119.250</b> ①②	<u>EXSON</u> [K230- ;R] - BS101 - BS102 - GORSI	BS101 MAX <b>6000</b>  <b>initial climb 6000</b>
<b>HUA HIN 1K</b> <b>HHN 1K</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>EXSON</u> [K230- ;L] - BS104 - BS109 - BS110 [L] - BLUES [L] - RUMBA - CORUS [L] - SALMA - SABIS [R] - <b>HHN</b>	BS104 MNM <b>6000</b> BS109 between <b>9000</b> and <b>10000</b> RUMBA MNM <b>FL150</b>  <b>initial climb 6000</b>
<b>KASNI 1K</b> 3.5% to EXSON <b>119.250</b> ①②	<u>EXSON</u> [K230- ;R] - BS101 - BS102 [R] - MEZZO - BS103 [R] - KASNI	BS101 MAX <b>6000</b> BS103 MAX <b>11000</b>  <b>initial climb 6000</b>
<b>KIGOB 1K</b> 3.5% to EXSON <b>119.250</b> ①②	<u>EXSON</u> [K230- ;R] - BS101 - BS102 [R] - MEZZO - BS103 [R] - KIGOB	BS101 MAX <b>6000</b> BS103 MAX <b>11000</b>  <b>initial climb 6000</b>

- ① If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.  
 ② Close in obstacle RWY 01R: Terrain with vegetation 53ft height, 11.1m from DER.  
 ③ Climb gradient due to airspace restrictions.

Changes: COM, Editorial

**PASTO 1K / RAYONG 1K / REGOS 1K / SABIS 2K / UKERA 1K**

RWY 01R (015°)

**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01R</b>	
<b>PASTO 1K</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>EXSON</u> [K230- ;L] - BS104 - BS109 - BS110 [L] - BLUES [L] - JROCK [R] - PASTO	BS104 MNM <b>6000</b> BS109 between <b>9000</b> and <b>10000</b>  <b>initial climb 6000</b>
<b>RAYONG 1K</b> <b>RYN 1K</b> 3.5% to EXSON <b>119.250</b> ①②	<u>EXSON</u> [K230- ;R] - BS101 - BS102 [R] - MEZZO [L]- <b>RYN</b>	BS101 MAX <b>6000</b>  <b>initial climb 6000</b>
<b>REGOS 1K</b> 3.5% to EXSON <b>119.250</b> ①②	<u>EXSON</u> [K230- ;R] - BS101 - BS102 [R] - MEZZO - BS103 [R] - KASNI [L] - REGOS	BS101 MAX <b>6000</b> BS103 MAX <b>11000</b>  <b>initial climb 6000</b>
<b>SABIS 2K</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>EXSON</u> [K230- ;L] - BS104 - BS109 - BS110 [L] - BLUES [L] - RUMBA - CORUS [L] - SALMA - SABIS	BS104 MNM <b>6000</b> BS109 between <b>9000</b> and <b>10000</b> RUMBA MNM <b>FL150</b>  <b>initial climb 6000</b>
<b>UKERA 1K</b> 6.5% to 6000 <b>119.250</b> ①②③	<u>EXSON</u> [K230- ;L] - BS104 - BS109 - BS110 [L] - BLUES [L] - RUMBA - CORUS [L] - SALMA - SABIS [R] - UKERA	BS104 MNM <b>6000</b> BS109 between <b>9000</b> and <b>10000</b> RUMBA MNM <b>FL150</b>  <b>initial climb 6000</b>

- ① If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.  
 ② Close in obstacle RWY 01R: Terrain with vegetation 53ft height, 11.1m from DER.  
 ③ Climb gradient due to airspace restrictions.

**BKK-VTBS**

5-90

**RNAV SIDs RWY 19L North****ALBOS 1J / NOBER 1J / OSUKA 1J / ROBKA 1J / SEMBO 1J / TAKHLI 1J**

RWY 19L (195°)

**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19L</b>	
<b>ALBOS 1J</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>LOUIS</u> [K220- ;R] - BS907 [K240-] - BS909 [K240- ;R] - BS910 [R] - BS912 [L] - BS914 [R] - ALBOS	BS910 between <b>7000</b> and <b>9000</b> BS912 MNM <b>10000</b>  <b>initial climb 6000</b>
<b>NOBER 1J</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>LOUIS</u> [K220- ;R] - BS907 [K240-] - BS909 [K240- ;R] - BS910 - BS911 [L] - INTRO [R] - DANCY [R] - DISCO - TANGO [R] - NOBER	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b> DANCY MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>OSUKA 1J</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>LOUIS</u> [K220- ;R] - BS907 [K240-] - BS909 [K240- ;R] - BS910 - BS911 [L] - INTRO [R] - DANCY [R] - DISCO [L] - OSUKA	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b> DANCY MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>ROBKA 1J</b> <b>119.250</b> ②③	<u>LOUIS</u> [K220- ;L] - BS901 - BS902 - MEZZO [L] - ROBKA	BS902 MAX <b>6000</b>  <b>initial climb 6000</b>
<b>SEMBO 1J</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>LOUIS</u> [K220- ;R] - BS907 [K240-] - BS909 [K240- ;R] - BS910 - BS911 [L] - INTRO [R] - DANCY [R] - DISCO - TANGO [R] - SEMBO	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b> DANCY MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>TAKHLI 1J</b> <b>TL 1J</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>LOUIS</u> [K220- ;R] - BS907 [K240-] - BS909 [K240- ;R] - BS910 - BS911 [L] - INTRO [R] - DANCY [R] - DISCO - TANGO [R] - SEMBO - TL	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b> DANCY MNM <b>FL160</b>  <b>initial climb 6000</b>

① Climb gradient due to airspace restrictions.

② Close in obstacle RWY 19L: Terrain with vegetation 51ft height, 7.4m from DER.

③ If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.



**TANGO 1J / TARED 1J / UPKUP 1J**

RWY 19L (195°)

**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19L</b>	
<b>TANGO 1J</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>LOUIS</u> [K220- ;R] - BS907 [K240-] - BS909 [K240- ;R] - BS910 - BS911 [L] - INTRO [R] - DANCY [R] - DISCO - TANGO	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b> DANCY MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>TARED 1J</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>LOUIS</u> [K220- ;R] - BS907 [K240-] - BS909 [K240- ;R] - BS910 - BS911 [L] - INTRO - JROCK [R] - TEMPO [R] - TARED	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b>  <b>initial climb 6000</b>
<b>UPKUP 1J</b> <b>119.250</b> ②③	<u>LOUIS</u> [K220- ;L] - BS901 - BS902 - MEZZO [L] - UPKUP	BS902 MAX <b>6000</b>  <b>initial climb 6000</b>

① Climb gradient due to airspace restrictions.

② Close in obstacle RWY 19L: Terrain with vegetation 51ft height, 7.4m from DER.

③ If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.

**BATOK 1J / BONVO 1J / GORSI 1J / HUA HIN 1J / KASNI 1J / KIGOB 1J / PASTO 1J / RAYONG 1J**

RWY 19L (195°)

**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19L</b>	
<b>BATOK 1J</b> <b>119.250</b> ①③	<u>LOUIS</u> [K220- ;L] - BS901 - BS902 - MEZZO [L] - NITRO - BATOK	BS902 MAX <b>6000</b>  <b>initial climb 6000</b>
<b>BONVO 1J</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>LOUIS</u> [K220- ;R] - BS907 [K240-] - BS909 [K240- ;R] - BS910 - BS911 [L] - INTRO [L] - CONGA [L] - BONVO	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b>  <b>initial climb 6000</b>
<b>GORSI 1J</b> <b>119.250</b> ①③	<u>LOUIS</u> [K220- ;L] - BS901 - BS902 - MEZZO [R] - GORSI	BS902 MAX <b>6000</b>  <b>initial climb 6000</b>
<b>HUA HIN 1J</b> <b>HHN 1J</b> <b>119.250</b> ①③	<u>LOUIS</u> [K220- ;R] - BS907 [K240-] - BS908 - SALMA [L] - SABIS [R] - HHN	BS908 MAX <b>9000</b> SALMA MAX <b>FL140</b>  <b>initial climb 6000</b>
<b>KASNI 1J</b> <b>119.250</b> ①③	<u>LOUIS</u> [K220-] - BS903 - SAMBA [L] - BS905 - KASNI	BS905 MAX <b>9000</b>  <b>initial climb 6000</b>
<b>KIGOB 1J</b> <b>119.250</b> ①③	<u>LOUIS</u> [K220-] - BS903 - SAMBA [L] - BS904 - KIGOB	BS904 MAX <b>9000</b>  <b>initial climb 6000</b>
<b>PASTO 1J</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>LOUIS</u> [K220- ;R] - BS907 [K240-] - BS909 [K240- ;R] - BS910 - BS911 [L] - INTRO - JROCK [L] - PASTO	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b>  <b>initial climb 6000</b>
<b>RAYONG 1J</b> <b>RYN 1J</b> <b>119.250</b> ①③	<u>LOUIS</u> [K220- ;L] - BS901 - BS902 - MEZZO [R] - RYN	BS902 MAX <b>6000</b>  <b>initial climb 6000</b>

① Close in obstacle RWY 19L: Terrain with vegetation 51ft height, 7.4m from DER.

② Climb gradient due to airspace restrictions.

③ If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.

01-FEB-2018

Thailand **Bangkok** Suvarnabhumi Intl**BKK-VTBS****5-120****RNAV SIDs RWY 19L South****SIDPT****REGOS 1J / SABIS 2J / UKERA 1J**

RWY 19L (195°)

**After take-off, contact Suvarnabhumi DEP**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19L</b>	
<b>REGOS 1J</b> 119.250 ①②	<u>LOUIS</u> [K220-] - BS903 - SAMBA [L] - BS905 - KASNI [R] - REGOS	BS905 MAX <b>9000</b> <b>initial climb 6000</b>
<b>SABIS 2J</b> 119.250 ①②	<u>LOUIS</u> [K220- ;R] - BS907 [K240-] - BS908 - SALMA [L] - SABIS	BS908 MAX <b>9000</b> SALMA MAX <b>FL140</b> <b>initial climb 6000</b>
<b>UKERA 1J</b> 119.250 ①②	<u>LOUIS</u> [K220- ;R] - BS907 [K240-] - BS908 - SALMA [L] - SABIS [R] - UKERA	BS908 MAX <b>9000</b> SALMA MAX <b>FL140</b> <b>initial climb 6000</b>

① Close in obstacle RWY 19L: Terrain with vegetation 51ft height, 7.4m from DER.

② If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.

Changes: COM, Editorial

**BKK-VTBS****5-130****RNAV SIDs RWY 19R North**

**ALBOS 1G / NOBER 1G / OSUKA 1G / ROBKA 1G / SEMBO 1G / TAKHLI 1G**  
RWY 19R (195°)

**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19R</b>	
<b>ALBOS 1G</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>ROVEN</u> [K220- ;R] - BS907 [K220- ;R] - BS909 [K230- ;R] - BS910 [R] - BS912 [L] - BS914 [R] - ALBOS	BS910 between <b>7000</b> and <b>9000</b> BS912 MNM <b>10000</b>  <b>initial climb 6000</b>
<b>NOBER 1G</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>ROVEN</u> [K220- ;R] - BS907 [K220- ;R] - BS909 [K230- ;R] - BS910 - BS911 [L] - INTRO [R] - DANCY [R] - DISCO - TANGO [R] - NOBER	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b> DANCY MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>OSUKA 1G</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>ROVEN</u> [K220- ;R] - BS907 [K220- ;R] - BS909 [K230- ;R] - BS910 - BS911 [L] - INTRO [R] - DANCY [R] - DISCO [L] - OSUKA	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b> DANCY MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>ROBKA 1G</b> <b>119.250</b> ②③	<u>ROVEN</u> [K220- ;L] - BS901 - BS902 - MEZZO [L] - ROBKA	BS902 MAX <b>6000</b>  <b>initial climb 6000</b>
<b>SEMBO 1G</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>ROVEN</u> [K220- ;R] - BS907 [K220- ;R] - BS909 [K230- ;R] - BS910 - BS911 [L] - INTRO [R] - DANCY [R] - DISCO - TANGO [R] - SEMBO	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b> DANCY MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>TAKHLI 1G</b> <b>TL 1G</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>ROVEN</u> [K220- ;R] - BS907 [K220- ;R] - BS909 [K230- ;R] - BS910 - BS911 [L] - INTRO [R] - DANCY [R] - DISCO - TANGO [R] - SEMBO - <b>TL</b>	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b> DANCY MNM <b>FL160</b>  <b>initial climb 6000</b>

① Climb gradient due to airspace restrictions.

② Close in obstacle RWY 19R: Terrain with vegetation 53ft height, 14.8m from DER.

③ If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.

**TANGO 1G / TARED 1G / UPKUP 1G**

RWY 19R (195°)

**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19R</b>	
<b>TANGO 1G</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>ROVEN</u> [K220- ;R] - BS907 [K220- ;R] - BS909 [K230- ;R] - BS910 - BS911 [L] - INTRO [R] - DANCY [R] - DISCO - TANGO	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b> DANCY MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>TARED 1G</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>ROVEN</u> [K220- ;R] - BS907 [K220- ;R] - BS909 [K230- ;R] - BS910 - BS911 [L] - INTRO - JROCK [R] - TEMPO [R] - TARED	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b>  <b>initial climb 6000</b>
<b>UPKUP 1G</b> <b>119.250</b> ②③	<u>ROVEN</u> [K220- ;L] - BS901 - BS902 - MEZZO [L] - UPKUP	BS902 MAX <b>6000</b>  <b>initial climb 6000</b>

① Climb gradient due to airspace restrictions.

② Close in obstacle RWY 19R: Terrain with vegetation 53ft height, 14.8m from DER.

③ If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.

01-FEB-2018

**BKK-VTBS****5-150****RNAV SIDs RWY 19R South****BATOK 1G / BONVO 1G / GORSI 1G / HUA HIN 1G / KASNI 1G / KIGOB 1G / PASTO 1G / RAYONG 1G**

RWY 19R (195°)

**After take-off, contact Suvarnabhumi DEP**

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19R</b>	
<b>BATOK 1G</b> <b>119.250</b> ①②	<u>ROVEN</u> [K220- ;L] - BS901 - BS902 - MEZZO [L] - NITRO - BATOK	BS902 MAX <b>6000</b>  <b>initial climb 6000</b>
<b>BONVO 1G</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>ROVEN</u> [K220- ;R] - BS907 [K220- ;R] - BS909 [K230- ;R] - BS910 - BS911 [L] - INTRO [L] - CONGA [L] - BONVO	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b>  <b>initial climb 6000</b>
<b>GORSI 1G</b> <b>119.250</b> ①②	<u>ROVEN</u> [K220- ;L] - BS901 - BS902 - MEZZO [R] - GORSI	BS902 MAX <b>6000</b>  <b>initial climb 6000</b>
<b>HUA HIN 1G</b> <b>HHN 1G</b> <b>119.250</b> ①②	<u>ROVEN</u> [K220- ;R] - BS907 [K220- ;R] - BS908 - SALMA [L] - SABIS [R] - HHN	BS908 MAX <b>9000</b> SALMA MAX <b>FL140</b>  <b>initial climb 6000</b>
<b>KASNI 1G</b> <b>119.250</b> ①②	<u>ROVEN</u> [K220-] - BS903 - SAMBA [L] - BS905 - KASNI	BS905 MAX <b>9000</b>  <b>initial climb 6000</b>
<b>KIGOB 1G</b> <b>119.250</b> ①②	<u>ROVEN</u> [K220-] - BS903 - SAMBA [L] - BS904 - KIGOB	BS904 MAX <b>9000</b>  <b>initial climb 6000</b>
<b>PASTO 1G</b> 4.8% to 7000 <b>119.250</b> ①②③	<u>ROVEN</u> [K220- ;R] - BS907 [K220- ;R] - BS909 [K230- ;R] - BS910 - BS911 [L] - INTRO - JROCK [L] - PASTO	BS910 between <b>7000</b> and <b>9000</b> BS911 MNM <b>10000</b>  <b>initial climb 6000</b>
<b>RAYONG 1G</b> <b>RYN 1G</b> <b>119.250</b> ①②	<u>ROVEN</u> [K220- ;L] - BS901 - BS902 - MEZZO [R] - RYN	BS902 MAX <b>6000</b>  <b>initial climb 6000</b>

① If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.

② Close in obstacle RWY 19R: Terrain with vegetation 53ft height, 14.8m from DER.

③ Climb gradient due to airspace restrictions.

Changes: COM, Editorial

01-FEB-2018

**BKK-VTBS****5-160****RNAV SIDs RWY 19R South****REGOS 1G / SABIS 2G / UKERA 1G**

RWY 19R (195°)

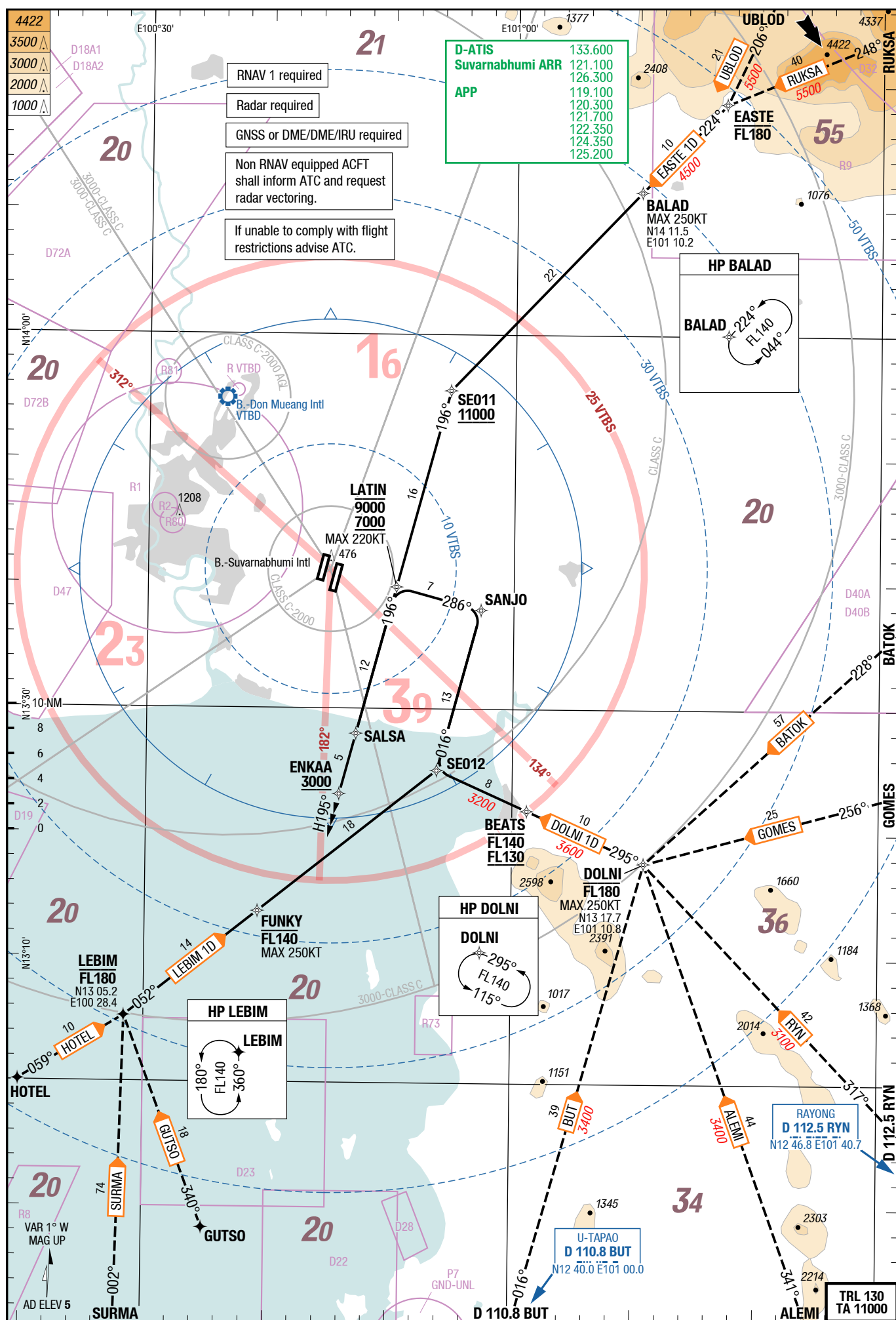
**After take-off, contact Suvarnabhumi DEP**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19R</b>	
<b>REGOS 1G</b> <b>119.250</b> ①②	<u>ROVEN</u> [K220-] - BS903 [R] - SAMBA [L] - BS905 - KASNI [R] - REGOS	BS905 MAX <b>9000</b> <b>initial climb 6000</b>
<b>SABIS 2G</b> <b>119.250</b> ①②	<u>ROVEN</u> [K220- ;R] - BS907 [K220- ;R] - BS908 - SALMA [L] - SABIS	BS908 MAX <b>9000</b> SALMA MAX <b>FL140</b> <b>initial climb 6000</b>
<b>UKERA 1G</b> <b>119.250</b> ①②	<u>ROVEN</u> [K220- ;R] - BS907 [K220- ;R] - BS908 - SALMA [L] - SABIS [R] - UKERA	BS908 MAX <b>9000</b> SALMA MAX <b>FL140</b> <b>initial climb 6000</b>

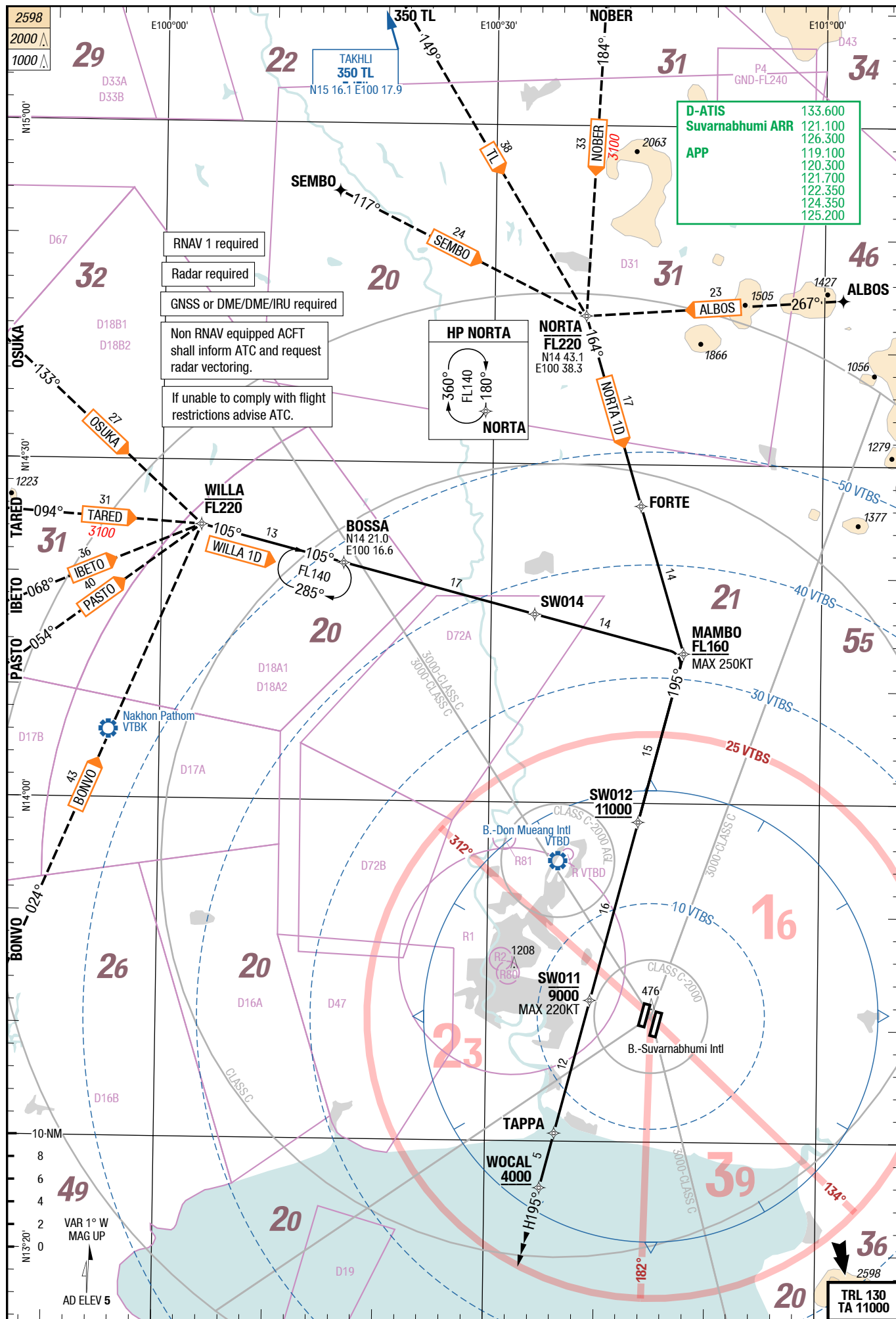
① If unable to comply with flight restrictions, advise ATC upon pushback or taxi to holding position.

② Close in obstacle RWY 19R: Terrain with vegetation 53ft height, 14.8m from DER.

Changes: COM, Editorial







**23-MAR-2017**

NIL

# STAR

# STAR

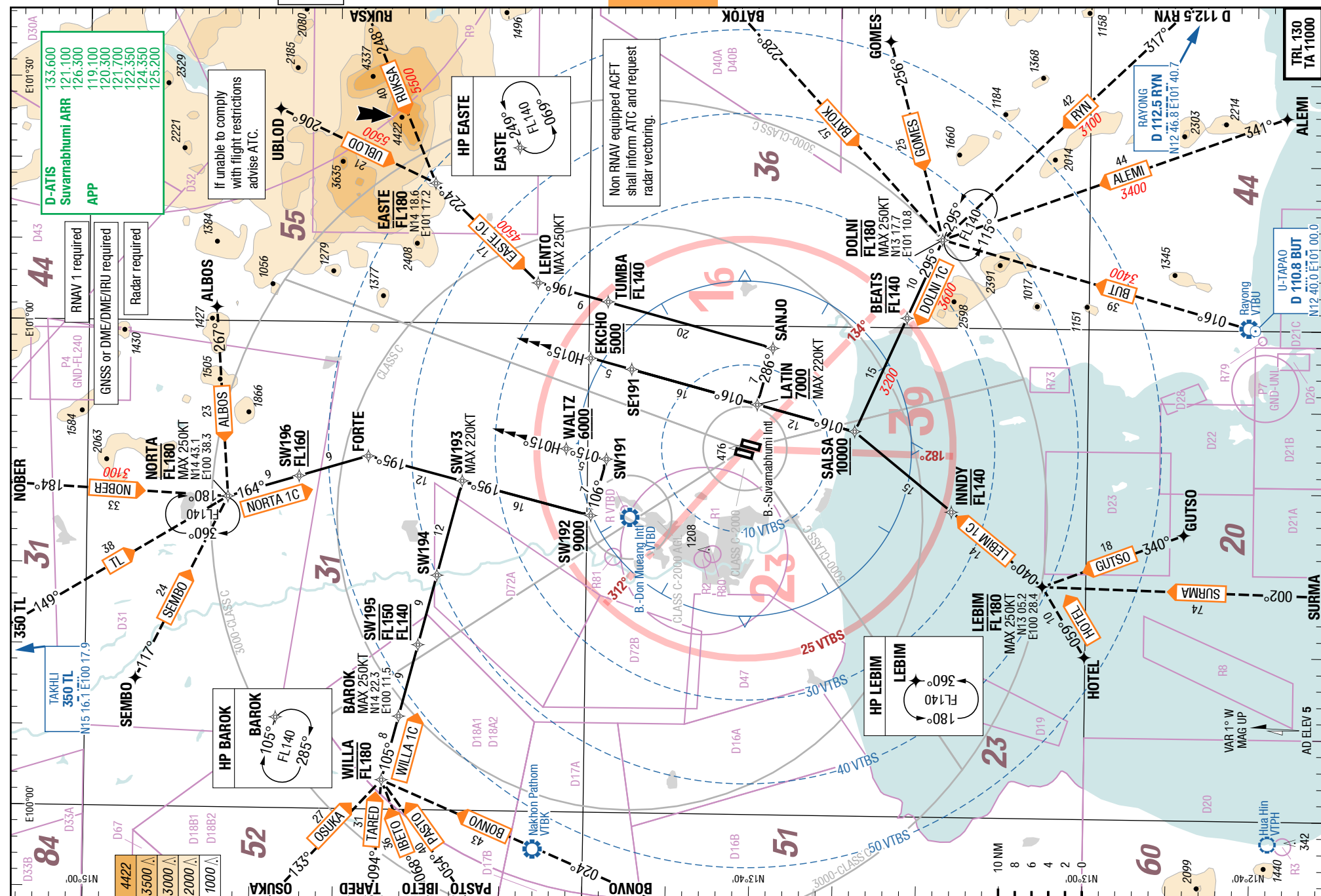
NIL

## RNAV STARs RWYs 19L/R

**BKK-VTBS**

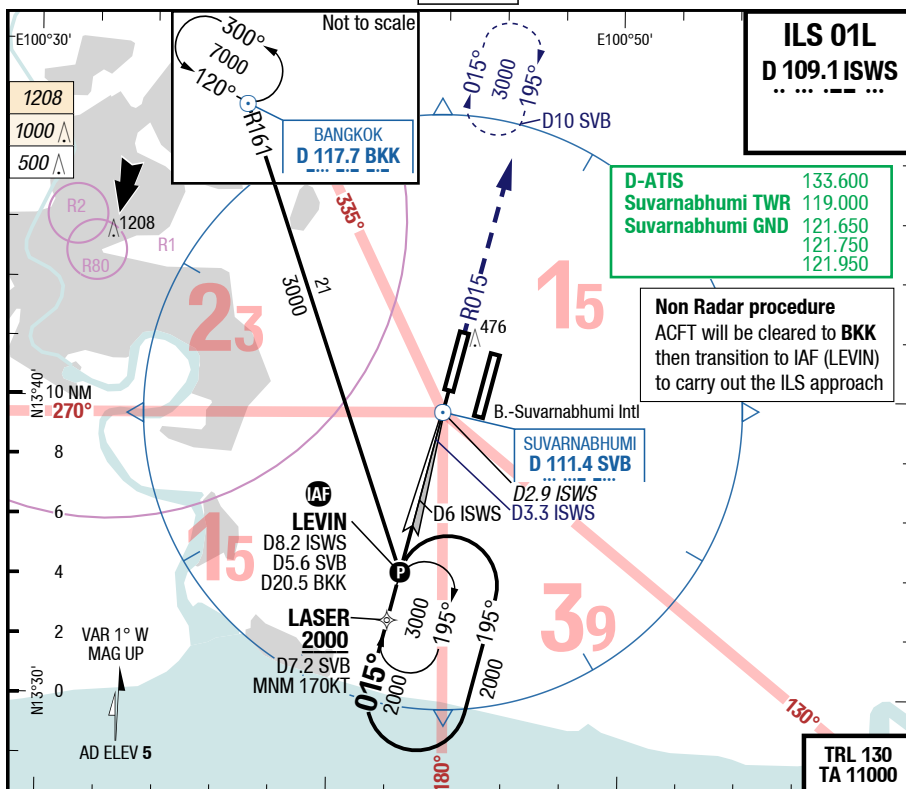
6-30

## RNAV STARs RWYs 19L/R

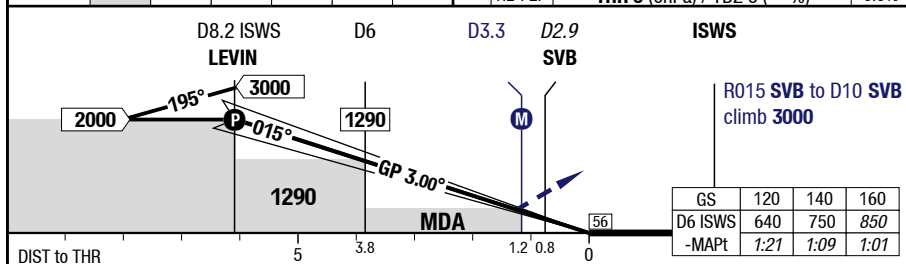


Changes: ALT, PROC, OBST, SUAs

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LOC 3.00° D ISWS	8.2	8	7	5	4	
	2000	1940	1620	970	650	



<b>01L</b>		<b>Cat 2 DME</b>	<b>Cat 1 DME</b> 1)	<b>LOC DME</b>		<b>Circling</b>
<b>C</b>	ft - m/km ft	100 - 300R <b>102</b> RA	200 - 550 <b>210</b>	440 - 1.3 <b>440</b>		900 - 2.4V <b>900</b>
<b>D</b>	ft - m/km ft	100 - 300R <b>102</b> RA 2)	200 - 550 <b>210</b>	440 - 1.3 <b>440</b>		900 - 3.6V <b>900</b>

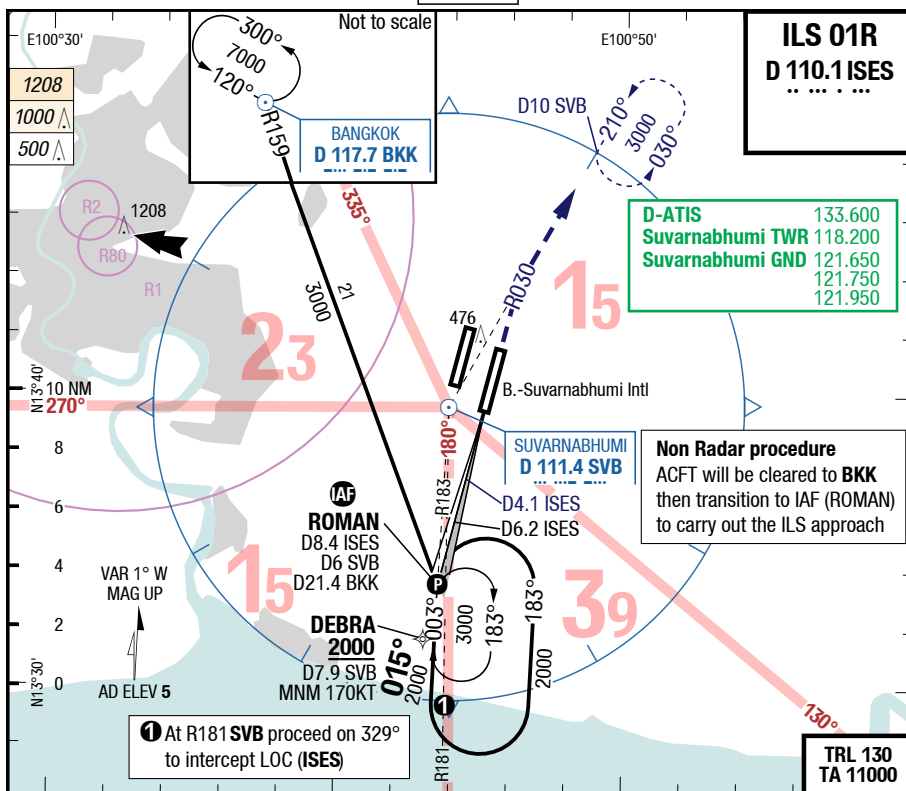
1) With EVS 350m, wo EVS use STD		
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2) If not conducting autoland RVR 350m required

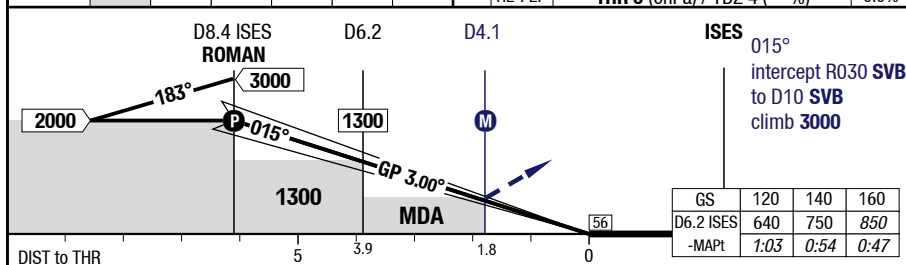
Changes: TDZE, Editorial

7-20

ILS 01R



LOC 3.00°	8.4	8	7	6	5	01R	83.0°	60 HL	30 HL
D ISES	2000	1880	1560	1240	920	HL-P2F	THR 5 (0hPa) / TDZ 4 (---%)	0.0%	



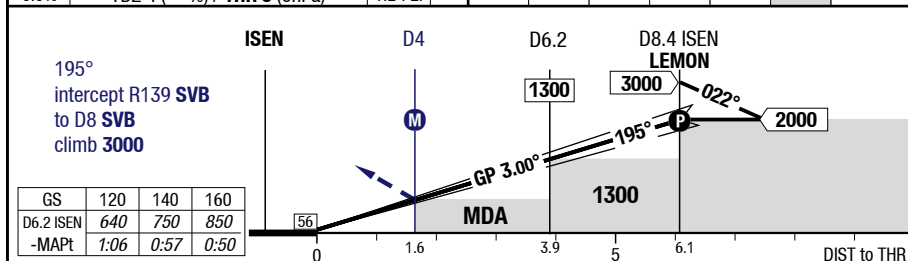
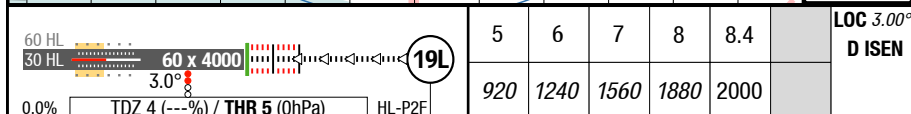
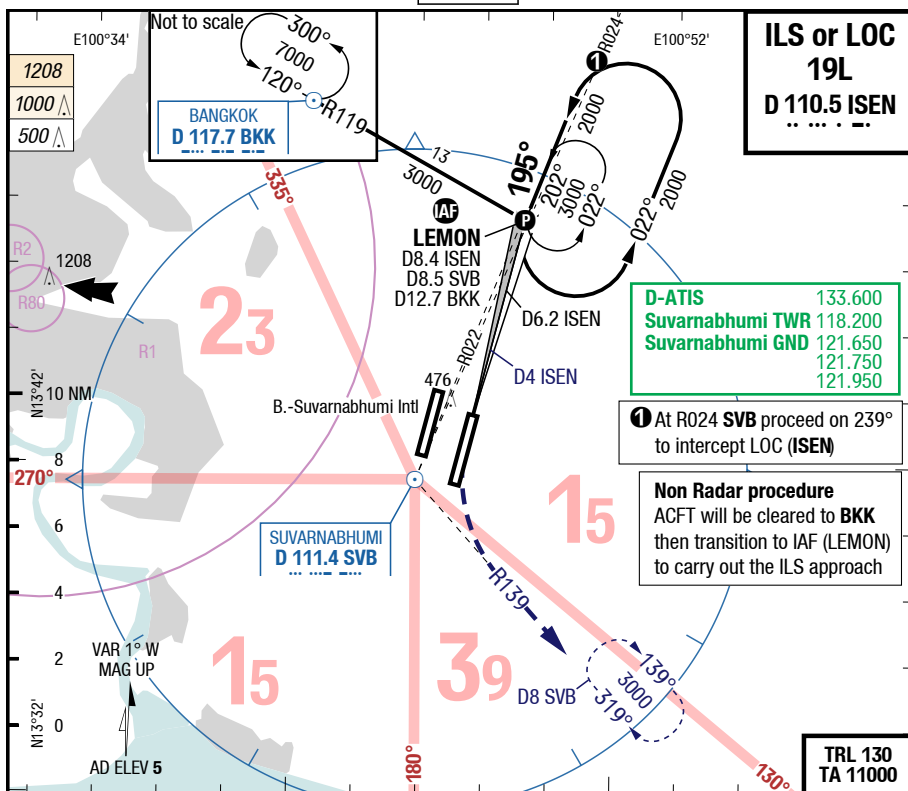
01R		Cat 2 DME	Cat 1 DME <sup>1)</sup>	LOC DME		Circling
C	ft - m/km ft	100 - 300R 104 RA	200 - 550 210	650 - 2.3 650		900 - 2.4V 900
D	ft - m/km ft	100 - 300R 104 RA 2)	200 - 550 210	650 - 2.3 650		900 - 3.6V 900

1) With EVS 350m, wo EVS use STD

2) If not conducting autoland RVR 350m required

7-30

ILS or LOC 19L



		19L	Cat 2 DME	Cat 1 DME <sup>1)</sup>	LOC DME		Circling
C	ft - m/km ft		100 - 300R 102 RA	200 - 550 210	590 - 2.0 590		900 - 2.4V 900
D	ft - m/km ft		100 - 300R 102 RA <sup>2)</sup>	200 - 550 210	590 - 2.0 590		900 - 3.6V 900

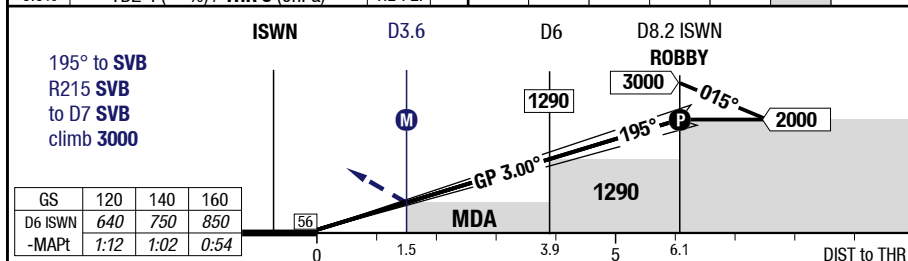
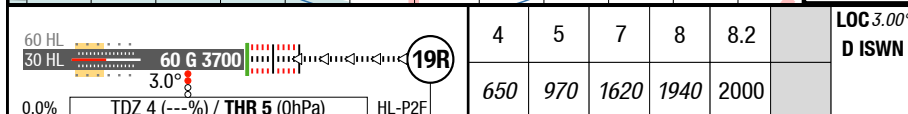
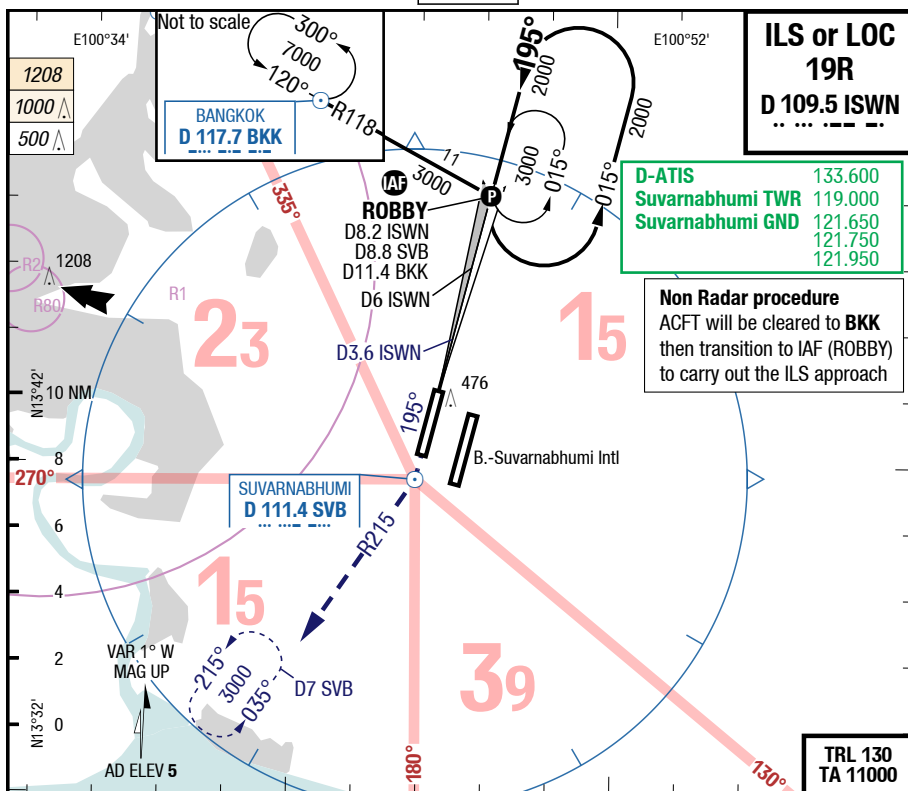
1) With EVS 350m, wo EVS use STD

2) If not conducting autoland RVR 350m required

## BKK-VTBS

7-40

ILS or LOC 19R



19R		Cat 2 DME	Cat 1 DME <sup>1)</sup>	LOC DME			Circling
C	ft - m/km ft	100 - 300R 103 RA	200 - 550 210	540 - 1.7 540			900 - 2.4V 900
D	ft - m/km ft	100 - 300R 103 RA 2)	200 - 550 210	540 - 1.7 540			900 - 3.6V 900

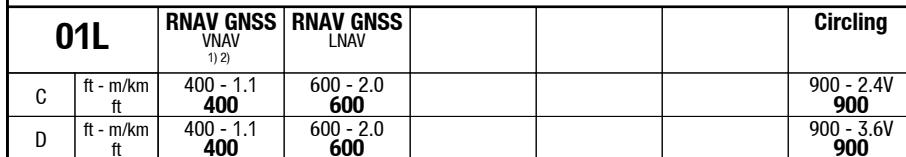
1) With EVS 350m, wo EVS use STD

2) If not conducting autoland RVR 350m required

Changes: TDZE, Editorial



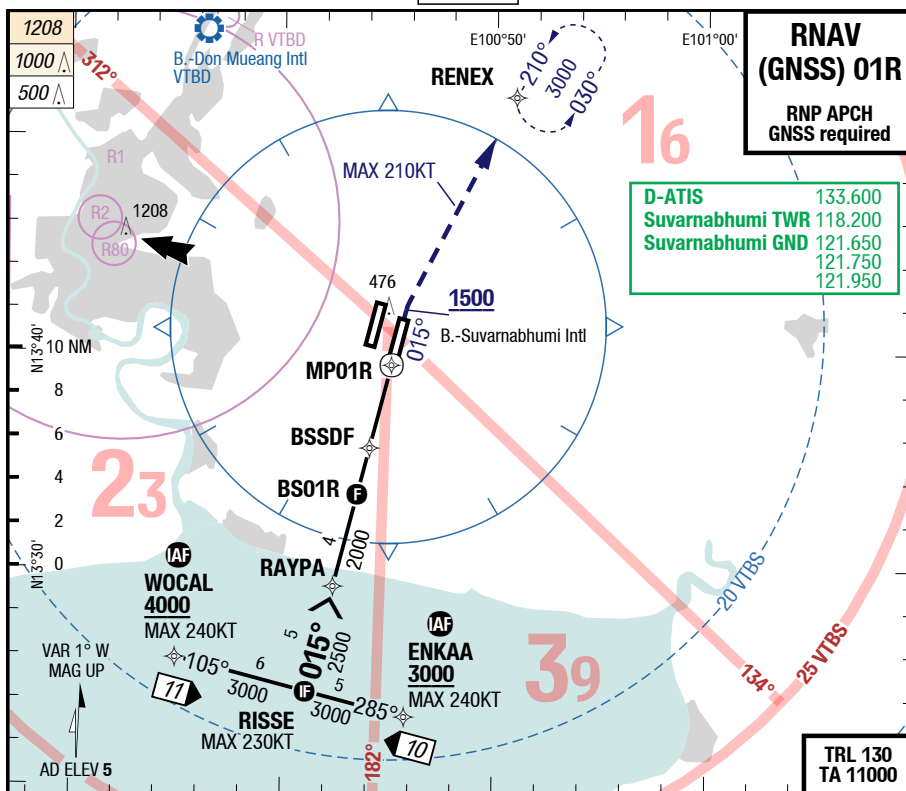
## RNAV (GNSS) 01L



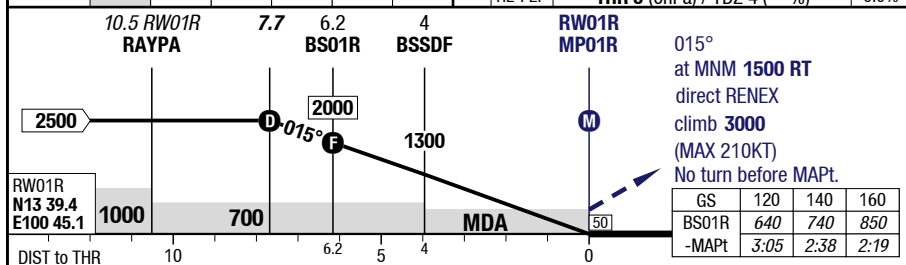
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## BKK-VTBS

**7-60**

**RNAV (GNSS) 01R**

3.00° RW01R	7.7	6	5	3	2	
	2500	1970	1650	1010	690	



01R		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	540 - 1.7 <b>540</b>	600 - 2.0 <b>600</b>				900 - 2.4V <b>900</b>
D	ft - m/km ft	540 - 1.7 <b>540</b>	600 - 2.0 <b>600</b>				900 - 3.6V <b>900</b>

1) Uncompensated BARO VNAV NA below 15°C (59°F)				
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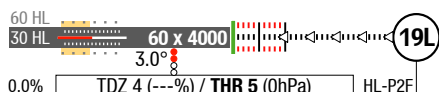
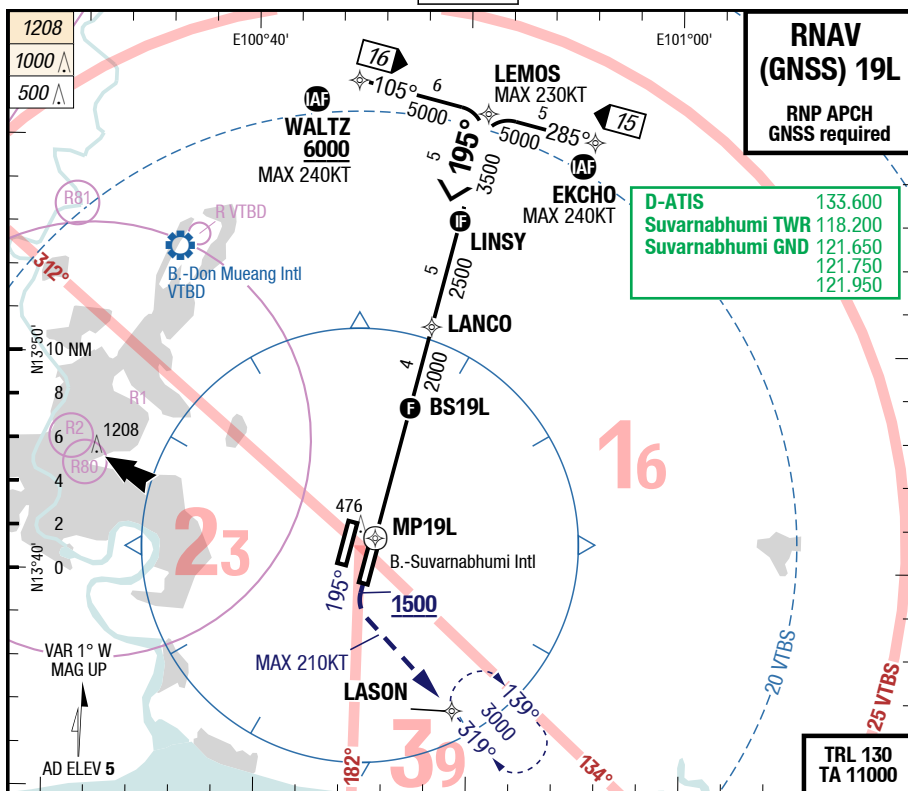
2) With EVS 1.1km

Changes: new

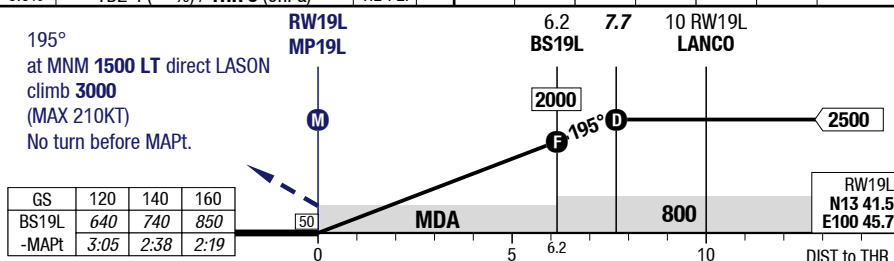


7-70

RNAV (GNSS) 19L



2	3	4	5	6	7.7	3.00° RW19L
690	1010	1330	1650	1970	2500	

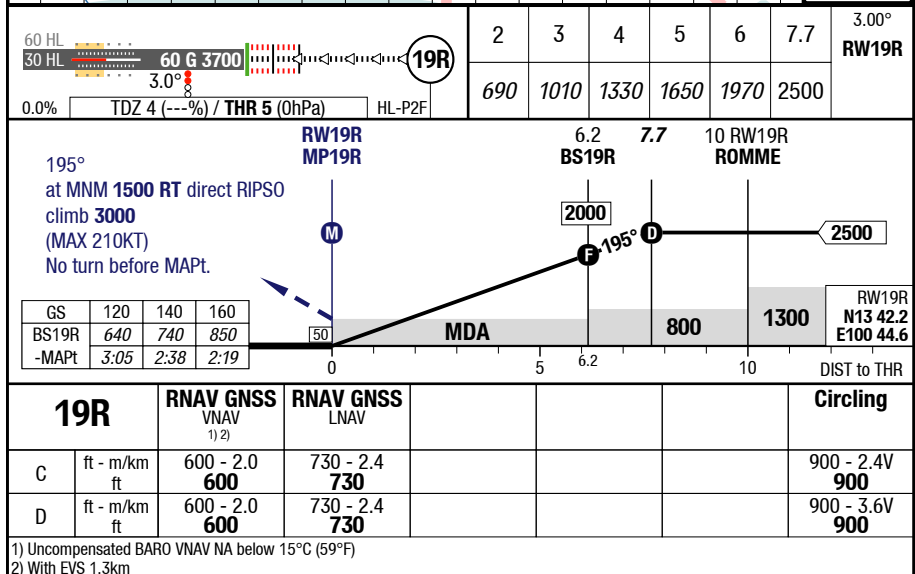
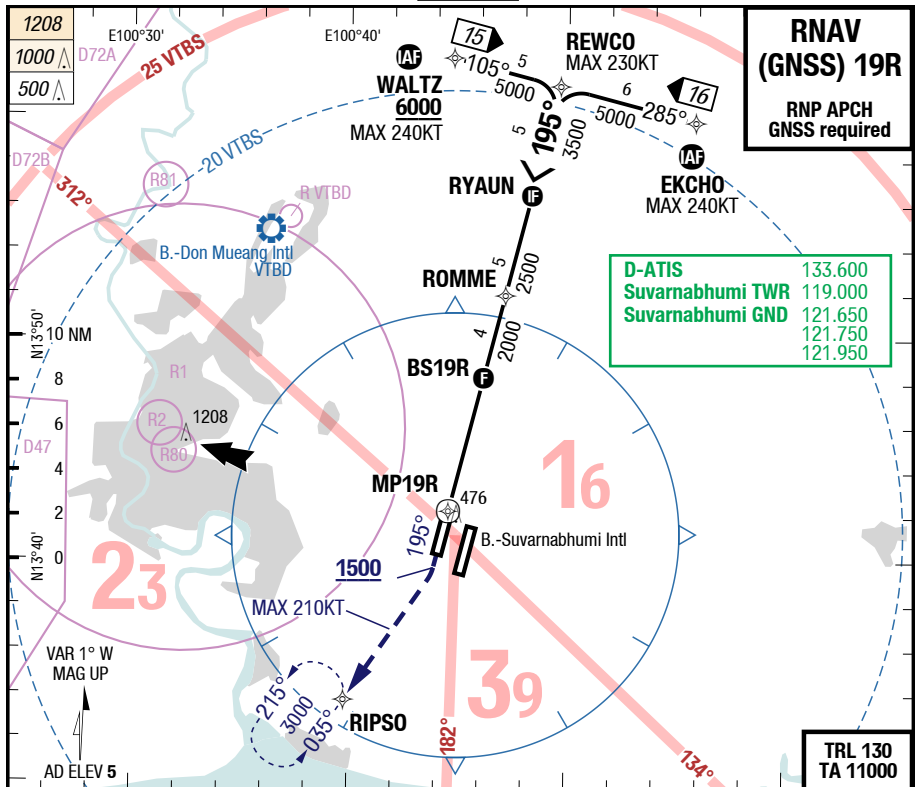


19L	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft 600	600 - 2.0 730 - 2.4 730				900 - 2.4V 900
D	ft - m/km ft 600	600 - 2.0 730 - 2.4 730				900 - 3.6V 900

1) Uncompensated BARO VNAV NA below 15°C (59°F)

2) With EVS 1.3km

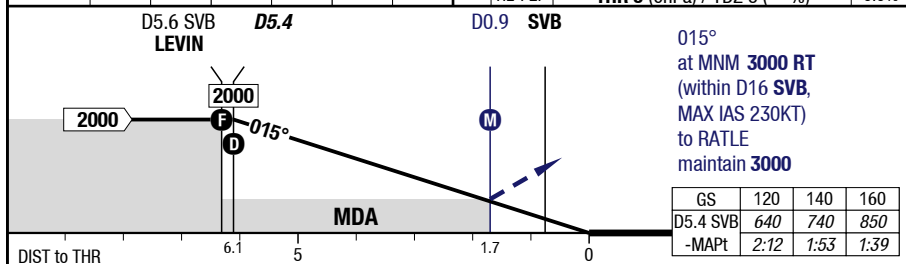
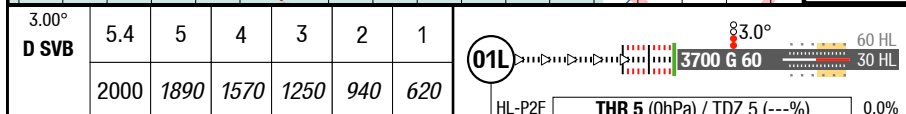
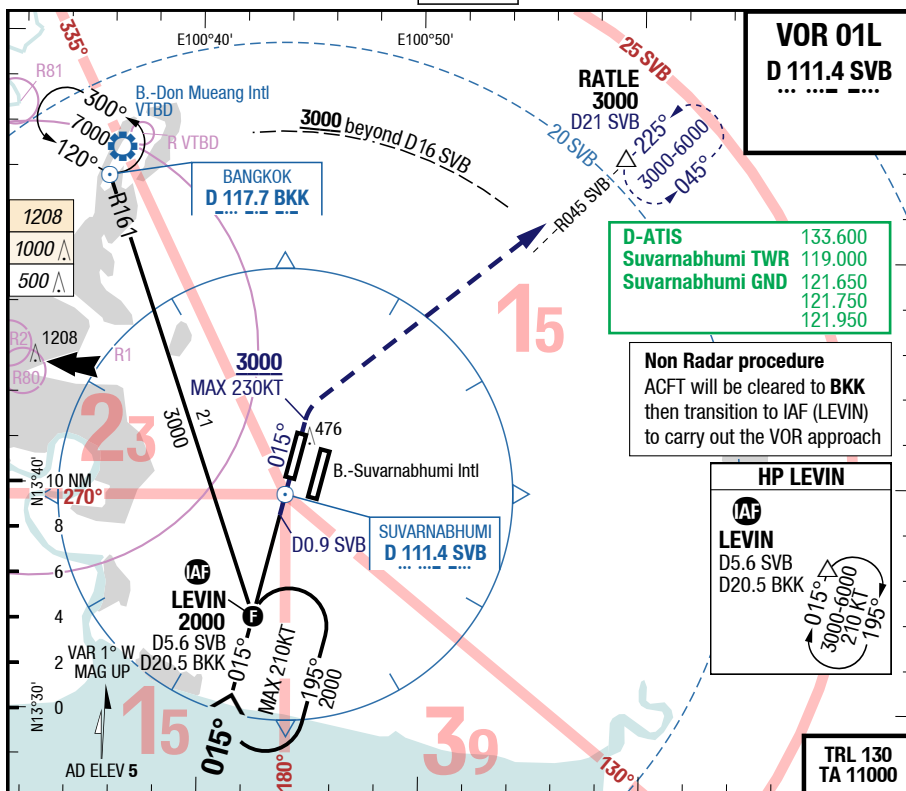
Changes: new



## BKK-VTBS

7-90

VOR 01L

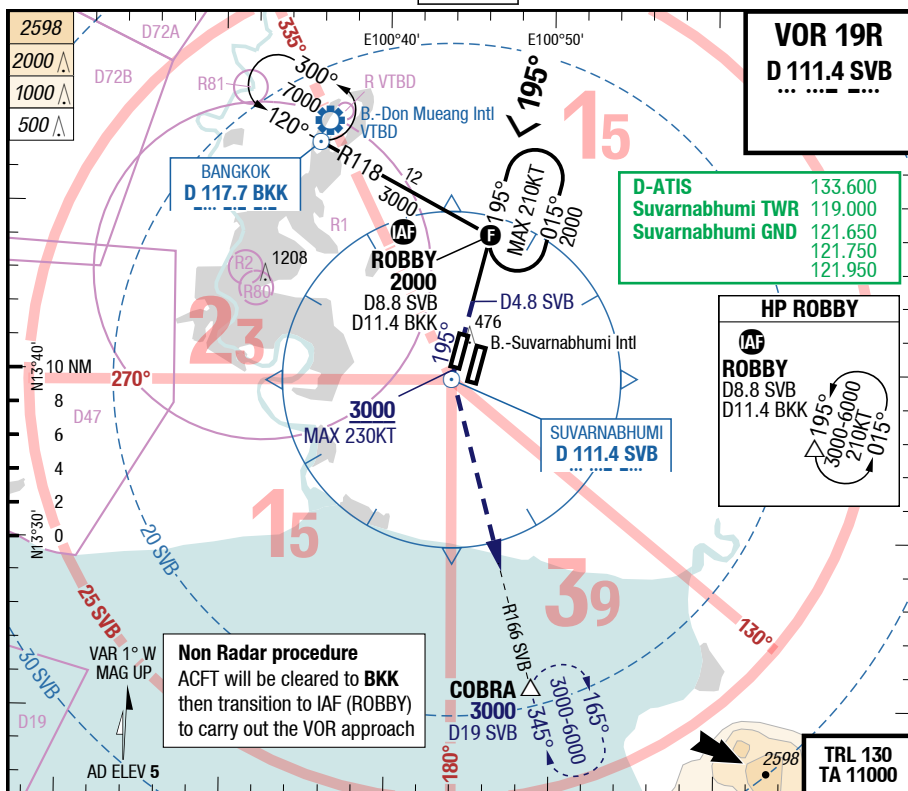


01L	VOR DME				Circling
C	ft - m/km ft	600 - 2.0 600			900 - 2.4V 900
D	ft - m/km ft	600 - 2.0 600			900 - 3.6V 900

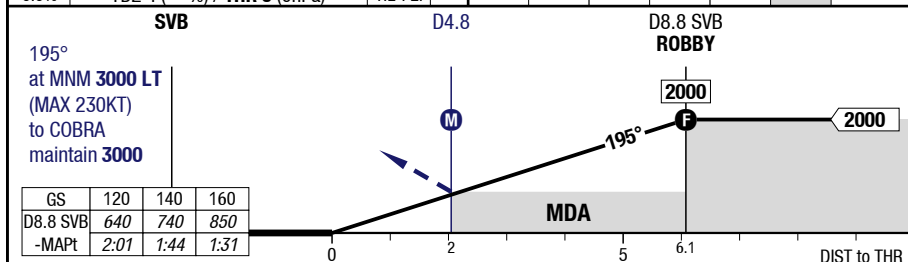
## BKK-VTBS

7-100

VOR 19R



60 HL	5	6	7	8	8.8	3.00°
30 HL	780	1100	1420	1740	2000	D SVB
0.0%	TDZ 4 (---%) / THR 5 (0hPa)	HL-P2F				



19R	VOR DME					Circling
C	ft - m/km ft	730 - 2.4 730				900 - 2.4V 900
D	ft - m/km ft	730 - 2.4 730				900 - 3.6V 900