

**GENERAL****Operational Hours****ATS Hours, AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 03L/R, 21R/L: 126/F/D/W/T**Operation****Traffic Notes**

ACFT flying within Bangkok FIR which have not received instructions for transponder setting, shall select A/3 mode 33 (or 3300) before entry and maintain that code setting until otherwise instructed.

Low Level Wind Shear Alert System (LLWAS) in operation.

Horizontal radar separation may be reduced to 3NM within BKK TMA, BKK CTR and Don Mueang ATZ.

**Low Visibility Procedures**

LVP in use when RVR below 550m or ceiling below 200ft.

**ARR:**

Pilots must request an ILS CAT II APCH on first contact with BANGKOK APP.

During LVP RWY 21L is not AVBL for LDG.

During LVP RWY 21R is approved for CAT II OPS.

ACFT will be vectored to intercept LOC at least 10NM from touchdown.

**Exits:**

- via TWY O: route O - B or O - N and B.
- via TWY R: route R - B.
- via TWY S: route S - B.
- via TWY C (S): route C (S) - B.

Report RWY vacated when passing green/yellow coded TWY CLL.

**DEP:**

Use TWY D and B (N) which are CAT II HLDG PSNs.

Intersection TKOF not permitted.

During LVP RWY 21L is not AVBL for TKOF.

During LVP RWY 21R is approved for CAT II OPS and LVTO.

**RWY Restrictions**

RWY 03R/21L normally restricted to MIL TFC.

**TWY Restriction**

TWY J AVBL for ACFT up to B737.

TWY T between TWY V and TWY W MAX wingspan 52m / 171ft.

**Taxi/Parking**

In order to prevent jet blast damage, always use MNM PWR on the aprons. Especially while breaking away reduce to idle thrust as soon as possible.

Marshaller mandatory.

ACFT LDG on RWY 21R shall vacate RWY at or beyond TWY R. Vacate RWY at TWY O only with TWR APV or in case of unusual situations.

**APU:** Use of APU restricted to 5min after parking and 10min prior to DEP from gate. Not authorized to use APU at any contact gates of the international terminal.

**GENERAL****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 below FL100.

MAX IAS 210KT during the intermediate APCH phase.

MAX 160-180KT on, or shortly before closing HDG on the ILS.

MAX IAS 160KT when established on the ILS to FAP.

If unable to comply inform ATC and state speed acceptable.

**Communication**

Contact GND on 121.900 when vacating RWY, remain on this FREQ until otherwise instructed.

Contact GND on 122.500 for taxi into parking stands.

Towing ACFT contact GND on 122.500 for approval.

Caution: ACFT pushing-back are on different FREQ and have right of way over arriving ACFT.

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

**RNAV RWY 21L/R**

Proceed according to STAR route to DM111, descend in accordance with the published speed and ALT restrictions of the STAR. Maintain ALT 3000ft and make a right hand HLDG pattern, INBD 209 and 1min leg. Then descend to 1600ft and carry out the appropriate APCH.

**RNAV RWY 03L/R**

Proceed according to STAR route to DM303, descend in accordance with the published speed and ALT restrictions of the STAR. Maintain ALT 3000ft and make a right hand HLDG pattern, INBD 090 and 1min leg. Then descend to 2300ft and carry out the appropriate APCH.

**If being radar vectored:** make a radio frequency check if no transmissions are heard for 2min. In case of COM failure, proceed in the most direct manner to rejoin the appropriate STAR according to ATS route and LDG direction and comply with the above PROCs.

**Arrival Procedure****VFR Traffic Pattern**

RWY 03R, 21R right-hand circuit, jet TFC pattern ALT 1500ft (conventional 1000ft).

LDG on RWY 21L, when vacating to the right via TWY S, hold short of RWY 21R and remain on TWR FREQ. Compulsory to monitor EMERG FREQ.

**Reverse:** Do not use more than idle reverse between 1800-2200, except for safety reasons.

## ARRIVAL

**Non-standard GP Intercept Position on****RWY 03L**

GP intercepts RWY 03L at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 3380m / 11090ft.

**RWY 21L**

GP intercepts RWY 03L at 316m / 1036ft after landing threshold.

Remaining DIST beyond GP is 2834m / 9299ft.

**RWY 21L**

GP intercepts RWY 03L at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 3368m / 11051ft.

## Warnings

Highway 0.25NM west and parallel to RWY 21R/03L, do not mistake for RWY.

When LDG RWY 03L expect reduced braking action on last  $\frac{1}{4}$  of RWY due to heavy rubber deposit from touchdown area of RWY 21R.

## DEPARTURE

**Take-off Minima**

RWY		21R	
All ACFT	ft - m/km	0 - 200R/200V	-
RWY		03L, 03R/21L	
All ACFT	ft - m/km	0 - 400V	-

## Speed

MAX IAS 250KT below 10000ft; except airspace C; no speed limit applicable.

## Communication

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

**RNAV RWY 03L/R, 21L/R**

Comply with last acknowledged CLR up to the next reporting point in the SID, then climb to FPL cruising LVL in accordance with speed and ALT restrictions of the SID. Then, comply with FPL routing and LVL.

**If being radar vectored:** make a radio frequency check if no transmissions are heard for 2min. In case of COM failure, maintain last assigned HDG, speed and LVL, or MFA if higher. After 2min, proceed in the most direct manner to rejoin the appropriate SID according to ATS route or FPL route no later than the next significant point. Then, comply with FPL routing and LVL.

## Departure Procedure

**Start-up/Push-back**

Check AGC for different DLV FREQ.

When fully ready contact Don Mueang DLV for CLR; report stand or PSN and proposed FL. Except DEPs to VTBS, VTBU, VTBU, VTBU, VTBL, VTBL, VTPH and VTPI at or below FL160 call Bangkok APP.

**DEPARTURE**

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

Contact GND on 122.500 for start-up/push-back, report stand number and ATIS information. When instructed by ATC contact GND on 121.900 for taxi CLR, otherwise remain on 122.500.

Towing ACFT contact GND on 122.500 for approval.

DEP ACFT for 21R remain on GND 121.900 until approaching TWY E and maintain listening watch on TWR 118.100 while on TWY C to assist with sequencing onto actual RWY.

Caution: ACFT pushing-back are on different FREQ and have right of way over arriving ACFT.

Push-back has to be made onto apron CL and/or abeam CL of TWY B.

In order to avoid jet blast damage to terminal building and ACFT, equipment and personnel on nearby stands, following ACFT maneuvering PROC are to be observed. Deviation from these PROC may be required by ATC for TFC reasons.

Due to ACFT congestion, self-maneuvering is not permitted at any stands.

Breakaway thrust will be applied in these PSN:

- Intersection of lead-in line and taxiway A or taxiway B.
- Behind holding line on taxiway B marked as letter "S-TOWBAR" on the ground.
- Abeam pier 2, pier 3, pier 4, pier 5 and pier 6.
- Abeam stand 73, 88 and 129.
- On CL of ACFT stand taxiway, from cul-de-sac stands marked as letter "S".
- Between pier 2 and pier 3, pier 3 and 4, pier 4 and 5, pier 5 and 6, behind stand 68 and 130.

**Departure Notes**

ACFT using A202, to facilitate TFC flow on A1 A202 and W1, file via A1 SELKA direct RAMIE A202.

**No-pre-departure coordination procedures (NO-PDC) flight LVL allocation:**

No-PDC arrangement applies to flights operating on RNAV/ATS routes outbound from Bangkok FIR, will be cleared to specific LVLs as indicated below:

- A202 FL290 or above
- G474/L628 FL 290 and FL370
- R468/M768 FL290
- N891 FL220 and FL410

Departing ACFT will be cleared to FL appropriate to route. LVLs indicated are intended to facilitate initial DEP only, LVL allocation once airborne is still subject to normal ATC requirements.

**Noise Abatement Procedure**

Use ICAO Standard NADP 1 or 2.

**ATC Slot, Clearance**

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.

**Code Letter F ACFT Operations**

AD AVBL as alternate for code letter F ACFT.

MAX ACFT weight 420t / 925941lbs.

**RWY Restriction**

Use RWY 03L/21R only.

**Taxi/Parking**

Follow-me and wingman mandatory.

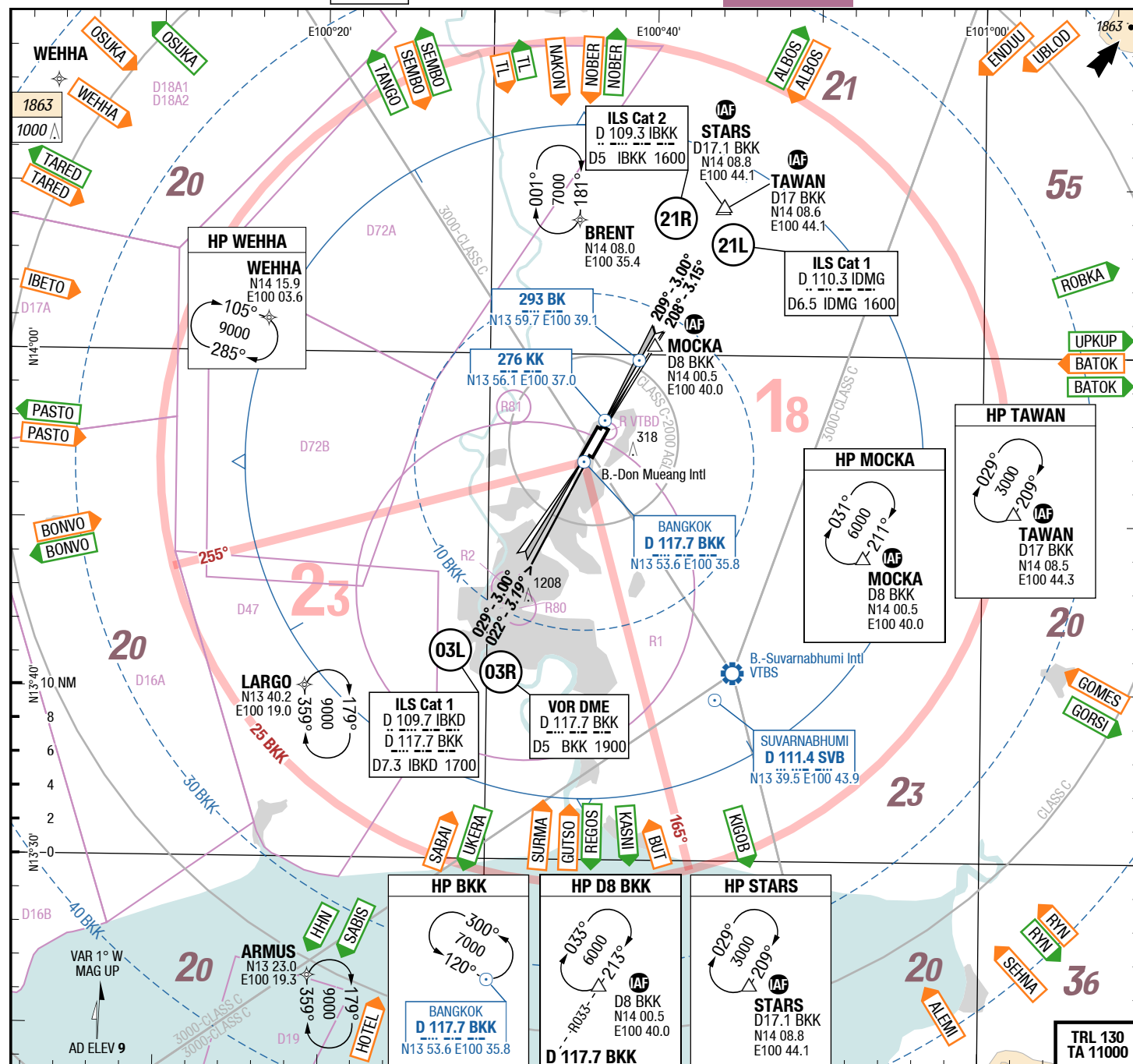
AVBL stands 80, 90 and TWY B north for parking.

**DMK-VTBD**

**AFC**

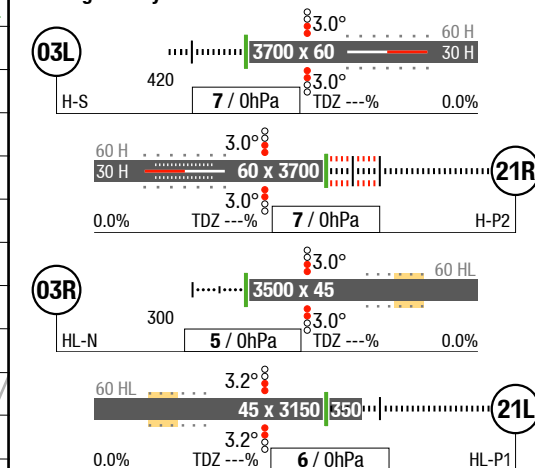
**AFC**

**2-10**



<b>D-ATIS</b>	126.400	
<b>Don Mueang ARR</b>	125.500	0100-1300
<b>CTL</b>	120.400	South AWY: A464, G458, M751, W19 and W31 CPT
	125.950	East AWY: R468, N891, and G474 CPT
	128.400	West and North AWY: A1, L507, R468, B346, A474, W9, W21, G463, P646 and A464 CPT
	133.400	East AWY: A1, A202 and W1 CPT
<b>APP</b>	119.100	119.400
	120.300	121.700
	122.350	124.350
	125.200	
<b>Don Mueang TWR</b>		118.100
<b>Don Mueang GND</b>		121.900
		EAST (LEFT SIDE RWY 21L)
		122.500
		WEST (RIGHT SIDE RWY 21R)
<b>DLV</b>	127.700	TFC, DEST: VTBS, VTBU, VTBK, VTBH, VTBL and

**Landing RWY system:**



Changes: PROC, Navaid , SUAs, HLDG

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23-MAR-2017

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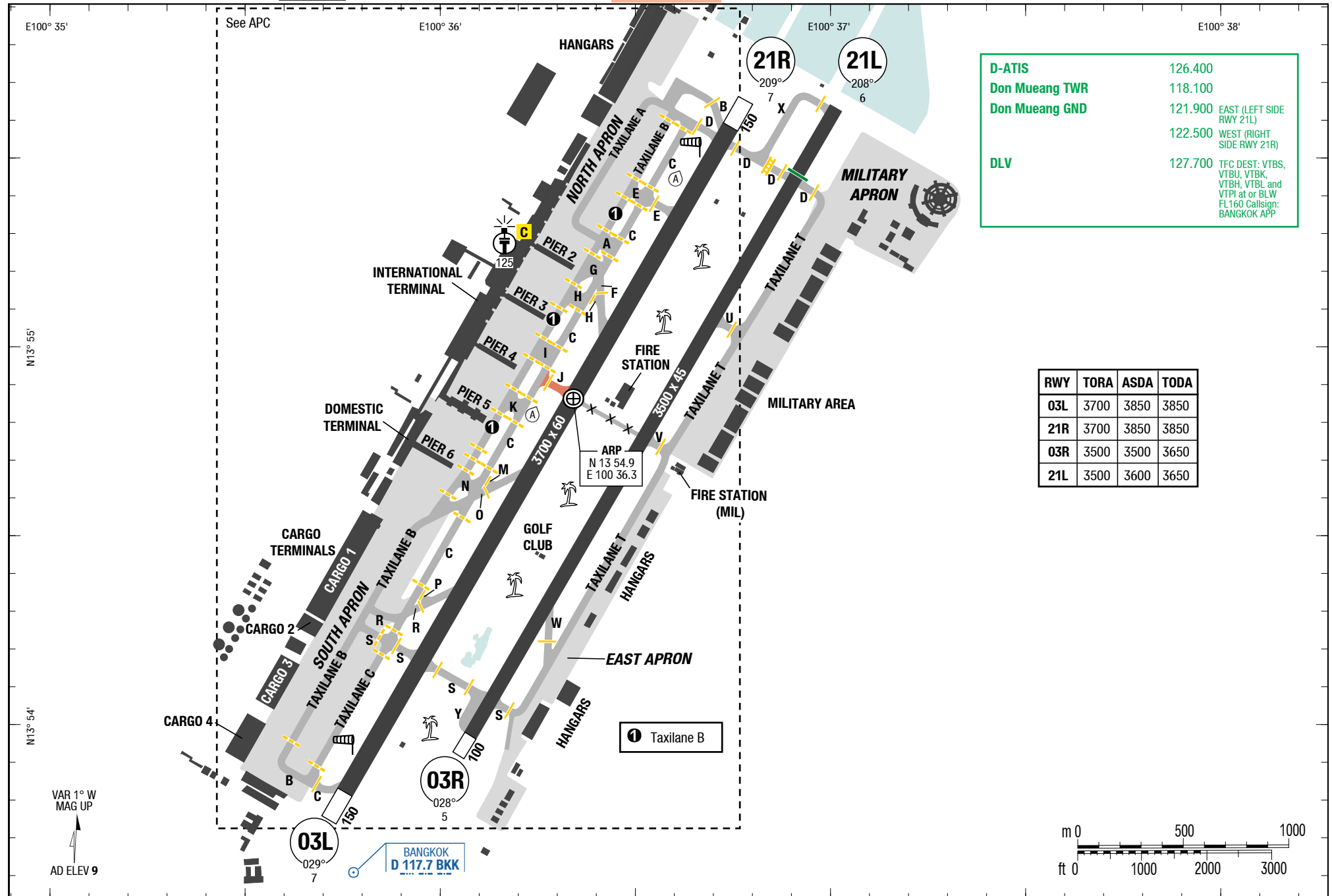
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Don Mueang Intl Bangkok Thailand

AGC

3-20



Changes: Nil

29-AUG-2013  
DMK-VTBD

Thailand **Bangkok** Don Mueang Intl

### Stand Coordinates

## APC

# APC

# APC

Don Mueang Intl **Bangkok** Thailand

### Stand Coordinates

## APC



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Changes: Stopbar

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3-40

Stand Coordinates

APC

APC

Stand Coordinates

Stand Coordinates

- 1, 2N13 55.6 E100 36.4
- 3-9N13 55.6 E100 36.4
- 10A-10C N13 55.5 E100 36.4
- 12-15N13 55.4 E100 36.3
- 21N13 55.3 E100 36.3
- 22N13 55.2 E100 36.2
- 23N13 55.3 E100 36.3
- 24-26N13 55.2 E100 36.3
- 31-34N13 55.1 E100 36.2
- 35N13 55.1 E100 36.3
- 36N13 55.1 E100 36.2
- 41-43N13 55.0 E100 36.1
- 44N13 54.9 E100 36.1
- 45N13 55.0 E100 36.2
- 46N13 54.9 E100 36.2
- 51N13 54.9 E100 36.0
- 52N13 54.8 E100 36.0
- 53-56N13 54.8 E100 36.1
- 61N13 54.7 E100 36.0
- 62N13 54.7 E100 35.9
- 63-68N13 54.7 E100 36.0
- 73N13 54.5 E100 35.9
- 74, 75N13 54.5 E100 35.8
- 76-78N13 54.4 E100 35.8
- 79, 80N13 54.3 E100 35.7
- 81-83N13 54.2 E100 35.7
- 84-86N13 54.1 E100 35.6
- 87-89N13 54.0 E100 35.6
- 90N13 53.9 E100 35.5
- 91N13 55.6 E100 36.6
- 92N13 55.6 E100 36.5
- 93-96N13 55.5 E100 36.5
- 97, 98N13 55.4 E100 36.5
- 99, 100A N13 55.4 E100 36.4
- 100B/C N13 55.3 E100 36.4
- 101N13 54.2 E100 35.8
- 102, 103N13 54.1 E100 35.8
- 104N13 54.1 E100 35.7
- 105-107N13 54.0 E100 35.7
- 108N13 53.9 E100 35.7

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RNAV SIDs RWY 03L South

4-10 RNAV SIDs RWY 03L North

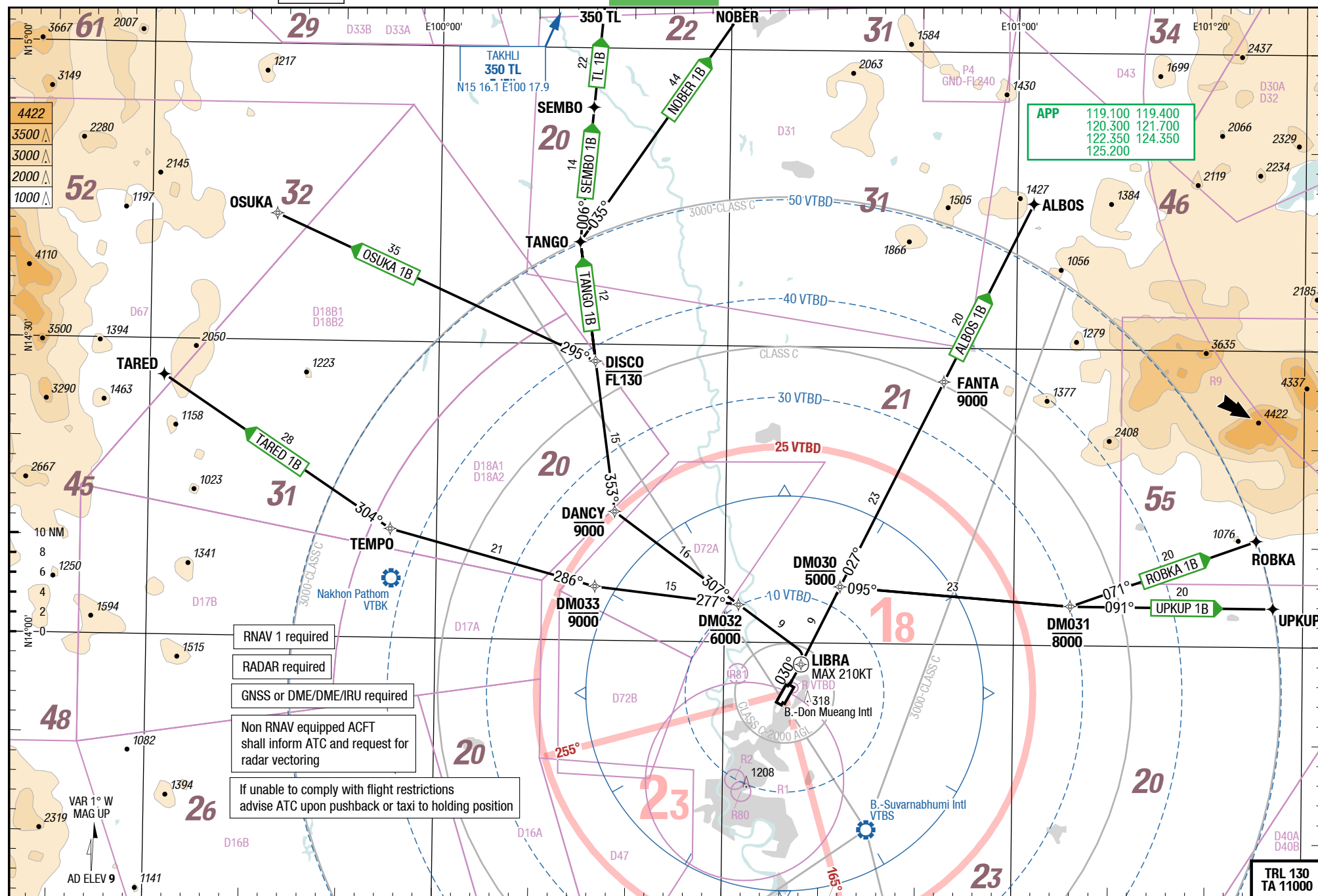
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RNAV SIDs RWY 03L South

RNAV SIDs RWY 03L North



Changes: WPT , PROC, Track, SUAs, OBST

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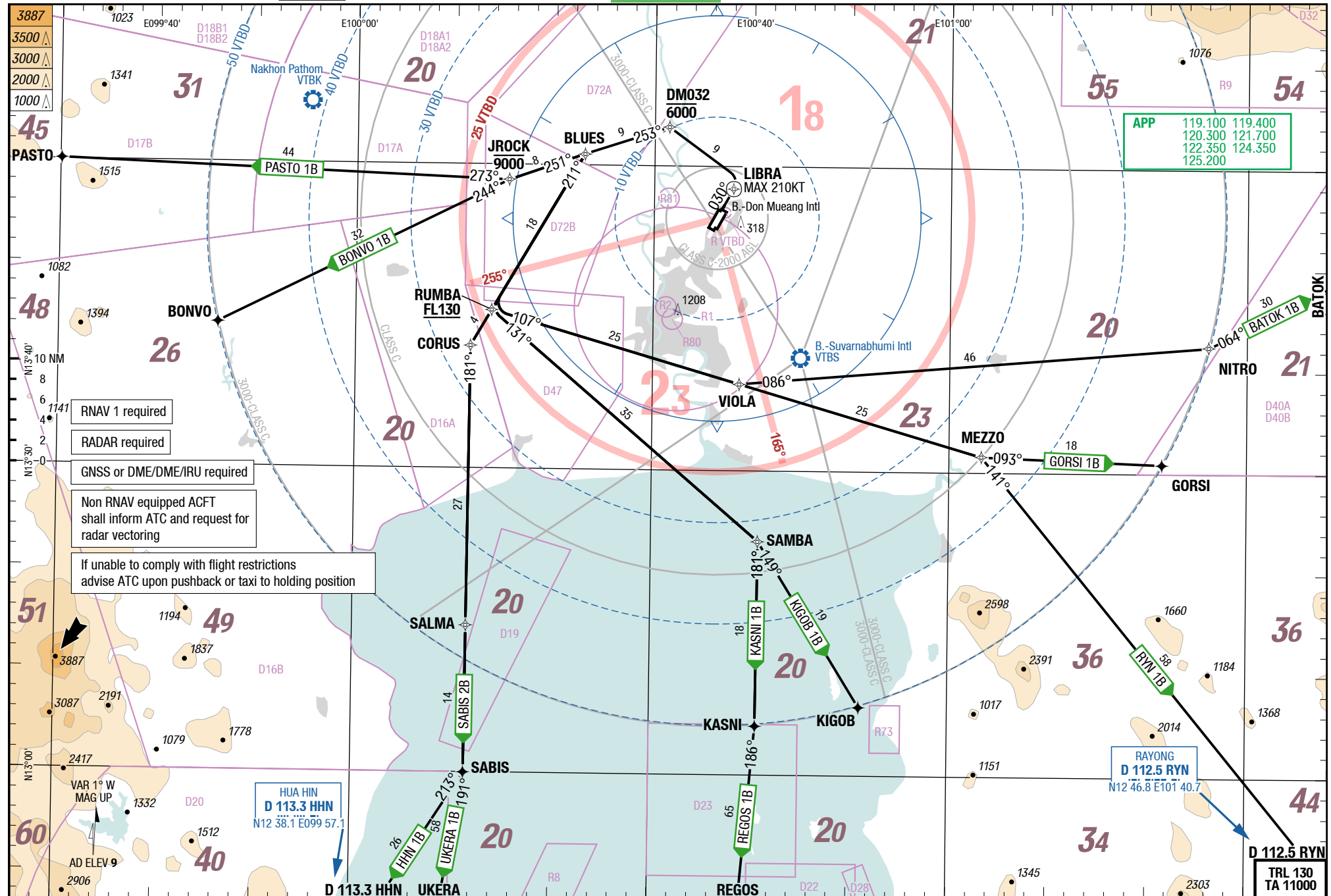
DMK-VTBD

4-20 RNAV SIDs RWY 03L South

SID

SID

RNAV SIDs RWY 03L South



**DMK-VTBD**

RNAV SIDs RWY 03R South

4-30

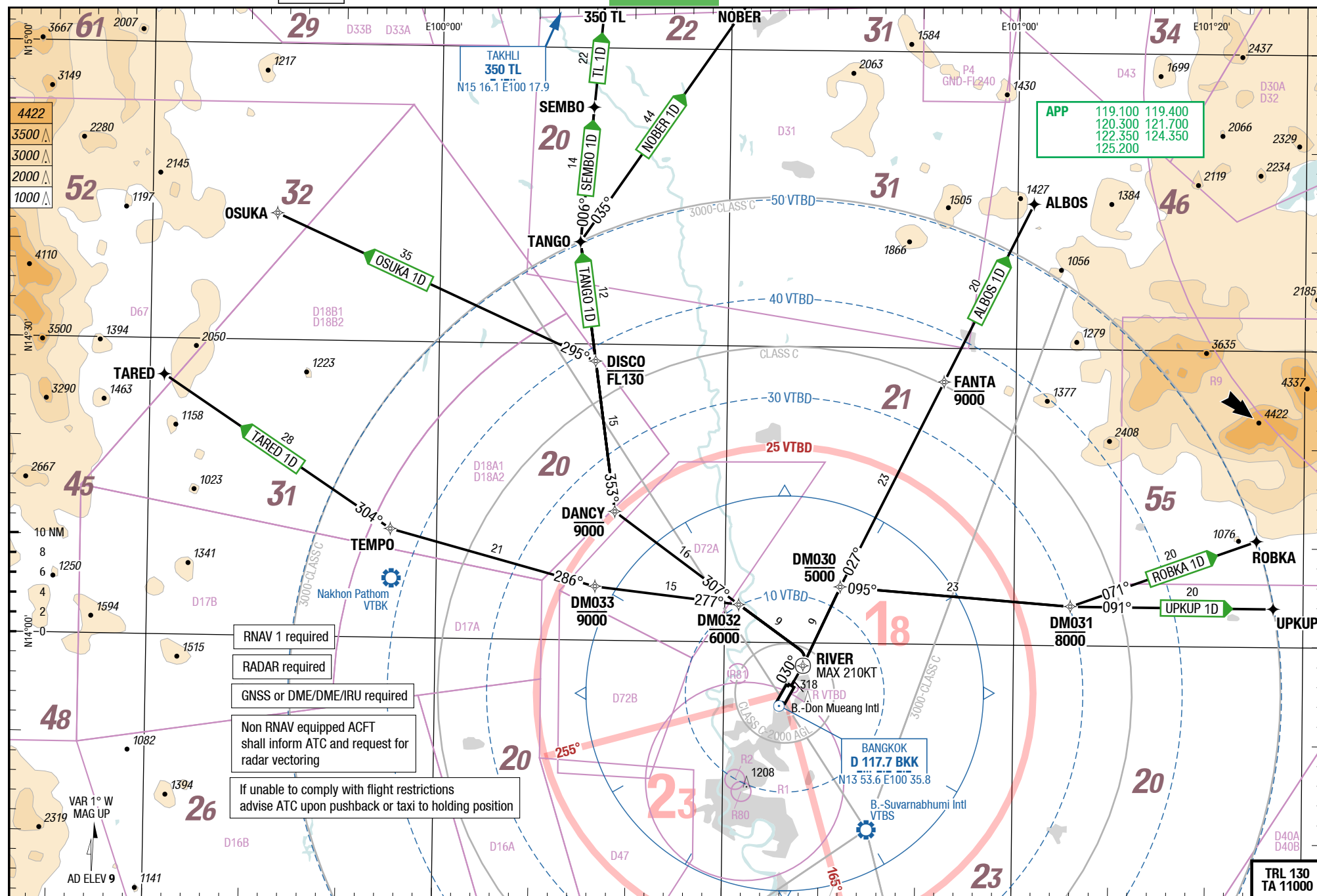
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RNAV SIDs RWY 03R South

## RNAV SIDs RWY 03R North



Changes: WPT , PROC, SUAs, OBST, Editorial

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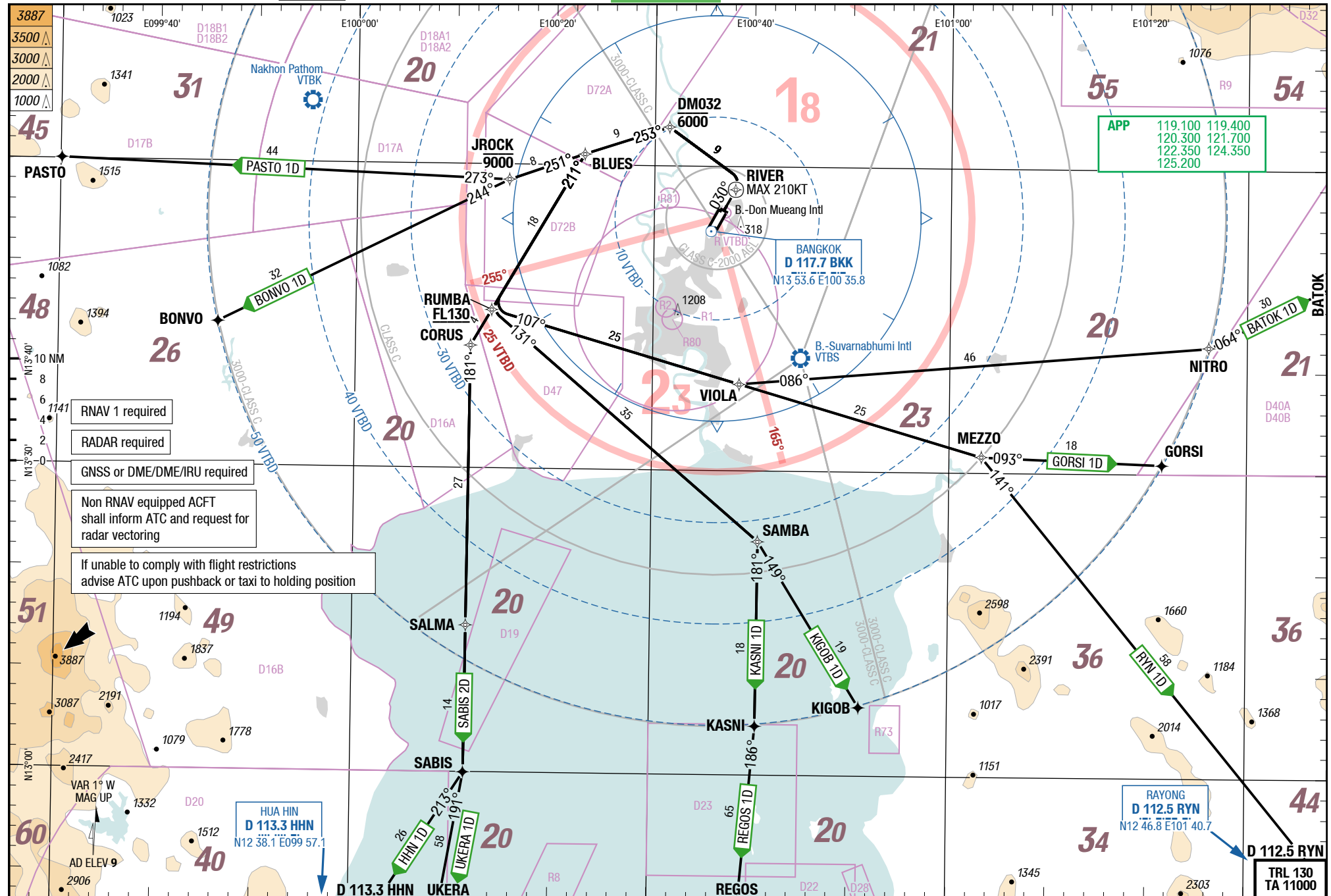
DMK-VTBD

4-40 RNAV SIDs RWY 03R South

SID

SID

RNAV SIDs RWY 03R South



Changes: WPT , SUAs, Editorial

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RNAV SIDs RWY 21L South

4-50

RNAV SIDs RWY 21L North

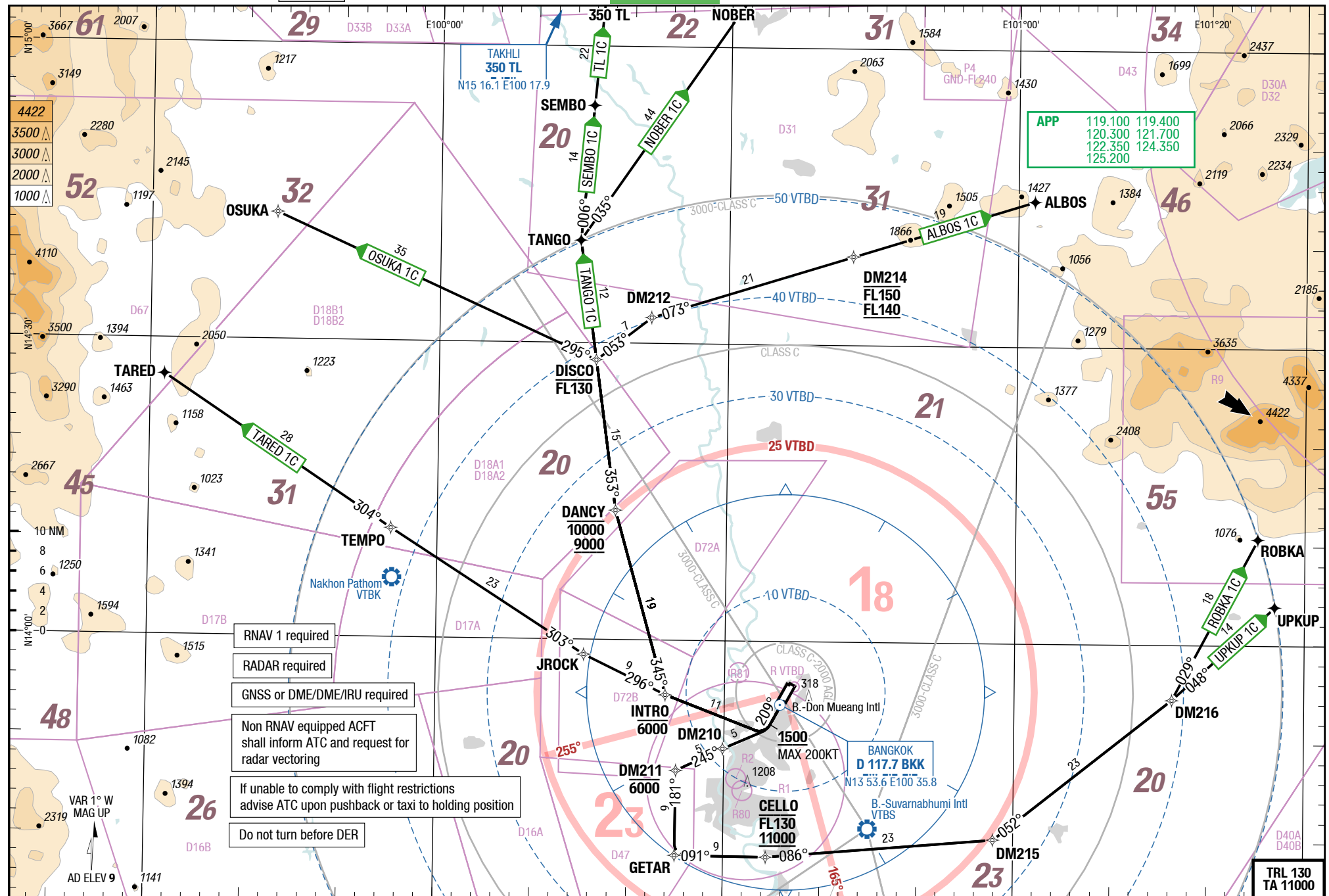
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RNAV SIDs RWY 21L South

RNAV SIDs RWY 21L North



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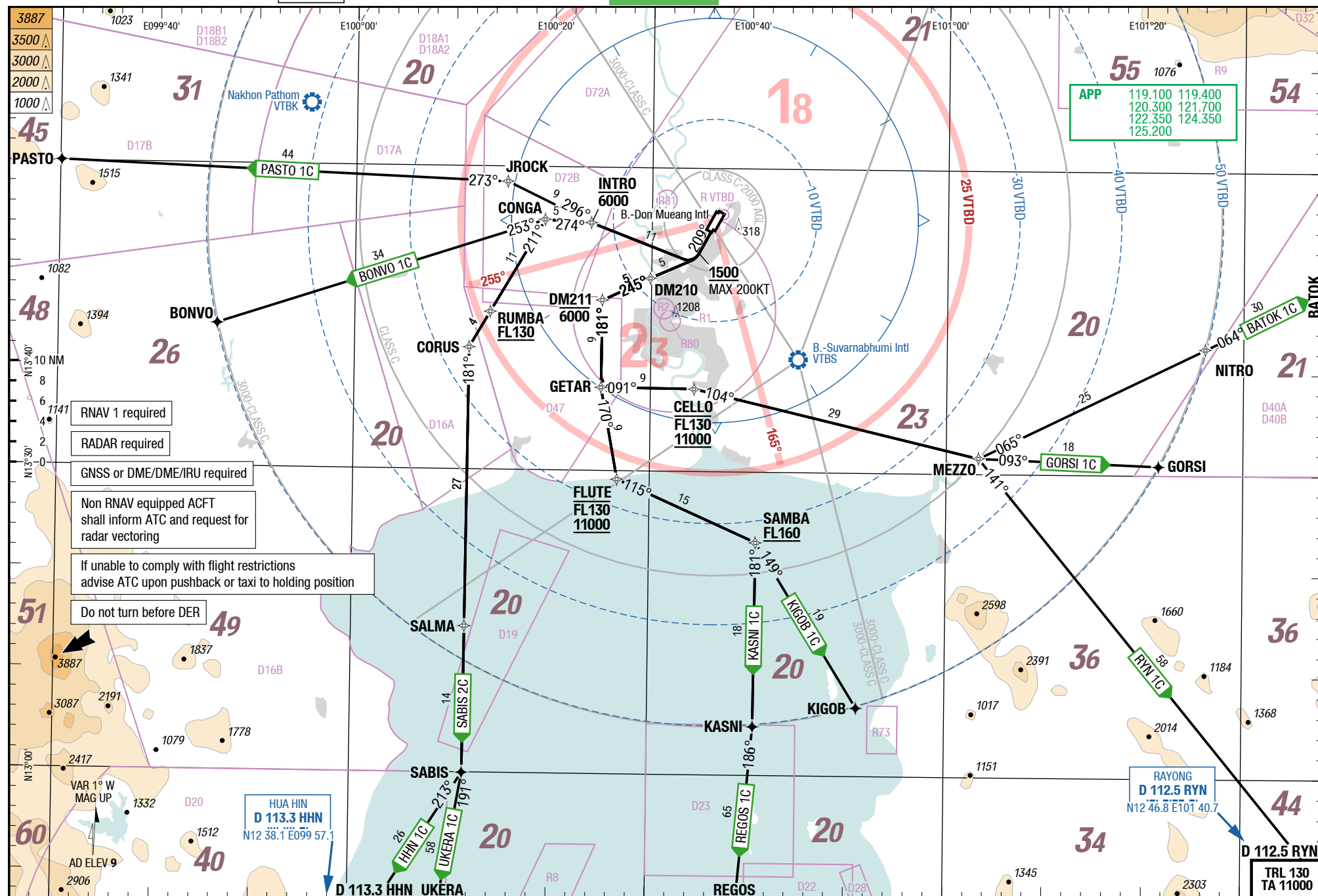
DMK-VTBD

4-60 RNAV SIDs RWY 21L South

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RNAV SIDs RWY 21L South



Changes: WPT , SUAs

Effective 30-MAR-2017

23-MAR-2017

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RNAV SIDs RWY 21R South

4-70

RNAV SIDs RWY 21R North

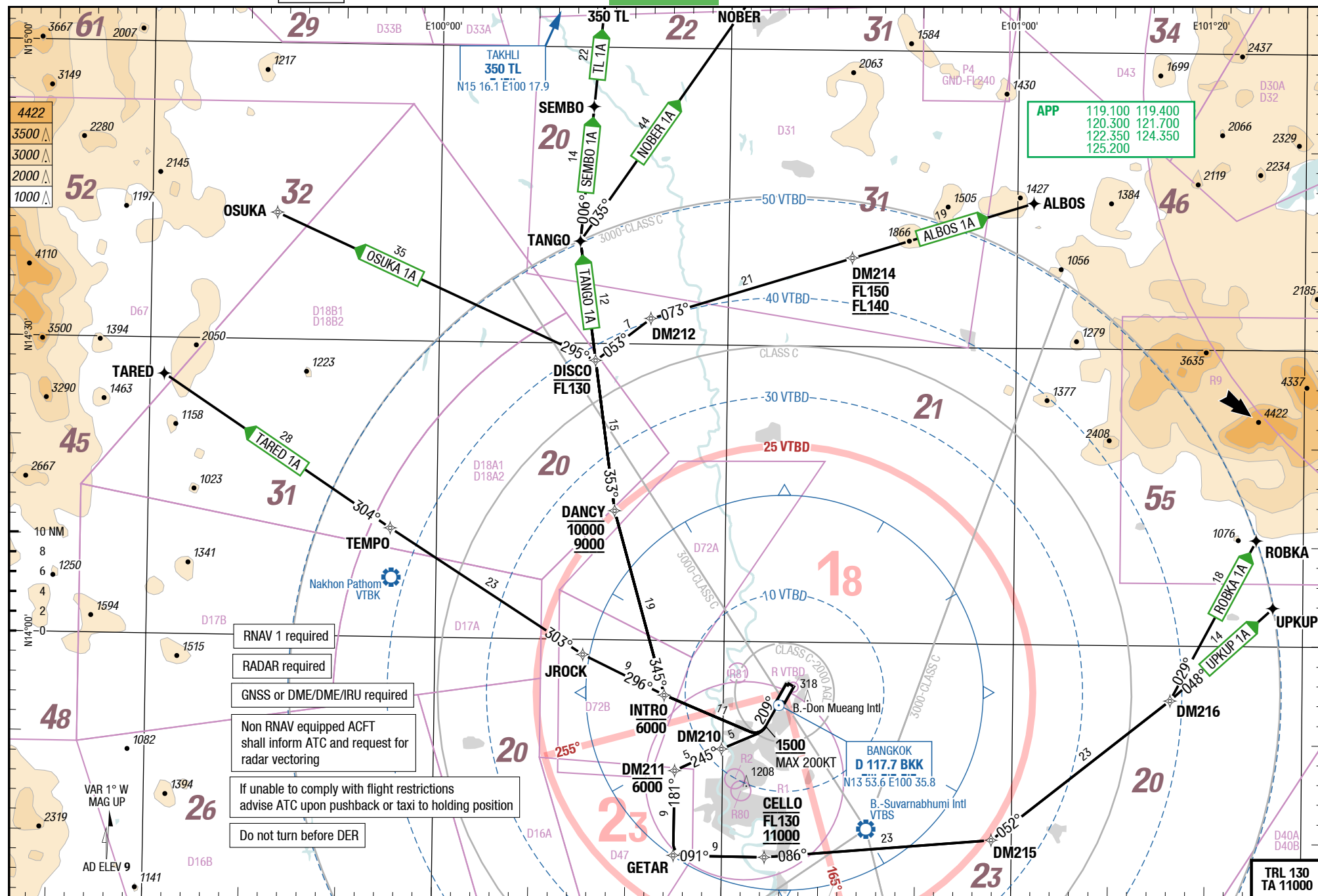
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RNAV SIDs RWY 21R South

RNAV SIDs RWY 21R North



Changes: WPT, PROC, SUAs, OBST

23-MAR-2017

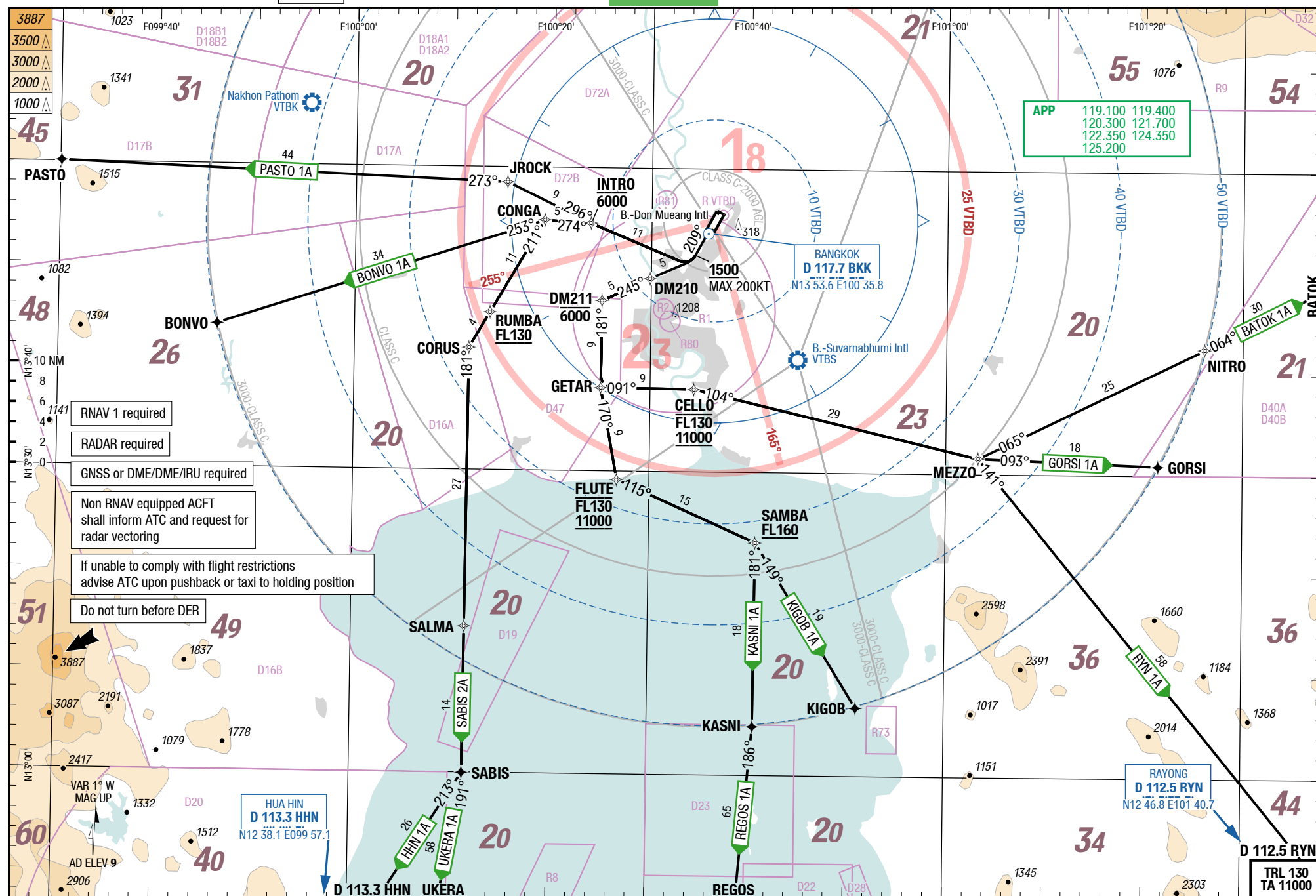
Thailand **Bangkok** Don Mueang IntlDon Mueang Intl **Bangkok** Thailand**DMK-VTBD**

## 4-80 RNAV SIDs RWY 21R South

SID

SID

## RNAV SIDs RWY 21R South



Changes: WPT , SUAs, Editorial

## DMK-VTBD

5-10

## RNAV SIDs RWY 03L North

ALBOS 1B / NOBER 1B / OSUKA 1B / ROBKA 1B / SEMBO 1B / TAKHLI 1B / TANGO 1B  
RWY 03L (029°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03L</b>	
<b>ALBOS 1B</b> 4.2% to LIBRA ①②	[M030] - <u>LIBRA</u> [K210- ;R] - DM030 - FANTA - ALBOS	DM030 MAX <b>5000</b> FANTA MAX <b>9000</b>  <b>initial climb 5000</b>
<b>NOBER 1B</b> 4.2% to LIBRA ①②	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - DANCY [R] - DISCO - TANGO [R] - NOBER	DM032 MAX <b>6000</b> DANCY MAX <b>9000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>OSUKA 1B</b> 4.2% to LIBRA ①②	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - DANCY [R] - DISCO [L] - OSUKA	DM032 MAX <b>6000</b> DANCY MAX <b>9000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>ROBKA 1B</b> 4.2% to LIBRA ①②	[M030] - <u>LIBRA</u> [K210- ;R] - DM030 - DM031 [L] - ROBKA	DM030 MAX <b>5000</b> DM031 MAX <b>8000</b>  <b>initial climb 5000</b>
<b>SEMBO 1B</b> 4.2% to LIBRA ①②	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - DANCY [R] - DISCO - TANGO [R] - SEMBO	DM032 MAX <b>6000</b> DANCY MAX <b>9000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>TAKHLI 1B</b> <b>TL 1B</b> 4.2% to LIBRA ①②	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - DANCY [R] - DISCO - TANGO [R] - SEMBO - TL	DM032 MAX <b>6000</b> DANCY MAX <b>9000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>TANGO 1B</b> 4.2% to LIBRA ①②	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - DANCY [R] - DISCO - TANGO	DM032 MAX <b>6000</b> DANCY MAX <b>9000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>

① Close in OBST RWY 03L: Terrain with vegetation 51ft height, 35.2m from DER.

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

## DMK-VTBD

5-20

## RNAV SIDs RWY 03L North

## TARED 1B / UPKUP 1B

RWY 03L (029°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03L</b>	
<b>TARED 1B</b> 4.2% to LIBRA ①②	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - DM033 [R] - TEMPO [R] - TARED	DM032 MAX <b>6000</b> DM033 MAX <b>9000</b>  <b>initial climb 6000</b>
<b>UPKUP 1B</b> 4.2% to LIBRA ①②	[M030] - <u>LIBRA</u> [K210- ;R] - DM030 - DM031 [L] - UPKUP	DM030 MAX <b>5000</b> DM031 MAX <b>8000</b>  <b>initial climb 5000</b>

① Close in OBST RWY 03L: Terrain with vegetation 51ft height, 35.2m from DER.

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

## DMK-VTBD

5-30

## RNAV SIDs RWY 03L South

**BATOK 1B / BONVO 1B / GORSI 1B / HUA HIN 1B / KASNI 1B / KIGOB 1B / PASTO 1B**  
RWY 03L (029°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03L</b>	
<b>BATOK 1B</b> 5.8% to FL130 ①②③	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA [L] - VIOLA [L] - NITRO [L] - BATOK	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>BONVO 1B</b> 4.2% to LIBRA ①②	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - BLUES [L] - JROCK [L] - BONVO	DM032 MAX <b>6000</b> JROCK MAX <b>9000</b>  <b>initial climb 6000</b>
<b>GORSI 1B</b> 5.8% to FL130 ①②③	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA [L] - VIOLA - MEZZO [L] - GORSI	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>HUA HIN 1B</b> <b>HHN 1B</b> 5.8% to FL130 ①②③	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA - CORUS [L] - SALMA - SABIS [R] - HHN	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>KASNI 1B</b> 5.8% to FL130 ①②③	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA [L] - SAMBA [R] - KASNI	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>KIGOB 1B</b> 5.8% to FL130 ①②③	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA [L] - SAMBA [R] - KIGOB	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>PASTO 1B</b> 4.2% to LIBRA ①②	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - BLUES [L] - JROCK [R] - PASTO	DM032 MAX <b>6000</b> JROCK MAX <b>9000</b>  <b>initial climb 6000</b>

- ① Close in OBST RWY 03L: Terrain with vegetation 51ft height, 35.2m from DER.  
 ② If unable to comply with flight restrictions advise ATC upon pushback or taxi to holding position.  
 ③ Climb gradient due to airspace restrictions.

## DMK-VTBD

5-40

## RNAV SIDs RWY 03L South

## RAYONG 1B / REGOS 1B / SABIS 2B / UKERA 1B

RWY 03L (029°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03L</b>	
<b>RAYONG 1B</b> <b>RYN 1B</b> 5.8% to FL130 ①②③	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA [L] - VIOLA - MEZZO [R] - RYN	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>REGOS 1B</b> 5.8% to FL130 ①②③	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA [L] - SAMBA [R] - KASNI [R] - REGOS	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>SABIS 2B</b> 5.8% to FL130 ①②③	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA - CORUS [L] - SALMA - SABIS	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>UKERA 1B</b> 5.8% to FL130 ①②③	[M030] - <u>LIBRA</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA - CORUS [L] - SALMA - SABIS [R] - UKERA	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>

- ① Close in OBST RWY 03L: Terrain with vegetation 51ft height, 35.2m from DER.  
 ② If unable to comply with flight restrictions advise ATC upon pushback or taxi to holding position.  
 ③ Climb gradient due to airspace restrictions.

## DMK-VTBD

5-50

## RNAV SIDs RWY 03R North

ALBOS 1D / NOBER 1D / OSUKA 1D / ROBKA 1D / SEMBO 1D / TAKHLI 1D / TANGO 1D  
RWY 03R (028°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 03R</b>		
<b>ALBOS 1D</b> ①②	[M030] - <u>RIVER</u> [K210- ;L] - DM030 - FANTA - ALBOS	DM030 MAX <b>5000</b> FANTA MAX <b>9000</b>  <b>initial climb 5000</b>
<b>NOBER 1D</b> 4.2% to RIVER ①②	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - DANCY [R] - DISCO - TANGO [R] - NOBER	DM032 MAX <b>6000</b> DANCY MAX <b>9000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>OSUKA 1D</b> 4.2% to RIVER ①②	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - DANCY [R] - DISCO [L] - OSUKA	DM032 MAX <b>6000</b> DANCY MAX <b>9000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>ROBKA 1D</b> ①②	[M030] - <u>RIVER</u> [K210- ;L] - DM030 - DM031 [L] - ROBKA	DM030 MAX <b>5000</b> DM031 MAX <b>8000</b>  <b>initial climb 5000</b>
<b>SEMBO 1D</b> 4.2% to RIVER ①②	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - DANCY [R] - DISCO - TANGO [R] - SEMBO	DM032 MAX <b>6000</b> DANCY MAX <b>9000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>TAKHLI 1D</b> <b>TL 1D</b> 4.2 to RIVER ①②	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - DANCY [R] - DISCO - TANGO [R] - SEMBO - TL	DM032 MAX <b>6000</b> DANCY MAX <b>9000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>TANGO 1D</b> 4.2% to RIVER ①②	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - DANCY [R] - DISCO - TANGO	DM032 MAX <b>6000</b> DANCY MAX <b>9000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>

① Close in OBST RWY 03R: Terrain with vegetation 59ft height, 13m from DER.

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

## DMK-VTBD

5-60

## RNAV SIDs RWY 03R North

## TARED 1D / UPKUP 1D

RWY 03R (028°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03R</b>	
<b>TARED 1D</b> 4.2% to RIVER ①②	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - DM033 [R] - TEMPO [R] - TARED	DM032 MAX <b>6000</b> DM033 MAX <b>9000</b>  <b>initial climb 6000</b>
<b>UPKUP 1D</b> ①②	[M030] - <u>RIVER</u> [K210- ;L] - DM030 - DM031 [L] - UPKUP	DM030 MAX <b>5000</b> DM031 MAX <b>8000</b>  <b>initial climb 5000</b>

① Close in OBST RWY 03R: Terrain with vegetation 59ft height, 13m from DER.

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

## DMK-VTBD

5-70

## RNAV SIDs RWY 03R South

**BATOK 1D / BONVO 1D / GORSI 1D / HUA HIN 1D / KASNI 1D / KIGOB 1D / PASTO 1D**  
RWY 03R (028°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03R</b>	
<b>BATOK 1D</b> 5.8% to FL130 ①②③	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA [L] - VIOLA [L] - NITRO [L] - BATOK	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>BONVO 1D</b> 4.2% to RIVER ①②	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - BLUES - JROCK [L] - BONVO	DM032 MAX <b>6000</b> JROCK MAX <b>9000</b>  <b>initial climb 6000</b>
<b>GORSI 1D</b> 5.8% to FL130 ①②③	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA [L] - VIOLA - MEZZO [L] - GORSI	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>HUA HIN 1D</b> <b>HHN 1D</b> 5.8% to FL130 ①②③	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA - CORUS [L] - SALMA - SABIS [R] - HHN	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>KASNI 1D</b> 5.8% to FL130 ①②③	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA [L] - SAMBA [R] - KASNI	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>KIGOB 1D</b> 5.8% to FL130 ①②③	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - BLUES [L] - RUMBA [L] - SAMBA [R] - KIGOB	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>PASTO 1D</b> 4.2% to RIVER ①②	[M030] - <u>RIVER</u> [K210- ;L] - DM032 - BLUES - JROCK [R] - PASTO	DM032 MAX <b>6000</b> JROCK MAX <b>9000</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 OBST RWY 03R: Terrain with vegetation 59ft HGT, 13m from DER.  
 ③ Climb gradient due to airspace restrictions.

## DMK-VTBD

5-80

## RNAV SIDs RWY 03R South

## RAYONG 1D / REGOS 1D / SABIS 2D / UKERA 1D

RWY 03R (028°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03R</b>	
<b>RAYONG 1D</b> <b>RYN 1D</b> 5.8% to FL130 ①②③	[M030] - RIVER [K210- ;L] - DM032 - BLUES [L] - RUMBA [L] - VIOLA - MEZZO [R] - RYN	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>REGOS 1D</b> 5.8% to FL130 ①②③	[M030] - RIVER [K210- ;L] - DM032 - BLUES [L] - RUMBA [L] - SAMBA [R] - KASNI [R] - REGOS	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>SABIS 2D</b> 5.8% to FL130 ①②③	[M030] - RIVER [K210- ;L] - DM032 - BLUES [L] - RUMBA - CORUS [L] - SALMA - SABIS	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>UKERA 1D</b> 5.8% to FL130 ①②③	[M030] - RIVER [K210- ;L] - DM032 - BLUES [L] - RUMBA - CORUS [L] - SALMA - SABIS [R] - UKERA	DM032 MAX <b>6000</b> RUMBA MNM <b>FL130</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 OBST RWY 03R: Terrain with vegetation 59ft HGT, 13m from DER.  
 ③ Climb gradient due to airspace restrictions.

## DMK-VTBD

5-90

## RNAV SIDs RWY 21L North

## ALBOS 1C / NOBER 1C / OSUKA 1C / ROBKA 1C / SEMBO 1C

RWY 21L (208°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21L</b>	
<b>ALBOS 1C</b> 4.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - INTRO - DANCY [R] - DISCO [R] - DM212 [R] - DM214 - ALBOS	INTRO MAX <b>6000</b> DANCY between <b>9000</b> and <b>10000</b> DISCO MAX <b>FL130</b> DM214 between <b>FL140</b> and <b>FL150</b>  <b>initial climb 6000</b>
<b>NOBER 1C</b> 4.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - INTRO - DANCY [R] - DISCO - TANGO [R] - NOBER	INTRO MAX <b>6000</b> DANCY between <b>9000</b> and <b>10000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>OSUKA 1C</b> 4.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - INTRO - DANCY [R] - DISCO [L] - OSUKA	INTRO MAX <b>6000</b> DANCY between <b>9000</b> and <b>10000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>ROBKA 1C</b> 7.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - CELLO [L] - DM215 [L] - DM216[L] - ROBKA	DM211 MAX <b>6000</b> CELLO between <b>11000</b> and <b>FL130</b>  <b>initial climb 6000</b>
<b>SEMBO 1C</b> 4.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - INTRO - DANCY [R] - DISCO - TANGO [R] - SEMBO	INTRO MAX <b>6000</b> DANCY between <b>9000</b> and <b>10000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>

- ① Close in OBST RWY 21L: Terrain with vegetation 53ft height, 68.5m from DER.  
 ② If unable to comply with flight restrictions advise ATC upon pushback or taxi to holding position.  
 ③ Climb gradient due to airspace restrictions.  
 ④ Do not turn before DER

## DMK-VTBD

5-100

## RNAV SIDs RWY 21L North

## TAKHLI 1C / TANGO 1C / TARED 1C / UPKUP 1C

RWY 21L (208°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21L</b>	
<b>TAKHLI 1C</b> <b>TL 1C</b> 4.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - INTRO - DANCY [R] - DISCO - TANGO [R] - SEMBO - TL	INTRO MAX <b>6000</b> DANCY between <b>9000</b> and <b>10000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>TANGO 1C</b> 4.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - INTRO - DANCY [R] - DISCO - TANGO	INTRO MAX <b>6000</b> DANCY between <b>9000</b> and <b>10000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>TARED 1C</b> 4.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - INTRO - JROCK [R] - TEMPO [R] - TARED	INTRO MAX <b>6000</b>  <b>initial climb 6000</b>
<b>UPKUP 1C</b> 7.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - CELLO [L] - DM215 [L] - DM216[L] - UPKUP	DM211 MAX <b>6000</b> CELLO between <b>11000</b> and <b>FL130</b>  <b>initial climb 6000</b>

- ① Close in OBST RWY 21L: Terrain with vegetation 53ft height, 68.5m from DER.
- ② If unable to comply with flight restrictions advise ATC upon pushback or taxi to holding position.
- ③ Climb gradient due to airspace restrictions.
- ④ Do not turn before DER

## DMK-VTBD

5-110

## RNAV SIDs RWY 21L South

## BATOK 1C / BONVO 1C / GORSI 1C / HUA HIN 1C / KASNI 1C / KIGOB 1C

RWY 21L (208°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
7.3%	ft/MIN	900	1200	1400	1600	1800	2000
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21L</b>	
<b>BATOK 1C</b> 7.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - CELLO [R] - MEZZO [L] - NITRO - BATOK	DM211 MAX <b>6000</b> CELLO between <b>11000</b> and <b>FL130</b>  <b>initial climb 6000</b>
<b>BONVO 1C</b> 4.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - INTRO - CONGA [L] - BONVO	INTRO MAX <b>6000</b>  <b>initial climb 6000</b>
<b>GORSI 1C</b> 7.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - CELLO [R] - MEZZO [L] - GORSI	DM211 MAX <b>6000</b> CELLO between <b>11000</b> and <b>FL130</b>  <b>initial climb 6000</b>
<b>HUA HIN 1C</b> <b>HHN 1C</b> 7.3% to FL130 ①②③④	[M209 ;A1500+ ;K200- ;R] - INTRO - CONGA [L] - RUMBA - CORUS [L] - SALMA - SABIS [R] - HHN	INTRO MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>KASNI 1C</b> 7.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - FLUTE [L] - SAMBA [R] - KASNI	DM211 MAX <b>6000</b> FLUTE between <b>11000</b> and <b>FL130</b> SAMBA MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>KIGOB 1C</b> 7.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - FLUTE [L] - SAMBA [R] - KIGOB	DM211 MAX <b>6000</b> FLUTE between <b>11000</b> and <b>FL130</b> SAMBA MNM <b>FL160</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 OBST RWY 21L: Terrain with vegetation 53ft height, 68.5m from DER.  
 ③ Climb gradient due to airspace structure.  
 ④ Do not turn before DER

## DMK-VTBD

5-120

## RNAV SIDs RWY 21L South

## PASTO 1C / RAYONG 1C / REGOS 1C / SABIS 2C / UKERA 1C

RWY 21L (208°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
7.3%	ft/MIN	900	1200	1400	1600	1800	2000
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21L</b>	
<b>PASTO 1C</b> 4.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - INTRO - JROCK [L] - PASTO	INTRO MAX <b>6000</b>  <b>initial climb 6000</b>
<b>RAYONG 1C</b> <b>RYN 1C</b> 7.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - CELLO [R] - MEZZO [R] - RYN	DM211 MAX <b>6000</b> CELLO between <b>11000</b> and <b>FL130</b>  <b>initial climb 6000</b>
<b>REGOS 1C</b> 7.8% to 1500 ①②③④	[M209 ;A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - FLUTE [L] - SAMBA [R] - KASNI [R] - REGOS	DM211 MAX <b>6000</b> FLUTE between <b>11000</b> and <b>FL130</b> SAMBA MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>SABIS 2C</b> 7.3% to FL130 ①②③④	[M209 ;A1500+ ;K200- ;R] - INTRO - CONGA [L] - RUMBA - CORUS [L] - SALMA - SABIS	INTRO MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>UKERA 1C</b> 7.3% to FL130 ①②③④	[M209 ;A1500+ ;K200- ;R] - INTRO - CONGA [L] - RUMBA - CORUS [L] - SALMA - SABIS [R] - UKERA	INTRO MAX <b>6000</b> RUMBA MNM <b>FL130</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 OBST RWY 21L: Terrain with vegetation 53ft height, 68.5m from DER.  
 ③ Climb gradient due to airspace structure.  
 ④ Do not turn before DER

## DMK-VTBD

5-130

## RNAV SIDs RWY 21R North

## ALBOS 1A / NOBER 1A / OSUKA 1A / ROBKA 1A / SEMBO 1A

RWY 21R (209°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
8.1%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21R</b>	
<b>ALBOS 1A</b> 4.8% to 1500 ①②③④	[A1500+ ;K200- ;R] - INTRO - DANCY [R] - DISCO [R] - DM212 [R] - DM214 - ALBOS	INTRO MAX <b>6000</b> DANCY between <b>9000</b> and <b>10000</b> DISCO MAX <b>FL130</b> DM214 between <b>FL140</b> and <b>FL150</b>  <b>initial climb 6000</b>
<b>NOBER 1A</b> 4.8% to 1500 ①②③④	[A1500+ ;K200- ;R] - INTRO - DANCY [R] - DISCO - TANGO [R] - NOBER	INTRO MAX <b>6000</b> DANCY between <b>9000</b> and <b>10000</b> DISCO MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>OSUKA 1A</b> 4.8% to 1500 ①②③④	[A1500+ ;K200- ;R] - INTRO - DANCY [R] - DISCO [L] - OSUKA	INTRO MAX <b>6000</b> DANCY between <b>9000</b> and <b>10000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>ROBKA 1A</b> 8.1% to 1500 ①②③④	[A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - CELLO [L] - DM215 [L] - DM216 [L] - ROBKA	DM211 MAX <b>6000</b> CELLO between <b>11000</b> and <b>FL130</b>  <b>initial climb 6000</b>
<b>SEMBO 1A</b> 4.8% to 1500 ①②③④	[A1500+ ;K200- ;R] - INTRO - DANCY [R] - DISCO - TANGO [R] - SEMBO	INTRO MAX <b>6000</b> DANCY between <b>9000</b> and <b>10000</b> DISCO MAX <b>FL130</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 OBST RWY 21R: Terrain with vegetation 59ft height, 1.3m from DER.  
 ③ Climb gradient due to airspace structure  
 ④ Do not turn before DER

## DMK-VTBD

5-140

## RNAV SIDs RWY 21R North

## TAKHLI 1A / TANGO 1A / TARED 1A / UPKUP 1A

RWY 21R (209°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
8.1%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21R	
<b>TAKHLI 1A</b> <b>TL 1A</b> 4.8% to 1500 ①②③④	[A1500+ ;K200- ;R] - INTRO - DANCY [R] - DISCO - TANGO [R] - SEMBO - TL	INTRO MAX <b>6000</b> DANCY between <b>9000</b> and <b>10000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>TANGO 1A</b> 4.8% to 1500 ①②③④	[A1500+ ;K200- ;R] - INTRO - DANCY [R] - DISCO - TANGO	INTRO MAX <b>6000</b> DANCY between <b>9000</b> and <b>10000</b> DISCO MAX <b>FL130</b>  <b>initial climb 6000</b>
<b>TARED 1A</b> 4.8% to 1500 ①②③④	[A1500+ ;K200- ;R] - INTRO - JROCK [R] - TEMPO [R] - TARED	INTRO MAX <b>6000</b>  <b>initial climb 6000</b>
<b>UPKUP 1A</b> 8.1% to 1500 ①②③④	[A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - CELLO [L] - DM215 [L] - DM216 [L] - UPKUP	DM211 MAX <b>6000</b> CELLO between <b>11000</b> and <b>FL130</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 OBST RWY 21R: Terrain with vegetation 59ft height, 1.3m from DER.
- ③ Climb gradient due to airspace structure
- ④ Do not turn before DER

## DMK-VTBD

5-150

## RNAV SIDs RWY 21R South

**BATOK 1A / BONVO 1A / GORSI 1A / HUA HIN 1A / KASNI 1A / KIGOB 1A / PASTO 1A**  
RWY 21R (209°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
8.1%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21R</b>	
<b>BATOK 1A</b> 8.1% to 1500 ①②③④	[A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - CELLO [R] - MEZZO [L] - NITRO - BATOK	DM211 MAX <b>6000</b> CELLO between <b>11000</b> and <b>FL130</b>  <b>initial climb 6000</b>
<b>BONVO 1A</b> 4.8% to 1500 ①②③④	[A1500+ ;K200- ;R] - INTRO - CONGA [L] - BONVO	INTRO MAX <b>6000</b>  <b>initial climb 6000</b>
<b>GORSI 1A</b> 8.1% to 1500 ①②③④	[A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - CELLO [R] - MEZZO [L] - GORSI	DM211 MAX <b>6000</b> CELLO between <b>11000</b> and <b>FL130</b>  <b>initial climb 6000</b>
<b>HUA HIN 1A</b> <b>HHN 1A</b> 8.1% to FL130 ①②③④	[A1500+ ;K200- ;R] - INTRO - CONGA [L] - RUMBA - CORUS [L] - SALMA - SABIS [R] - HHN	INTRO MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>KASNI 1A</b> 8.1% to 1500 ①②③④	[A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - FLUTE [L] - SAMBA [R] - KASNI	DM211 MAX <b>6000</b> FLUTE between <b>11000</b> and <b>FL130</b> SAMBA MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>KIGOB 1A</b> 8.1% to 1500 ①②③④	[A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - FLUTE [L] - SAMBA [R] - KIGOB	DM211 MAX <b>6000</b> FLUTE between <b>11000</b> and <b>FL130</b> SAMBA MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>PASTO 1A</b> 4.8% to 1500 ①②③④	[A1500+ ;K200- ;R] - INTRO - JROCK [L] - PASTO	INTRO 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 OBST RWY 21R: Terrain with vegetation 59ft height, 1.3m from DER.  
 ③ Climb gradient due to airspace restrictions.  
 ④ Do not turn before DER

## DMK-VTBD

5-160

## RNAV SIDs RWY 21R South

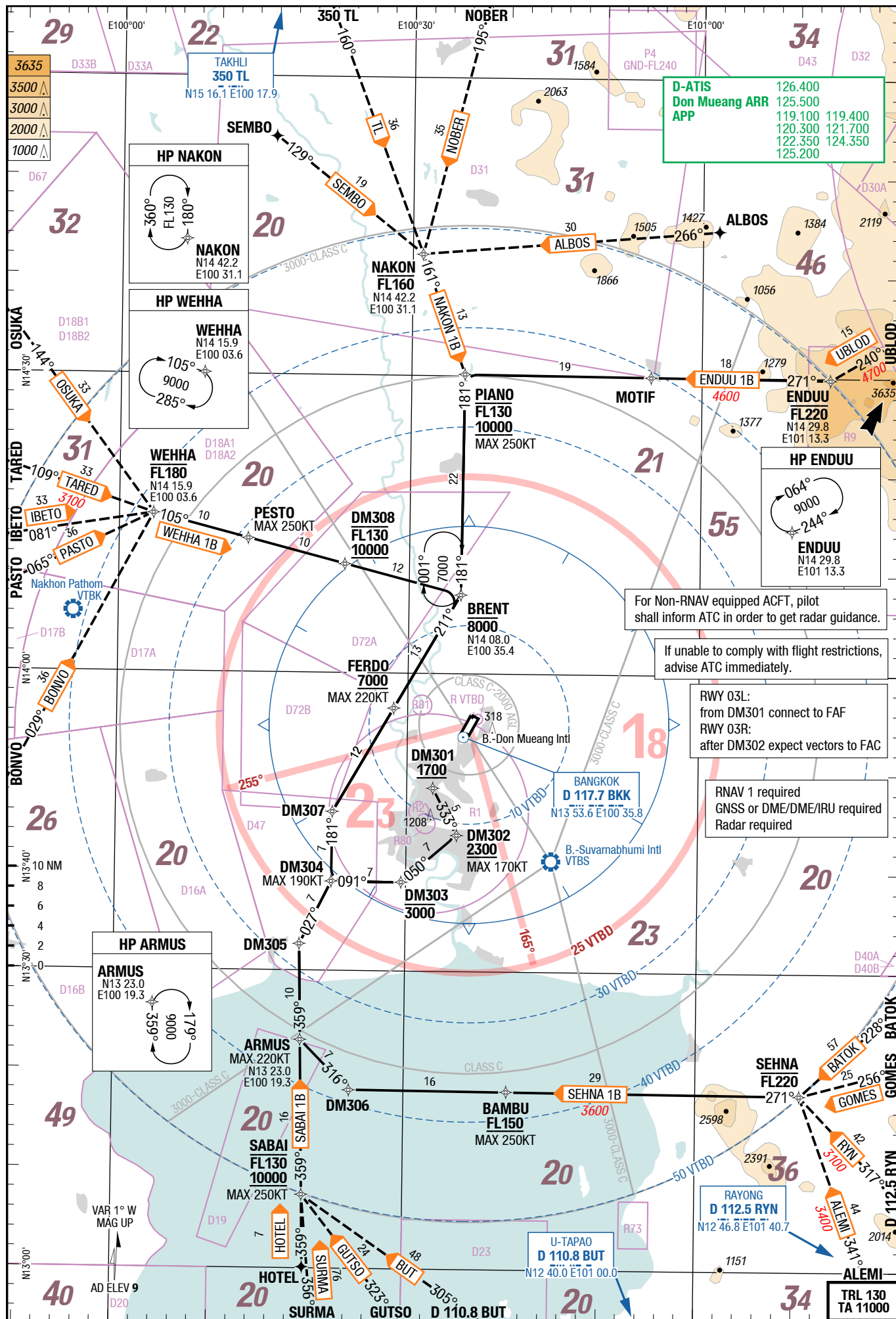
## RAYONG 1A / REGOS 1A / SABIS 2A / UKERA 1A

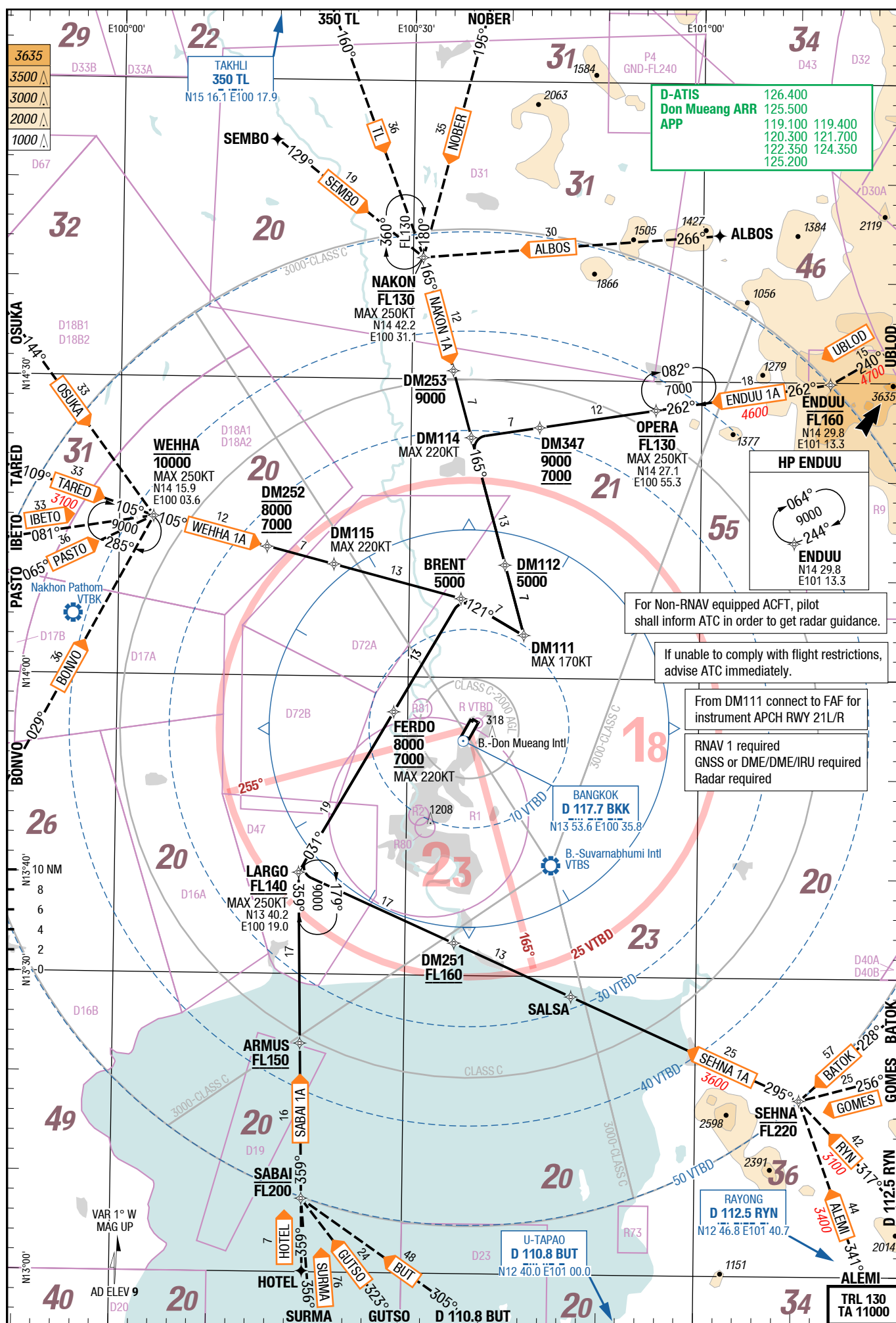
RWY 21R (209°)

	GS	120	150	180	210	240	270
8.1%	ft/MIN	1000	1300	1500	1800	2000	2300

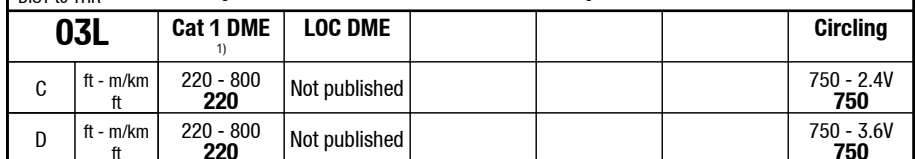
DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21R</b>	
<b>RAYONG 1A</b> <b>RYN 1A</b> 8.1% to 1500 ①②③④	[A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - CELLO [R] - MEZZO [R] - RYN	DM211 MAX <b>6000</b> CELLO between <b>11000</b> and <b>FL130</b>  <b>initial climb 6000</b>
<b>REGOS 1A</b> 8.1% to 1500 ①②③④	[A1500+ ;K200- ;R] - DM210 - DM211 [L] - GETAR [L] - FLUTE [L] - SAMBA [R] - KASNI [R] - REGOS	DM211 MAX <b>6000</b> FLUTE between <b>11000</b> and <b>FL130</b> SAMBA MNM <b>FL160</b>  <b>initial climb 6000</b>
<b>SABIS 2A</b> 8.1% to FL130 ①②③④	[A1500+ ;K200- ;R] - INTRO - CONGA [L] - RUMBA - CORUS [L] - SALMA - SABIS	INTRO MAX <b>6000</b> RUMBA MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>UKERA 1A</b> 8.1% to FL130 ①②③④	[A1500+ ;K200- ;R] - INTRO - CONGA [L] - RUMBA - CORUS [L] - SALMA - SABIS [R] - UKERA	INTRO MAX <b>6000</b> RUMBA MNM <b>FL130</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 OBST RWY 21R: Terrain with vegetation 59ft height, 1.3m from DER.  
 ③ Climb gradient due to airspace restrictions.  
 ④ Do not turn before DER

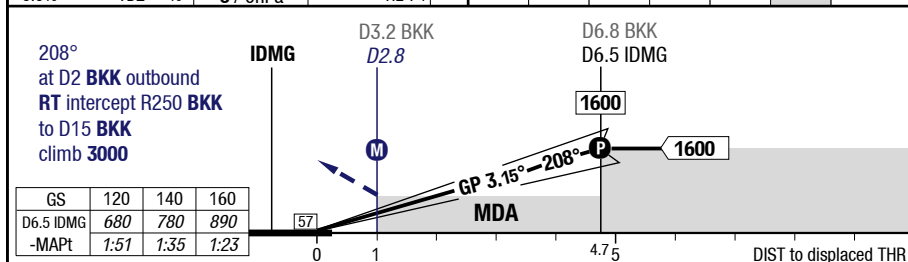
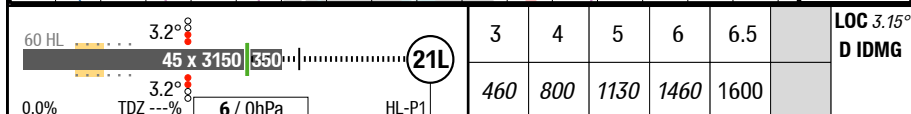
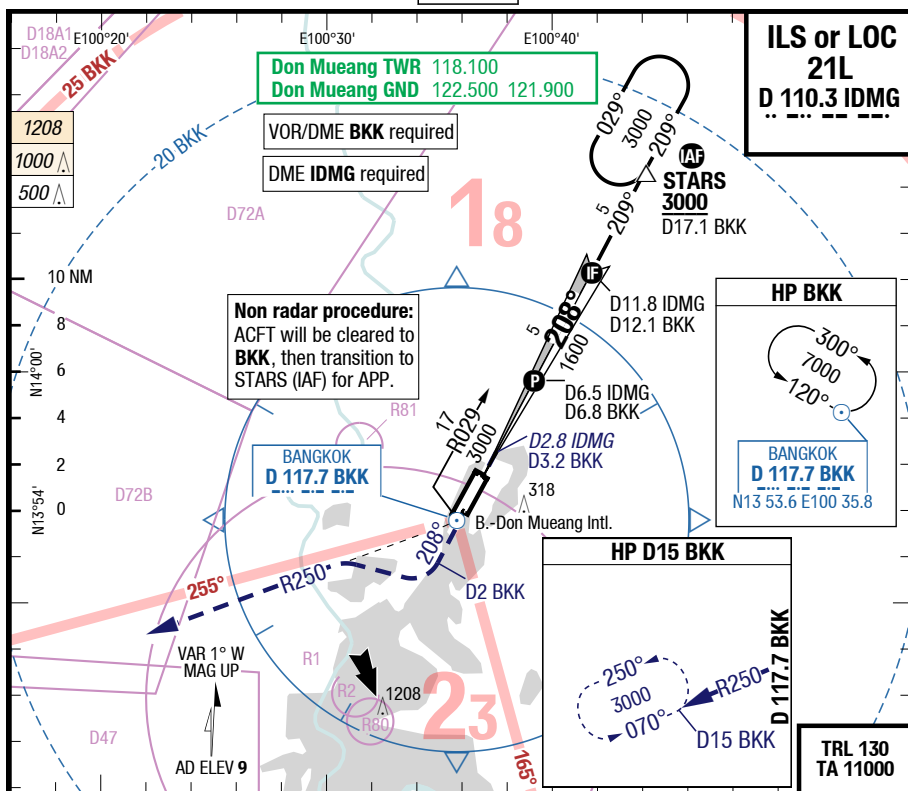




## ILS + VOR DME 03L

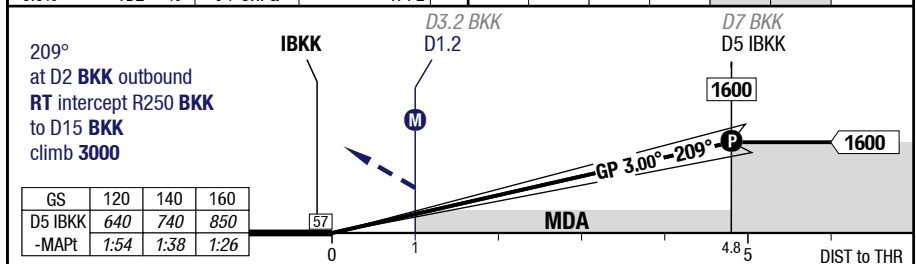
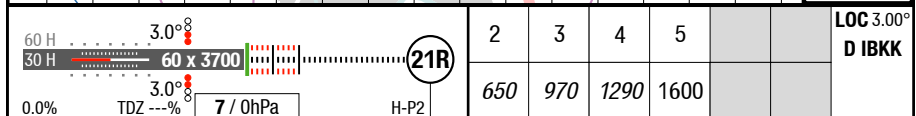
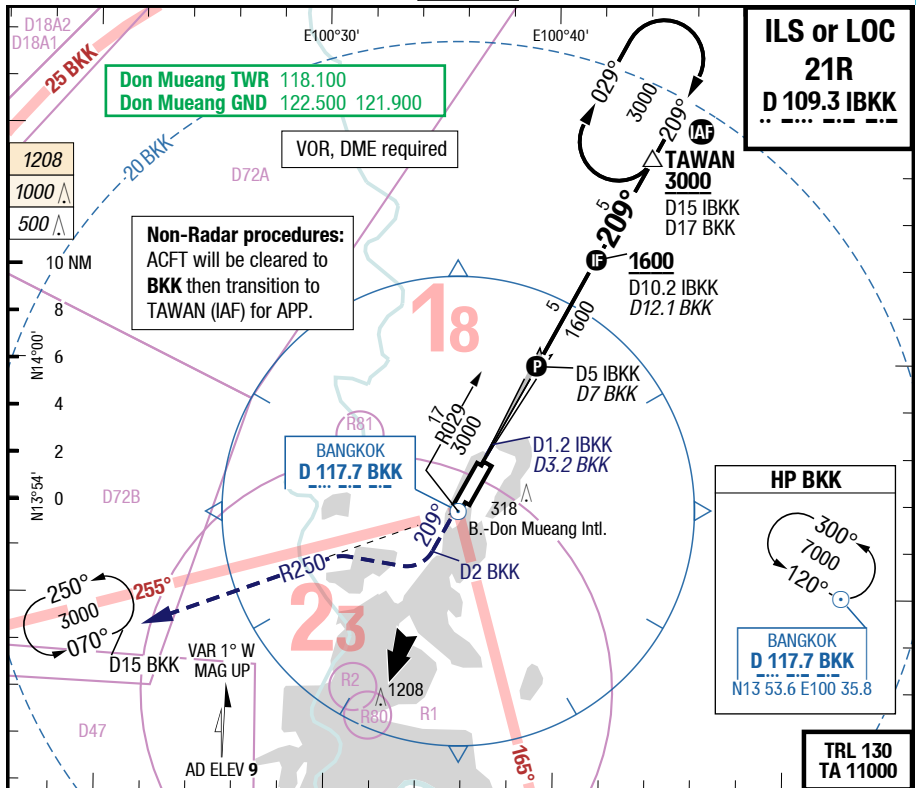


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21L		Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	200 - 550 210	430 - 1.3 430				800 - 2.4V 800
D	ft - m/km ft	200 - 550 210	430 - 1.3 430				800 - 3.6V 800

1) FD, AP or HGS required, else RVR 750m



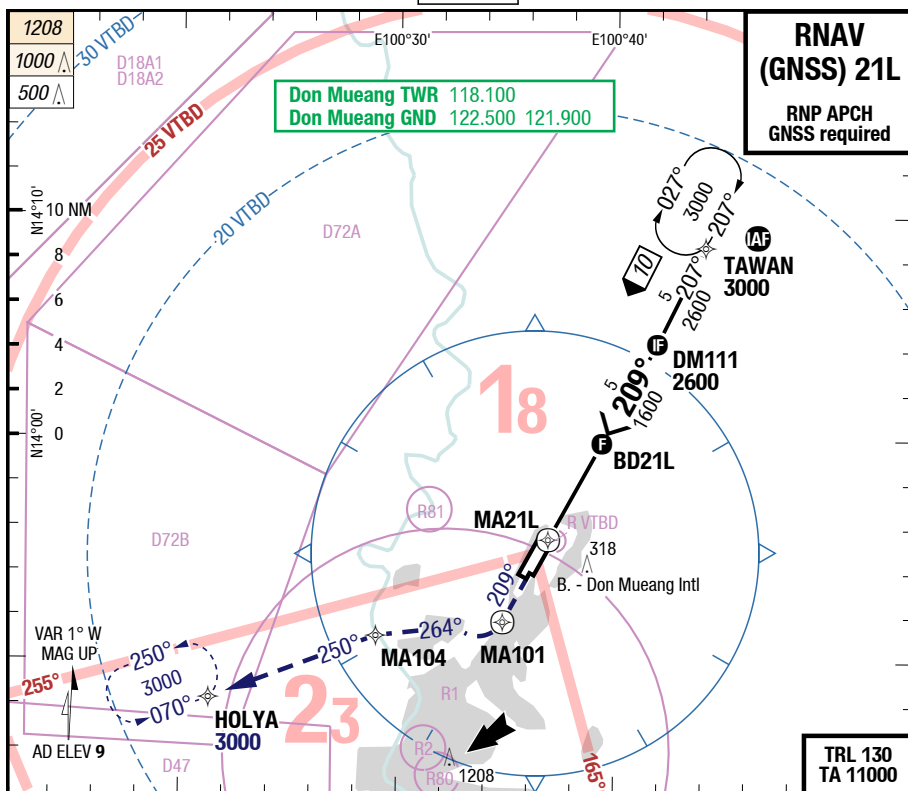
21R		Cat 2 DME	Cat 1 DME	LOC DME			Circling
C	ft - m/km ft	100 - 300R 100 RA	200 - 550 210	380 - 1.0 380			800 - 2.4V 800
D	ft - m/km ft	100 - 300R 100 RA 1)	200 - 550 210	380 - 1.0 380			800 - 3.6V 800

1) If not conducting autoland RVR 350m required

## DMK-VTBD

7-50

## RNAV (GNSS) 21L



21L		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling	
C	ft - m/km ft	350 - 900 350	470 - 1.5 470	800 - 2.4V 800	
D	ft - m/km ft	350 - 900 350	470 - 1.5 470	800 - 3.6V 800	

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

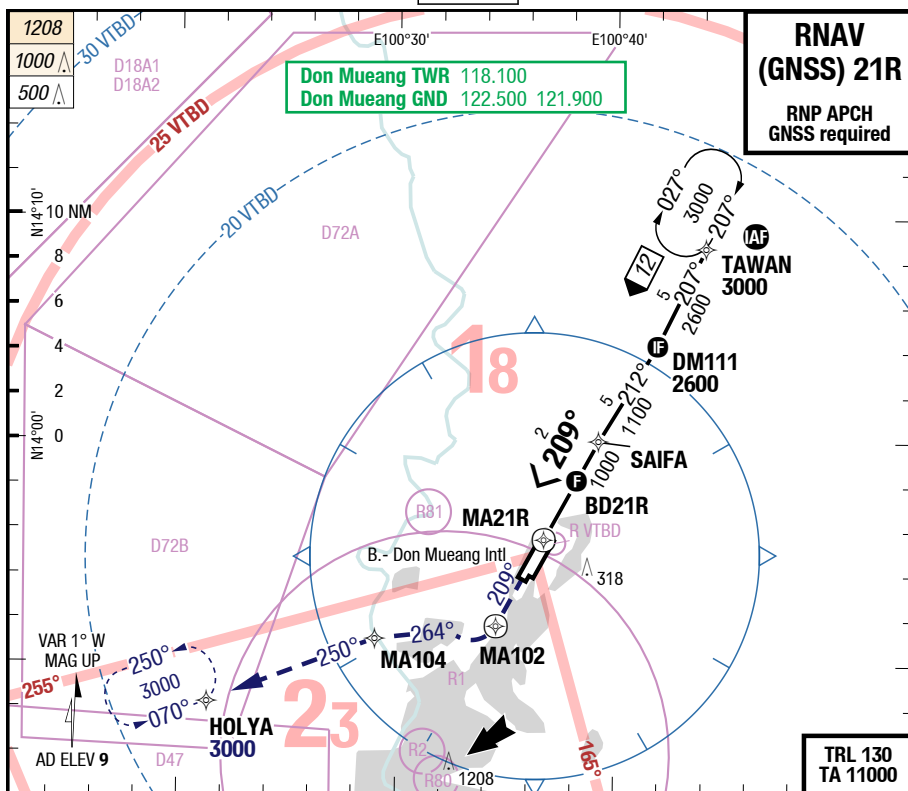
2) With EVS 600m

Changes: new

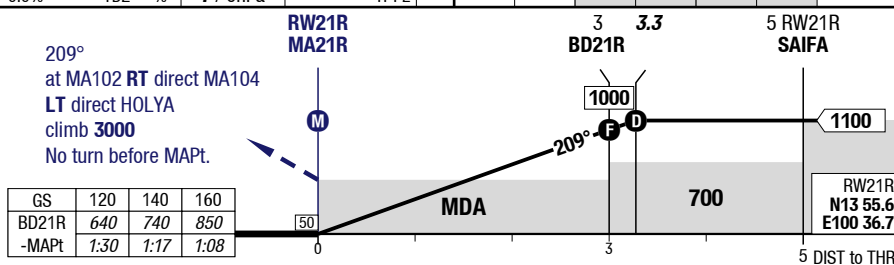
## DMK-VTBD

7-60

## RNAV (GNSS) 21R



60 H	3.0°	2	3.3					3.00°
30 H	3.0°	700	1100					RW21R
0.0%	TDZ ---%	7 / 0hPa	H-P2					



21R		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling	
C	ft - m/km ft	350 - 900 350	530 - 1.7 530	800 - 2.4V 800	
D	ft - m/km ft	350 - 900 350	530 - 1.7 530	800 - 3.6V 800	

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

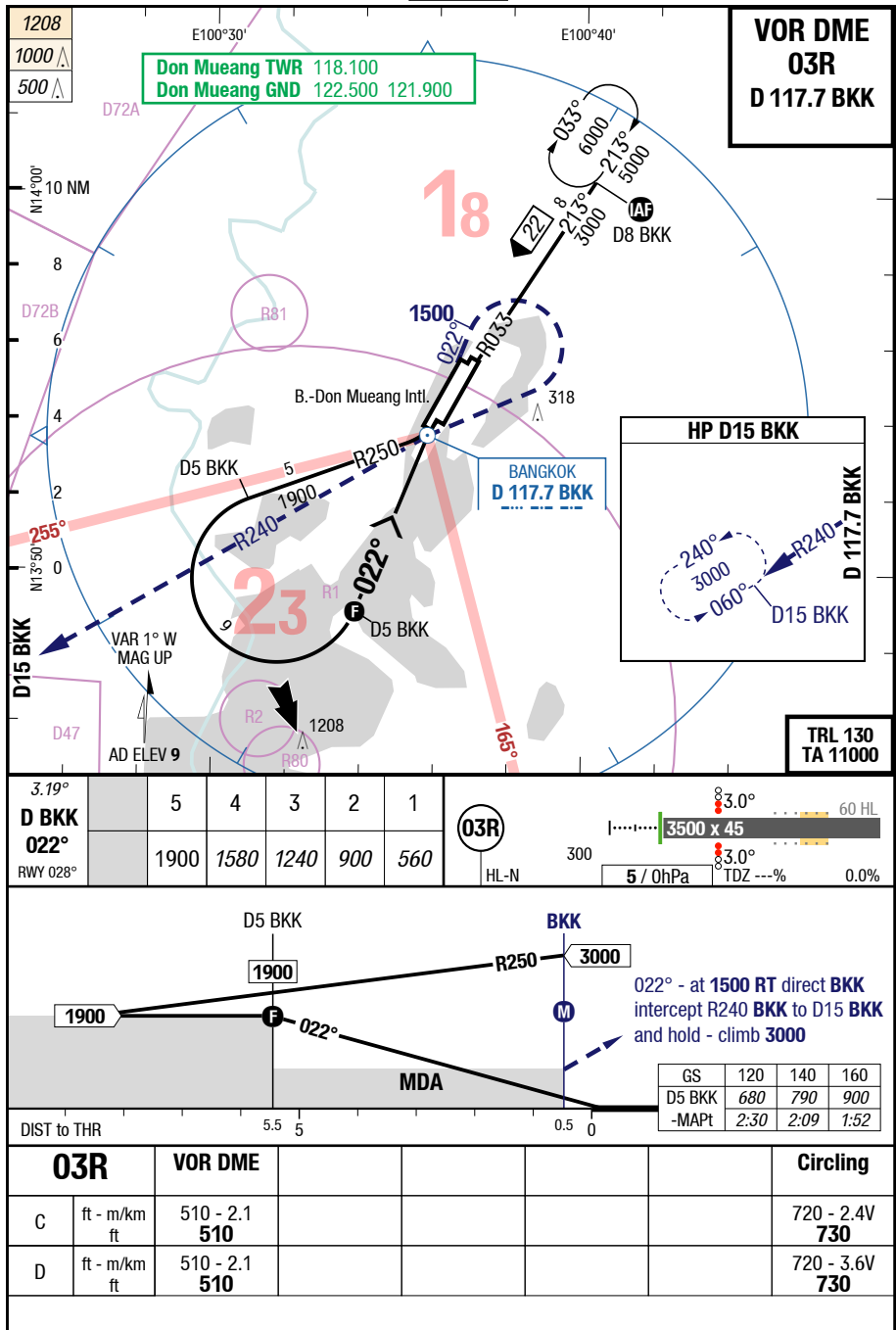
2) With EVS 600m

Changes: new

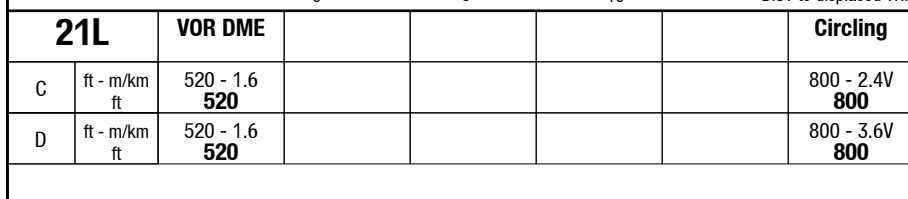
DMK-VTBD

7-70

VOR DME 03R



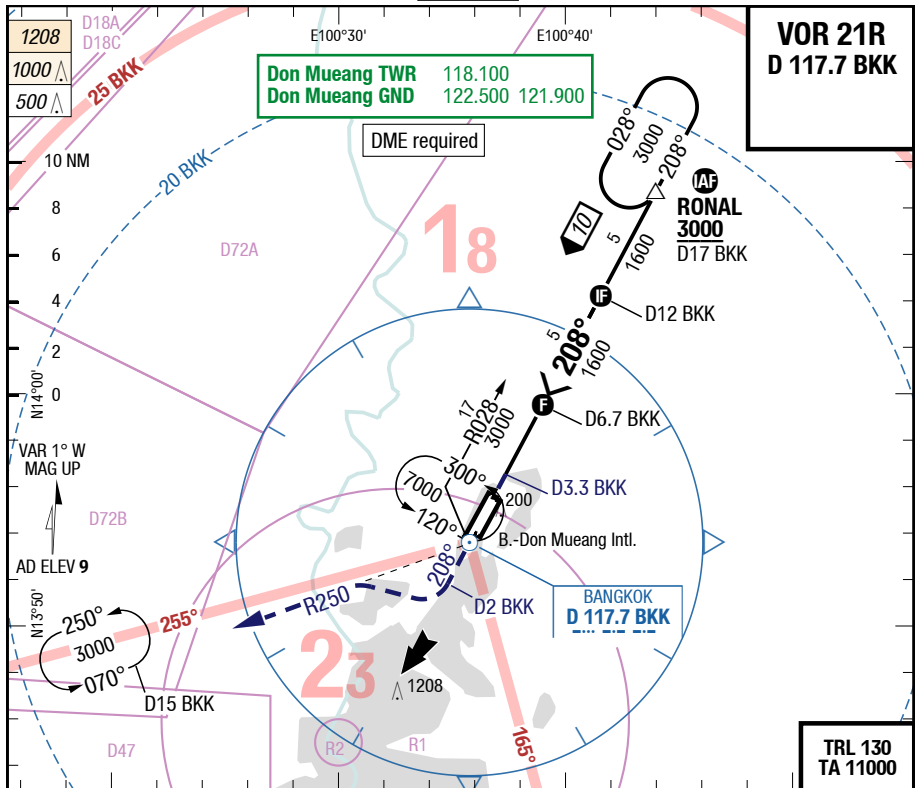
**VOR 21L**



DMK-VTBD

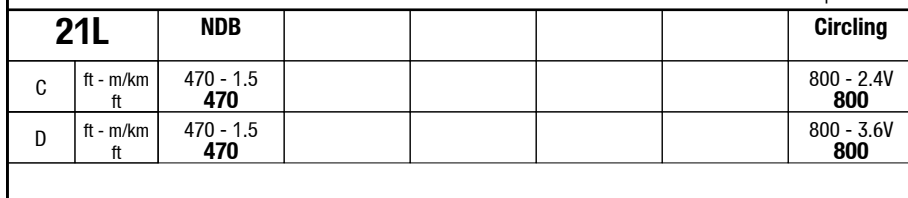
7-90

VOR 21R



21R		VOR DME		Circling	
C	ft - m/km ft	520 - 1.6 520		800 - 2.4V 800	
D	ft - m/km ft	520 - 1.6 520		800 - 3.6V 800	

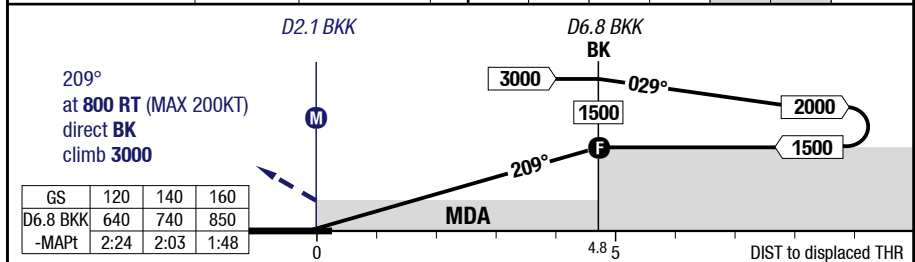
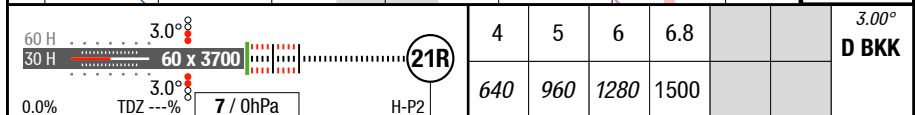
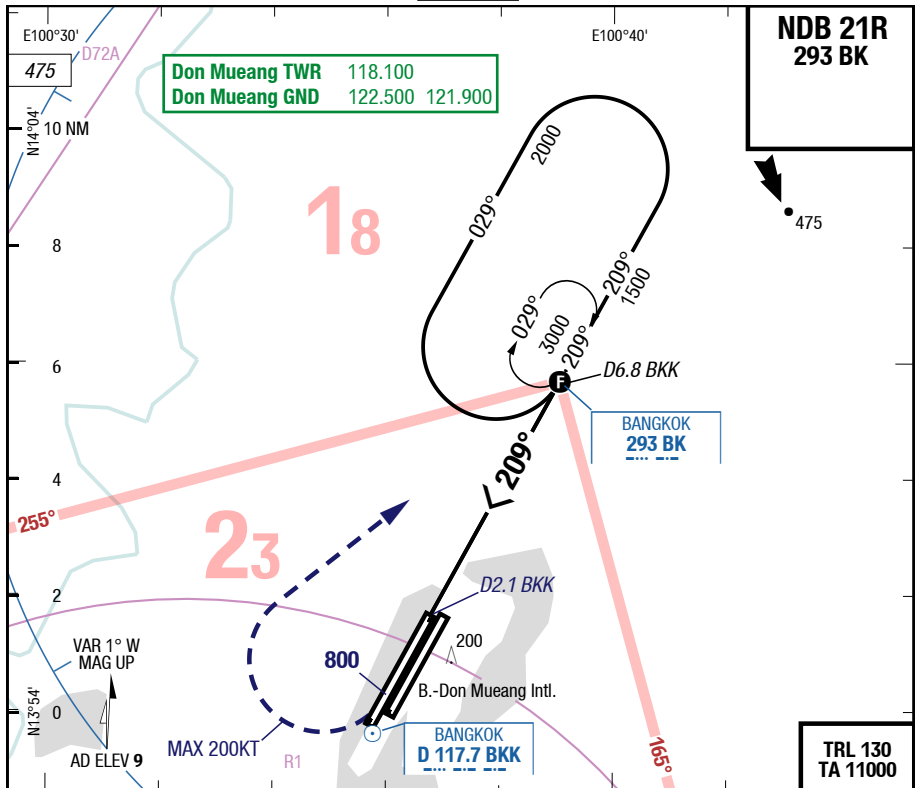
## NDB 21L



DMK-VTBD

7-110

NDB 21R



21R	NDB					Circling
C	ft - m/km ft	470 - 1.5 470				800 - 2.4V 800
D	ft - m/km ft	470 - 1.5 470				800 - 3.6V 800