

STANDARD DEPARTURE CHART- INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 ft

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

APP : 119.1, 262.5
: 119.4, 262.5
: 120.3, 262.5
: 121.7, 262.5
: 122.35, 262.5
: 124.35, 262.5
: 125.2, 262.5
DAR : 125.5, 262.5
TWR : 118.1, 236.6
ATIS : 126.4, 344.6

BANGKOK/Don Mueang INTL (VTBD)
RNAV RWY21R

BATOK1A BONVO1A GORSI1A
HHN1A KASNI1A KIGOB1A
PASTO1A REGOS1A
RYN1A SABIS2A UKERA1A

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 0° 36' W (2016)
ANNUAL CHANGE 0° 0' E

1. INITIAL CLIMB CLEARANCE 6000 FT OR
AS DIRECTED BY ATC.
2. NO TURN BEFORE DER.

NOTE:
SEE BACK PAGE FOR
RADIO COMMUNICATION FAILURE

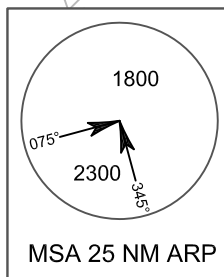
BONVO1A, PASTO1A
REQUIRE MINIMUM CLIMB GRADIENT OF
292 FT PER NM (4.8%) UNTIL PASSING ALT 1500 FOR
AIRSPACE RESTRICTIONS ONLY.

GS (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	365	486	729	972	1215	1458

BATOK1A, GORSI1A, KASNI1A, KIGOB1A, REGOS1A, RYN1A
REQUIRE MINIMUM CLIMB GRADIENT OF
492 FT PER NM (8.1%) UNTIL PASSING ALT 1500 FOR
AIRSPACE RESTRICTIONS ONLY.

GS (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	615	820	1230	1641	2051	2461

CLOSE IN OBSTACLES
RWY21R - Terrain with
Vegetation 59 FT HGT.
1.3 m from departure end



NOT TO SCALE

HHN1A, SABIS2A, UKERA1A
REQUIRE MINIMUM CLIMB GRADIENT OF
492 FT PER NM (8.1%) UNTIL FL130
FOR AIRSPACE RESTRICTIONS ONLY.

GS (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	615	820	1230	1641	2051	2461

REMARKS:

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

BATOK1A BONVO1A GORSI1A
HHN1A KASNI1A KIGOB1A
PASTO1A REGOS1A
RYN1A SABIS2A UKERA1A

RADIO COMMUNICATION FAILURE

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

ROUTE ABBREVIATED DESCRIPTIONS

SID	ROUTING	AIRWAYS
BATOK1A	RWY21R(DER) – [M209; A1500+; K200-; R] → DM210 – DM211[A6000-; L] – GETAR[L] – CELLO[A11000+; F130-; R] – MEZZO[L] – NITRO – BATOK	G474
BONVO1A	RWY21R(DER) – [M209; A1500+; K200-; R] → INTRO[A6000-] – CONGA[L] – BONVO	M502
GORSI1A	RWY21R(DER) – [M209; A1500+; K200-; R] → DM210 – DM211[A6000-; L] – GETAR[L] – CELLO[A11000+; F130-; R] – MEZZO[L] – GORSI	R468
HHN1A	RWY21R(DER) – [M209; A1500+; K200-; R] → INTRO[A6000-] – CONGA[L] – RUMBA[F130+] – CORUS[L] – SALMA – SABIS[R] – HHN	W31
KASNI1A	RWY21R(DER) – [M209; A1500+; K200-; R] → DM210 – DM211[A6000-; L] – GETAR[L] – FLUTE[A11000+; F130-; L] – SAMBA[F160+; R] – KASNI	M757
KIGOB1A	RWY21R(DER) – [M209; A1500+; K200-; R] → DM210 – DM211[A6000-; L] – GETAR[L] – FLUTE[A11000+; F130-; L] – SAMBA[F160+; R] – KIGOB	R201/M904/ Y11
PASTO1A	RWY21R(DER) – [M209; A1500+; K200-; R] → INTRO[A6000-] – JROCK[L] – PASTO	L301
REGOS1A	RWY21R(DER) – [M209; A1500+; K200-; R] → DM210 – DM211[A6000-; L] – GETAR[L] – FLUTE[A11000+; F130-; L] – SAMBA[F160+; R] – KASNI[R] – REGOS	A464/M751/ W19
RYN1A	RWY21R(DER) – [M209; A1500+; K200-; R] → DM210 – DM211[A6000-; L] – GETAR[L] – CELLO[A11000+; F130-; R] – MEZZO[R] – RYN	N891
SABIS2A	RWY21R(DER) – [M209; A1500+; K200-; R] → INTRO[A6000-] – CONGA[L] – RUMBA[F130+] – CORUS[L] – SALMA – SABIS	Y8
UKERA1A	RWY21R(DER) – [M209; A1500+; K200-; R] → INTRO[A6000-] – CONGA[L] – RUMBA[F130+] – CORUS[L] – SALMA – SABIS[R] – UKERA	G458

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INSTRUMENT (SID) - ICAO**

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RNAV RWY21R**

**BATOK1A BONVO1A GORSI1A
HHN1A KASNI1A KIGOB1A
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TABULAR DESCRIPTION

Serial Number	Path Descriptor	Waypoint Identifier	WGS-84 Coordinates		Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
			Latitude	Longitude								
001	-	DER RWY21R	13 53 49.24 N	100 35 45.38 E	-	-	0.6	-	-	-	-	RNAV1
002	CA	-	-	-	-	209°(208.72°)	0.6	-	R	1500+	200	RNAV1
003	DF	DM210	13 49 05.63 N	100 29 53.09 E	-	-	0.6	-	-	-	-	RNAV1
004	TF	DM211	13 46 50.22 N	100 25 03.03 E	-	245°(244.48°)	0.6	5.2	L	6000-	-	RNAV1
005	TF	GETAR	13 38 13.62 N	100 24 59.93 E	-	181°(180.34°)	0.6	8.6	L	-	-	RNAV1
006	TF	CELLO	13 38 10.21 N	100 34 25.66 E	-	091°(090.34°)	0.6	9.1	R	11000+; FL130-	-	RNAV1
007	TF	MEZZO	13 31 33.78 N	101 03 16.41 E	-	104°(103.12°)	0.6	28.9	L, R	-	-	RNAV1
008	TF	NITRO	13 42 28.69 N	101 26 07.28 E	-	065°(063.92°)	0.6	24.8	-	-	-	RNAV1
009	TF	BATOK	13 56 06.00 N	101 53 53.60 E	-	064°(063.29°)	0.6	30.2	-	-	-	RNAV1
010	TF	GORSI	13 30 54.64 N	101 21 28.05 E	-	093°(092.07°)	0.6	17.7	-	-	-	RNAV1
011	TF	RYN	12 46 48.30 N	101 40 41.70 E	-	141°(140.60°)	0.6	57.6	-	-	-	RNAV1
012	TF	FLUTE	13 29 09.59 N	100 26 43.10 E	-	170°(169.49°)	0.6	9.2	L	11000+; FL130-	-	RNAV1
013	TF	SAMBA	13 23 02.66 N	100 40 48.12 E	-	115°(113.90°)	0.6	15.0	R	FL160+	-	RNAV1
014	TF	KIGOB	13 06 46.46 N	100 51 06.33 E	-	149°(148.17°)	0.6	19.1	-	-	-	RNAV1
015	TF	KASNI	13 04 50.17 N	100 40 41.88 E	-	181°(180.32°)	0.6	18.1	R	-	-	RNAV1
016	TF	REGOS	12 00 06.50 N	100 34 54.30 E	-	186°(185.04°)	0.6	64.7	-	-	-	RNAV1
017	DF	INTRO	13 54 28.98 N	100 23 51.74 E	-	-	0.6	-	-	6000-	-	RNAV1
018	TF	CONGA	13 54 44.52 N	100 19 09.98 E	-	274°(273.24°)	0.6	4.6	L	-	-	RNAV1
019	TF	RUMBA	13 45 36.97 N	100 13 43.08 E	-	211°(210.27°)	0.6	10.5	-	FL130+	-	RNAV1
020	TF	CORUS	13 42 05.43 N	100 11 36.93 E	-	211°(210.25°)	0.6	4.1	L	-	-	RNAV1
021	TF	SALMA	13 14 28.89 N	100 11 28.72 E	-	181°(180.28°)	0.6	27.5	-	-	-	RNAV1
022	TF	SABIS	12 59 58.53 N	100 11 24.53 E	-	181°(180.27°)	0.6	14.4	R	-	-	RNAV1
023	TF	UKERA	12 02 07.25 N	100 01 09.59 E	-	190°(189.89°)	0.6	58.5	-	-	-	RNAV1
024	TF	HHN	12 38 04.04 N	099 57 04.23 E	-	213°(212.74°)	0.6	25.9	-	-	-	RNAV1
025	TF	BONVO	13 44 10.47 N	099 46 06.72 E	-	253°(251.95°)	0.6	33.8	-	-	-	RNAV1
026	TF	JROCK	13 58 28.40 N	100 15 21.61 E	-	296°(295.68°)	0.6	9.2	L	-	-	RNAV1
027	TF	PASTO	14 00 04.50 N	099 30 06.94 E	-	273°(272.00°)	0.6	44.2	-	-	-	RNAV1