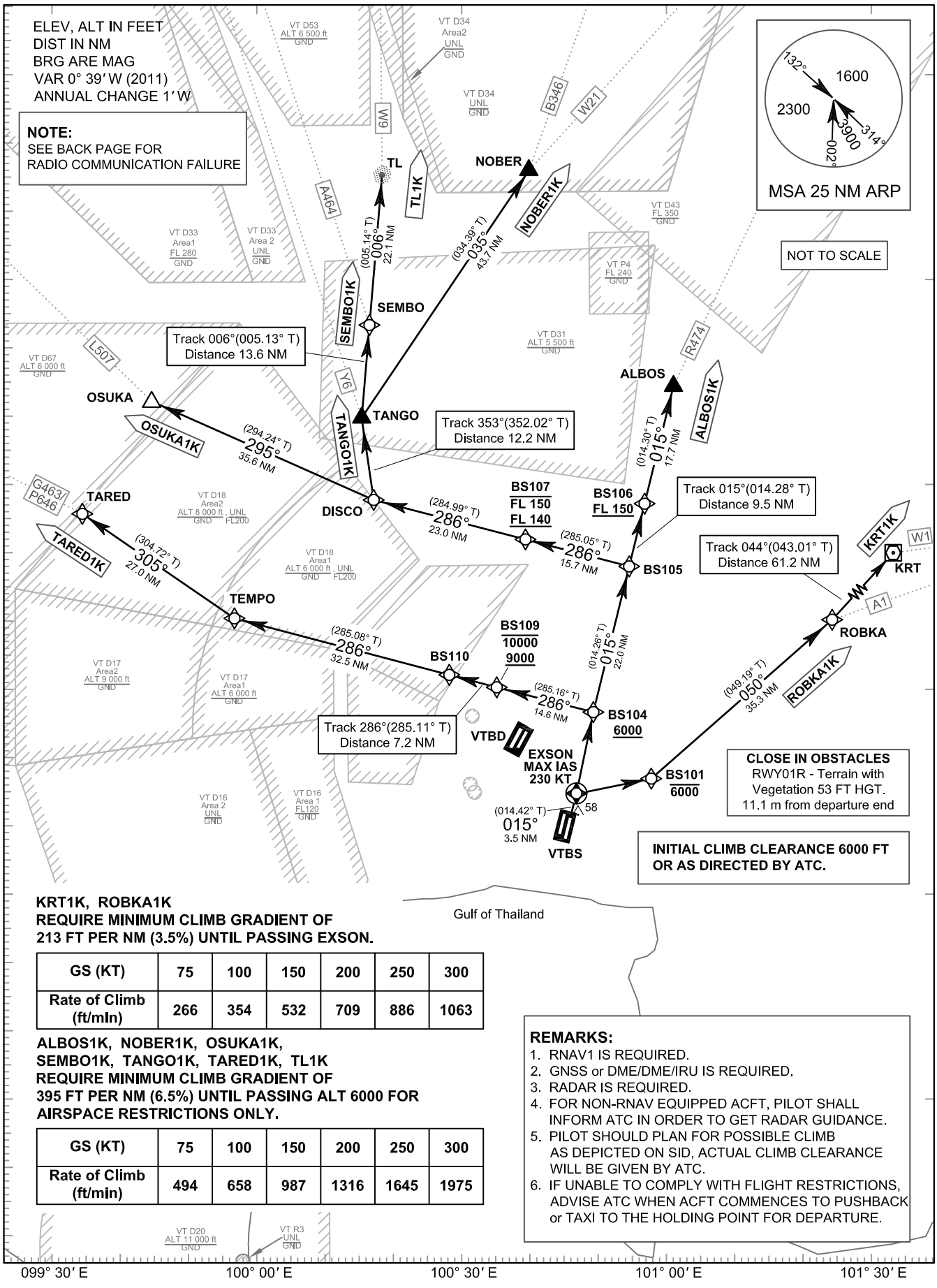
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

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

APP	:	119.1, 262.5
	:	120.3, 262.5
	:	121.7, 262.5
	:	122.35, 262.5
	:	124.35, 262.5
	:	125.2, 262.5
ARR	:	121.1
	:	126.3
TWR	:	118.2, 274.5
	:	119.0
ATIS	:	133.6, 278.6

BANGKOK/Suvarnabhumi INTL (VTBS)
RNAV RWY01R

ALBOS1K KRT1K NOBER1K
OSUKA1K ROBKA1K SEMBO1K
TANGO1K TARED1K TL1K



KRT1K, ROBKA1K
REQUIRE MINIMUM CLIMB GRADIENT OF
213 FT PER NM (3.5%) UNTIL PASSING EXSON.

GS (KT)	75	100	150	200	250	300
Rate of Climb (ft/mIn)	266	354	532	709	886	1063

ALBOS1K, NOBER1K, OSUKA1K,
SEMBO1K, TANGO1K, TARED1K, TL1K
REQUIRE MINIMUM CLIMB GRADIENT OF
395 FT PER NM (6.5%) UNTIL PASSING ALT 6000 FOR
AIRSPACE RESTRICTIONS ONLY.

GS (KT)	75	100	150	200	250	300
Rate of Climb (ft/min)	494	658	987	1316	1645	1975

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.

RADIO COMMUNICATION FAILURE

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

ROUTE ABBREVIATED DESCRIPTIONS

SID	ROUTING	AIRWAYS
ALBOS1K	RWY01R(DER) – EXSON[M015; K230-; L] → BS104[A6000+] – BS105 – BS106[F150+] – ALBOS	R474
KRT1K	RWY01R(DER) – EXSON[M015; K230-; R] → BS101[A6000-] – ROBKA[L] – KRT	W1
NOBER1K	RWY01R(DER) – EXSON[M015; K230-; L] → BS104[A6000+] – BS105[L] – BS107[F140+; F150-] – DISCO[R] – TANGO[R] – NOBER	W21, B346
OSUKA1K	RWY01R(DER) – EXSON[M015; K230-; L] → BS104[A6000+] – BS105[L] – BS107[F140+; F150-] – DISCO[R] – OSUKA	L507
ROBKA1K	RWY01R(DER) – EXSON[M015; K230-; R] → BS101[A6000-] – ROBKA	A1
SEMBO1K	RWY01R(DER) – EXSON[M015; K230-; L] → BS104[A6000+] – BS105[L] – BS107[F140+; F150-] – DISCO[R] – TANGO[R] – SEMBO	A464
TANGO1K	RWY01R(DER) – EXSON[M015; K230-; L] → BS104[A6000+] – BS105[L] – BS107[F140+; F150-] – DISCO[R] – TANGO	Y6
TARED1K	RWY01R(DER) – EXSON[M015; K230-; L] → BS104[A6000+] – BS109[A9000+; A10000-] – BS110 – TEMPO[R] – TARED	G463/P646
TL1K	RWY01R(DER) – EXSON[M015; K230-; L] → BS104[A6000+] – BS105[L] – BS107[F140+; F150-] – DISCO[R] – TANGO[R] – SEMBO – TL	W9

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

BANGKOK/Suvarnabhumi INTL (VTBS)
RNAV RWY01R

ALBOS1K KRT1K NOBER1K
OSUKA1K ROBKA1K SEMBO1K
TANGO1K TARED1K TL1K

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	Longtitude								
001	-	DER RWY01R	13 41 30.17 N	100 45 39.72 E	-	-	0.7	-	-	-	-	RNAV1
002	CF	EXSON	13 44 54.41 N	100 46 33.44 E	Y	015°(014.42°)	0.7	3.5	L, R	-	230	RNAV1
003	DF	BS104	13 56 50.27 N	100 49 11.95 E	-	-	0.7	-	-	6000+	-	RNAV1
004	TF	BS105	14 18 13.51 N	100 54 46.31 E	-	015°(014.26°)	0.7	22.0	L	-	-	RNAV1
005	TF	BS106	14 27 25.68 N	100 57 10.58 E	-	015°(014.28°)	0.7	9.5	-	FL150+	-	RNAV1
006	TF	ALBOS	14 44 41.70 N	101 01 41.90 E	-	015°(014.30°)	0.7	17.7	-	-	-	RNAV1
007	TF	BS107	14 22 18.62 N	100 39 09.50 E	-	286°(285.05°)	0.7	15.7	-	FL140+; FL150-	-	RNAV1
008	TF	DISCO	14 28 15.59 N	100 16 17.24 E	-	286°(284.99°)	0.7	23.0	R	-	-	RNAV1
009	TF	TANGO	14 40 22.25 N	100 14 32.54 E	-	353°(352.02°)	0.7	12.2	R	-	-	RNAV1
010	TF	NOBER	15 16 35.60 N	100 40 06.00 E	-	035°(034.39°)	0.7	43.7	-	-	-	RNAV1
011	TF	SEMBO	14 53 59.16 N	100 15 47.92 E	-	006°(005.13°)	0.7	13.6	-	-	-	RNAV1
012	TF	TL	15 16 08.09 N	100 17 51.05 E	-	006°(005.14°)	0.7	22.1	-	-	-	RNAV1
013	TF	OSUKA	14 42 48.00 N	099 43 00.00 E	-	295°(294.24°)	0.7	35.6	-	-	-	RNAV1
014	TF	BS109	14 00 40.24 N	100 34 41.02 E	-	286°(285.16°)	0.7	14.6	-	9000+; 10000-	-	RNAV1
015	TF	BS110	14 02 33.04 N	100 27 32.63 E	-	286°(285.11°)	0.7	7.2	-	-	-	RNAV1
016	TF	TEMPO	14 11 00.89 N	099 55 11.97 E	-	286°(285.08°)	0.7	32.5	R	-	-	RNAV1
017	TF	TARED	14 26 19.52 N	099 31 28.87 E	-	305°(304.72°)	0.7	27.0	-	-	-	RNAV1
018	DF	BS101	13 47 04.50 N	100 57 50.60 E	-	-	0.7	-	-	6000-	-	RNAV1
019	TF	ROBKA	14 10 11.36 N	101 25 18.46 E	-	050°(049.19°)	0.7	35.3	L	-	-	RNAV1
020	TF	KRT	14 55 02.35 N	102 08 23.32 E	-	044°(043.01°)	0.7	61.2	-	-	-	RNAV1