

# 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

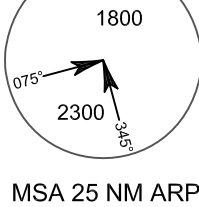
**BANGKOK/Don Mueang INTL (VTBD)  
RNAV RWY21L**

**ALBOS1C NOBER1C OSUKA1C  
ROBKA1C SEMBO1C TANGO1C  
TARED1C TL1C UPKUP1C**

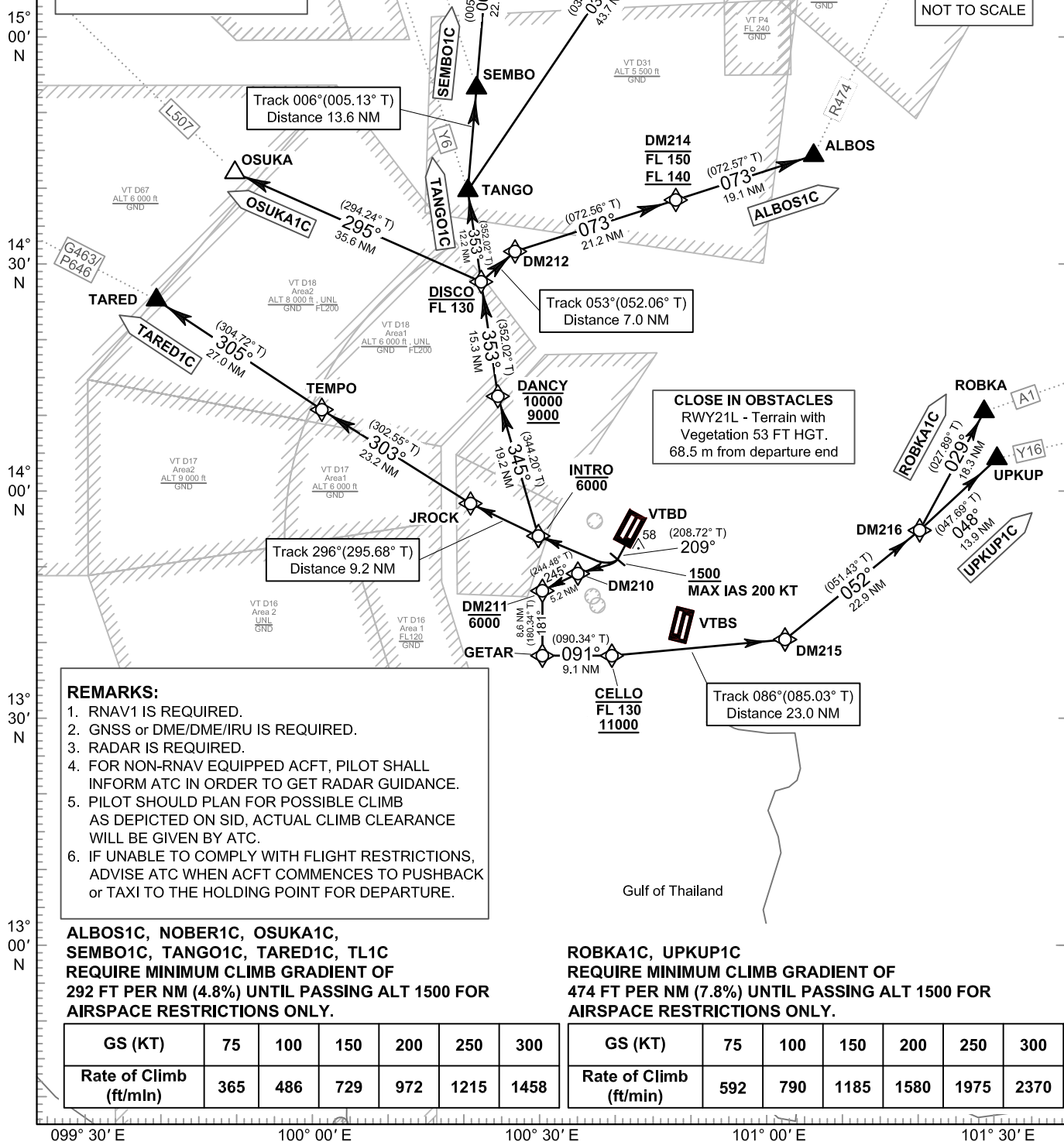
ELEV, ALT IN FEET  
DIST IN NM  
BRG ARE MAG  
VAR 0° 36' W (2016)  
ANNUAL CHANGE 0° 0' E

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

**NOTE:**  
SEE BACK PAGE FOR  
RADIO COMMUNICATION FAILURE



NOT TO SCALE



ALBOS1C NOBER1C OSUKA1C  
ROBKA1C SEMBO1C TANGO1C  
TARED1C TL1C UPKUP1C

## RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE <b>UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL</b> 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 <b>TWO MINUTES</b> , 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 <b>TWO MINUTES</b> , 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
ALBOS1C	RWY21L(DER) – [M209; A1500+; K200-; R] → INTRO[A6000-] – DANCY[A9000+; A10000-; R] – DISCO[F130-; R] – DM212[R] – DM214[F140+; F150-] – ALBOS	R474
NOBER1C	RWY21L(DER) – [M209; A1500+; K200-; R] → INTRO[A6000-] – DANCY[A9000+; A10000-; R] – DISCO[F130-] – TANGO[R] – NOBER	W21, B346
OSUKA1C	RWY21L(DER) – [M209; A1500+; K200-; R] → INTRO[A6000-] – DANCY[A9000+; A10000-; R] – DISCO[F130-; L] – OSUKA	L507
ROBKA1C	RWY21L(DER) – [M209; A1500+; K200-; R] → DM210 – DM211[A6000-; L] – GETAR[L] – CELLO[A11000+; F130-; L] – DM215[L] – DM216[L] – ROBKA	A1
SEMBO1C	RWY21L(DER) – [M209; A1500+; K200-; R] → INTRO[A6000-] – DANCY[A9000+; A10000-; R] – DISCO[F130-] – TANGO[R] – SEMBO	A464
TANGO1C	RWY21L(DER) – [M209; A1500+; K200-; R] → INTRO[A6000-] – DANCY[A9000+; A10000-; R] – DISCO[F130-] – TANGO	Y6
TARED1C	RWY21L(DER) – [M209; A1500+; K200-; R] → INTRO[A6000-] – JROCK[R] – TEMPO[R] – TARED	G463/P646
TL1C	RWY21L(DER) – [M209; A1500+; K200-; R] → INTRO[A6000-] – DANCY[A9000+; A10000-; R] – DISCO[F130-] – TANGO[R] – SEMBO – TL	W9
UPKUP1C	RWY21L(DER) – [M209; A1500+; K200-; R] → DM210 – DM211[A6000-; L] – GETAR[L] – CELLO[A11000+; F130-; L] – DM215[L] – DM216[L] – UPKUP	Y16

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**BANGKOK/Don Mueang INTL (VTBD)  
RNAV RWY21L**

**ALBOS1C NOBER1C OSUKA1C  
ROBKA1C SEMBO1C TANGO1C  
TARED1C TL1C UPKUP1C**

**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 RWY21L	13 53 58.45 N	100 36 05.50 E	-	-	0.6	-	-	-	-	RNAV1
002	CA	-	-	-	-	209°(208.72°)	0.6	-	R	1500+	200	RNAV1
003	DF	INTRO	13 54 28.98 N	100 23 51.74 E	-	-	0.6	-	-	6000-	-	RNAV1
004	TF	DANCY	14 13 03.50 N	100 18 28.40 E	-	345°(344.20°)	0.6	19.2	R	9000+; 10000-	-	RNAV1
005	TF	DISCO	14 28 15.59 N	100 16 17.24 E	-	353°(352.02°)	0.6	15.3	L, R	FL130-	-	RNAV1
006	TF	DM212	14 32 34.87 N	100 21 58.82 E	-	053°(052.06°)	0.6	7.0	R	-	-	RNAV1
007	TF	DM214	14 38 57.06 N	100 42 51.47 E	-	073°(072.56°)	0.6	21.2	-	FL140+; FL150-	-	RNAV1
008	TF	ALBOS	14 44 41.70 N	101 01 41.90 E	-	073°(072.57°)	0.6	19.1	-	-	-	RNAV1
009	TF	TANGO	14 40 22.25 N	100 14 32.54 E	-	353°(352.02°)	0.6	12.2	R	-	-	RNAV1
010	TF	NOBER	15 16 35.60 N	100 40 06.00 E	-	035°(034.39°)	0.6	43.7	-	-	-	RNAV1
011	TF	SEMBO	14 53 59.16 N	100 15 47.92 E	-	006°(005.13°)	0.6	13.6	-	-	-	RNAV1
012	TF	TL	15 16 08.09 N	100 17 51.05 E	-	006°(005.14°)	0.6	22.1	-	-	-	RNAV1
013	TF	OSUKA	14 42 48.00 N	099 43 00.00 E	-	295°(294.24°)	0.6	35.6	-	-	-	RNAV1
014	TF	JROCK	13 58 28.40 N	100 15 21.61 E	-	296°(295.68°)	0.6	9.2	R	-	-	RNAV1
015	TF	TEMPO	14 11 00.89 N	099 55 11.97 E	-	303°(302.55°)	0.6	23.2	R	-	-	RNAV1
016	TF	TARED	14 26 19.52 N	099 31 28.87 E	-	305°(304.72°)	0.6	27.0	-	-	-	RNAV1
017	DF	DM210	13 49 05.63 N	100 29 53.09 E	-	-	0.6	-	-	-	-	RNAV1
018	TF	DM211	13 46 50.22 N	100 25 03.03 E	-	245°(244.48°)	0.6	5.2	L	6000-	-	RNAV1
019	TF	GETAR	13 38 13.62 N	100 24 59.93 E	-	181°(180.34°)	0.6	8.6	L	-	-	RNAV1
020	TF	CELLO	13 38 10.21 N	100 34 25.66 E	-	091°(090.34°)	0.6	9.1	L	11000+; FL130-	-	RNAV1
021	TF	DM215	13 40 09.08 N	100 57 55.50 E	-	086°(085.03°)	0.6	23.0	L	-	-	RNAV1
022	TF	DM216	13 54 27.99 N	101 16 19.13 E	-	052°(051.43°)	0.6	22.9	L	-	-	RNAV1
023	TF	ROBKA	14 10 42.95 N	101 25 07.95 E	-	028°(027.89°)	0.6	18.3	-	-	-	RNAV1
024	TF	UPKUP	14 03 52.65 N	101 26 54.84 E	-	048°(047.69°)	0.6	13.9	-	-	-	RNAV1