

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

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

ALBOS1J KRT1J NOBER1J  
OSUKA1J ROBKA1J SEMBO1J  
TANGO1J TARED1J TL1J

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

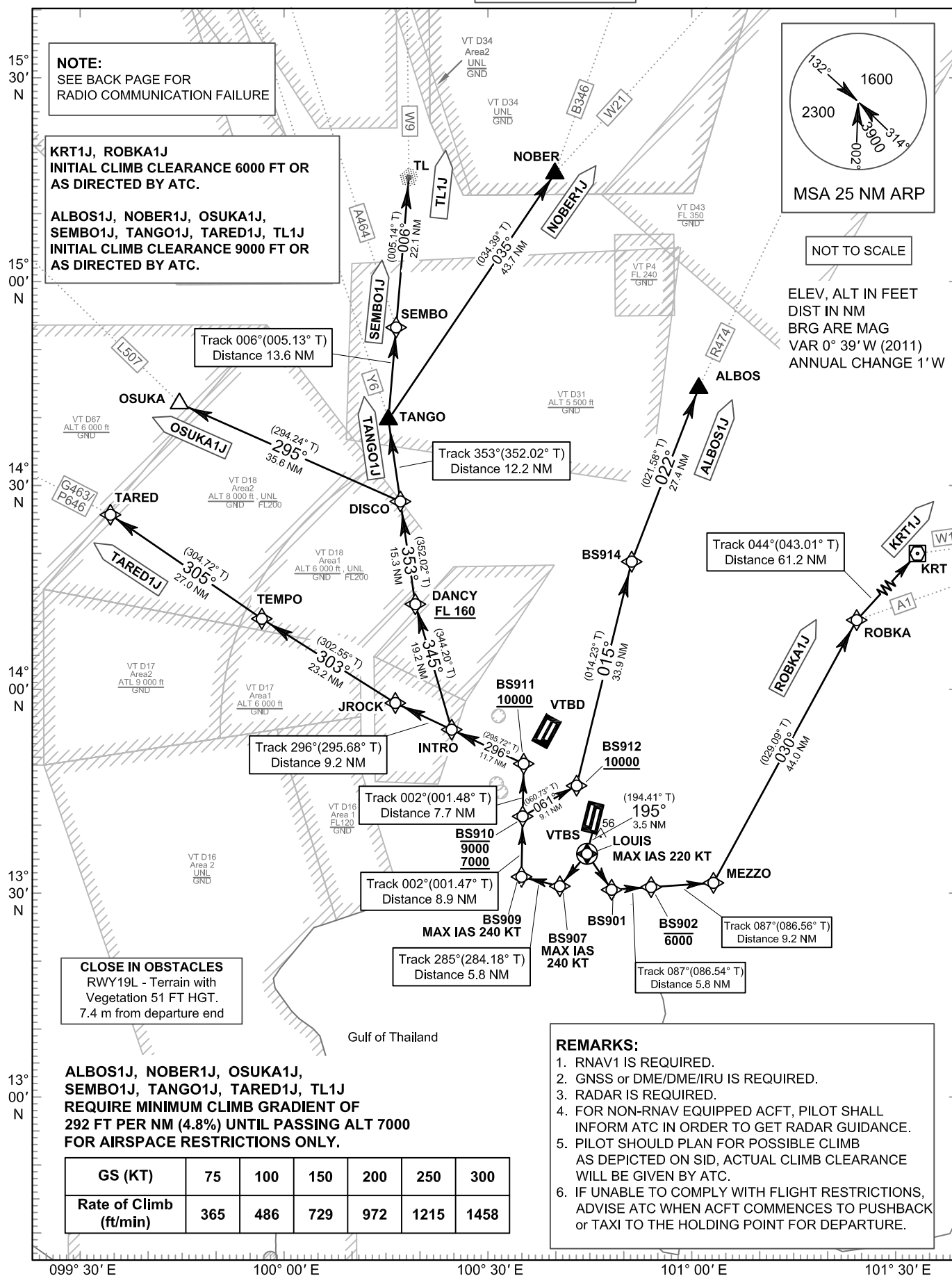
**KRT1J, ROBKA1J  
INITIAL CLIMB CLEARANCE 6000 FT OR  
AS DIRECTED BY ATC.**

**ALBOS1J, NOBER1J, OSUKA1J,  
SEMBO1J, TANGO1J, TARED1J, TL1J  
INITIAL CLIMB CLEARANCE 9000 FT OR  
AS DIRECTED BY ATC.**

MSA 25 NM ARP

NOT TO SCALE

ELEV, ALT IN FEET  
DIST IN NM  
BRG ARE MAG  
VAR 0° 39' W (2011)  
ANNUAL CHANGE 1' W



ALBOS1J KRT1J NOBER1J  
OSUKA1J ROBKA1J SEMBO1J  
TANGO1J TARED1J TL1J

#### 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 <b>A DEPARTING AIRCRAFT IS BEING RADAR VECTORED</b> , 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 VTBS AD 2.22, RADIO COMMUNICATION FAILURE.

#### ROUTE ABBREVIATED DESCRIPTIONS

SID	ROUTING	AIRWAYS
ALBOS1J	RWY19L(DER) – LOUIS[M195; K220-; R] → BS907[K240-] – BS909[K240-; R] – BS910[A7000+; A9000-; R] – BS912[A10000+; L] – BS914[R] – ALBOS	R474
KRT1J	RWY19L(DER) – LOUIS[M195; K220-; L] → BS901 – BS902[A6000-] – MEZZO[L] – ROBKA[R] – KRT	W1
NOBER1J	RWY19L(DER) – LOUIS[M195; K220-; R] → BS907[K240-] – BS909[K240-; R] – BS910[A7000+; A9000-] – BS911[A10000+; L] – INTRO[R] – DANCY[F160+; R] – DISCO – TANGO[R] – NOBER	W21, B346
OSUKA1J	RWY19L(DER) – LOUIS[M195; K220-; R] → BS907[K240-] – BS909[K240-; R] – BS910[A7000+; A9000-] – BS911[A10000+; L] – INTRO[R] – DANCY[F160+; R] – DISCO[L] – OSUKA	L507
ROBKA1J	RWY19L(DER) – LOUIS[M195; K220-; L] → BS901 – BS902[A6000-] – MEZZO[L] – ROBKA	A1
SEMBO1J	RWY19L(DER) – LOUIS[M195; K220-; R] → BS907[K240-] – BS909[K240-; R] – BS910[A7000+; A9000-] – BS911[A10000+; L] – INTRO[R] – DANCY[F160+; R] – DISCO – TANGO[R] – SEMBO	A464
TANGO1J	RWY19L(DER) – LOUIS[M195; K220-; R] → BS907[K240-] – BS909[K240-; R] – BS910[A7000+; A9000-] – BS911[A10000+; L] – INTRO[R] – DANCY[F160+; R] – DISCO – TANGO	Y6
TARED1J	RWY19L(DER) – LOUIS[M195; K220-; R] → BS907[K240-] – BS909[K240-; R] – BS910[A7000+; A9000-] – BS911[A10000+; L] – INTRO – JROCK[R] – TEMPO[R] – TARED	G463/P646
TL1J	RWY19L(DER) – LOUIS[M195; K220-; R] → BS907[K240-] – BS909[K240-; R] – BS910[A7000+; A9000-] – BS911[A10000+; L] – INTRO[R] – DANCY[F160+; R] – DISCO – TANGO[R] – SEMBO – TL	W9

**STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO**

**BANGKOK/Suvarnabhumi INTL (VTBS)  
RNAV RWY19L**

**ALBOS1J KRT1J NOBER1J  
OSUKA1J ROBKA1J SEMBO1J  
TANGO1J TARED1J TL1J**

**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 RWY19L	13 39 24.11 N	100 45 06.59 E	-	-	0.7	-	-	-	-	RNAV1
002	CF	LOUIS	13 35 59.82 N	100 44 12.92 E	Y	195°(194.41°)	0.7	3.5	L, R	-	220	RNAV1
003	DF	BS907	13 31 14.42 N	100 40 03.93 E	-	-	0.7	-	-	-	240	RNAV1
004	TF	BS909	13 32 40.09 N	100 34 16.99 E	-	285°(284.18°)	0.7	5.8	R	-	240	RNAV1
005	TF	BS910	13 41 36.08 N	100 34 31.08 E	-	002°(001.47°)	0.7	8.9	R	7000+; 9000-	-	RNAV1
006	TF	BS912	13 46 05.33 N	100 42 42.85 E	-	061°(060.73°)	0.7	9.1	L	10000+	-	RNAV1
007	TF	BS914	14 19 08.00 N	100 51 18.42 E	-	015°(014.23°)	0.7	33.9	R	-	-	RNAV1
008	TF	ALBOS	14 44 41.70 N	101 01 41.90 E	-	022°(021.58°)	0.7	27.4	-	-	-	RNAV1
009	TF	BS911	13 49 22.54 N	100 34 43.38 E	-	002°(001.48°)	0.7	7.7	L	10000+	-	RNAV1
010	TF	INTRO	13 54 28.98 N	100 23 51.74 E	-	296°(295.72°)	0.7	11.7	R	-	-	RNAV1
011	TF	DANCY	14 13 03.50 N	100 18 28.40 E	-	345°(344.20°)	0.7	19.2	R	FL160+	-	RNAV1
012	TF	DISCO	14 28 15.59 N	100 16 17.24 E	-	353°(352.02°)	0.7	15.3	L	-	-	RNAV1
013	TF	TANGO	14 40 22.25 N	100 14 32.54 E	-	353°(352.02°)	0.7	12.2	R	-	-	RNAV1
014	TF	NOBER	15 16 35.60 N	100 40 06.00 E	-	035°(034.39°)	0.7	43.7	-	-	-	RNAV1
015	TF	SEMBO	14 53 59.16 N	100 15 47.92 E	-	006°(005.13°)	0.7	13.6	-	-	-	RNAV1
016	TF	TL	15 16 08.09 N	100 17 51.05 E	-	006°(005.14°)	0.7	22.1	-	-	-	RNAV1
017	TF	OSUKA	14 42 48.00 N	099 43 00.00 E	-	295°(294.24°)	0.7	35.6	-	-	-	RNAV1
018	TF	JROCK	13 58 28.40 N	100 15 21.61 E	-	296°(295.68°)	0.7	9.2	R	-	-	RNAV1
019	TF	TEMPO	14 11 00.89 N	099 55 11.97 E	-	303°(302.55°)	0.7	23.2	R	-	-	RNAV1
020	TF	TARED	14 26 19.52 N	099 31 28.87 E	-	305°(304.72°)	0.7	27.0	-	-	-	RNAV1
021	DF	BS901	13 30 39.63 N	100 47 52.93 E	-	-	0.7	-	-	-	-	RNAV1
022	TF	BS902	13 31 00.74 N	100 53 51.07 E	-	087°(086.54°)	0.7	5.8	-	6000-	-	RNAV1
023	TF	MEZZO	13 31 33.78 N	101 03 16.41 E	-	087°(086.56°)	0.7	9.2	L	-	-	RNAV1
024	TF	ROBKA	14 10 11.36 N	101 25 18.46 E	-	030°(029.09°)	0.7	44.0	R	-	-	RNAV1
025	TF	KRT	14 55 02.35 N	102 08 23.32 E	-	044°(043.01°)	0.7	61.2	-	-	-	RNAV1