

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 RWY01L

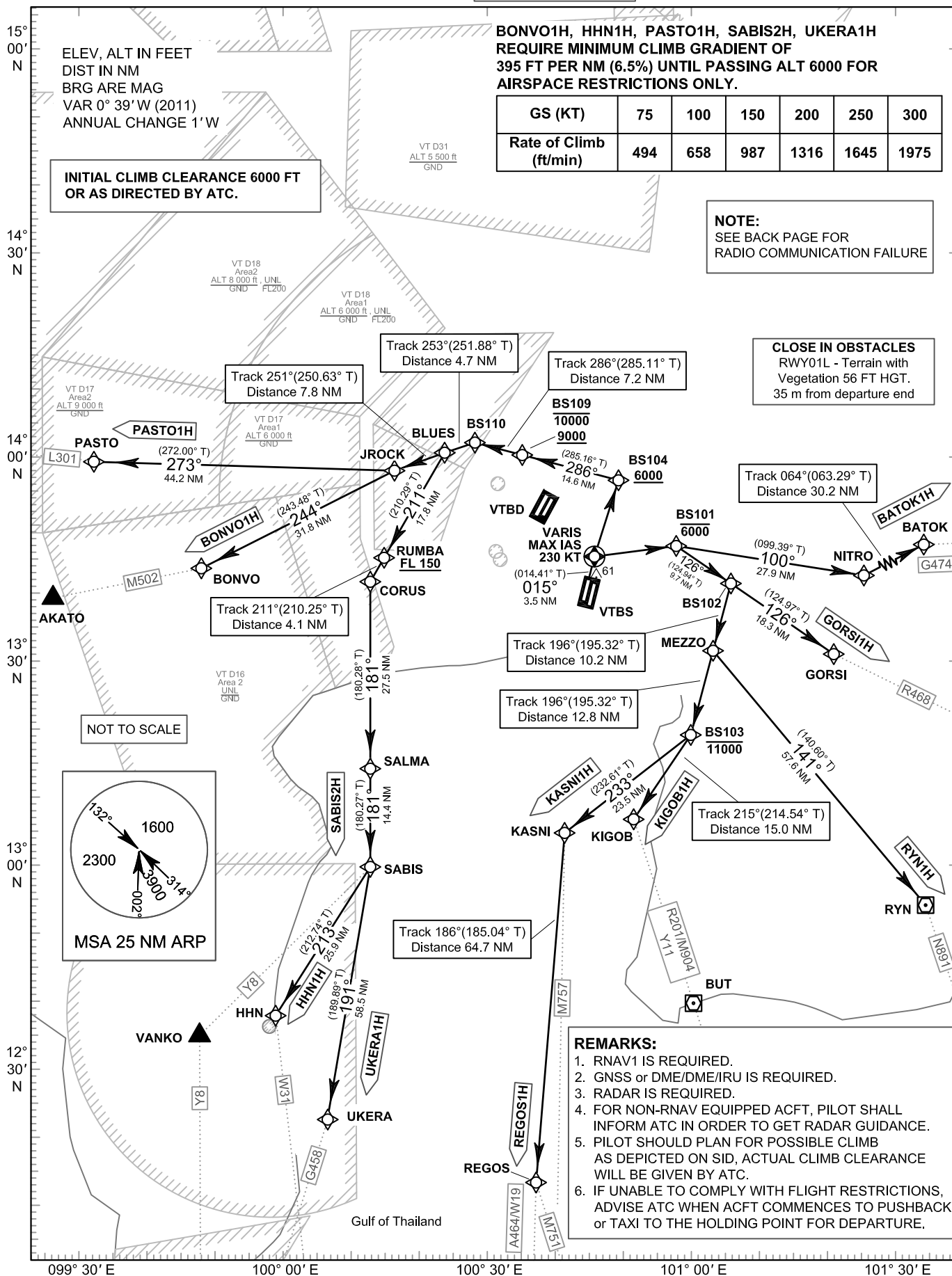
BATOK1H BONVO1H GORSI1H
HHN1H KASNI1H KIGOB1H
PASTO1H REGOS1H
RYN1H SABIS2H UKERA1H

BONVO1H, HHN1H, PASTO1H, SABIS2H, UKERA1H
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

NOTE:
SEE BACK PAGE FOR
RADIO COMMUNICATION FAILURE

CLOSE IN OBSTACLES
RWY01L - Terrain with
Vegetation 56 FT HGT.
35 m from departure end



BATOK1H BONVO1H GORS1H
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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
BATOK1H	RWY01L(DER) – <u>VARIS</u> [M015; K230-; R] → BS101[A6000-] – NITRO[L] – BATOK	G474
BONVO1H	RWY01L(DER) – <u>VARIS</u> [M015; K230-; R] → BS104[A6000+] – BS109[A9000+; A10000-] – BS110[L] – BLUES[L] – JROCK[L] – BONVO	M502
GORS1H	RWY01L(DER) – <u>VARIS</u> [M015; K230-; R] → BS101[A6000-] – BS102 – GORSI	R468
HHN1H	RWY01L(DER) – <u>VARIS</u> [M015; K230-; R] → BS104[A6000+] – BS109[A9000+; A10000-] – BS110[L] – BLUES[L] – RUMBA[FL150+] – CORUS[L] – SALMA – SABIS[R] – HHN	W31
KASNI1H	RWY01L(DER) – <u>VARIS</u> [M015; K230-; R] → BS101[A6000-] – BS102[R] – MEZZO – BS103[A11000-; R] – KASNI	M757
KIGOB1H	RWY01L(DER) – <u>VARIS</u> [M015; K230-; R] → BS101[A6000-] – BS102[R] – MEZZO – BS103[A11000-; R] – KIGOB	R201/M904/ Y11
PASTO1H	RWY01L(DER) – <u>VARIS</u> [M015; K230-; R] → BS104[A6000+] – BS109[A9000+; A10000-] – BS110[L] – BLUES[L] – JROCK[R] – PASTO	L301
REGOS1H	RWY01L(DER) – <u>VARIS</u> [M015; K230-; R] → BS101[A6000-] – BS102[R] – MEZZO – BS103[A11000-; R] – KASNI[L] – REGOS	A464/M751/ W19
RYN1H	RWY01L(DER) – <u>VARIS</u> [M015; K230-; R] → BS101[A6000-] – BS102[R] – MEZZO[L] – RYN	N891
SABIS2H	RWY01L(DER) – <u>VARIS</u> [M015; K230-; R] → BS104[A6000+] – BS109[A9000+; A10000-] – BS110[L] – BLUES[L] – RUMBA[FL150+] – CORUS[L] – SALMA – SABIS	Y8
UKERA1H	RWY01L(DER) – <u>VARIS</u> [M015; K230-; R] → BS104[A6000+] – BS109[A9000+; A10000-] – BS110[L] – BLUES[L] – RUMBA[FL150+] – CORUS[L] – SALMA – SABIS[R] – UKERA	G458

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INSTRUMENT (SID) - ICAO**

**BANGKOK/Suvarnabhumi INTL (VTBS)
RNAV RWY01L**

**BATOK1H BONVO1H GORSI1H
HHN1H KASNI1H KIGOB1H
PASTO1H REGOS1H
RYN1H SABIS2H UKERA1H**

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 RWY01L	13 42 13.21 N	100 44 35.44 E	-	-	0.7	-	-	-	-	RNAV1
002	CF	VARIS	13 45 37.45 N	100 45 29.14 E	Y	015°(014.41°)	0.7	3.5	R	-	230	RNAV1
003	DF	BS104	13 56 50.27 N	100 49 11.95 E	-	-	0.7	-	-	6000+	-	RNAV1
004	TF	BS109	14 00 40.24 N	100 34 41.02 E	-	286°(285.16°)	0.7	14.6	-	9000+; 10000-	-	RNAV1
005	TF	BS110	14 02 33.04 N	100 27 32.63 E	-	286°(285.11°)	0.7	7.2	L	-	-	RNAV1
006	TF	BLUES	14 01 05.07 N	100 22 57.50 E	-	253°(251.88°)	0.7	4.7	L	-	-	RNAV1
007	TF	RUMBA	13 45 36.97 N	100 13 43.08 E	-	211°(210.29°)	0.7	17.8	-	FL150+	-	RNAV1
008	TF	CORUS	13 42 05.43 N	100 11 36.93 E	-	211°(210.25°)	0.7	4.1	L	-	-	RNAV1
009	TF	SALMA	13 14 28.89 N	100 11 28.72 E	-	181°(180.28°)	0.7	27.5	-	-	-	RNAV1
010	TF	SABIS	12 59 58.53 N	100 11 24.53 E	-	181°(180.27°)	0.7	14.4	R	-	-	RNAV1
011	TF	UKERA	12 02 07.25 N	100 01 09.59 E	-	191°(189.89°)	0.7	58.5	-	-	-	RNAV1
012	TF	HHN	12 38 04.04 N	099 57 04.23 E	-	213°(212.74°)	0.7	25.9	-	-	-	RNAV1
013	TF	JROCK	13 58 28.40 N	100 15 21.61 E	-	251°(250.63°)	0.7	7.8	L, R	-	-	RNAV1
014	TF	BONVO	13 44 10.47 N	099 46 06.72 E	-	244°(243.48°)	0.7	31.8	-	-	-	RNAV1
015	TF	PASTO	14 00 04.50 N	099 30 06.94 E	-	273°(272.00°)	0.7	44.2	-	-	-	RNAV1
016	DF	BS101	13 47 04.50 N	100 57 50.60 E	-	-	0.7	-	-	6000-	-	RNAV1
017	TF	BS102	13 41 28.08 N	101 06 02.84 E	-	126°(124.94°)	0.7	9.7	R	-	-	RNAV1
018	TF	MEZZO	13 31 33.78 N	101 03 16.41 E	-	196°(195.32°)	0.7	10.2	L	-	-	RNAV1
019	TF	BS103	13 19 09.98 N	100 59 48.37 E	-	196°(195.32°)	0.7	12.8	R	11000-	-	RNAV1
020	TF	KASNI	13 04 50.17 N	100 40 41.88 E	-	233°(232.61°)	0.7	23.5	L	-	-	RNAV1
021	TF	REGOS	12 00 06.50 N	100 34 54.30 E	-	186°(185.04°)	0.7	64.7	-	-	-	RNAV1
022	TF	KIGOB	13 06 46.46 N	100 51 06.33 E	-	215°(214.54°)	0.7	15.0	-	-	-	RNAV1
023	TF	RYN	12 46 48.30 N	101 40 41.70 E	-	141°(140.60°)	0.7	57.6	-	-	-	RNAV1
024	TF	GORSI	13 30 54.64 N	101 21 28.05 E	-	126°(124.97°)	0.7	18.3	-	-	-	RNAV1
025	TF	NITRO	13 42 28.69 N	101 26 07.28 E	-	100°(099.39°)	0.7	27.9	L	-	-	RNAV1
026	TF	BATOK	13 56 06.00 N	101 53 53.60 E	-	064°(063.29°)	0.7	30.2	-	-	-	RNAV1