

# STANDARD DEPARTURE CHART- INSTRUMENT (SID) - ICAO

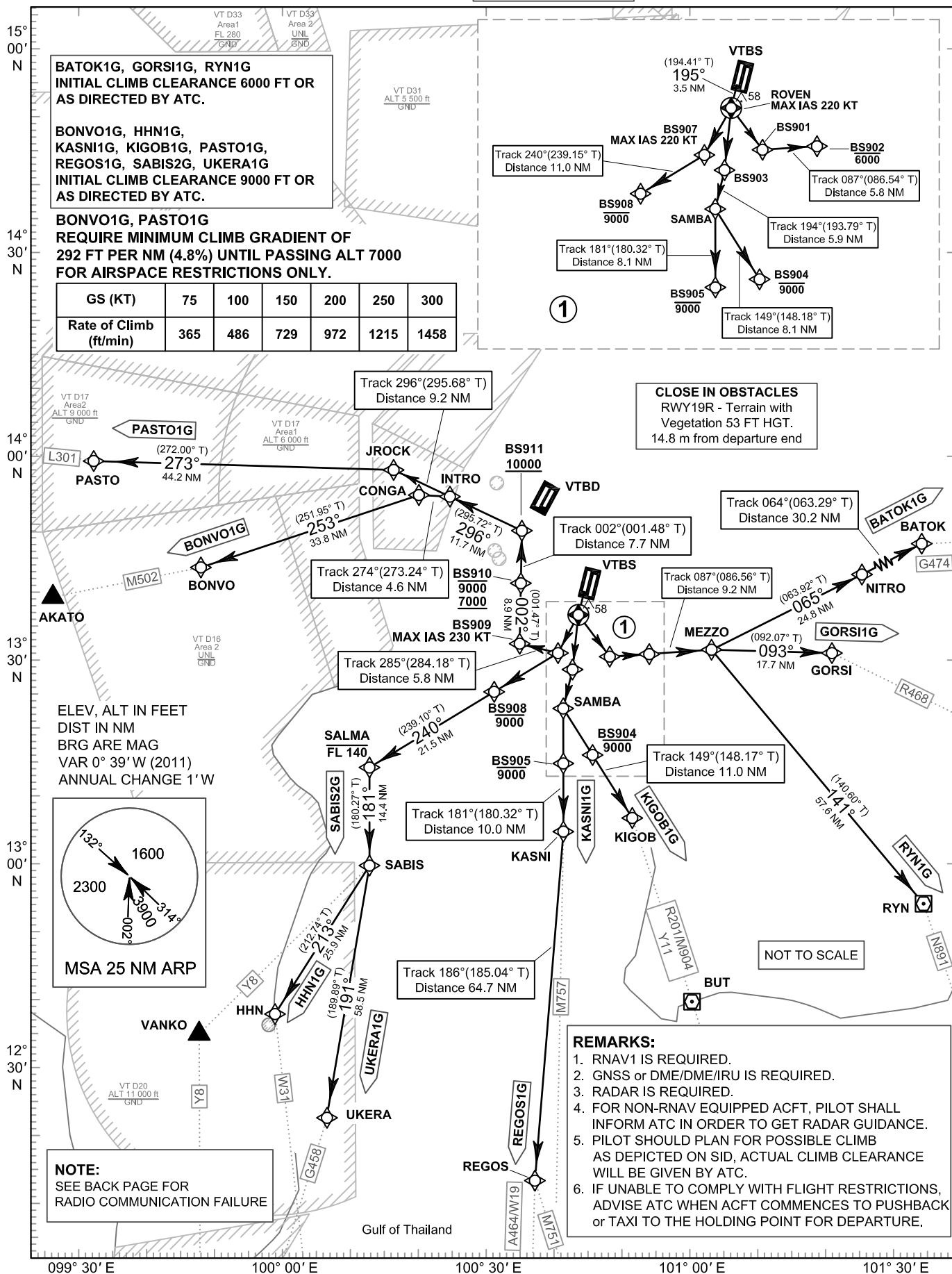
TRANSITION ALTITUDE  
11000 ft

**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 RWY19R**

**BATOK1G BONVO1G GORSI1G**  
**HHN1G KASNI1G KIGOB1G**  
**PASTO1G REGOS1G**  
**RYN1G SABIS2G UKERA1G**



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RYN1G SABIS2G UKERA1G

#### 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
BATOK1G	RWY19R(DER) – <u>ROVEN</u> [M195; K220-; L] → BS901 – BS902[A6000-] – MEZZO[L] – NITRO – BATOK	G474
BONVO1G	RWY19R(DER) – <u>ROVEN</u> [M195; K220-; R] → BS907[K220-; R] – BS909[K230-; R] – BS910[A7000+; A9000-] – BS911[A10000+; L] – INTRO[L] – CONGA[L] – BONVO	M502
GORSI1G	RWY19R(DER) – <u>ROVEN</u> [M195; K220-; L] → BS901 – BS902[A6000-] – MEZZO[R] – GORSI	R468
HHN1G	RWY19R(DER) – <u>ROVEN</u> [M195; K220-; R] → BS907[K220-; R] – BS908[A9000-] – SALMA[F140-; L] – SABIS[R] – HHN	W31
KASNI1G	RWY19R(DER) – <u>ROVEN</u> [M195; K220-] → BS903 – SAMBA[L] – BS905[A9000-] – KASNI	M757
KIGOB1G	RWY19R(DER) – <u>ROVEN</u> [M195; K220-] → BS903 – SAMBA[L] – BS904[A9000-] – KIGOB	R201/M904/ Y11
PASTO1G	RWY19R(DER) – <u>ROVEN</u> [M195; K220-; R] → BS907[K220-; R] – BS909[K230-; R] – BS910[A7000+; A9000-] – BS911[A10000+; L] – INTRO – JROCK[L] – PASTO	L301
REGOS1G	RWY19R(DER) – <u>ROVEN</u> [M195; K220-] → BS903[R] – SAMBA[L] – BS905[A9000-] – KASNI[R] – REGOS	A464/M751/ W19
RYN1G	RWY19R(DER) – <u>ROVEN</u> [M195; K220-; L] → BS901 – BS902[A6000-] – MEZZO[R] – RYN	N891
SABIS2G	RWY19R(DER) – <u>ROVEN</u> [M195; K220-; R] → BS907[K220-; R] – BS908[A9000-] – SALMA[F140-; L] – SABIS	Y8
UKERA1G	RWY19R(DER) – <u>ROVEN</u> [M195; K220-; R] → BS907[K220-; R] – BS908[A9000-] – SALMA[F140-; L] – SABIS[R] – UKERA	G458

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RNAV RWY19R**

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HHN1G KASNI1G KIGOB1G  
PASTO1G REGOS1G  
RYN1G SABIS2G UKERA1G**

**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 RWY19R	13 40 16.60 N	100 44 04.79 E	-	-	0.7	-	-	-	-	RNAV1
002	CF	ROVEN	13 36 52.30 N	100 43 11.13 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	-	-	-	220	RNAV1
004	TF	BS909	13 32 40.09 N	100 34 16.99 E	-	285°(284.18°)	0.7	5.8	R	-	230	RNAV1
005	TF	BS910	13 41 36.08 N	100 34 31.08 E	-	002°(001.47°)	0.7	8.9	-	7000+; 9000-	-	RNAV1
006	TF	BS911	13 49 22.54 N	100 34 43.38 E	-	002°(001.48°)	0.7	7.7	L	10000+	-	RNAV1
007	TF	INTRO	13 54 28.98 N	100 23 51.74 E	-	296°(295.72°)	0.7	11.7	L	-	-	RNAV1
008	TF	JROCK	13 58 28.40 N	100 15 21.61 E	-	296°(295.68°)	0.7	9.2	L	-	-	RNAV1
009	TF	PASTO	14 00 04.50 N	099 30 06.94 E	-	273°(272.00°)	0.7	44.2	-	-	-	RNAV1
010	TF	CONGA	13 54 44.52 N	100 19 09.98 E	-	274°(273.24°)	0.7	4.6	L	-	-	RNAV1
011	TF	BONVO	13 44 10.47 N	099 46 06.72 E	-	253°(251.95°)	0.7	33.8	-	-	-	RNAV1
012	TF	BS908	13 25 34.36 N	100 30 22.74 E	-	240°(239.15°)	0.7	11.0	-	9000-	-	RNAV1
013	TF	SALMA	13 14 28.89 N	100 11 28.72 E	-	240°(239.10°)	0.7	21.5	L	FL140-	-	RNAV1
014	TF	SABIS	12 59 58.53 N	100 11 24.53 E	-	181°(180.27°)	0.7	14.4	R	-	-	RNAV1
015	TF	UKERA	12 02 07.25 N	100 01 09.59 E	-	191°(189.89°)	0.7	58.5	-	-	-	RNAV1
016	TF	HHN	12 38 04.04 N	099 57 04.23 E	-	213°(212.74°)	0.7	25.9	-	-	-	RNAV1
017	DF	BS903	13 28 47.51 N	100 42 14.54 E	-	-	0.7	-	-	-	-	RNAV1
018	TF	SAMBA	13 23 02.66 N	100 40 48.12 E	-	194°(193.79°)	0.7	5.9	L	-	-	RNAV1
019	TF	BS905	13 14 54.79 N	100 40 45.31 E	-	181°(180.32°)	0.7	8.1	-	9000-	-	RNAV1
020	TF	KASNI	13 04 50.17 N	100 40 41.88 E	-	181°(180.32°)	0.7	10.0	R	-	-	RNAV1
021	TF	REGOS	12 00 06.50 N	100 34 54.30 E	-	186°(185.04°)	0.7	64.7	-	-	-	RNAV1
022	TF	BS904	13 16 08.08 N	100 45 10.75 E	-	149°(148.18°)	0.7	8.1	-	9000-	-	RNAV1
023	TF	KIGOB	13 06 46.46 N	100 51 06.33 E	-	149°(148.17°)	0.7	11.0	-	-	-	RNAV1
024	DF	BS901	13 30 39.63 N	100 47 52.93 E	-	-	0.7	-	-	-	-	RNAV1
025	TF	BS902	13 31 00.74 N	100 53 51.07 E	-	087°(086.54°)	0.7	5.8	-	6000-	-	RNAV1
026	TF	MEZZO	13 31 33.78 N	101 03 16.41 E	-	087°(086.56°)	0.7	9.2	L, R	-	-	RNAV1
027	TF	RYN	12 46 48.30 N	101 40 41.70 E	-	141°(140.60°)	0.7	57.6	-	-	-	RNAV1
028	TF	GORSI	13 30 54.64 N	101 21 28.05 E	-	093°(092.07°)	0.7	17.7	-	-	-	RNAV1
029	TF	NITRO	13 42 28.69 N	101 26 07.28 E	-	065°(063.92°)	0.7	24.8	-	-	-	RNAV1
030	TF	BATOK	13 56 06.00 N	101 53 53.60 E	-	064°(063.29°)	0.7	30.2	-	-	-	RNAV1