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Revision Letter For Cycle 01-2015

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General Information

Location: Bangkok Tha
IATA Code: BKK
Lat/Long: N13° 41.1' E100° 44.9'
Elevation: 5 ft

Airport Use: Public
Magnetic Variation: 0.7°W

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 2342 Z
Sunset: 1103 Z,

Runway Information

Runway: 01L
Length x Width: 12139 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 5 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 01R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 5 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 5 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19R
Length x Width: 12139 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 5 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

- ATIS 127.8
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- Suvarnabhumi Arrival Arrival Control 133.6 Arrival Service
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- Suvarnabhumi Departure Departure Control 119.25 Departure Service

1. GENERAL

1.1 ATIS

D-ATIS 127.8

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

- Low visibility procedures will be established for operation in a visibility of less than RVR 550m or a cloud base of less than 200 ft.
- Special ATC procedures and safeguarding will be applied during CAT II operations to protect ACFT operating in low visibility and to avoid interference to the ILS signals in accordance with ICAO Doc 9365: Manual of all-weather operations. Pilots will be informed when these procedures are in operation by ATIS or RTF.
- Runway 19L/01R and runway 19R/01L, subject to serviceability of the required facilities, are suitable for CAT II operations by operators whose minima have been accepted by the Department of Civil Aviation (DCA).

1.2.2. ARRIVAL

- CAT II Approach and Landing: Pilots who wish to carry out an ILS CAT II approach shall inform Bangkok Approach on initial contact.
- Pilots may carry out a practice ILS CAT II approach at any time. But the full safeguarding procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.
- When Low Visibility Procedures are in operation, a much reduced landing rate can be expected due to the requirement for increased spacing between arriving ACFT.
- ACFT will be vectored to intercept the ILS localizer at least 10 NM from touch-down.
- All runway exits are equipped with green/yellow coded taxiway center line lights to indicate the boundary of the localizer sensitive area.
- Pilots are required to make a ``RUNWAY VACATED`` call giving due allowance for the size of the ACFT to ensure that the entire ACFT has vacated the localizer sensitive area.
- ACFT shall vacate the runway via the first convenient exit taxiways which are designated as follows:
 - Runway 19L via B8, B10, B11, B12, B13
 - Runway 01R via B7, B5, B3, B2, B1
 - Runway 19R via E9, E13, E15, E19, E21
 - Runway 01L via E12, E7, E5, E2, E1
- Pilots not able to comply with these requirements should notify ATC immediately.

1.2.3. DEPARTURE

- ATC will require departing ACFT to use the CAT II holding positions listed below:
 - Runway 19L: B1, B2
 - Runway 01R: B13, B12
 - Runway 19R: E1, E2
 - Runway 01L: E21, E19
- Except as described above, other intersection take-offs are not permitted.
- Pilots wishing to conduct an ILS guided take-off shall inform ATC on start up in order to ensure that the protection of the localizer sensitive area is provided.

1.2.4. TAXIING ACFT

- Taxiing ACFT must follow the lighted taxiway center line in relation to the standard taxi route provided by ATC. Deviation from the standard taxi route may be approved for traffic reasons.
- When low visibility operating procedures are in operation pilots-in-command shall adjust ACFT taxiing speeds to ensure that they are able to comply with ATC instructions.

1.2.5. TOWING OF ACFT

- ACFT towing will be restricted when the RVR is less than 550m.

1. GENERAL

1.2.6. ACFT GUIDANCE UNDER ALL-WEATHER OPERATIONS CATEGORY II

- Taxiway center line lights.
- As soon as the operation of Category II low visibility procedures is announced, ACFT will only be permitted to taxi on taxiways with operating center line lights.
- Taxiway center line lights within the ILS sensitive area are color-coded (Green/Yellow) from runway 19L/01R to taxiway B and from runway 19R/01L to taxiway E. To indicate that the ACFT has vacated the ILS sensitive area, pilots are to delay the call ``RUNWAY VACATED`` until the ACFT has completely passed the end of the Green/Yellow color-coded taxiway center line lights.

1.2.7. STOP BARS

- Taxiing across stop bars is strictly prohibited as long as they are in operation. No kind of clearance includes permission to taxi across a stop bar in operation.
- Stop bars are installed at every runway holding position to assist in preventing inadvertent incursions of ACFT and vehicles onto the runway. In addition, stop bars are arranged on the following listed below to provide traffic control by visual means.
 - on taxiway B at the intermediate holding position to taxiway C7.
 - on taxiway G at the intermediate holding position to taxiway C.
 - on taxiway E at the intermediate holding position to taxiway E12.
 - on taxiway D at the intermediate holding position to taxiway G.

1.2.8. CLEARANCE BARS/INTERMEDIATE HOLDING POSITION LIGHTS

- Taxiing across clearance bars/intermediate holding position lights is allowed.
- Clearance bars/intermediate holding position lights are installed at every intermediate holding position except where a stop bar has been installed.
- Clearance bars/intermediate holding position lights consist of seven fixed unidirectional lights showing yellow in the direction of approach to intermediate holding position.

1.2.9. ADVERSE WEATHER WARNING

- Aircraft will not be refused permission to land or take off at Suvarnabhumi International Airport solely because of adverse weather conditions. The pilot-in-command of a commercial air transport ACFT shall be responsible for operation in accordance with applicable company weather minima.

1.3. GROUND MOVEMENT

1.3.1. TAXI PROCEDURES

- All surface movement of ACFT, vehicles and personnel on the maneuvering area is subject to prior permission from ATC.
- Within the movement area, pilots will be cleared to and from the ACFT stands under general direction from Ground Control. Pilots are reminded of the extreme importance of maintaining a careful look out at all times.
- Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.

1.3.2. OPERATION OF MODE S TRANSPONDERS ON THE GROUND

- Suvarnabhumi International Airport is equipped with an Advanced Surface Movement Radar utilizing mode S multilateration. ACFT operators intending to use Suvarnabhumi International Airport should ensure that mode S transponders are able to operate when the ACFT is on the ground.
- For ACFT that are capable of reporting ACFT identification (i.e. call signs used in flight) the ACFT identification should also be entered via FMS or control panel. The ICAO defined format for ACFT identification (i.e. same format as used in ICAO plan e.g. THA640, CPA701, SIA068) shall be used.

1. GENERAL

1.3.2. OPERATION OF MODE S TRANSPONDERS ON THE GROUND (CONT)

- Flight crew should select XPDR or the equivalent according to specific installation. It must also be ensured that the transponder is operating (i.e. OUT OF STAND-BY or OFF POSITION) and the assigned mode A code is selected in accordance with the following:
 - a) for a departing flight, upon received airway clearance; except that subject to allocated wheels up time (AWUT) or departure time restrictions, the action should be done when starting up engine.
 - b) for an arriving flight, continuously until the aircraft is fully parked at the stand.
- To prevent possible interference to radar surveillance systems, TCAS should be functioned;
 - a) for departure, when ACFT are entering the runway or line up clearance is received;
 - b) for arrival, until ACFT have vacated the runway.
- While on the ground, pilots of ACFT not equipped with mode S transponder shall operate the transponder and select mode A code as individually directed by the ATC unit:
 - a) for departure, when starting up engine;
 - b) for arrival, until ACFT have completely parked.

1.3.3. TRACKING AND IDENTIFICATION OF AIRPORT SURFACE VEHICLES

- To provide tracking and identification of authorized movements, any authorized vehicle intended to be used on the maneuvering area at Suvarnabhumi International Airport shall be equipped with mode S squitter box to inform mode S multilateration system of its position.

1.4. LOCAL TRAFFIC REGULATIONS

1.4.1. AIRPORT REGULATIONS

- Suvarnabhumi Aerodrome Traffic Zone (ATZ) airspace is classified as class C.
- IFR and authorized VFR flights only are permitted, all flights are subject to air traffic control service and separated from each other.
- For air traffic management and effective traffic flow, runway 01L and 19L shall be mainly used for departure while Runway 01R and 19R shall be used for arrival. The use of runways different from this requirement may be possible as considered necessary under special circumstances, such as adverse weather conditions or operational necessity. In normal situations, only when traffic permits, ATC may initiate pilots to depart or land on the appropriate runway.
- To retain the defined value of runway capacity at Suvarnabhumi International Airport, and to provide efficient separation between ACFT for the safety of flight and orderly flow of air traffic, only ACFT category B or above with the minimum final approach speed of 110 kt. are permitted to use Suvarnabhumi International Airport. However, other ACFT may be authorized to operate within Suvarnabhumi ATZ if:
 - The ACFT is being used for or in connection with:
 - a) a search and rescue operation;
 - b) a medical emergency; or
 - c) a flight inspection of air navigation facilities.
 - The pilot of the ACFT has declared an in-flight emergency.
 - The ACFT constitutes VIP flight.
 - The ACFT is as may be determined by the appropriate authority.
- The following school and training flights are not permitted:
 - a) school and training flights;
 - b) continuous take-off and landing exercises;
 - c) solo flight during basic flight training.

2. ARRIVAL

2.1. SPEED CONTROL

- For arrival management procedures in order to facilitate the flow of arriving aircraft within Bangkok TMA, speed control is used to optimize the spacing between aircraft and reduce the overall delay of traffic.
- Unless otherwise by ATC, speed control shall be in force at all times and to replace the the speed requirements as published in STARS. All aircraft navigating under conditions of RNAV (GNSS) STARS shall conform to the speed requirements in these procedures.
- ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phraseology: "No (ATC) speed restrictions."
- At other times, speed adjustment may be applied on a tactical basis to the extent determined by ATC. When speed adjustment is no longer required, the phraseology "Resume normal speed" shall be used. Note: The phrase "Resume normal speed" does not delete speed restrictions that are applicable to these procedures in upcoming segments of flight.
- If unable to conform with these procedures, pilots should immediately inform ATC and state what speed will be used.

PROCEDURES:

- All arriving aircraft are to fly at no more than IAS 250 knots when at or below 10,000'.
For Runway 19:
IAS 250 knots over initial approach waypoint (IAF) CAROS, NAUTY, ARONS, SILVA, DANNY or at 50NM from SVB VOR.
For Runway 01:
IAS 270 knots over initial approach waypoint (IAF) TERRY, NUMAN, GIPSY or at 70NM from SVB VOR and IAS 250 knots over BS653, BS644, and BS643 or at 50NM (track miles). IAS 250 knots over initial approach waypoint (IAF) DAREN, CABIN or at 50NM (track miles).
- IAS 210 knots or minimum clean speed, whichever higher, during the intermediate approach phase or within 25 - 50NM (track miles).
- Within the band from IAS 170 knots to IAS 190 knots on, or shortly before closing heading to the ILS, or within 15 - 25NM (track miles).
- IAS 170 knots when established on the ILS until final approach points (FAF) or within 15NM (track miles). NOTE: Airbus A330 requires IAS 150 - 160 knots.
- Enroute holding and IAF holding will be in accordance with ICAO standard holding speed requirements and resume normal speed when leaving the holding pattern.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. FLAP SETTING

- Set minimum certified landing flaps according to the airplane flight manual for the applicable conditions.

2.2.2. THRUST REVERSER

- After landing, limit the use of reverse thrust to idle between 1900 and 2300 UTC, unless it adversely affects the safety of aircraft operations.

2.3. RWY OPERATIONS

2.3.1. MINIMUM RUNWAY OCCUPANCY TIME

- Shall be strictly applied in order to achieve the highest possible rate for arrivals and departures.
- Pilots are reminded that rapid exit from the landing runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilization and will minimize the occurrence of 'go-arounds'.

2.3.1.a REDUCE COMMUNICATION WORKLOAD

- To reduce communication workload, additional Arrival Control frequency 126.3 shall be established and used during the congested traffic periods. the control of arriving aircraft shall be transferred from Arrival Control frequency 133.6 to Arrival Control frequency 126.3.

2. ARRIVAL

2.3.2. HIGH INTENSITY RUNWAY OPERATION

- Shall be strictly applied in order to achieve the highest possible rate for arrivals and departures.
- To achieve the highest possible rate/hour for arrivals and departures, runway occupancy times are to be reduced to a minimum, as a rule. Runway shall be vacated via high speed turn-offs.
- Whenever runway conditions permit, pilots should prepare their landing so as to vacate the runways via the following high speed turn-offs:

REMARK:

Distance to turn off is the distance of the respective runway to turn-off intersection.

RUNWAY 19L	DISTANCE TO TURN OFF
B8	5381' (1640m)
B10	6726' (2050m)
B11	8399' (2560m)

RUNWAY 19R	DISTANCE TO TURN OFF
E9	4823' (1470m)
E13	6726' (2050m)
E15	8005' (2440m)

RUNWAY 01R	DISTANCE TO TURN OFF
B7	5807' (1770m)
B5	7710' (2350m)
B3	8990' (2740m)

RUNWAY 01L	DISTANCE TO TURN OFF
E12	4462' (1360m)
E7	6726' (2050m)
E5	8399' (2560m)

2.4. FLIGHT PROCEDURES

- Aircraft inbound to Suvarnabhumi Airport via the airways system will be instructed to fly on the appropriate RNAV STARs by ATC.
- In the event of an aircraft radio failure, a pilot shall select mode A code 7600. Continue on cleared transition to final approach and comply with the vertical constraints depicted on the procedure.
- Pilots of Non-RNAV equipped aircraft shall inform ATC and request for radar vectors.

2.4.1. APPROACH PROCEDURES WITH RADAR CONTROL

- All procedures are designed to maximize departure and arrival capacity in Bangkok TMA and to minimize noise disturbance in areas overflown.
- The final approach may be carried out by means of ILS or other available instrument approach system at the discretion of the pilot.
- The spacing provided between aircraft will be designed to achieve maximum runway utilization within the parameters of safe separation minima including vortex effect and runway occupancy. It is important to validate the separation provided to achieve the optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
- The horizontal radar separation minimum shall be 5 NM except within BKK TMA, BKK CTR and Suvarnabhumi ATZ a reduced separation of 3 NM may be applied.

2.4.2. MISSED APPROACH

- As directed by ATC.
- In the absence of instructions from ATC, aircraft shall follow the missed approach procedures contained on the Instrument Approach Charts.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES.

- All departing aircraft are required to apply noise abatement procedure with thrust reduction at 1500' AGL and acceleration at 3000' AGL.

3.2. RWY OPERATIONS

3.2.1. HANDLING SERVICES AND FACILITIES

- For the purpose of noise and emission on the apron area, any aircraft that is designated to park at the stands served with passenger loading bridges shall utilize the fixed ground power supply (400Hz) and the fixed pre-conditioned air supply provided by the airport if in service.
- Fixed ground power supply (400Hz) - Operators are recommended to reduce electric load immediately after parking. If fixed ground power supply is out of service, mobile GPU may be used. APU shall not be used for more than 5 minutes after parking. If the operators request to operate the APU, the aircraft shall be allocated to the remote stand.
- Fixed pre-conditioned air supply: Operators are recommended to turn off the cabin air re-circulation system to prevent outside air mixing with PC-Air, if fixed PCA is out of service, mobile ACU may be used.
- Visual Docking Guidance System is provided at all stands. If VDGS is out of service, a marshaller shall guide the aircraft from the taxiway to the parking position on the stand.

3.2.2. ACTION TO BE TAKEN BY THE PILOT IN COMMAND

When the aircraft is fully ready the pilot-in-command shall :

- Contact Ground Control for permission to start up the engines.
It may be that not all engines are being started up at the stand, but only one (on idle power), and the other engines after the push back maneuver has been completed and the tug has been disconnected.
- Ensure that the ground engineer, who is in direct intercom-radio contact with the pilot-in-command, acknowledges the start up permission.
- Ensure that the anti-collision beacons of the aircraft have been switched on before starting the engines.
- Ask Ground Control for push back permission when the engine(s) have been started.
- Ensure that the ground engineer acknowledges the permission.
- Ensure that the aircraft is being pushed back in the right direction onto the taxiway.
- Request permission from Ground Control to taxi when the tug has been disconnected as confirmed by the ground engineer and the ground engineer has given the "all clear" signal.

3.2.3. PUSH BACK PROCEDURES

- Aircraft which are parked either nose in to the terminal building on a stand attached to a PASSENGER LOADING BRIDGE or nose in on a remote stand will need to be pushed back from the stand towards the taxiway center line taking into account the standard taxiway routing.
- Once the pilot-in-command of an aircraft has decided that the aircraft is fully ready for departure he/she will contact Ground Control for start up, stating the parking position, and after that for push back permission.
- Note- Fully ready in this sense means all passengers, hold and cargo doors are closed, the Passenger Loading Bridge is disconnected and back in its rest position, the tug is connected to the aircraft and the ground engineer is in position and in contact with the pilot in command.
- When the anti-collision beacons of the aircraft have been switched on no vehicular movement is permitted behind the aircraft.
- ATC may deviate from the standard push back procedure as stated below for reasons such as traffic or work in progress. The deviation will be given in the push back permission and the pilot-in-command has to make sure that the ground engineer fully understands the deviation.

3. DEPARTURE

3.2.3. PUSH BACK PROCEDURES (CONT)

- The PIC shall use minimum break away power and minimum taxi power when operating on the aprons and taxi lanes.
- Nose wheel positions have been marked on the taxilane center line to indicate to the driver where the push pull maneuver has to be stopped and the tug can be disconnected.
- A 340-600 aircraft may only be pushed back using a towbarless tow tractor. This is to avoid blocking the road in front of the aircraft by a tractor with towbar.

3.3. ATC CLEARANCE PROCEDURES

3.3.1. ISSUANCE OF ENROUTE CLEARANCE

- When flight formalities have been completed and aircraft is ready for departure (all doors are closed), all aircraft are to call Bangkok Control for ATC clearance including the aircraft call sign, aircraft type, and proposed flight level, if different from flight plan, on the clearance delivery frequencies as depicted on the 20-9 chart.

3.3.2. CANCELLATION OF ENROUTE CLEARANCE

- After the ATC clearance is received, pilots will be instructed to call the relevant ground control frequency for push back and start up, and should give parking stand number or location and received ATIS information.
- Unless other ATC restriction is imposed, the aircraft must be pushed back within 5 minutes from the time ATC clearance is received otherwise the ATC clearance will be cancelled.
- Additionally, in order to provide a more flexible ground traffic movement, all domestic departures shall no longer be required to push back within 5 minutes after clearance received.
EXCEPTION:
- If ATC clearance includes a departure time restriction in order to establish longitudinal separation, pilots shall:
 - a) keep listening watch on relevant Suvarnabhumi Ground Control frequency at all times for additional or revised ATC clearance and in readiness for push back; and
 - b) call Ground Control in the appropriate time with the departure time restriction.
- Failure to comply with 3.3.2.a and 3.3.2.b will result in cancellation of ATC clearance.

3.4. DEPARTURE PROCEDURES

3.4.1. OPERATIONAL FOR SAFETY AND MORE EFFECTIVE AIR TRAFFIC MANAGEMENT IN BANGKOK TMA

Suvarnabhumi Departure shall be established to provide Air Traffic Control Service at Suvarnabhumi International Airport, the operational procedures shall be as follows:

- All departing aircraft, before transferring to relevant approach sectors (East, West, South and North), are strictly required to contact Suvarnabhumi Departure on frequency 119.25 immediately after airborne.
- Standard Instrument Departures (SIDs), profiles and speed control of maximum 250 kt. below 10,000 ft. as specified in the AIP shall be followed unless otherwise instructed by ATC.
- Pilots shall be reminded that, to reduce communication workload, the departure frequency shall not be included in take-off clearance.
- Air Traffic Management for flight operating on ATS route A202, departure aircraft shall flight plan via A1 SELKA DCT RAMEI A202.

3.4.2. RUNWAY-IN-USE

- The runway-in-use is selected by Suvarnabhumi Control Tower as the best for general purpose. If it is unsuitable for a particular operation, the pilot can obtain permission from ATC to use another but must accept that he may thereby incur a delay.

3. DEPARTURE

3.4.3. DEPARTURE SEQUENCE

- Departure shall normally be cleared in the order in which they are ready for take-off, except that deviations may be made from this order of priority to facilitate the maximum number of departures with the least average delay.
- To increase runway capacity and to comply with slot times if required, ATC may re-order departure sequence at any time. In addition, intersections will be assigned for departure. Pilots unable to accept the reduced take-off run available for the assigned intersection, shall inform ATC directly.

3.4.4. DEPARTURE CLEARANCE

- The order in which aircraft are given take-off clearances will be determined on the basis of normal traffic priorities, the application of wake turbulence standard separation and departure slot allocations and management.
- Under normal circumstances all departing aircraft will be issued with SIDs. If, for traffic management reasons, a SID has to be cancelled, the pilot will be given a specific departure instruction.
- If, after take-off, a pilot experiences radio failure, he/she shall comply with communication failure procedures as published in the RNAV SID Charts.

3.4.5. GATE HOLDING PROCEDURES

To minimize taxi-out delay and reduce fuel consumption during peak hours of traffic, gate hold procedures for departing aircraft are implemented with the following conditions.

- Whenever there are about four departing aircraft at the runway holding position, an expected pushback time will be issued to subsequent departing aircraft, which are ready for pushback.
- In determination of expected pushback time, an aircraft's parking stand and taxi time to runway-in-use holding position will be taken into account.
- When an expected pushback time is issued, pilots are requested to monitor on a relevant ground control frequency for updates of information and revisions of pushback time.
- In situations when a departing aircraft is occupying a gate that has been assigned to an arriving aircraft, the departing aircraft will be instructed by ground control to pushback onto the taxilane or taxiway with no engine start-up to allow the arriving aircraft to taxi in, and expected taxi time will be provided.

3.4.6. INTERSECTION DEPARTURE

- Departing aircraft will normally be directed by ATC to use the full length of the runway for take-off. Pilots-in-command may request or ATC may propose an intersection departure to resolve a particular runway or maneuvering area conflict. The final decision whether to make an intersection departure rests with the pilot-in-command.

3.4.7. CLEARANCE FOR IMMEDIATE TAKE-OFF

- A pilot receiving an immediate take-off instruction is required to act as follows:
 - a) if waiting clear of the runway, taxi immediately to runway and begin take-off run without stopping aircraft;
 - b) if already lined up on the runway, take-off without delay;
 - c) if unable to comply with the instruction, inform ATC immediately.

3.4.8. MINIMUM RUNWAY OCCUPANCY TIME

- On receipt of line-up clearance pilots should ensure, commensurate with safety and standard operation procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced its take-off roll.
- Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion while on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.

3. DEPARTURE

3.4.8. MINIMUM RUNWAY OCCUPANCY TIME (CONT)

- Pilots not able to comply with these requirements should notify ATC as soon as possible.
- Pilots shall prepare for the following take-off run available (TORA):

RUNWAY 19L	TORA
B1	12467' (3800m)
B2	12139' (3700m)

RUNWAY 19R	TORA
E1	11483' (3500m)
E2	11155' (3400m)

RUNWAY 01R	TORA
B13	12467' (3800m)
B12	12139' (3700m)

RUNWAY 01L	TORA
E21	11483' (3500m)
E19	11155' (3400m)

- In order to expedite departure traffic, the runway declared distance at each additional available departing point when entering from taxiway, are as follows:

RUNWAY 19L	TORA
B3	9482' (2890m)

RUNWAY 19R	TORA
E5	8891' (2710m)

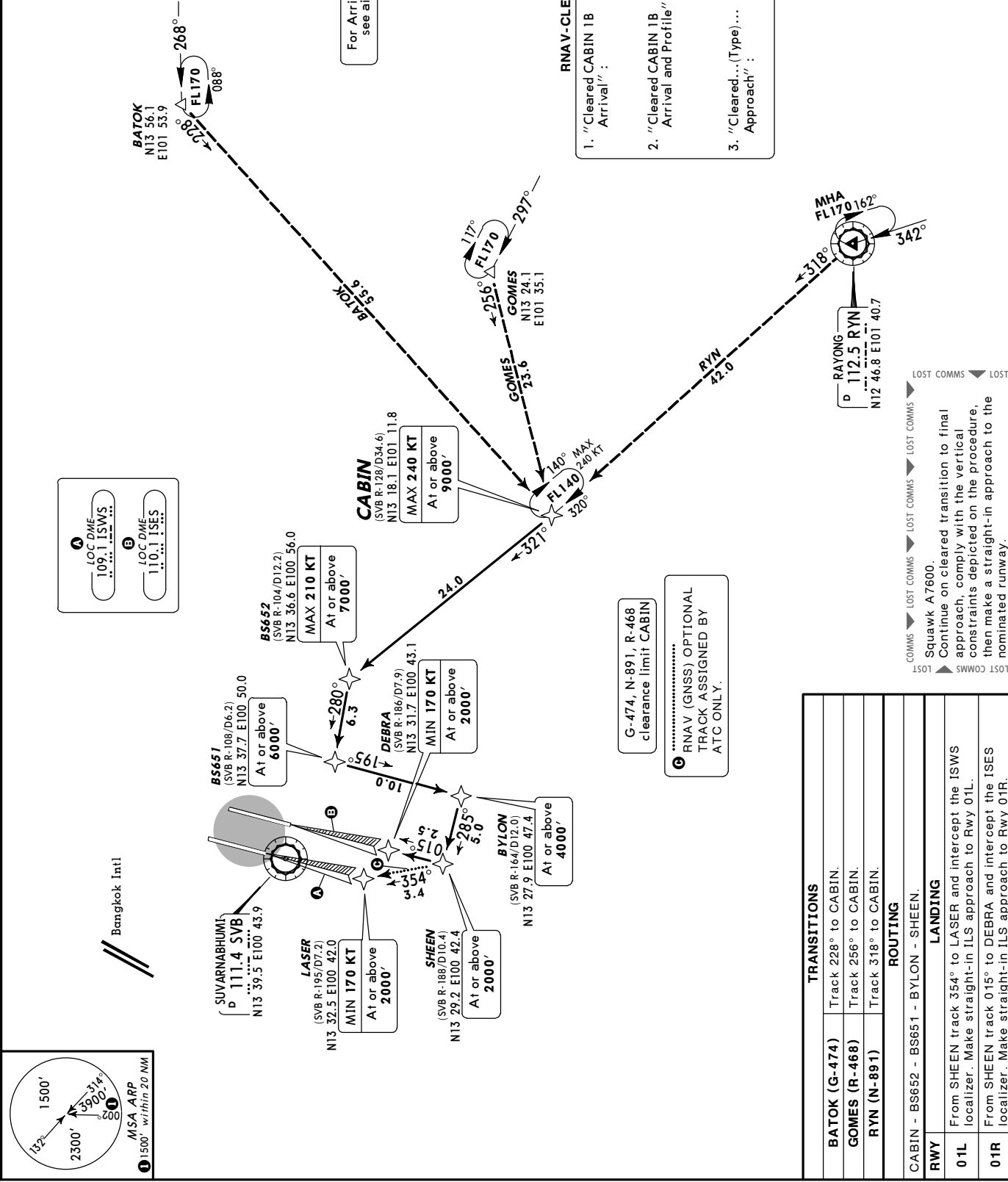
RUNWAY 01L	TORA
E15	8497' (2590m)

RUNWAY 01R	TORA
B11	8891' (2710m)

Remarks: The aircraft take-off from these points shall be approved when traffic permitted in VMC only.

ATIS 127.8	<i>Apt Elev</i> 5'	Alt Set: hPa Trans level: FL130 Trans alt: 11000'	1. Aircraft will be cleared for the appropriate RNAV (GNSS) STAR by ATC. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. Enroute holding: During periods of congestion in Bangkok TMA, the arriving aircraft may be required to hold at BATOM, GOMES, or RYN as directed by ATC. The holding speeds will be in accordance with standard ICAO holding speeds. 4. RADAR required.
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CABIN 1B ARRIVAL
[CABI1B]
(RWYS 01L/R)



TRANSITIONS	
BATOK (G-474)	Track 228° to CABIN.
GOMES (R-468)	Track 256° to CABIN.
RYN (N-891)	Track 318° to CABIN.
ROUTING	
CABIN - BS652 - BS651 - BYLON - SHEEN.	
RWY	LANDING
01L	From SHEEN track 354° to LASER and intercept the ISWS localizer. Make straight-in ILS approach to Rwy 01L.
01R	From SHEEN track 015° to DEBRA and intercept the ISES localizer. Make straight-in ILS approach to Rwy 01R.

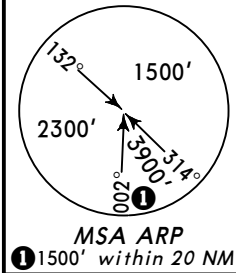
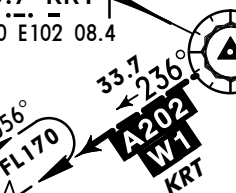
ATIS
127.8Apt
Elev
5'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'

1. Aircraft will be cleared for the appropriate RNAV (GNSS) STAR by ATC.
2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring.
3. Enroute holding: During periods of congestion in Bangkok TMA, the arriving aircraft may be required to hold at MOCHI as directed by ATC. The holding speeds will be in accordance with standard ICAO holding speeds.
4. **RADAR required.**

CAROS 1B ARRIVAL [CARO1B]
(RWYS 19L/R)**RNAV-CLEARANCE PHRASEOLOGY**

1. "Cleared CAROS 1B Arrival" : Authorization to fly the lateral RNAV (GNSS) STAR-Route; altitude and speed assignment will be issued by ATC.
2. "Cleared CAROS 1B Arrival and Profile" : Authorization to fly the RNAV (GNSS) STAR-Route as published, including the vertical constraints depicted on the procedure.
3. "Cleared...(Type)... Approach" : Authorization to execute the instrument approach via the particular RNAV (GNSS) STAR-Route.

KORAT
D 113.7 KRT
N14 55.0 E102 08.4BS533
(SVB R-024/D38.4)
N14 14.8 E100 59.9
MAX 240 KT
At or above
7000'MAX 240 KT
FL140
15.0
231°MOCHI
(SVB R-044/D78.1)
N14 36.1 E101 39.6
CAROS
(SVB R-031/D52.3)
N14 24.5 E101 11.7
MAX 240 KT
At or above
9000'A-202, W-1
clearance limit CAROSCHATO
(SVB R-019/D14.6)
N13 53.4 E100 48.8
At or above
2000'COACH
(SVB R-018/D19.6)
N13 58.3 E100 50.1
MAX 210 KTREGAL
(SVB R-015/D11.1)
N13 50.3 E100 46.7
MIN 170 KT
At or above
2000'LYNDA
(SVB R-021/D11.2)
N13 50.0 E100 47.9
MIN 170 KT
At or above
2000'A
RNAV (GNSS) OPTIONAL
TRACK ASSIGNED BY
ATC ONLY.For Arrival Speed Control instructions
see airport briefing page 20-1P3.LOC DME
109.5 ISWNLOC DME
110.5 ISENSUARNABHUMI
D 111.4 SVB
N13 39.5 E100 43.9

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Squawk A7600.
Continue on cleared transition to final approach,
comply with the vertical constraints depicted on
the procedure, then make a straight-in approach
to the nominated runway.**TRANSITION**

KRT (A-202, W-1) Track 236° to MOCHI, track 248° to CAROS.

ROUTING

CAROS - BS533 - COACH - CHATO.

RWY**LANDING**

19L From CHATO track 195° to LYNDA and intercept the ISEN localizer. Make straight-in ILS approach to Rwy 19L.

19R From CHATO track 214° to REGAL and intercept the ISWN localizer. Make straight-in ILS approach to Rwy 19R.

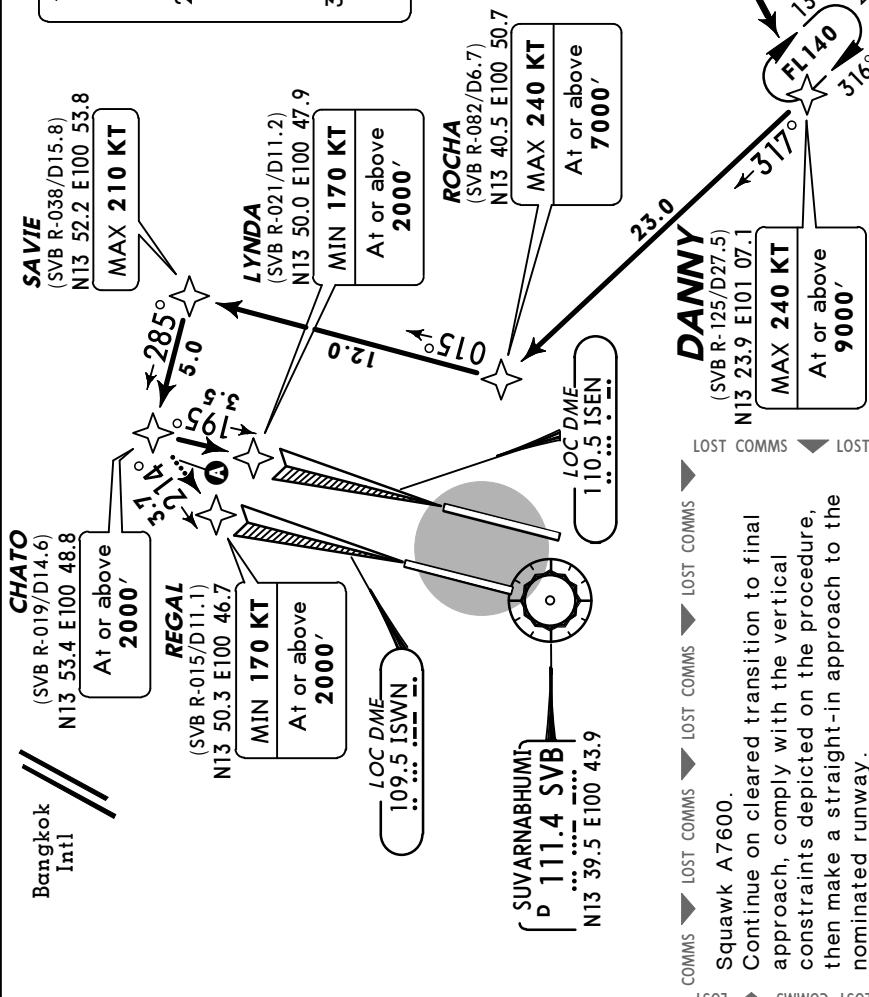
ATIS
127.8Apt
Elev
5'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'

1. Aircraft will be cleared for the appropriate RNAV (GNSS) STAR by ATC.
2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring.
3. Enroute holding: During periods of congestion in Bangkok TMA, the arriving aircraft may be required to hold at BATOK, GOMES, or RYN as directed by ATC. The holding speeds will be in accordance with standard ICAO holding speeds.
4. **RADAR required.**

DANNY 1B ARRIVAL [DANN1B]
(RWYS 19L/R)**RNAV-CLEARANCE PHRASEOLOGY**

1. "Cleared DANNY 1B Arrival";
Authorization to fly the lateral RNAV (GNSS) STAR-Route; altitude and speed assignment will be issued by ATC.
2. "Cleared DANNY 1B Arrival and Profile";
Authorization to fly the RNAV (GNSS) STAR-Route as published, including the vertical constraints depicted on the procedure.
3. "Cleared...(Type)... Approach";
Authorization to execute the instrument approach via the particular RNAV (GNSS) STAR-Route.



For Arrival Speed
Control instructions
see airport briefing
page 20-1P3.

TRANSITIONS

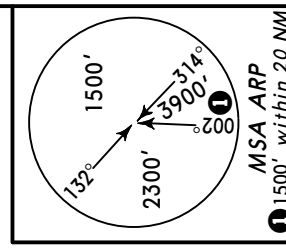
BATOK (G-474)	Track 236° to DANNY.
GOMES (R-468)	Track 270° to DANNY.
RYN (N-891)	Track 319° to DANNY.

ROUTING

DANNY - ROCHA - SAVIE - CHATO.

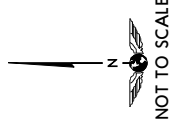
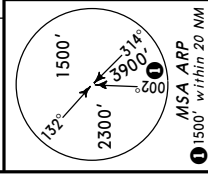
LANDING

RWY	DANNY - ROCHA - SAVIE - CHATO.
19L	From CHATO track 195° to LYNDA and intercept the ISEN localizer. Make straight-in ILS approach to Rwy 19L.
19R	From CHATO track 214° to REGAL and intercept the ISWN localizer. Make straight-in ILS approach to Rwy 19R.



NOT TO SCALE

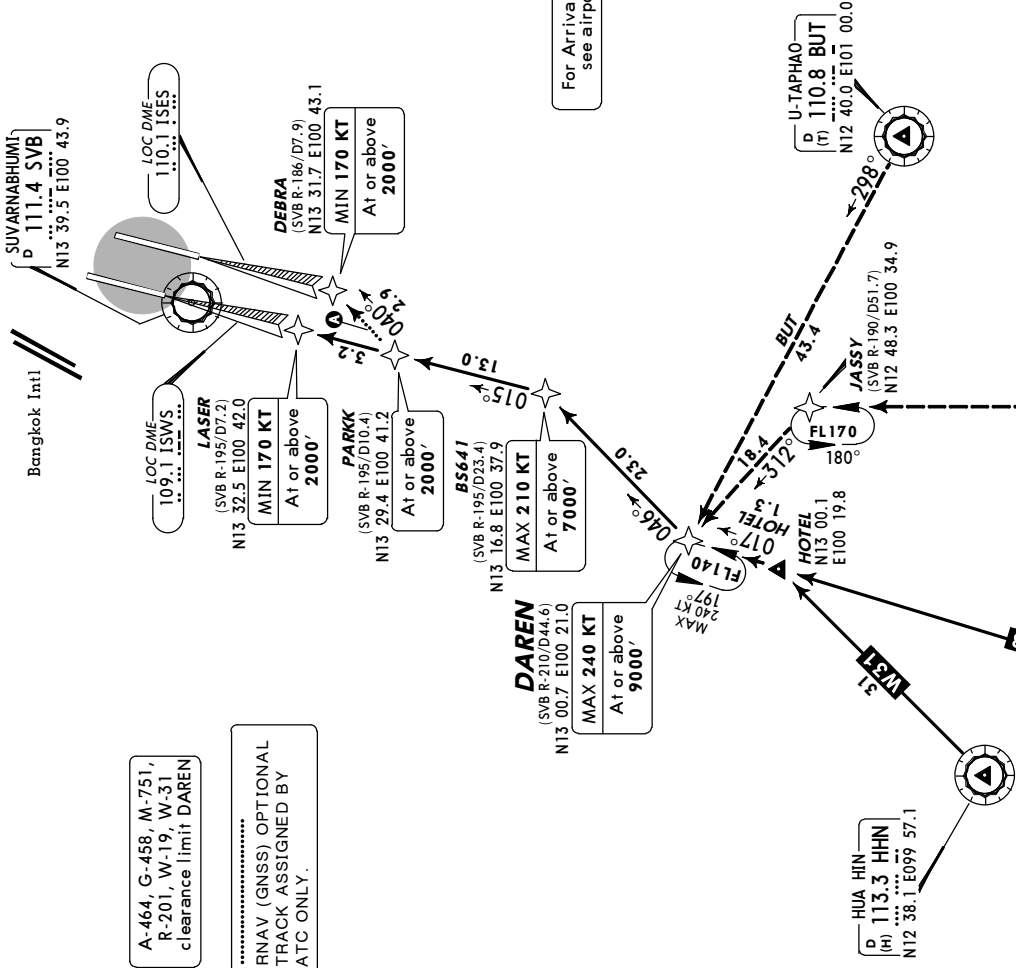
ATIS 127.8	Apt E/lev 5'	Alt Set: hPa	Trans level: FL130	Trans a
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A-464, G-458, M-751,
R-201, W-19, W-31
clearance limit DAREN

A RNAV (GNSS) OPTIONAL TRACK ASSIGNED BY ATC ONLY.

DAREN 1B ARRIVAL
[DARE1B]
(RWYS 01L/R)

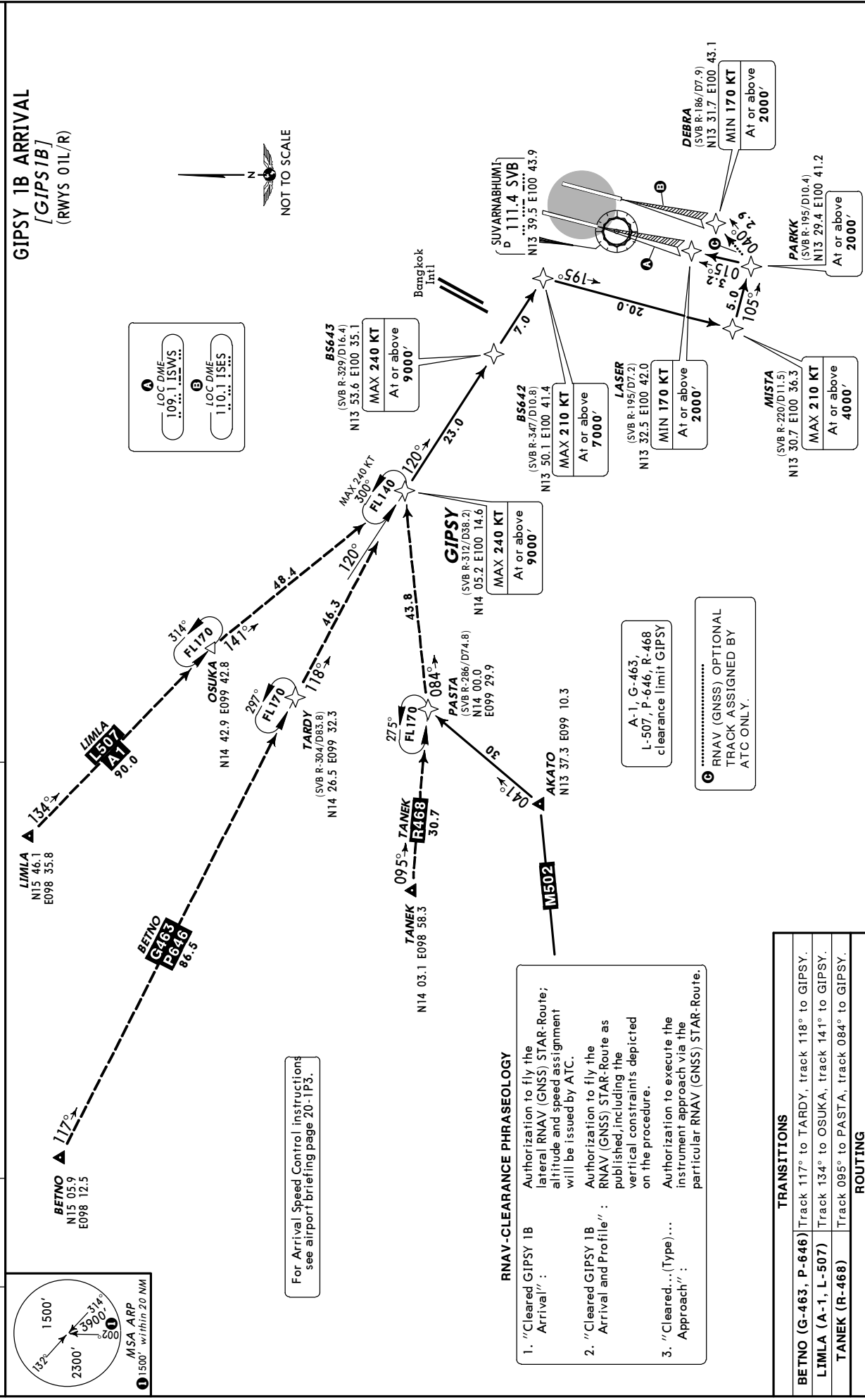


For Arrival Speed Control instructions see airport briefing page 20-1P3.

TRANSITIONS	
BUT (R-201)	Track 298° to DAREN.
HOTEL (G-458, W-31)	Track 017° to DAREN.
REGOS (A-464, M-751, W-19)	Track 360° to JASSY, track 312° to DAREN.
ROUTING	
DAREN - BS641 - PARKK.	
LANDING	
01L	From PARKK track 015° to LASER and intercept the tsws localizer. Make straight-in ILS approach to Rwy 01L.
01R	From PARKK track 040° to DEBRA and intercept the tSES localizer. Make straight-in ILS approach to Rwy 01R.

Squawk A7600.
Continue on cleared transition to final approach, comply with the vertical constraints depicted on the procedure, then make a straight-in approach to the nominated runway.

ATIS 127.8	<i>Apt Elev</i> 5'	Alt Set: hPa Trans level: FL130 Trans alt: 11000'	1. Aircraft will be cleared for the appropriate RNAV (GNSS) STAR by ATC. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. Enroute holding: During periods of congestion in Bangkok TMA, the arriving aircraft may be required to hold at PASTA, TARDY, or OSUKA as directed by ATC. The holding speeds will be in accordance with standard ICAO holding speeds. 4. RADAR required.
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GIPSY - BS643 - BS642 - MISTA - PARKK.	
RWY	LANDING
01L	From PARKK track 015° to LASER and intercept the ISWS localizer. Make straight-in ILS approach to Rwy 01L.
01R	From PARKK track 040° to DEBRA and intercept the ISES localizer. Make straight-in ILS approach to Rwy 01R.

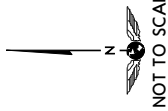
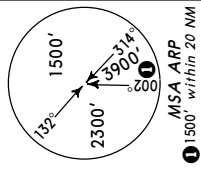
CHANGES: Arrival speed control note added.

1. Aircraft will be cleared for the appropriate RNAV (GNSS) STAR by ATC. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. Enroute holding: During periods of congestion in Bangkok TMA, the arriving aircraft may be required to hold at TL or NOBER as directed by ATC. The holding speeds will be in accordance with standard ICAO holding speeds. Traffic from BEKOD to TEREX may be required to route from BEKOD to hold at TL and then join NUMAN 1B. Traffic from CMP to ALBOS may be required to route from CMP to hold at NOBER and then join NUMAN 1B. 4. **RADAR required.**

Alt Set: hPa Trans level: FL130 Trans alt: 11000'

Apt Elev
5'

ATIS
127.8



For Arrival Speed Control instructions
see airport briefing page 20-IP3.

A-464, B-346, R-474,
W-9, W-21 clearance
limit NUMAN

RNAV -CLEARANCE PHRASEOLOGY

- "Cleared NUMAN 1B Arrival" : Authorization to fly the lateral RNAV (GNSS) STAR-Route; altitude and speed assignment will be issued by ATC.
- "Cleared NUMAN 1B Arrival and Profile" : Authorization to fly the RNAV (GNSS) STAR-Route as published, including the vertical constraints depicted on the procedure.
- "Cleared...(Type)... Approach" : Authorization to execute the instrument approach via the particular RNAV (GNSS) STAR-Route.

TRANSITIONS

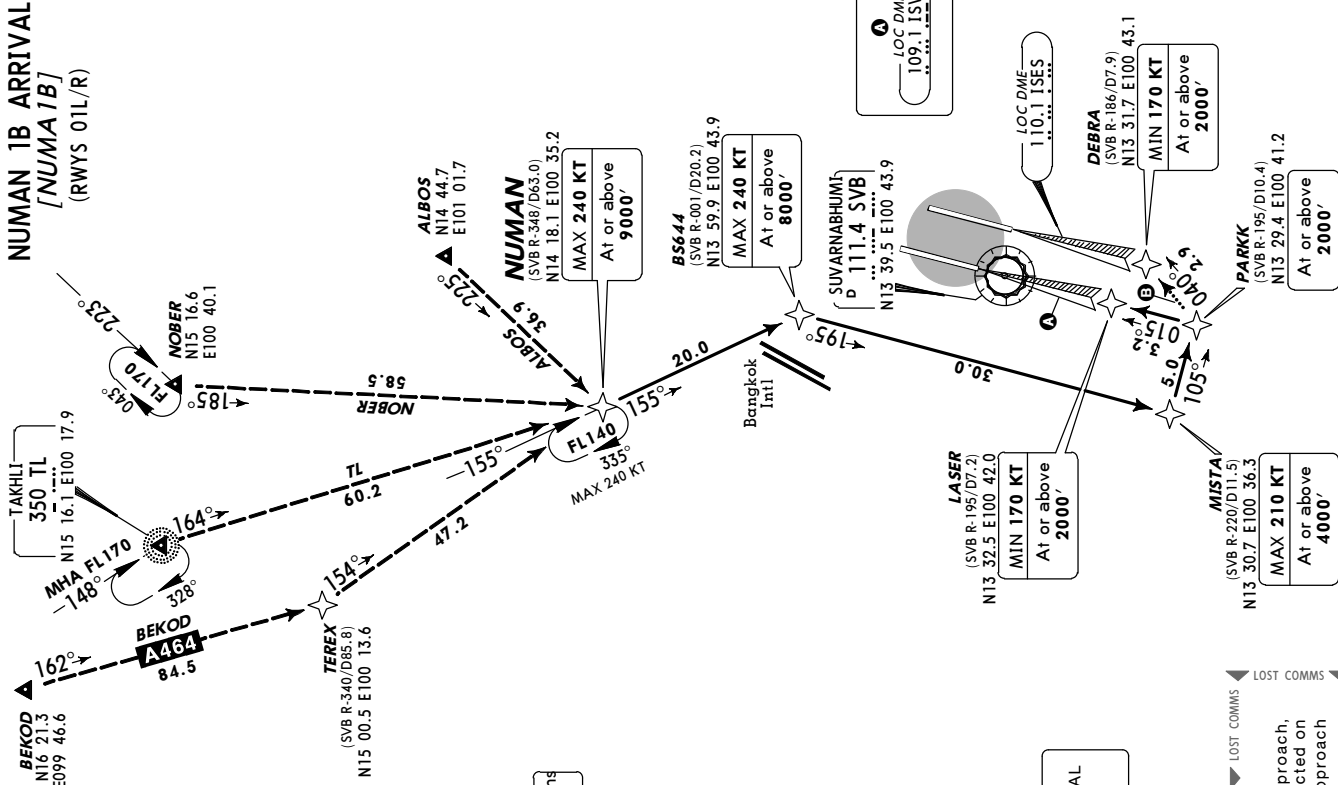
ALBOS (R-474)	Track 225° to NUMAN.
BEKOD (A-464)	Track 162° to TEREX; track 154° to NUMAN.
NOBER (B-346, W-21)	Track 185° to NUMAN.
TL (W-9)	Track 164° to NUMAN.

ROUTING

NUMAN - BS644 - MISTA - PARKK.	
RWY	LANDING
01L	From PARKK track 015° to LASER and intercept the ISWS localizer. Make straight-in ILS approach to Rwy 01L.
01R	From PARKK track 040° to DEBRA and intercept the ISES localizer. Make straight-in ILS approach to Rwy 01R.

CHANGES: Chart redrawn, arrival speed control note added.

NUMAN 1B ARRIVAL
[NUMA1B]
(RWYS 01L/R)



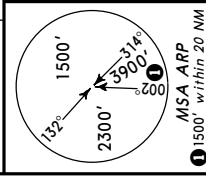
LOST COMMS
Squawk A7600.
Continue on cleared transition to final approach, comply with the vertical constraints depicted on the procedure, then make a straight-in approach to the nominated runway.

1. Aircraft will be cleared for the appropriate RNAV (GNSS) STAR by ATC. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. Enroute holding: During periods of congestion in Bangkok TMA, the arriving aircraft may be required to hold at JASSY as directed by ATC. The holding speeds will be in accordance with standard ICAO holding speeds. Traffic from MENEX to HOTEL may be required to route from MENEX to hold at JASSY and then join SILVA 1B. **4. RADAR required.**

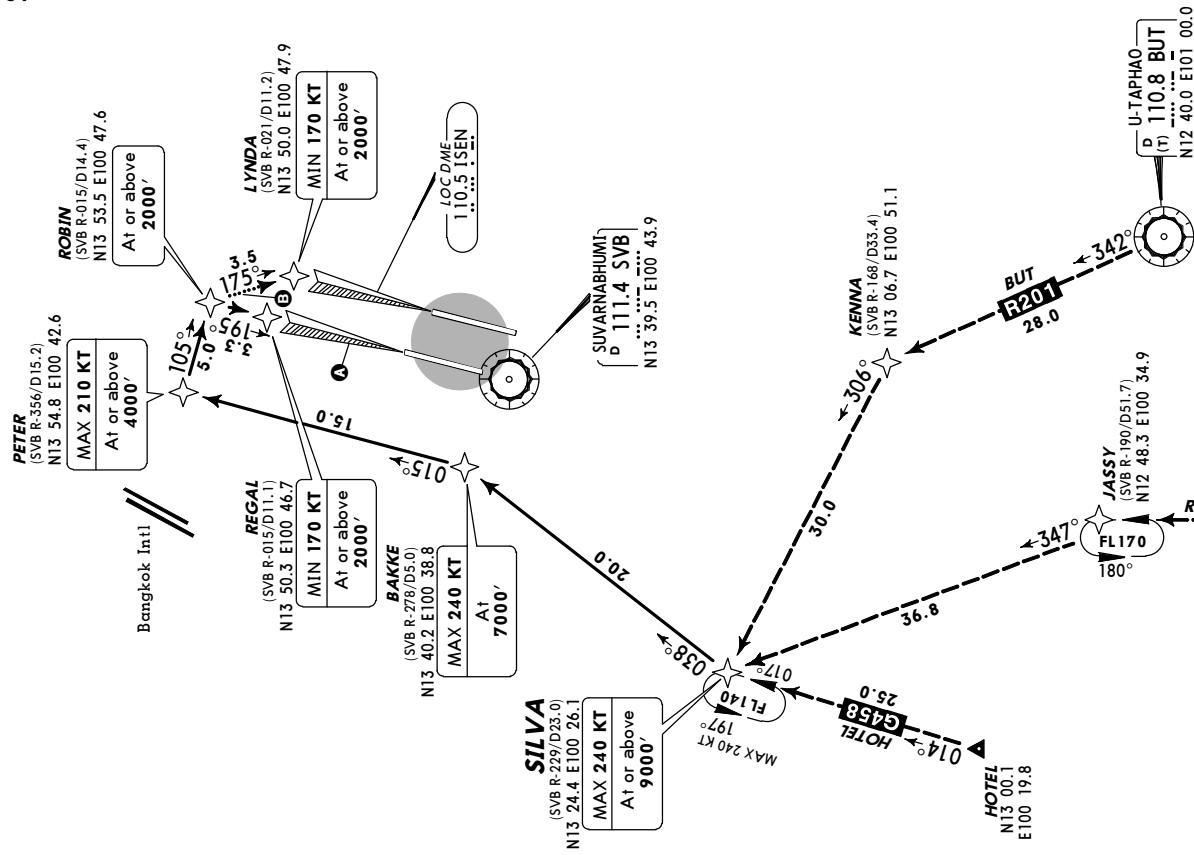
Alt Set: hPa Trans level: FL130 Trans alt: 11000'

Apt Elev

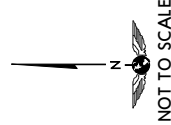
ATIS
127.8



SILVA 1B ARRIVAL
[SILV1B]
(RWYS 19L/R)



For Arrival Speed Control instructions see airport briefing page 20-1P3.



SILVA
(SVB R-229/D23.0)
N13 24.4 E100 26.1

MAX 240 KT
At or above 9000'

A LOC DME
109.5 ISWN

B RNAV (GNSS) OPTIONAL
TRACK ASSIGNED BY
ATC ONLY.

A-464, G-458,
M-751, R-201,
W-19, W-31
clearance
limit SILVA

RNAV-CLEARANCE PHRASEOLOGY

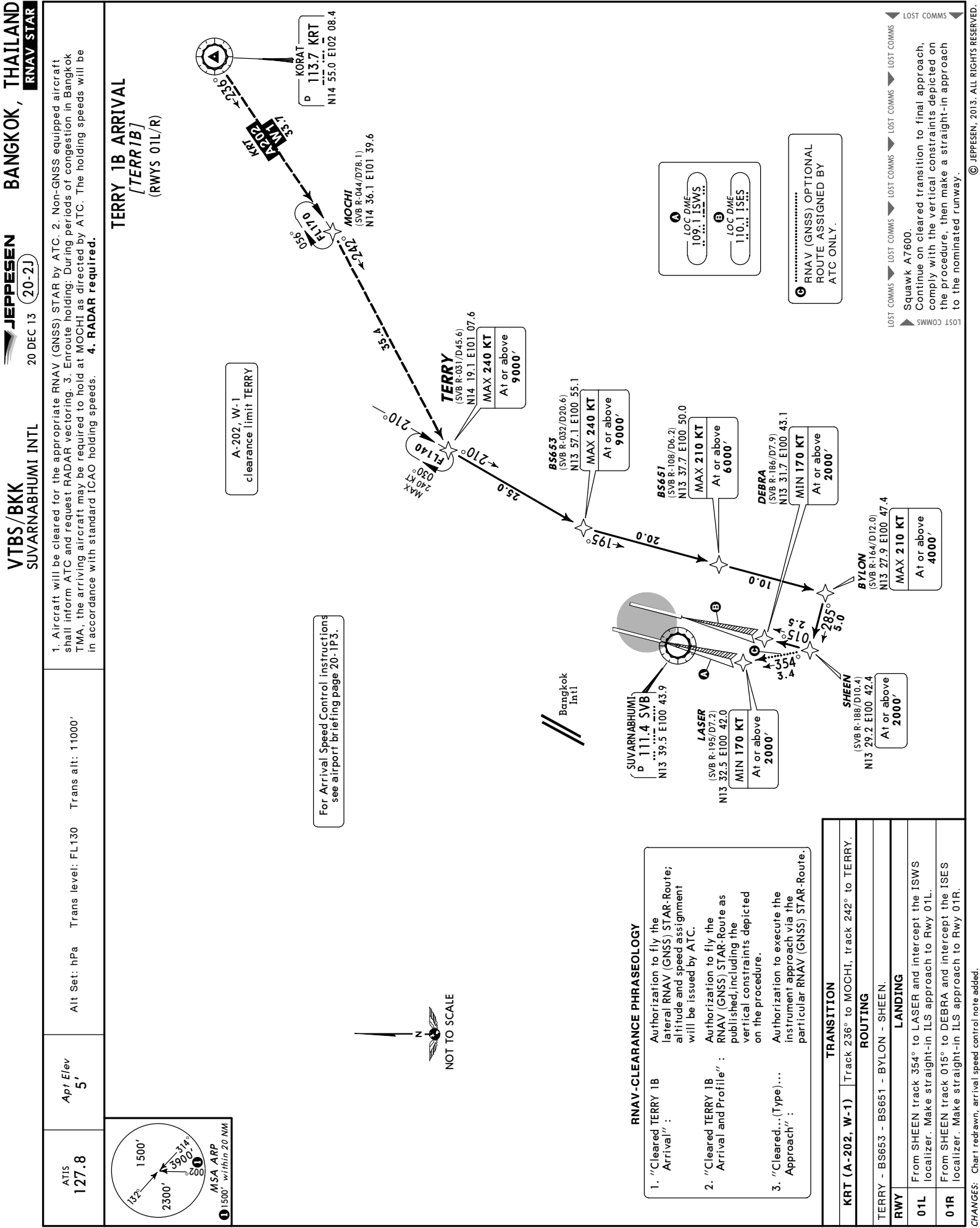
- | | |
|--|---|
| 1. "Cleared SILVA IB Arrival"; | Authorization to fly the lateral RNAV (GNSS) STAR-Route; altitude and speed assignment will be issued by ATC. |
| 2. "Cleared SILVA IB Arrival and Profile"; | Authorization to fly the RNAV (GNSS) STAR-Route as published, including the vertical constraints depicted on the procedure. |
| 3. "Cleared...(Type)... Approach"; | Authorization to execute the instrument approach via the particular RNAV (GNSS) STAR-Route. |

TRANSITIONS	
BUT (R-201)	Track 342° to KENNA, track 306° to SILVA.
HOTEL (G-458, W-31)	Track 014° to SILVA.
REGOS (A-464, M-751, W-19)	Track 360° to JASSY, track 347° to SILVA.
ROUTING	
SILVA - BAKKE - PETER - ROBIN.	
LANDING	
RWY	
19L	From ROBIN track 175° to LYNDA and intercept the ISEN localizer. Make straight-in ILS approach to Rwy 19L.
19R	From ROBIN track 195° to REGAL and intercept the ISWN localizer. Make straight-in ILS approach to Rwy 19R.

CHANGES:	Chart redrawn	arrival	speed	control	note added
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Continue on cleared transition to final approach, comply with the vertical constraints depicted on the procedure, then make a straight-in approach to the nominated runway.

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1. RNAV (GNSS) Departure. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. After departure immediately contact Bangkok Approach on 125.2. 4. Enroute cruising level will be issued by "Bangkok Control". Do not climb above RNAV SID levels until instructed by ATC. **5. RADAR required.**

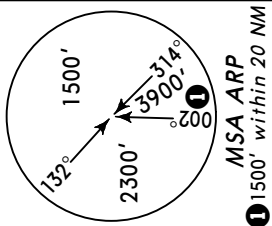


SID	INITIAL CLIMB
ANTIC 1B (RWY 19R)	ROVEN-BS521-BS522-BS523-BS524-ANTIC.
ANTIC 1C (RWY 19L)	LOUIS-BS521-BS522-BS523-BS524-ANTIC.
TRANSITIONS	
BETNO (G-463, P-646)	ANTIC-ROTAR-TARDY-BETNO.
TANEFK (R-468)	ANTIC-WAYNE-PASTA-TANEFK

Apt Elev
5'

Trans level: FL130 Trans alt: 11000'

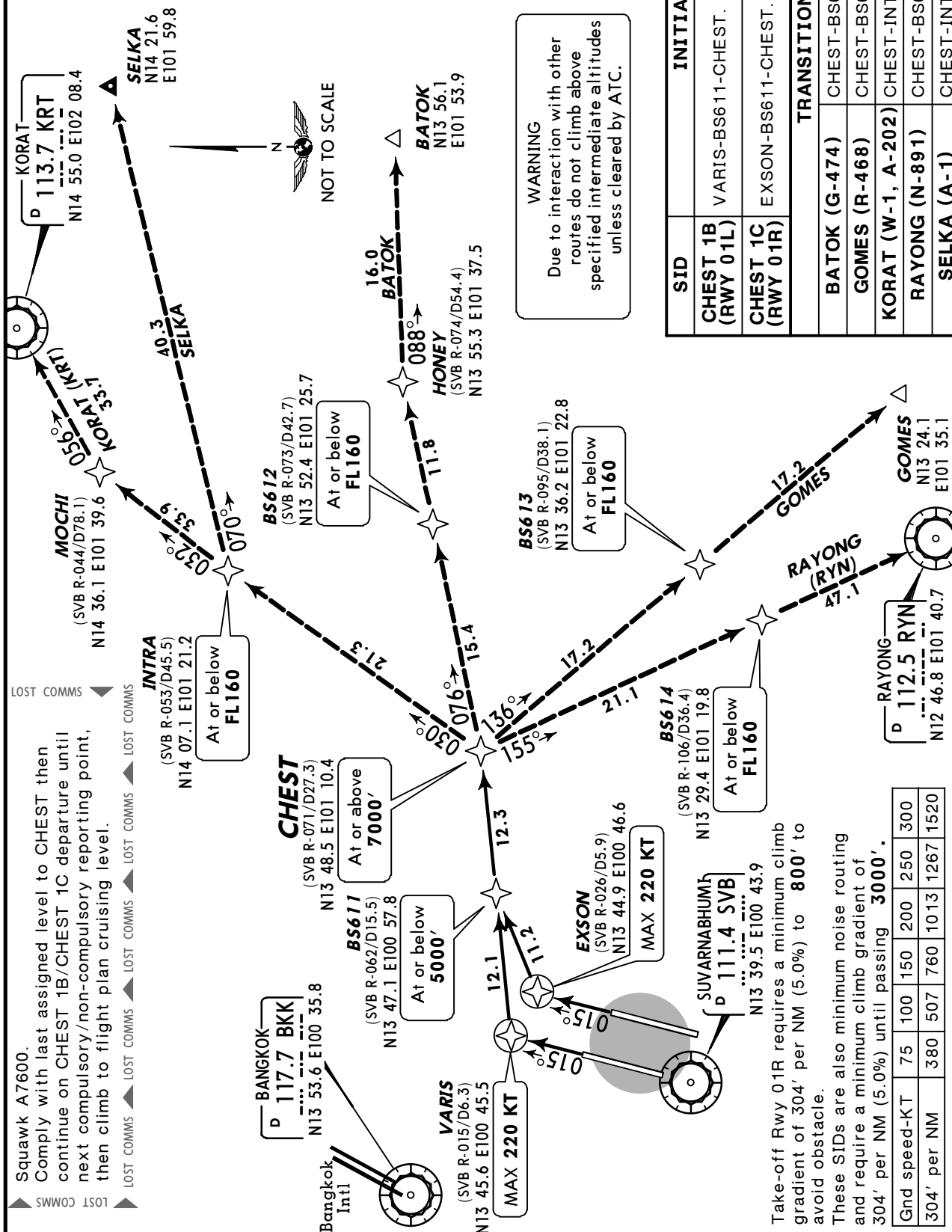
1. RNAV (GNSS) Departure. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. After departure immediately contact Bangkok Approach on 122.35. 4. Enroute cruising level will be issued by "Bangkok Control". Do not climb above RNAV SID levels until instructed by ATC. 5. RADAR required.



CHEST 1B [CHES1B], CHEST 1C [CHES1C] DEPARTURES (RWYS 01L/R)

**SPEED: MAX 250 KT BELOW
10000' UNLESS OTHERWISE
AUTHORIZED**

SID	INITIAL CLIMB
CHEST 1B (RWY 01L)	VARIS-BS611-CHEST.
CHEST 1C (RWY 01R)	EXSON-BS611-CHEST.
TRANSITIONS	
BATOK (G-474)	CHEST-BS612-HONEY-BATOK.
GOMES (R-468)	CHEST-BS613-GOMES.
KORAT (W-1, A-202)	CHEST-INTRA-MOCHI-KRT.
RAYONG (N-891)	CHEST-BS614-RYN.
SELKA (A-1)	CHEST-INTRA-SELKA.



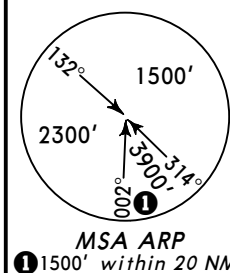
Apt Elev
5'

Trans level: FL130 Trans alt: 11000'

1. RNAV (GNSS) Departure. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. After departure immediately contact Bangkok Approach on 124.35. 4. Enroute cruising level will be issued by "Bangkok Control". Do not climb above RNAV SID levels until instructed by ATC. 5. RADAR required.

COMET 1B DEPARTURE[COME1B]

(RWY 19R)

SPEED: MAX 250 KT BELOW 10000' UNLESS OTHERWISE AUTHORIZED

BANGKOK
D 117.7 BKK
N13 53.6 E100 35.8



SUARNABHUMI
D 111.4 SVB
N13 39.5 E100 43.9

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Squawk A7600.

Comply with last assigned level to COMET then continue on COMET 1B departure until next compulsory reporting point, then climb to flight plan cruising level.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ROVEN
(SVB R-195/D2.7)
N13 36.9 E100 43.2
MAX 220 KT

BS521
(SVB R-227/D11.0)
N13 31.9 E100 35.6
At or below
5000'

COMET
(SVB R-209/D18.5)
N13 23.2 E100 34.7
At or below
8000'



BS527
(SVB R-211/D38.5)
N13 06.2 E100 23.9
At or below
FL160

KENNA
(SVB R-168/D33.4)
N13 06.7 E100 51.1
At or below
FL160

HOTEL
N13 00.1 E100 19.8

BS526
(SVB R-195/D36.3)
N13 04.2 E100 34.8
At or below
FL160

JASSY
(SVB R-190/D51.7)
N12 48.3 E100 34.9



U-TAPHAO
D 110.8 BUT
N12 40.0 E101 00.0

WARNING
Due to interaction with other routes do not climb above specified intermediate altitudes unless cleared by ATC.

These SIDs are also minimum noise routing and require a minimum climb gradient of 304' per NM (5.0%) until passing 3000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520

INITIAL CLIMB

ROVEN-BS521-COMET.

TRANSITIONS

HOTEL (G-458, W-31)

COMET-BS527-HOTEL.

REGOS (A-464, M-751, W-19)

COMET-BS526-JASSY-REGOS.

U-TAPHAO (R-201)

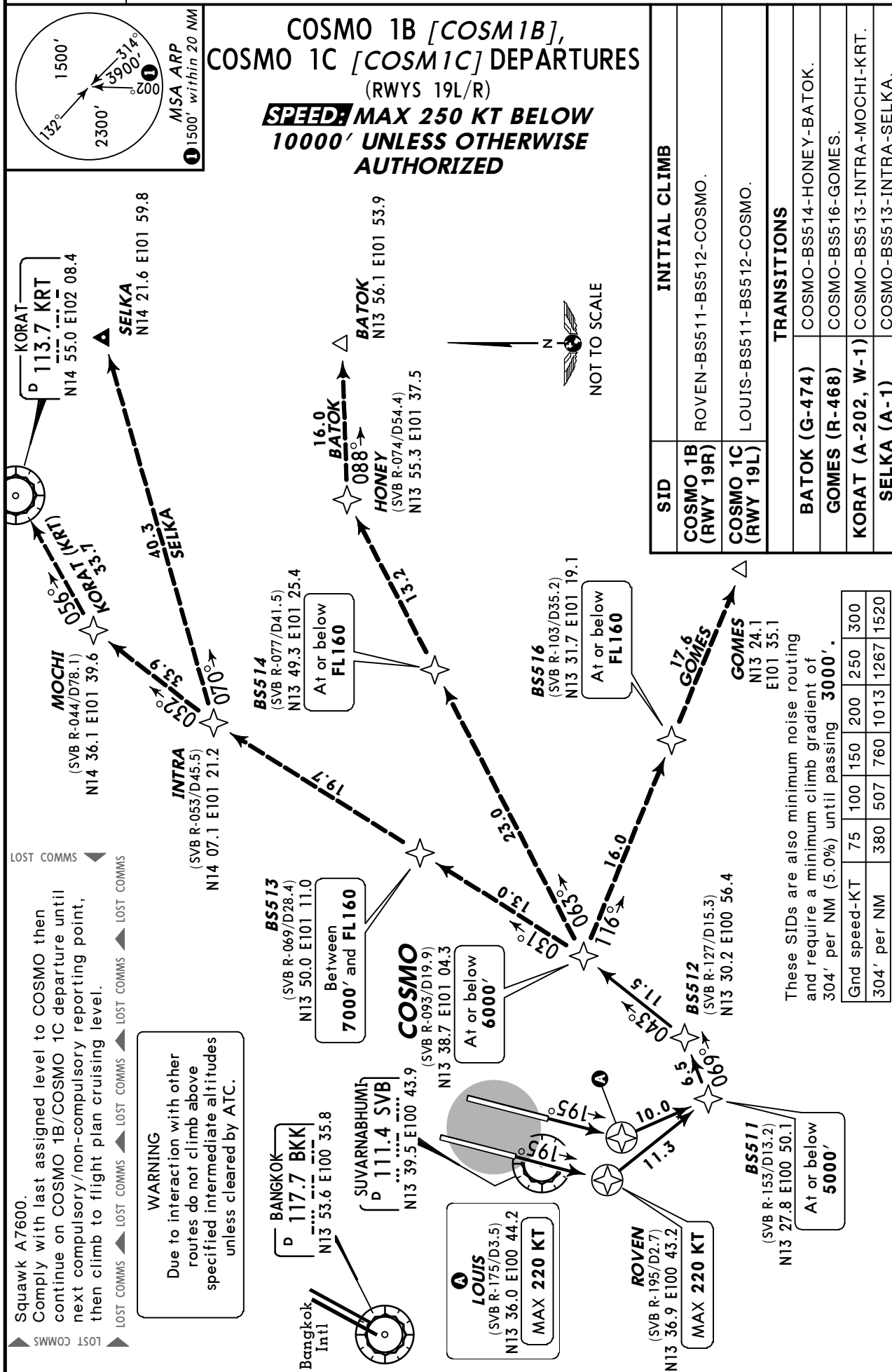
COMET-KENNA-BUT.

Apt Elev
5'

Trans level: FL130 Trans alt: 11000'

1. RNAV (GNSS) Departure. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. After departure immediately contact Bangkok Approach on 122.35. 4. Enroute cruising level will be issued by "Bangkok Control". Do not climb above RNAV SID levels until instructed by ATC.

5. RADAR required.



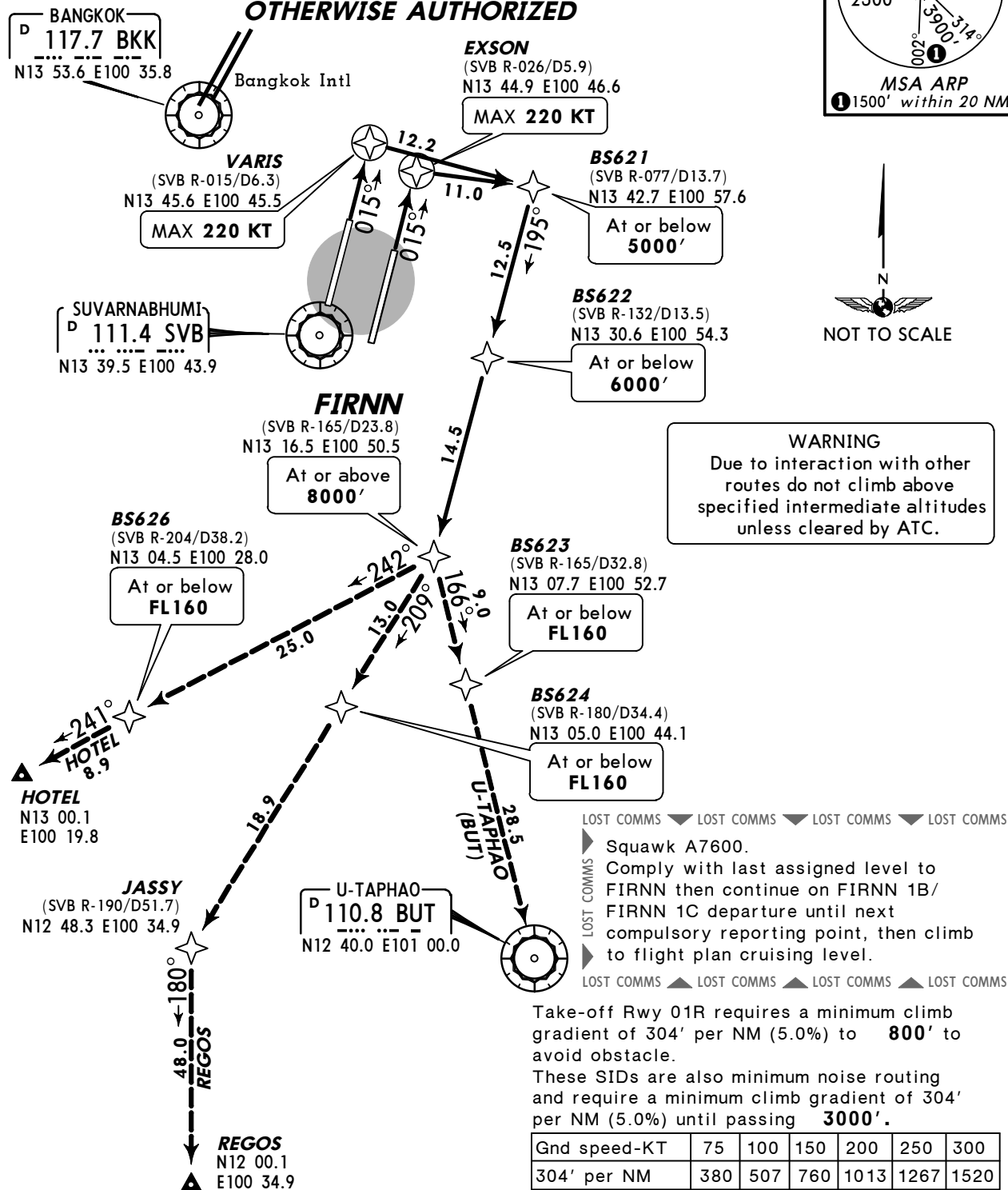
Apt Elev
5'

Trans level: FL130 Trans alt: 11000'

1. RNAV (GNSS) Departure. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. After departure immediately contact Bangkok Approach on 122.35. 4. Enroute cruising level will be issued by "Bangkok Control". Do not climb above RNAV SID levels until instructed by ATC. 5. RADAR required.

FIRNN 1B [FIRN1B] , FIRNN 1C [FIRN1C] DEPARTURES

(RWYS 01L/R)

SPEED: MAX 250 KT BELOW 10000' UNLESS OTHERWISE AUTHORIZED

SID

INITIAL CLIMB

FIRNN 1B
(RWY 01L)

VARIS-BS621-BS622-FIRNN.

FIRNN 1C
(RWY 01R)

EXSON-BS621-BS622-FIRNN.

TRANSITIONS

HOTEL (G-458, W-31)

FIRNN-BS626-HOTEL.

REGOS (A-464, M-751, W-19)

FIRNN-BS624-JASSY-REGOS.

U-TAPHAO (R-201)

FIRNN-BS623-BUT.

1. RNAV (GNSS) Departure. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. After departure immediately contact Bangkok Approach on 125.2. 4. Enroute cruising level will be issued by "Bangkok Control". Do not climb above RNAV SID levels until instructed by ATC. 5. RADAR required

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Apt Elev
5'

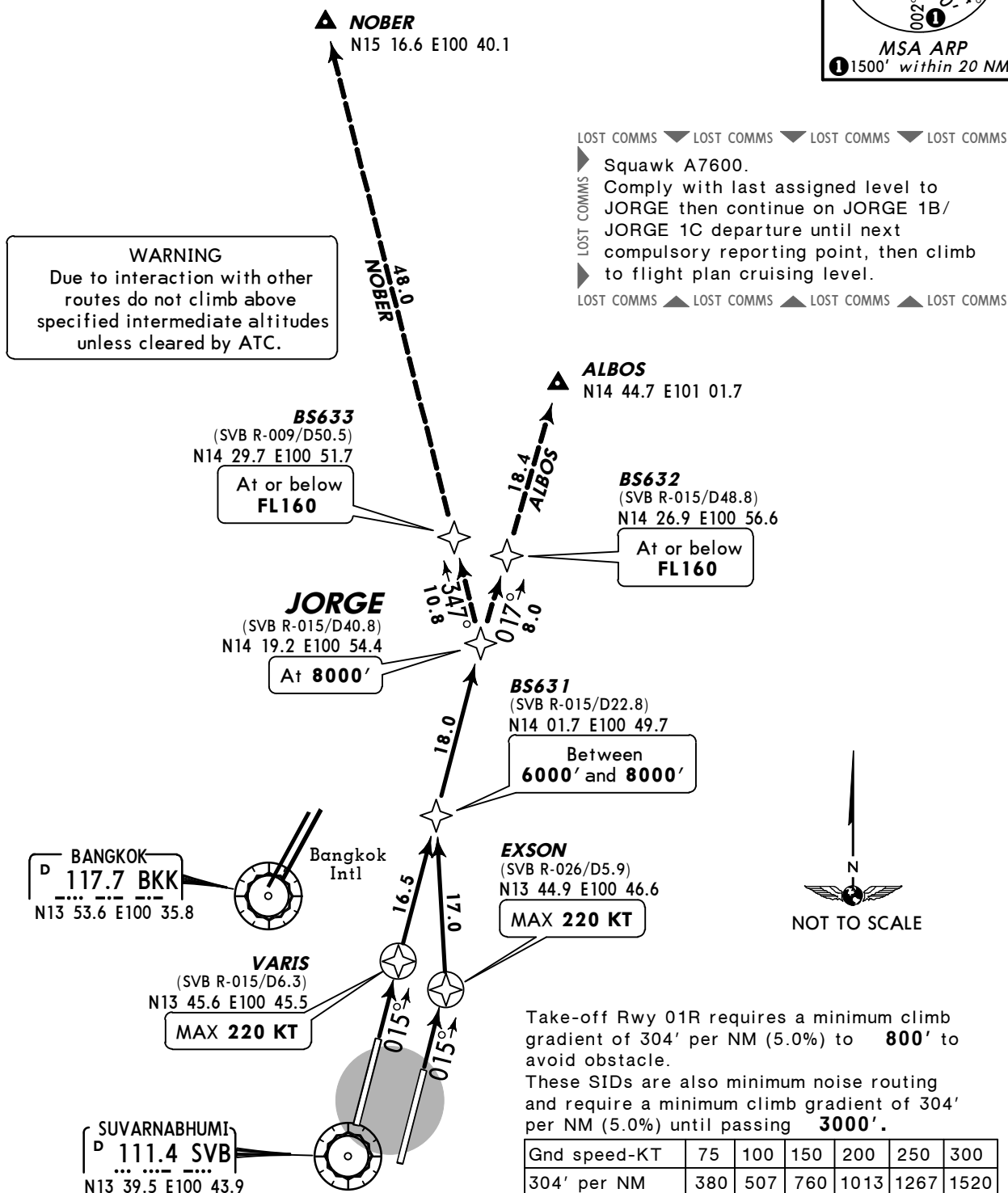
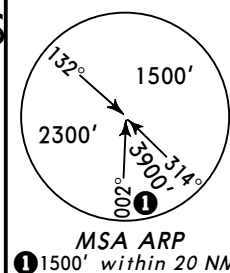
Trans level: FL130 Trans alt: 11000'

1. RNAV (GNSS) Departure. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. After departure immediately contact Bangkok Approach on 122.35. 4. Enroute cruising level will be issued by "Bangkok Control". Do not climb above RNAV SID levels until instructed by ATC.

5. RADAR required.

JORGE 1B [JORGE 1B] , JORGE 1C [JORGE 1C] DEPARTURES

(RWYS 01L/R)

SPEED: MAX 250 KT BELOW 10000' UNLESS OTHERWISE AUTHORIZED

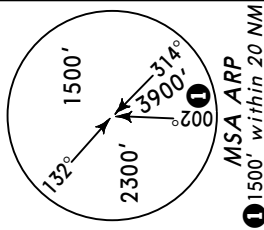
SID	INITIAL CLIMB
JORGE 1B (RWY 01L)	VARIS-BS631-JORGE.
JORGE 1C (RWY 01R)	EXSON-BS631-JORGE.
TRANSITIONS	
ALBOS (R-474)	JORGE-BS632-ALBOS.
NOBER (B-346, W-21)	JORGE-BS633-NOBER.

Apt Elev
5'

Trans level: FL130 Trans alt: 11000'

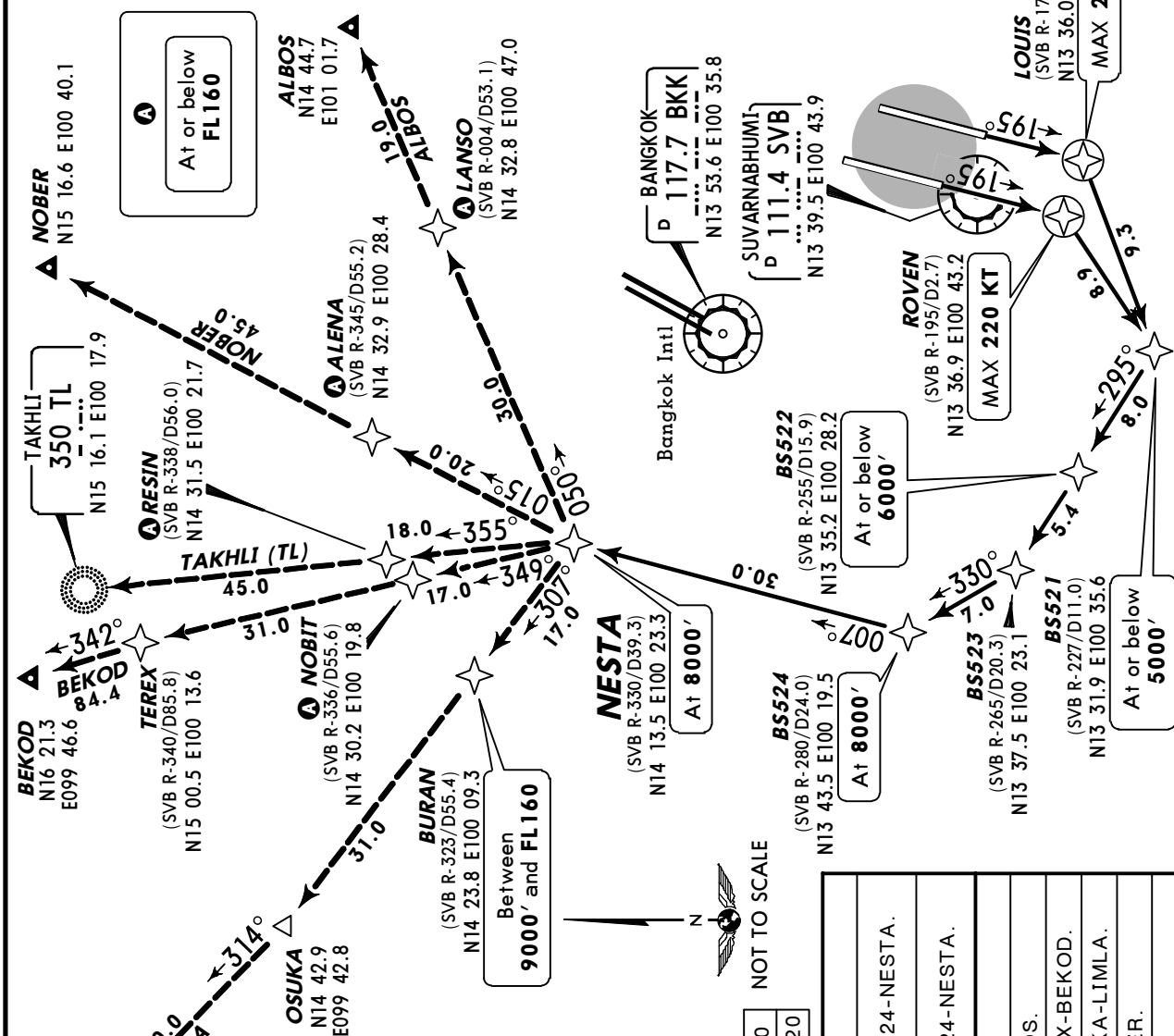
1. RNAV (GNSS) Departure. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. After departure immediately contact Bangkok Approach on 125.2. 4. Enroute cruising level will be issued by "Bangkok Control". Do not climb above RNAV SID levels until instructed by ATC.

5. RADAR required.



NESTA 1B [NEST1B], NESTA 1C [NEST1C] DEPARTURES (RWYS 19L/R)

**SPEED MAX 250 KT BELOW 10000'
UNLESS OTHERWISE AUTHORIZED**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Squawk A7600.
Comply with last assigned level to NESTA then continue on NESTA 1B/NESTA 1C departure until next compulsory reporting point, then climb to flight plan cruising level.

These SIDs are also minimum noise routing and require a minimum climb gradient of 304' per NM (5.0%) until passing 3000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520

SID	INITIAL CLIMB
NESTA 1B (RWY 19R)	ROVEN-BS521-BS522-BS523-BS524-NESTA.
NESTA 1C (RWY 19L)	LOUIS-BS521-BS522-BS523-BS524-NESTA.
TRANSITIONS	
ALBOS (R-474)	NESTA-LANSO-ALBOS.
BEKOD (A-464)	NESTA-NOBIT-TEREX-BEKOD.
LIMLA (A-1, L-507)	NESTA-BURAN-OSUKA-LIMLA.
NOBER (B-346, W-21)	NESTA-ALENA-NOBER.
TAKHLI (W-9)	NESTA-RESIN-TL.

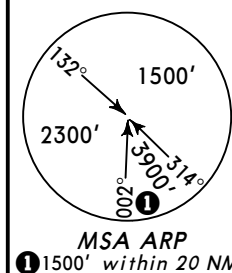
Apt Elev
5'

Trans level: FL130 Trans alt: 11000'

1. RNAV (GNSS) Departure. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. After departure immediately contact Bangkok Approach on 124.35. 4. Enroute cruising level will be issued by "Bangkok Control". Do not climb above RNAV SID levels until instructed by ATC. 5. RADAR required.

SEESA 1C DEPARTURE[SEES1C]

(RWY 19L)

SPEED: MAX 250 KT BELOW 10000' UNLESS OTHERWISE AUTHORIZED

BANGKOK
D 117.7 BKK
N13 53.6 E100 35.8

Bangkok Intl

SUARNABHUMI
D 111.4 SVB
N13 39.5 E100 43.9

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Squawk A7600.

Comply with last assigned level to SEESA then continue on SEESA 1C departure until next compulsory reporting point, then climb to flight plan cruising level.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

WARNING
Due to interaction with other routes do not climb above specified intermediate altitudes unless cleared by ATC.



BS519
(SVB R-207/D38.6)
N13 04.9 E100 26.1
At or below
FL160

HOTEL
N13 00.1 E100 19.8

BS517
(SVB R-189/D10.9)
N13 28.7 E100 42.3
At or below
5000'

SEESA
(SVB R-192/D24.9)
N13 15.1 E100 38.7
At or below
8000'

KENNA
(SVB R-168/D33.4)
N13 06.7 E100 51.1
At or below
FL160

BS518
(SVB R-191/D35.8)
N13 04.1 E100 37.2
At or below
FL160

JASSY
(SVB R-190/D51.7)
N12 48.3 E100 34.9

REGOS
N12 00.1
E100 34.9

U-TAPHAO
D 110.8 BUT
N12 40.0 E101 00.0

These SIDs are also minimum noise routing and require a minimum climb gradient of 304' per NM (5.0%) until passing 3000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520

INITIAL CLIMB

LOUIS-BS517-SEESA.

TRANSITIONS

HOTEL (G-458, W-31)

SEESA-BS519-HOTEL.

REGOS (A-464, M-751, W-19)

SEESA-BS518-JASSY-REGOS.

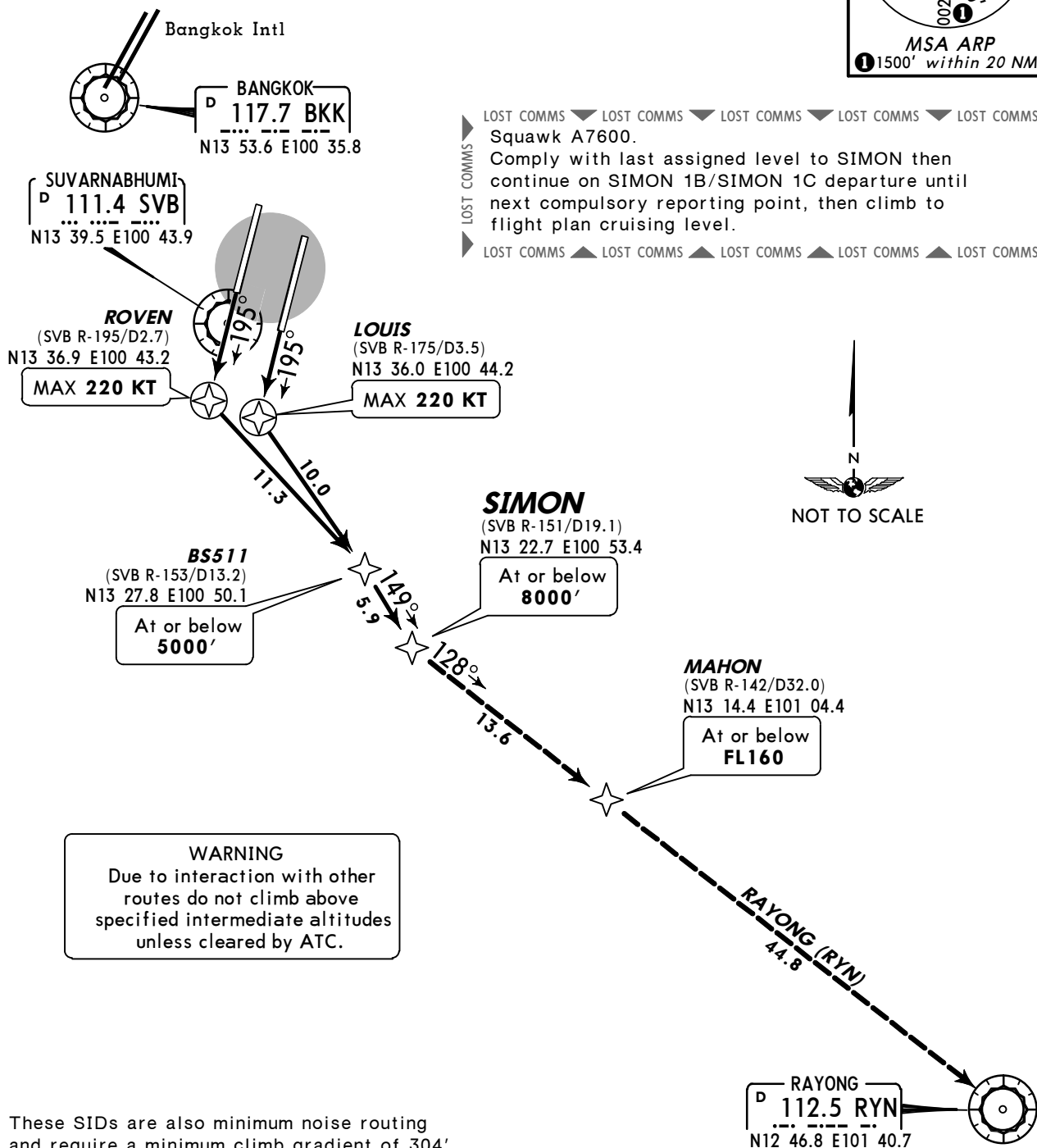
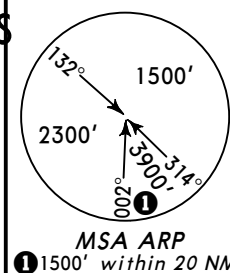
U-TAPHAO (R-201)

SEESA-KENNA-BUT.

Apt Elev
5'

Trans level: FL130 Trans alt: 11000'

1. RNAV (GNSS) Departure. 2. Non-GNSS equipped aircraft shall inform ATC and request RADAR vectoring. 3. After departure immediately contact Bangkok Approach on 122.35. 4. Enroute cruising level will be issued by "Bangkok Control". Do not climb above RNAV SID levels until instructed by ATC. 5. RADAR required.

SIMON 1B [SIMO1B] , SIMON 1C [SIMO1C] DEPARTURES
(RWYS 19L/R)**~~SPEED~~ MAX 250 KT BELOW 10000' UNLESS OTHERWISE AUTHORIZED**

These SIDs are also minimum noise routing and require a minimum climb gradient of 304' per NM (5.0%) until passing 3000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520

SID	INITIAL CLIMB
SIMON 1B (RWY 19R)	ROVEN-BS511-SIMON.
SIMON 1C (RWY 19L)	LOUIS-BS511-SIMON.
TRANSITIONS	
RAYONG (N-891)	SIMON-MAHON-RYN.

STANDARD TAXI ROUTES FOR ARRIVALS AND DEPARTURES

For arriving aircraft, the standard taxi routes to aircraft parking stand are provided in relation to landing runway followed by series of relevant taxiways, and parking area.

The following phrase will be transmitted:

'...C/S...TAXI VIA ROUTE ONE NINE RIGHT, ECHO TANGO THREE TO STAND ONE ZERO THREE.'

When issuing taxi instructions to departing aircraft, Ground controller shall provide a standard taxi route which is in accordance with the relevant parking area, the taxi-out position of an aircraft and runway-in-use.

The following phrase will be transmitted:

'...C/S...TAXI VIA ROUTE MIKE TANGO ONE ZERO, RUNWAY ONE NINE LEFT.'

ARRIVALS RUNWAY 19R			
Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
Main Apron	19R / MT9	Exit onto E, D7, G, T9 then turn right T12, T8	C2,C4,C6,C8,C10
		Exit onto E, D7, G, T9	301-304
		Exit onto E, D7, G, T9 then turn right T12	D1,D2
		Exit onto E, D7, G, T9 then turn left T12	D3,D4
	19R / MT10	Exit onto E, D7, G, T10 then turn right T12	D5,D6
		Exit onto E, D7, G, T10 then turn left T12	D7,D8
		Exit onto E, D7, G, T10 then turn left T12, T11	E1,E3,E5,E7,E9
		Exit onto E, D7, G, T10	305-308
East Apron	19R / ET3	Exit onto E, D7, G then turn left C, T3 then turn left T5	A1-A6, 101, 115-118
		Exit onto E, D7, G then turn left C, T3 then turn right T5	102-114, 119-129
		Exit onto E, D7, G then turn left C, T3 then turn left T5, T4	B1, B3, B5
		Exit onto E, D7, G then turn left C, T3 then turn right T5, T1	130-134
	19R / ET6	Exit onto E, D7, G then turn left C T6	B2, B4, B6
		Exit onto E, D7, G then turn left C T6, T7	C1, C3, C5, C7, C9, 201-203
West Apron	19R / WD1	Exit onto E, D1 then turn right D	510-518
		Exit onto E, D1 then turn left D	519-525
	19R / WD3	Exit onto E, D3 then turn right D	506-509
	19R / WT14	Exit onto E, D6, T14, T13	E2, E4, E6, E8, E10, 401-403
		Exit onto E, D6, T14	F1, F3, F5
	19R / WT15	Exit onto E, D5, T15	F2, F4, F6
		Exit onto E, D5, T15, T17	G1-G5, 501-505

ARRIVALS RUNWAY 19L

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
Main Apron	19L / MT9	Exit onto B, C7, H, H3, T9 then turn right T12, T8	C2, C4, C6, C8, C10
		Exit onto B, C7, H, H3, T9	301-304
		Exit onto B, C7, H, H3, T9 then turn right T12	D1, D2
		Exit onto B, C7, H, H3, T9 then turn left T12	D3, D4
	19L / MT10	Exit onto B, C7, H, H2, T10 then turn right T12	D5, D6
		Exit onto B, C7, H, H2, T10 then turn left T12	D7, D8
		Exit onto B, C7, H, H2, T10 then turn left T12, T11	E1, E3, E5, E7, E9
		Exit onto B, C7, H, H2, T10	305-308
East Apron	19L / ET3	Exit onto B, C7 then turn right C, T3 then turn left T5	A1-A6, 101, 115-118
		Exit onto B, C7 then turn right C, T3 then turn right T5	102-114, 119-129
		Exit onto B, C7 then turn right C, T3 then turn left T5, T4	B1, B3, B5
		Exit onto B, C7 then turn right C, T3 then turn right T5, T1	130-134
	19L / ET6	Exit onto B, C7 then turn right C, T6	B2, B4, B6
		Exit onto B, C7 then turn right C, T6, T7	C1, C3, C5, C7, C9, 201-203
West Apron	19L / WD1	Exit onto B, C7, H, D8 then turn right E, D1 then turn right D	510-518
		Exit onto B, C7, H, D8 then turn right E, D1 then turn left D	519-525
	19L / WD3	Exit onto B, C7, H, D8 then turn right E, D3 then turn right D	506-509
	19L / WT14	Exit onto B, C7, H, D8 then turn right E, D6, T14, T13	E2, E4, E6, E8, E10, 401-403
		Exit onto B, C7, H, D8 then turn right E, D6, T14	F1, F3, F5
	19L / WT15	Exit onto B, C7, H, D8 then turn right E, D5, T15	F2, F4, F6
		Exit onto B, C7, H, D8 then turn right E, D5, T15, T17	G1-G5, 501-505

DEPARTURES RUNWAY 19R

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
Main Apron	MT8 / 19R	T12, T8, H3 then turn right H, D8 then turn right E to holding position E1	D1-D4
		T9 then turn right T12, T8, H3 then turn right H, D8 then turn right E to holding position E1	301-304
		T8, H3 then turn right H, D8 then turn right E to holding position E1	C2, C4, C6, C8, C10
	MT11 / 19R	T12, T11, H2 then turn right H, D8 then turn right E to holding position E1	D5-D8
		T11, H2 then turn right H, D8 then turn right E to holding position E1	E1, E3, E5, E7, E9
		T10 then turn left T12, T11, H2 then turn right H, D8 then turn right E to holding position E1	305-308
East Apron	ET1 / 19R	T5, T1, C, C2, B, C7, H, D8 then turn right E to holding position E1	109-114, 124-129
		T1, C, C2, B, C7, H, D8 then turn right E to holding position E1	130-134
	ET2 / 19R	T5, T2, then turn right C, C2, B, C7, H, D8 then turn right E to holding position E1	102-108, 119-123
	ET4 / 19R	T5, T4, C4 then turn right B, C7, H, D8 then turn right E to holding position E1	A1-A6, 101, 115-118
		T4, C4 then turn right B, C7, H, D8 then turn right E to holding position E1	B1, B3, B5
	ET7 / 19R	T6, T7, H4 then turn right H, D8 then turn right E to holding position E1	B2, B4, B6
		T7, H4 then turn right H, D8 then turn right E to holding position E1	C1, C3, C5, C7, C9, 201-203
West Apron	WD2 / 19R	D, D2 to holding position E1	511-525
	WD4 / 19R	D, D4 then turn right E to holding position E1	506-510
	WT13 / 19R	T13, H1 then turn right H, D8 then turn right E to holding position E1	E2, E4, E6, E8, E10, 401-403
		T14, T13, H1 then turn right H, D8 then turn right E to holding position E1	F1, F3, F5
	WT16 / 19R	T15, T17, T16, D4 then turn right E to holding position E1	F2, F4, F6
		T17, T16, D4 then turn right E to holding position E1	G1-G5, 501-505

DEPARTURES RUNWAY 19L

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
Main Apron	MT8 / 19L	T8 then turn left G then turn left C, C2, B to holding position B1	C2, C4, C6, C8, C10
		T9 then turn right T12, T8 then turn left G then turn left C, C2, B to holding position B1	301-304
		T12, T8 then turn left G then turn left C, C2, B to holding position B1	D1-D4
	MT11 / 19L	T12, T11 then turn left G then turn left C, C2, B to holding position B1	D5-D8
		T11 then turn left G then turn left C, C2, B to holding position B1	E1, E3, E5, E7, E9
		T10 then turn left T12, T11 then turn left G then turn left C, C2, B to holding position B1	305-308
East Apron	ET1 / 19L	T5 then turn right T1, C, C2, B to holding position B1	109-114, 124-129
		T1, C, C2, B to holding position B1	130-133
	ET2 / 19L	T5, T2 then turn right C, C2, B to holding position B1	102-108, 119-123
	ET4 / 19L	T5, T4 then turn left C, C2, B to holding position B1	A1-A6, 101, 115-118
		T4 then turn left C, C2, B to holding position B1	B1, B3, B5
	ET7 / 19L	T6, T7 then turn left G then turn left C, C2, B to holding position B1	B2, B4, B6
		T7 then turn left G then turn left C, C2, B to holding position B1	C1, C3, C5, C7, C9, 201-203
West Apron	WD / 19L	Straight ahead on D, G then turn left C, C2, B to holding position B1	506-525
	WT13 / 19L	T13 then turn left G then turn left C, C2, B to holding position B1	E2, E4, E6, E8, E10, 401-403
		T14, T13 then turn left G then turn left C, C2, B to holding position B1	F1, F3, F5
	WT16 / 19L	T15, T17, T16 then turn left D, G then turn left C, C2, B to holding position B1	F2, F4, F6
		T17, T16 then turn left D, G then turn left C, C2, B to holding position B1	G1-G5, 501-505

ARRIVALS RUNWAY 01L

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
Main Apron	01L / MT9	Exit on E12 then turn left E, D7, G, T9 then turn right T12, T8	C2, C4, C6, C8, C10
		Exit on E7, E8, D6 then turn right D, G, T9 then turn right T12, T8	
		Exit on E5 then turn left E, D3 then turn right D, G, T9 then turn right T12, T8	
		Exit on E2, D3 then turn right D, G, T9 then turn right T12, T8	
		Exit on E12 then turn left E, D7, G, T9	301-304
		Exit on E7, E8, D6 then turn right D, G, T9	
		Exit on E5 then turn left E, D3 then turn right D, G, T9	
		Exit on E2, D3 then turn right D, G, T9	
		Exit on E12 then turn left E, D7, G, T9 then turn right T12	D1, D2
		Exit on E7, E8, D6 then turn right D, G, T9 then turn right T12	
		Exit on E5 then turn left E, D3 then turn right D, G, T9 then turn right T12	
		Exit on E2, D3 then turn right D, G, T9 then turn right T12	
		Exit on E12 then turn left E, D7, G, T9 then turn left T12	D3, D4
		Exit on E7, E8, D6 then turn right D, G, T9 then turn left T12	
		Exit on E5 then turn left E, D3 then turn right D, G, T9 then turn left T12	
		Exit on E2, D3 then turn right D, G, T9 then turn left T12	

ARRIVALS RUNWAY 01L

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
Main Apron	01L / MT10	Exit on E12 then turn left E, D7, G, T10 then turn right T12	D5, D6
		Exit on E7, E8, D6 then turn right D, G, T10 then turn right T12	
		Exit on E5 then turn left E, D3 then turn right D, G, T10 then turn right T12	
		Exit on E2, D3 then turn right D, G, T10 then turn right T12	
		Exit on E12 then turn left E, D7, G, T10 then turn left T12	D7, D8
		Exit on E7, E8, D6 then turn right D, G, T10 then turn left T12	
		Exit on E5 then turn left E, D3 then turn right D, G, T10 then turn left T12	
		Exit on E2, D3 then turn right D, G, T10 then turn left T12	
		Exit on E12 then turn left E, D7, G, T10 then turn left T12, T11	E1, E3, E5, E7, E9
		Exit on E7, E8, D6 then turn right D, G, T10 then turn left T12, T11	
		Exit on E5 then turn left E, D3 then turn right D, G, T10 then turn left T12, T11	
		Exit on E2, D3 then turn right D, G, T10 then turn left T12, T11	
		Exit on E12 then turn left E, D7, G, T10	305-308
		Exit on E7, E8, D6 then turn right D, G, T10	
		Exit on E5 then turn left E, D3 then turn right D, G, T10	
		Exit on E2, D3 then turn right D, G, T10	

ARRIVALS RUNWAY 01L

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
East Apron	01L / ET3	Exit on E12 then turn left E, D7, G then turn left C, T3 then turn left T5	A1-A6, 101, 115-118
		Exit on E7, E8, D6 then turn right D, G then turn left C, T3 then turn left T5	
		Exit on E5 then turn left E, D3 then turn right D, G then turn left C, T3 then turn left T5	
		Exit on E2, D3 then turn right D, G then turn left C, T3 then turn left T5	
		Exit on E12 then turn left E, D7, G then turn left C, T3 then turn right T5	102-114, 119-129
		Exit on E7, E8, D6 then turn right D, G then turn left C, T3 then turn right T5	
		Exit on E5 then turn left E, D3 then turn right D, G then turn left C, T3 then turn right T5	
		Exit on E2, D3 then turn right D, G then turn left C, T3 then turn right T5	
		Exit on E12 then turn left E, D7, G then turn left C, T3 then turn left T5, T4	B1, B3, B5
		Exit on E7, E8, D6 then turn right D, G then turn left C, T3 then turn left T5, T4	
		Exit on E5 then turn left E, D3 then turn right D, G then turn left C, T3 then turn left T5, T4	
		Exit on E2, D3 then turn right D, G then turn left C, T3 then turn left T5, T4	
	01L / ET6	Exit on E12 then turn left E, D7, G then turn left C, T3 then turn right T5, T1	130-134
		Exit on E7, E8, D6 then turn right D, G then turn left C, T3 then turn right T5, T1	
		Exit on E5 then turn left E, D3 then turn right D, G then turn left C, T3 then turn right T5, T1	
		Exit on E2, D3 then turn right D, G then turn left C, T3 then turn right T5, T1	
		Exit on E12 then turn left E, D7, G then turn left C, T6	B2, B4, B6
		Exit on E7, E8, D6 then turn right D, G then turn left C, T6	
		Exit on E5 then turn left E, D3 then turn right D, G then turn left C, T6	
		Exit on E2, D3 then turn right D, G then turn left C, T6	
		Exit on E12 then turn left E, D7, G then turn left C, T6, T7	C1, C3, C5, C7, C9, 201-203
		Exit on E7, E8, D6 then turn right D, G then turn left C, T6, T7	
		Exit on E5 then turn left E, D3 then turn right D, G then turn left C, T6, T7	
		Exit on E2, D3 then turn right D, G then turn left C, T6, T7	

ARRIVALS RUNWAY 01L

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
West Apron	01L / WD1	Exit on E12 then turn left E, D1 then turn right D	510-518
		Exit on E7 then turn left E, D1 then turn right D	
		Exit on E5 then turn left E, D1 then turn right D	
		Exit on E2 then turn left E, D1 then turn right D	
		Exit on E12 then turn left E, D1 then turn left D	519-525
		Exit on E7 then turn left E, D1 then turn left D	
		Exit on E5 then turn left E, D1 then turn left D	
		Exit on E2 then turn left E, D1 then turn left D	
	01L / WD3	Exit on E12 then turn left E, D3 then turn right D	506-509
		Exit on E7 then turn left E, D3 then turn right D	
		Exit on E5 then turn left E, D3 then turn right D	
		Exit on E2, D3 then turn right D	
	01L / WT14	Exit on E12 then turn left E, D6, T14, T13	E2, E4, E6, E8, E10, 401-403
		Exit on E7, E8, D6, T14, T13	
		Exit on E5 then turn left E, D3 then turn right D, T14, T13	
		Exit on E2, D3 then turn right D, T14, T13	
		Exit on E12 then turn left E, D6, T14	F1, F3, F5
		Exit on E7, E8, D6, T14	
		Exit on E5 then turn left E, D3 then turn right D, T14	
		Exit on E2, D3 then turn right D, T14	
	01L / WT15	Exit on E12 then turn left E, D5, T15	F2, F4, F6
		Exit on E7 then turn left E, D5, T15	
		Exit on E5 then turn left E, D3 then turn right D, T15	
		Exit on E2, D3 then turn right D, T15	
		Exit on E12 then turn left E, D5, T15, T17	G1-G5, 501-505
		Exit on E7 then turn left E, D5, T15, T17	
		Exit on E5 then turn left E, D3 then turn right D, T15, T17	
		Exit on E2, D3 then turn right D, T15, T17	

ARRIVALS RUNWAY 01R

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
Main Apron	01R / MT9	Exit on B7, B9, C10, C, H, H3, T9 then turn right T12, T8	C2, C4, C6, C8, C10
		Exit on B5, B6, C8 then turn right C, H, H3, T9 then turn right T12, T8	
		Exit on B3, B4 then turn left B, C7, H, H3, T9 then turn right T12, T8	
		Exit on B2 then turn left B, C7, H, H3, T9 then turn right T12, T8	
		Exit on B8, B9, C10, C, H, H3, T9	301-304
		Exit on B5, B6, C8 then turn right C, H, H3, T9	
		Exit on B3, B4 then turn left B, C7, H, H3, T9	
		Exit on B2 then turn left B, C7, H, H3, T9	
		Exit on B7, B9, C10, C, H, H3, T9 then turn right T12	D1, D2
		Exit on B5, B6, C8 then turn right C, H, H3, T9 then turn right T12	
		Exit on B3, B4 then turn left B, C7, H, H3, T9 then turn right T12	
		Exit on B2 then turn left B, C7, H, H3, T9 then turn right T12	
		Exit on B8, B9, C10, C, H, H3, T9 then turn left T12	D3, D4
		Exit on B5, B6, C8 then turn right C, H, H3, T9 then turn left T12	
		Exit on B3, B4 then turn left B, C7, H, H3, T9 then turn left T12	
		Exit on B2 then turn left B, C7, H, H3, T9 then turn left T12	

ARRIVALS RUNWAY 01R

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
Main Apron	01R / MT10	Exit on B7, B9, C10, C, H, H2, T10 then turn right T12	D5, D6
		Exit on B5, B6, C8 then turn right C, H, H2, T10 then turn right T12	
		Exit on B3, B4 then turn left B, C7, H, H2, T10 then turn right T12	
		Exit on B2 then turn left B, C7, H, H2, T10 then turn right T12	
		Exit on B7, B9, C10, C, H, H2, T10 then turn left T12	D7, D8
		Exit on B5, B6, C8 then turn right C, H, H2, T10 then turn left T12	
		Exit on B3, B4 then turn left B, C7, H, H2, T10 then turn left T12	
		Exit on B2 then turn left B, C7, H, H2, T10 then turn left T12	
		Exit on B7, B9, C10, C, H, H2, T10 then turn left T12, T11	E1, E3, E5, E7, E9
		Exit on B5, B6, C8 then turn right C, H, H2, T10 then turn left T12, T11	
		Exit on B3, B4 then turn left B, C7, H, H2, T10 then turn left T12, T11	
		Exit on B2 then turn left B, C7, H, H2, T10 then turn left T12, T11	
		Exit on B7, B9, C10, C, H, H2, T10	305-308
		Exit on B5, B6, C8 then turn right C, H, H2, T10	
		Exit on B3, B4 then turn left B, C7, H, H2, T10	
		Exit on B2 then turn left B, C7, H, H2, T10	

ARRIVALS RUNWAY 01R

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
East Apron	01R / ET3	Exit on B7, B9, C10, C, T3 then turn left T5	A1-A6, 101, 115-118
		Exit on B5, B6, C8 then turn right C, T3 then turn left T5	
		Exit on B3, B4 then turn left B, C7 then turn right C, T3 then turn left T5	
		Exit on B2 then turn left B, C5 then turn right C, T3 then left T5	
		Exit on B7, B9, C10, C, T3 then turn right T5	102-114, 119-129
		Exit on B5, B6, C8 then turn right C, T3 then turn right T5	
		Exit on B3, B4 then turn left B, C7 then turn right C, T3 then turn right T5	
		Exit on B2 then turn left B, C5 then turn right C, T3 then right T5	
		Exit on B7, B9, C10, C, T3 then turn left T5, T4	B1, B3, B5
		Exit on B5, B6, C8 then turn right C, T3 then turn left T5, T4	
		Exit on B3, B4 then turn left B, C7 then turn right C, T3 then turn right T5, T4	
		Exit on B2 then turn left B, C5 then turn right C, T3 then left T5, T4	
	01R / ET6	Exit on B7, B9, C10, C, T3 then turn right T5, T1	130-134
		Exit on B5, B6, C8 then turn right C, T3 then turn right T5, T1	
		Exit on B3, B4 then turn left B, C7 then turn right C, T3 then turn right T5, T1	
		Exit on B2 then turn left B, C5 then turn right C, T3 then right T5, T1	
		Exit on B7, B9, C10, C, T6	B2, B4, B6
		Exit on B5, B6, C8 then turn right C, T6	
		Exit on B3, B4 then turn left B, C7 then turn right C, T6	
		Exit on B2 then turn left B, C5, T6	
		Exit on B7, B9, C10, C, T6, T7	C1, C3, C5, C7, C9, 201-203
		Exit on B5, B6, C8 then turn right C, T6, T7	
		Exit on B3, B4 then turn left B, C7 then turn right C, T6, T7	
		Exit on B2 then turn left B, C5, T6, T7	

ARRIVALS RUNWAY 01R

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
West Apron	01R / WD1	Exit on B7, B9, C10, C, H, D8 then turn right E, D1 then turn right D	510-518
		Exit on B5, B6, C8 then turn right C, H, D8 then turn right E, D1 then turn right D	
		Exit on B3, B4 then left B, C7, H, D8 then turn right E, D1 then turn right D	
		Exit on B2 then turn left B, C7, H, D8 then turn right E, D1 then turn right D	
		Exit on B7, B9, C10, C, H, D8 then turn right E, D1 then turn left D	519-525
		Exit on B5, B6, C8 then turn right C, H, D8 then turn right E, D1 then turn left D	
		Exit on B3, B4 then left B, C7, H, D8 then turn right E, D1 then turn left D	
		Exit on B2 then left B, C7, H, D8 then turn right E, D1 then turn left D	
	01R / WD3	Exit on B7, B9, C10, C, H, D8 then turn right E, D3 then turn right D	506-509
		Exit on B5, B6, C8 then turn right C, H, D8 then turn right E, D3 then turn right D	
		Exit on B3, B4 then left B, C7, H, D8 then turn right E, D3 then turn right D	
		Exit on B2 then turn left B, C7, H, D8 then turn right E, D3 then turn right D	
	01R / WT14	Exit on B7, B9, C10, C, H, D8 then turn right E, D6, T14, T13	E2, E4, E6, E8, E10, 401-403
		Exit on B5, B6, C8 then turn right C, H, D8 then turn right E, D6, T14, T13	
		Exit on B3, B4 then left B, C7, H, D8 then turn right E, D6, T14, T13	
		Exit on B2 then turn left B, C7, H, D8 then turn right E, D6, T14, T13	
		Exit on B7, B9, C10, C, H, D8 then turn right E, D6, T14	F1, F3, F5
		Exit on B5, B6, C8 then turn right C, H, D8 then turn right E, D6, T14	
		Exit on B3, B4 then left B, C7, H, D8 then turn right E, D6, T14	
		Exit on B2 then left B, C7, H, D8 then turn right E, D6, T14	

ARRIVALS RUNWAY 01R

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
West Apron	01R / WT15	Exit on B7, B9, C10, C, H, D8 then turn right E, D5, T15	F2, F4, F6
		Exit on B5, B6, C8 then turn right C, H, D8 then turn right E, D5, T15	
		Exit on B3, B4 then turn left B, C7, H, D8 then turn right E, D5, T15	
		Exit on B2 then turn left B, C7, H, D8 then turn right E, D5, T15	
		Exit on B7, B9, C10, C, H, D8 then turn right E, D5, T15, T17	G1-G5, 501-505
		Exit on B5, B6, C8 then turn right C, H, D8 then turn right E, D5, T15, T17	
		Exit on B3, B4 then left B, C7, H, D8 then turn right E, D5, T15	
		Exit on B2 then turn left B, C7, H, D8 then turn right E, D5, T15, T17	

DEPARTURES RUNWAY 01L

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
Main Apron	MT8 / 01L	T8, H3 then turn right H then turn left D, D9 then turn left E to holding position E21	C2, C4, C6, C8, C10
		T9 then turn right T12, T8, H3 then turn right H then turn left D, D9 then turn left E to holding position E21	301-304
		T12, T8, H3 then turn right H then turn left D, D9 then turn left E to holding position E21	D1-D4
	MT11 / 01L	T12, T11, H2 then turn right H then turn left D, D9 then turn left E to holding position E21	D5-D8
		T11, H2 then turn right H then turn left D, D9 then turn left E to holding position E21	E1, E3, E5, E7, E9
		T10 then turn left T12, T11, H2 then turn right H then turn left D, D9 then turn left E to holding position E21	305-308
East Apron	ET1 / 01L	T5, T1 then turn right C, C2, B, C7, H then turn left D, D9 then turn left E to holding position E21	109-114, 124-129
		T1, C, C2, B, C7, H then turn left D, D9 then turn left E to holding position E21	130-134
	ET2 / 01L	T5, T2 then turn right C, C2, B, C7, H then turn left D, D9 then turn left E to holding position E21	102-108, 119-123
	ET4 / 01L	T5, T4, C4 then turn right B, C7, H then turn left D, D9 then turn left E to holding position E21	A1-A6, 101, 115-118
		T4, C4 then turn right B, C7, H then turn left D, D9 then turn left E to holding position E21	B1, B3, B5
	ET7 / 01L	T6, T7, H4 then turn right H then turn left D, D9 then turn left E to holding position E21	B2, B4, B6
		T7, H4 then turn right H then turn left D, D9 then turn left E to holding position E21	C1, C3, C5, C7, C9, 201-203

DEPARTURES RUNWAY 01L

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
West Apron	WD / 01L	Straight ahead on D, D9 then turn left E to holding position E21	506-525
	WT13 / 01L	T13, H1 then turn right H then left D, D9 then turn left E to holding position E21	E2, E4, E6, E8, E10, 401-403
		T14, T13, H1 then turn right H then left D, D9 then turn left E to holding position E21	F1, F3, F5
	WT16 / 01L	T15, T17, T16 then turn left D, D9 then turn left E to holding position E21	F2, F4, F6
		T17, T16 then left D, D9 then turn left E to holding position E21	G1-G5, 501-505

DEPARTURES RUNWAY 01R

Apron	Taxi Route Designator	Taxi Route Detail	Aircraft Stands
Main Apron	MT8 / 01R	T8 then turn left G, C6 then turn right B to holding position B13	C2, C4, C6, C8, C10
		T9 then turn right T12, T8 then turn left G, C6 then turn right B to holding position B13	301-304
		T12, T8 then turn left G, C6 then turn right B to holding position B13	D1-D4
	MT11 / 01R	T12, T11 then turn left G, C6 then turn right B to holding position B13	D5-D8
		T11 then turn left G, C6 then turn right B to holding position B13	E1, E3, E5, E7, E9
		T10 then turn left T12, T11 then turn left G, C6 then turn right B to holding position B13	305-308
East Apron	ET1 / 01R	T5 then turn right T1, C, C2, B to holding position B13	109-114, 124-129
		T1, C, C2, B to holding position B13	130-134
	ET2 / 01R	T5, T2 then turn right C, C2, B to holding position B13	102-108, 119-123
	ET4 / 01R	T5, T4, C4 then turn right B to holding position B13	A1-A6, 101, 115-118
		T4, C4 then turn right B to holding position B13	B1, B3, B5
	ET7 / 01R	T6, T7 then turn left G, C6 then turn right B to holding position B13	B2, B4, B6
		T7 then turn left G, C6 then right B to holding position B13	C1, C3, C5, C7, C9, 201-203
West Apron	WD / 01R	Straight ahead on D then turn left G, C6 then turn right B to holding position B13	506-525
	WT13 / 01R	T13 then turn left G, C6 then turn right B to holding position B13	E2, E4, E6, E8, E10, 401-403
		T14, T13 then turn left G, C6 then turn right B to holding position B13	F1, F3, F5
	WT16 / 01R	T15, T17, T16 then turn left D then turn left G, C6 then turn Right B to holding position B13	F2, F4, F6
		T17, T16 then turn left D then turn left G, C6 then turn right B to holding position B13	G1-G5, 501-505

THE CONSTRUCTION OF TRANSFER BAGGAGE TERMINAL AT SUVARNABHUMI INTL AIRPORT

With effect at present till 2 May 2014, due to the increasing numbers of international passenger flight and the volume of transfer baggage at Suvarnabhumi airport, it is vital to improve the acceleration and the quality of the Baggage Handling System for serving international transfer passengers. Transfer Baggage Terminal, which is expected to ease the huge amount of this volume, is currently being constructed to enhance this purpose.

1. LOCATION AND DIMENSION OF TRANSFER BAGGAGE TERMINAL

Transfer Baggage Terminal which is the 2-storey building will be built on the southern area of Concourse D and in the middle between Concourses C and E of the main apron. It is located in-between parking stands 301, 302, 303, 304, 305, 306, 307 and 308. The distance between Transfer Baggage Terminal and Runway 19L/01R is about 1000 meters. The dimension of this terminal is as follows: 54.1 meters wide; 232 meters long and 15.5 meters high.

2. PERIOD AND DURATIONS OF THE CONSTRUCTION

It was planned that the construction will start 2 NOV 2012 till 2 MAY 2014 (18 months). The complete date will be issued through NOTAM.

3. SHUTDOWN OF RELATED AERODROME VISUAL AIDS ON THE MAIN APRON

3.1 Visual Docking Guidance System (VDGS) on aircraft parking stands 302, 303, 304, 306, 307 and 308 will be unserviceable with immediate effect till October 2013.

The exact date of normal operation will be notified through NOTAM. Aircraft must follow marshalling signals only.

3.2 Visual Docking Guidance System (VDGS) on aircraft parking stands 301 and 305 will be unserviceable with immediate effect till April 2014. The exact date of normal operation will be notified through NOTAM. Aircraft must follow marshalling signals only.

4. AIRCRAFT CODES ON THE MAIN APRON

The codes for aircraft using those affected parking stands are not changed - BAY 301 and 305 are available for aircraft up to code D and BAY 302, 303, 304, 306, 307 and 308 are available for aircraft up to code E.

5. MARKING AND LIGHTING FOR CONSTRUCTION

The construction area is surrounded and fenced with 3-meter high metal sheeting. It is painted in alternating bands of red and white and also is lighted by omni-directional, fixed red lights at every 6 meters and on top of each corner of the fence.

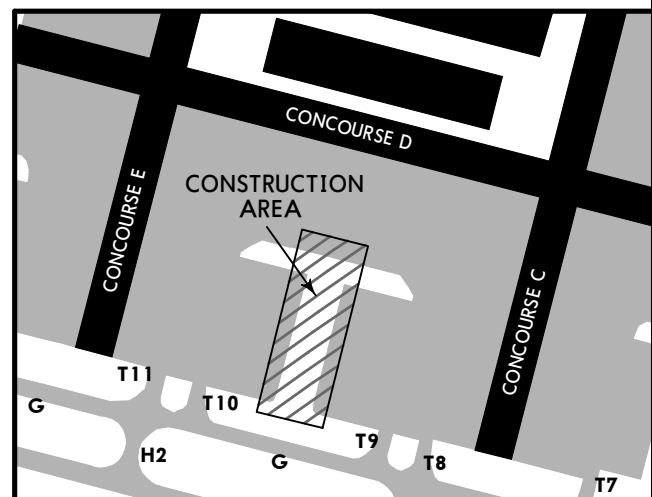
6. THE COMPLETE DATE OF CONSTRUCTION AREA

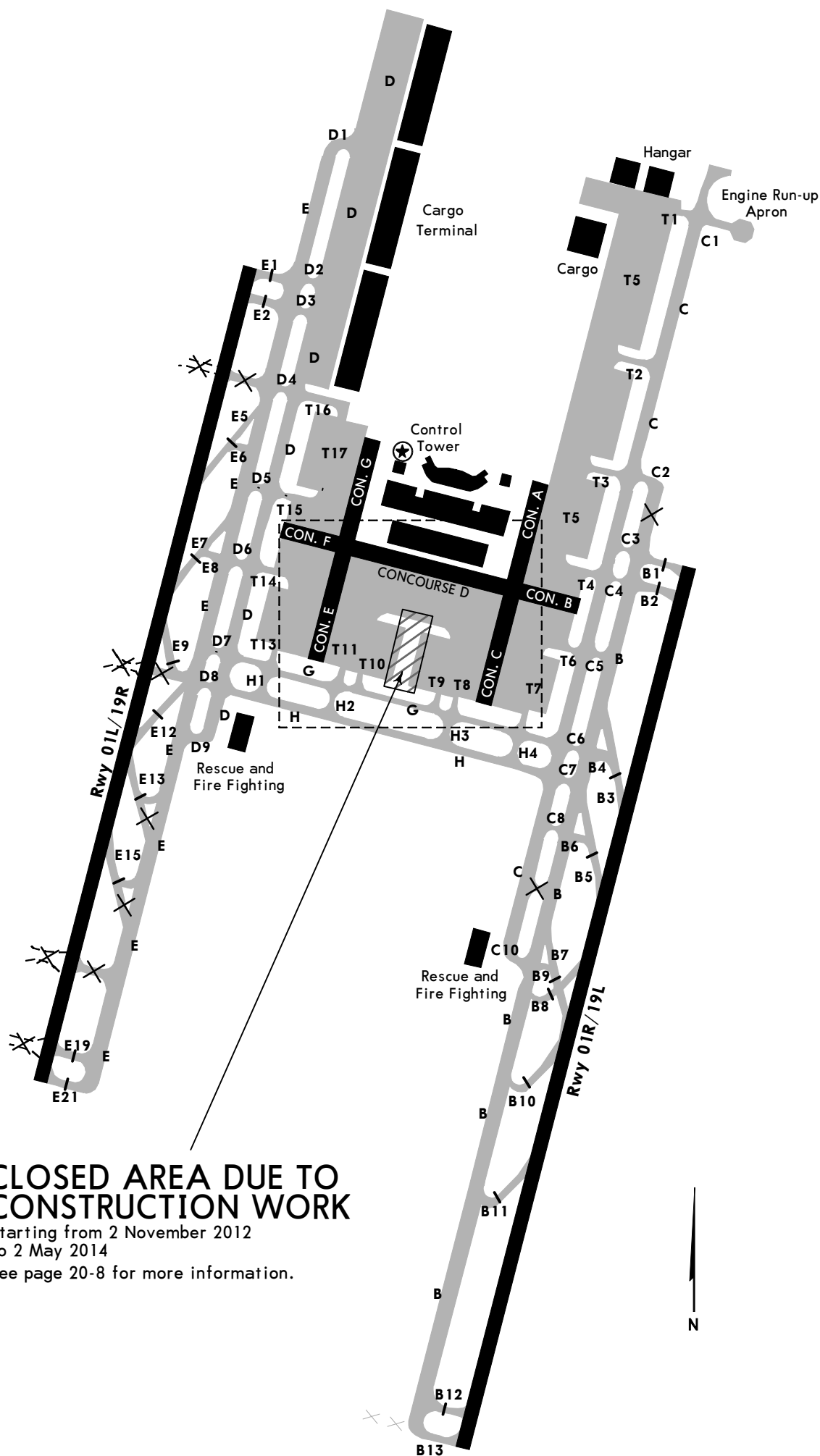
The construction is expected to be completed on 2 MAY 2014. It is, however, subject to the conditions and factors that may arise during the construction. Therefore, the NOTAM notifying the exact date of complete construction and operation will be issued to promulgate its complete work.

7. OTHERS

7.1 Ground traffic for vehicles around the construction area is one-way and clockwise direction.

7.2 Any significant changes will be notified through NOTAM.

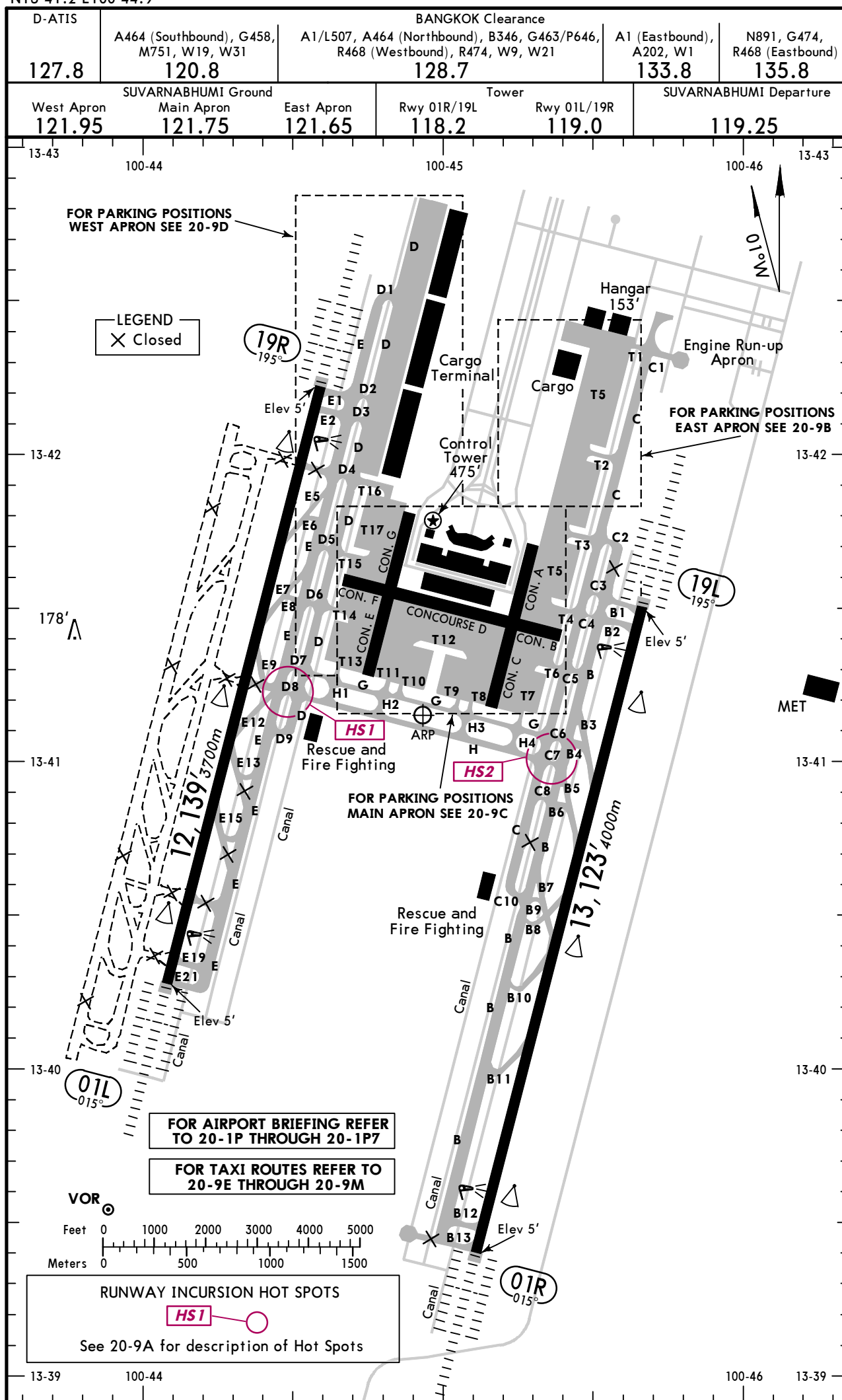


SUVARNABHUMI INTL AIRPORT LAY-OUT**CLOSED AREA DUE TO CONSTRUCTION WORK**

Starting from 2 November 2012
to 2 May 2014

See page 20-8 for more information.





GENERAL

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS		
RWY		LANDING BEYOND		TAKE-OFF
		Threshold	Glide Slope	
01L 19R	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR		11,075' 3376m	11,483' 3500m
			11,069' 3374m	
				197' 60m

① Angle 3.0°

01R 19L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		12,056' 3675m	12,467' 3800m		197' 60m
			12,061' 3676m			

RUNWAY INCURSION HOT SPOTS


HSI1

For information only, not to be construed as ATC instructions.

HSI1

Due to several intersections around this area which connect to rapid exit taxiways, all aircraft are required to hold, as instructed by ATC, at intermediate holding position marking/lights. Taxiing from Twy D8 to E for Rwy 01L requires a 90 degree turn, pilots should be aware of unintentionally executing a runway incursion through Twy E12.

HSI2

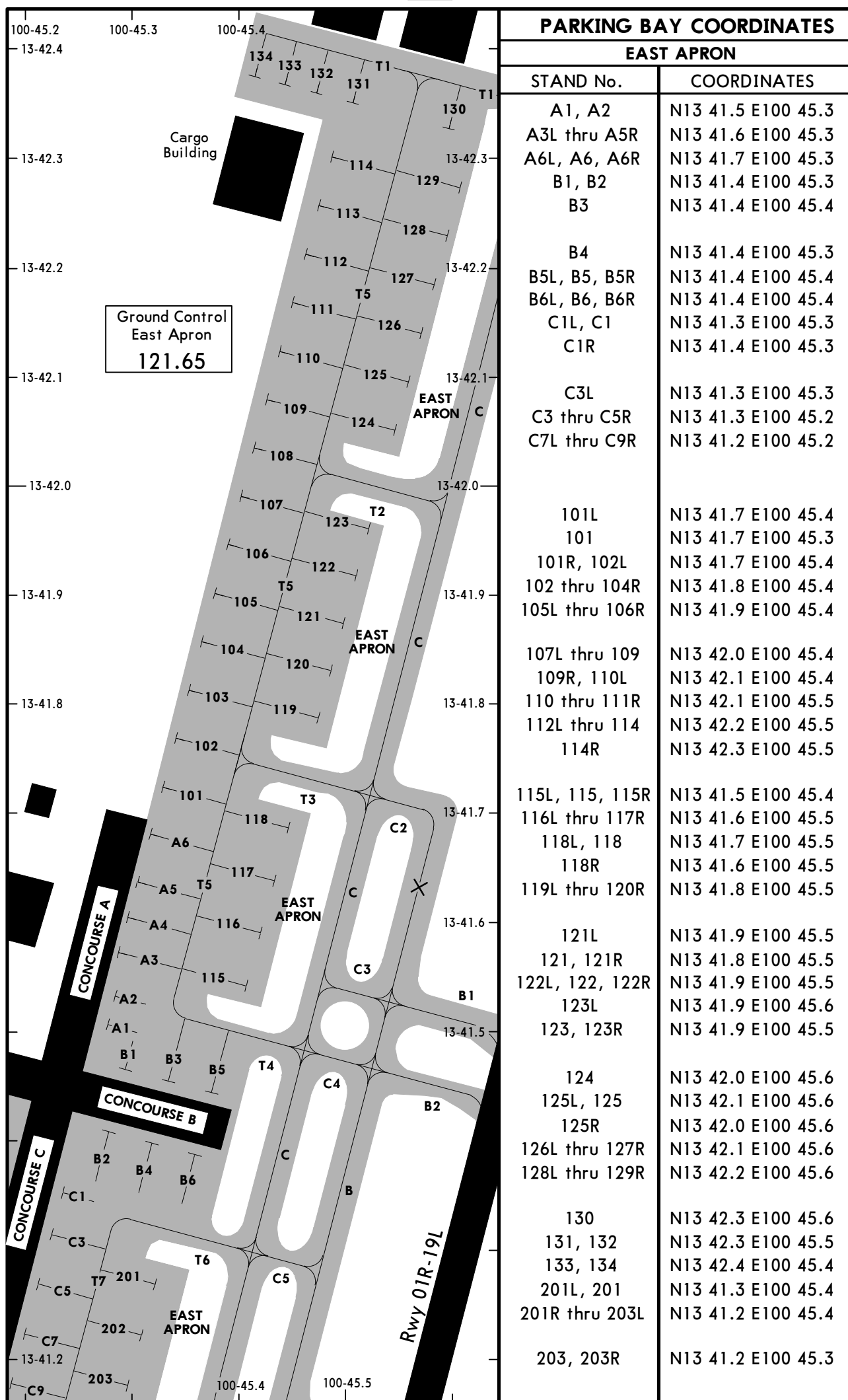
Due to several intersections around this area which connect to rapid exit taxiways, all aircraft are required to hold, as instructed by ATC, at intermediate holding position marking/lights. Taxiing from Twy C7 to B for Rwy 01R requires a 90 degree turn, pilots should be aware of unintentionally executing a runway incursion through Twy B5.

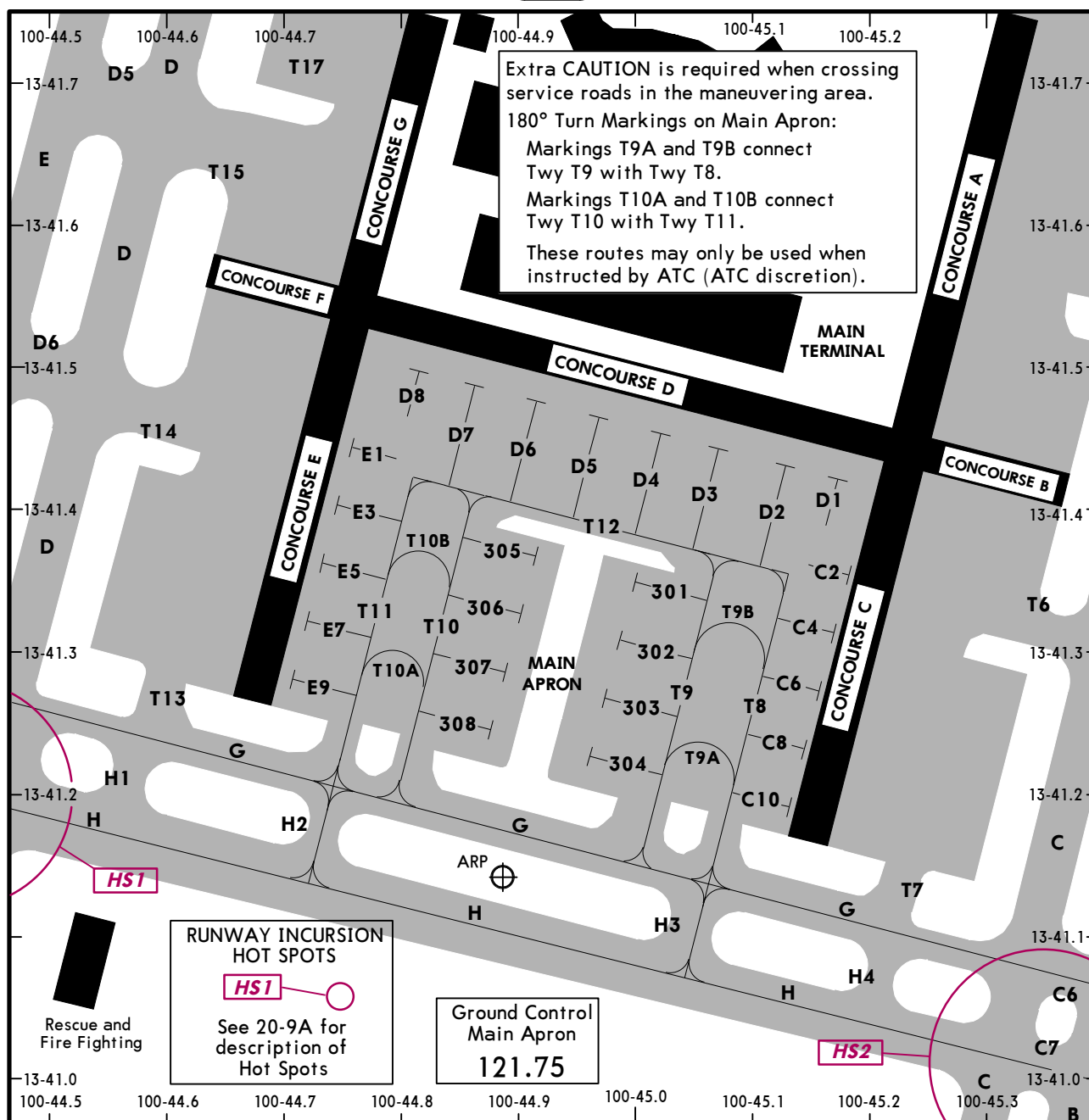
TAKE-OFF

ALL Rwys

	ALL Rwy's					
	AIR CARRIER			AIR CARRIER (FAR 121)		
	LVP must be in force		RCLM (DAY only) or RL	CL & RCLM any RVR out, other two required		Adequate Vis Ref
	RL & CL	RCLM (DAY only) or RL				
A	RVR 200m (150m)	RVR 250m	RVR 400m	2 Eng	TDZ RVR 175m Mid RVR 175m Roll out RVR 175m	RVR 500m VIS 400m
B				3 & 4 Eng		
C						
D	RVR 250m (200m)	RVR 300m				

CHANGES: None.

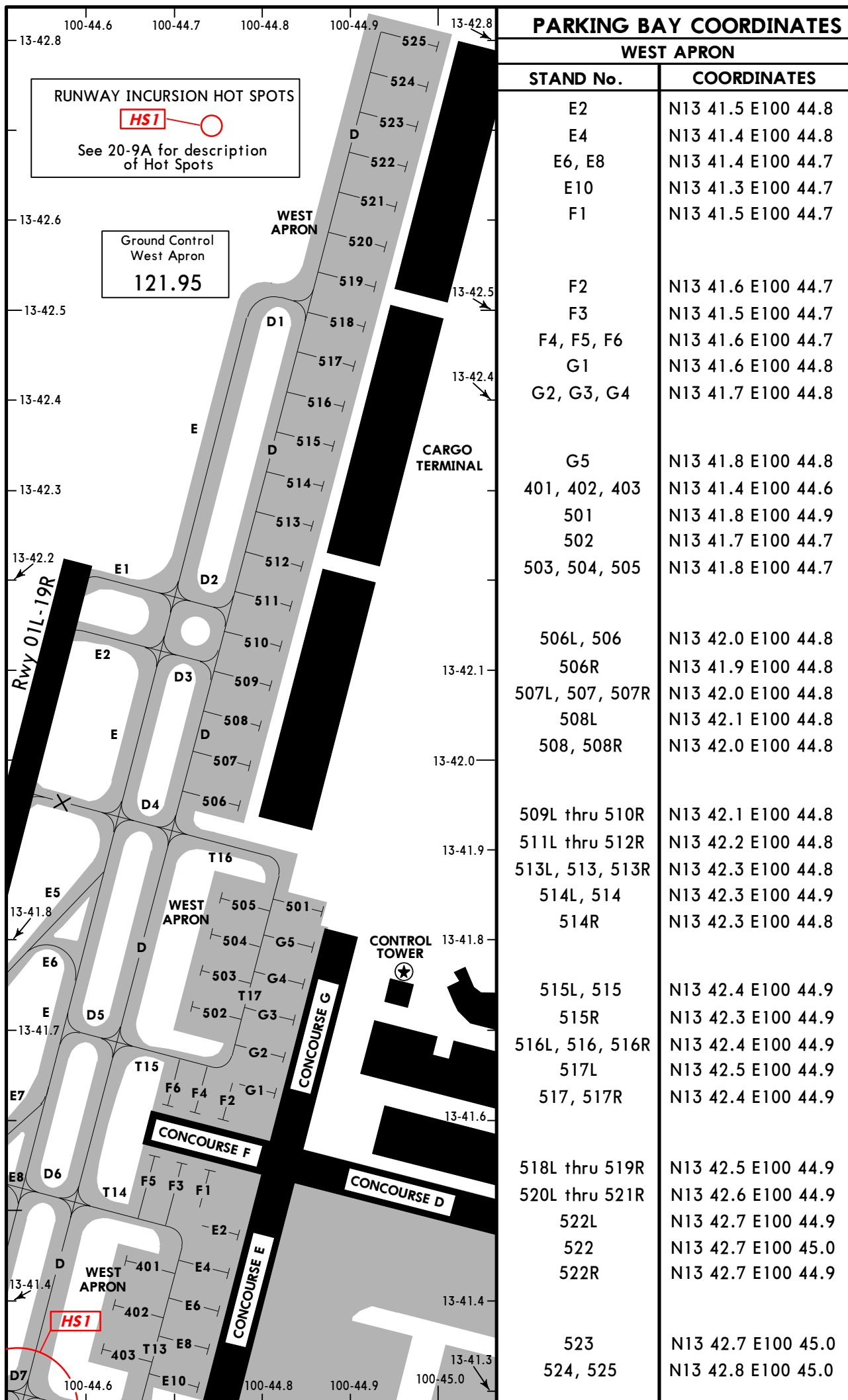


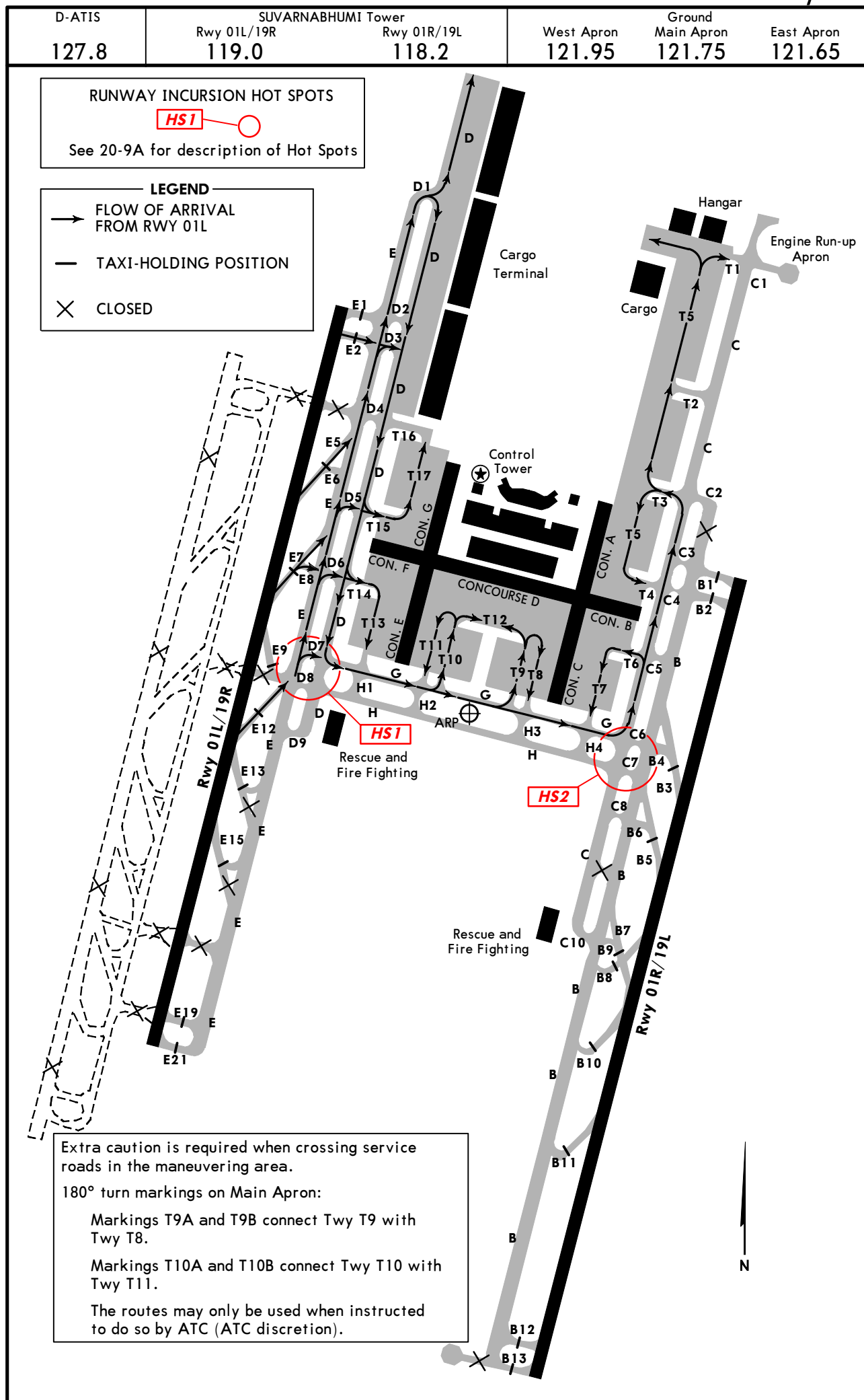


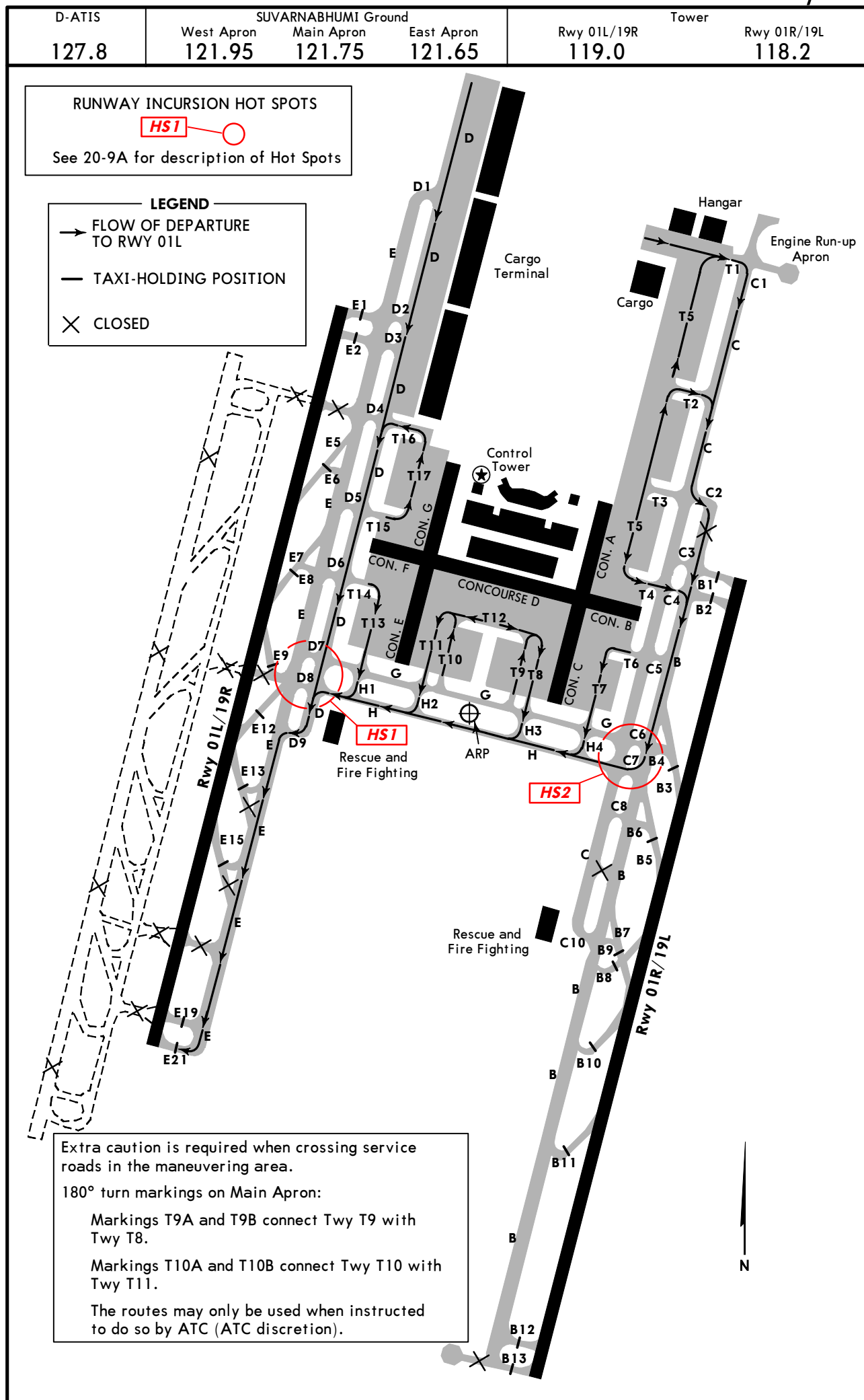
PARKING BAY COORDINATES

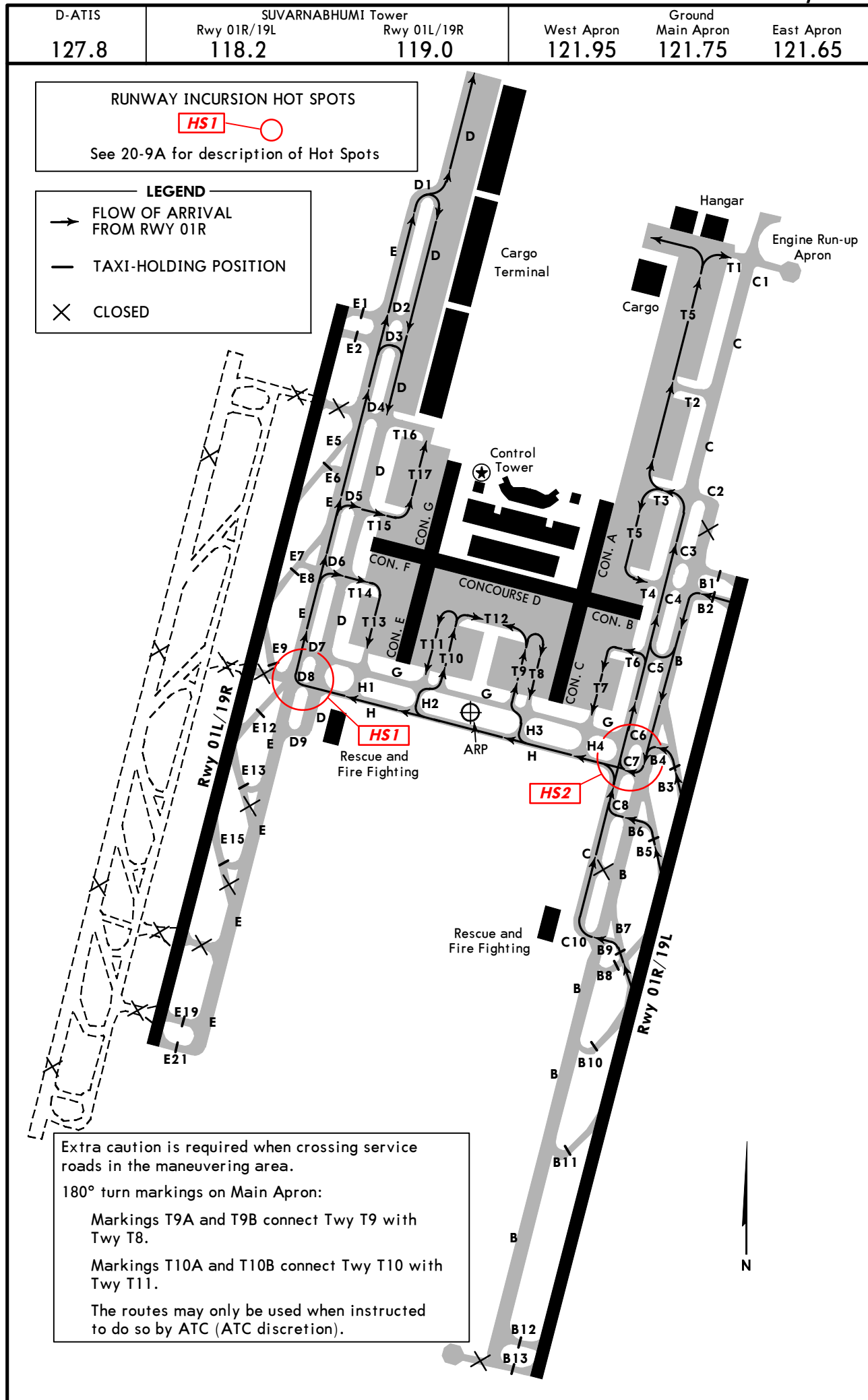
MAIN APRON

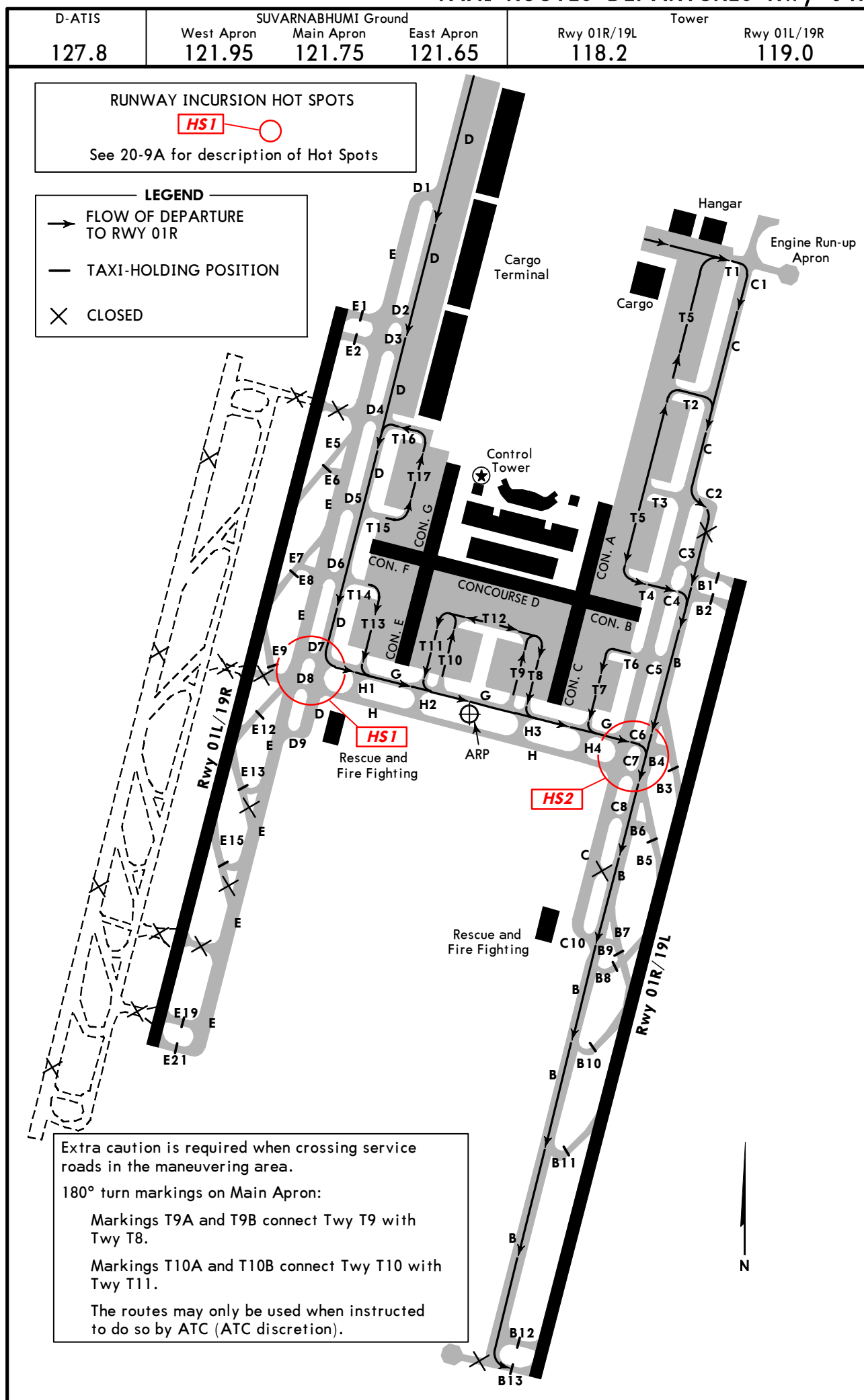
STAND No.	COORDINATES	STAND No.	COORDINATES
C2L, C2, C2R	N13 41.4 E100 45.2	E3, E5	N13 41.4 E100 44.8
C4L thru C8L	N13 41.3 E100 45.2	E7, E9	N13 41.3 E100 44.8
C8, C8R	N13 41.2 E100 45.2	301	N13 41.4 E100 45.0
C10L	N13 41.2 E100 45.1	302, 303	N13 41.3 E100 45.0
C10, C10R	N13 41.2 E100 45.2	304	N13 41.2 E100 45.0
D1	N13 41.4 E100 45.2	305	N13 41.4 E100 45.0
D2L thru D3R	N13 41.4 E100 45.1	306	N13 41.3 E100 45.0
D4L	N13 41.4 E100 45.0	307, 308	N13 41.3 E100 44.9
D4	N13 41.5 E100 45.0		
D4R	N13 41.5 E100 45.1		
D5	N13 41.5 E100 45.0		
D6L	N13 41.5 E100 44.9		
D6, D6R	N13 41.5 E100 45.0		
D7L thru D8	N13 41.5 E100 44.9		
E1	N13 41.5 E100 44.8		

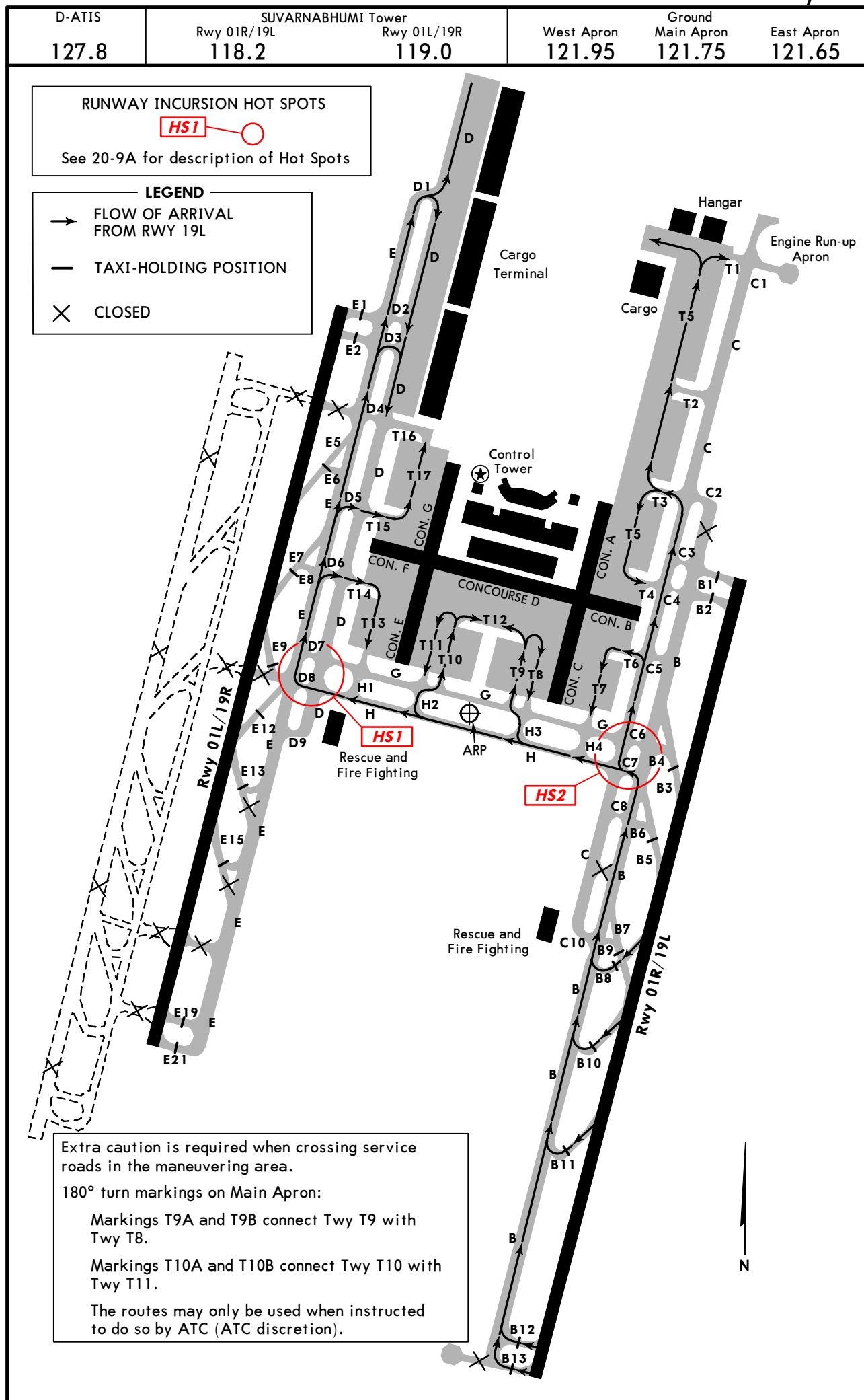


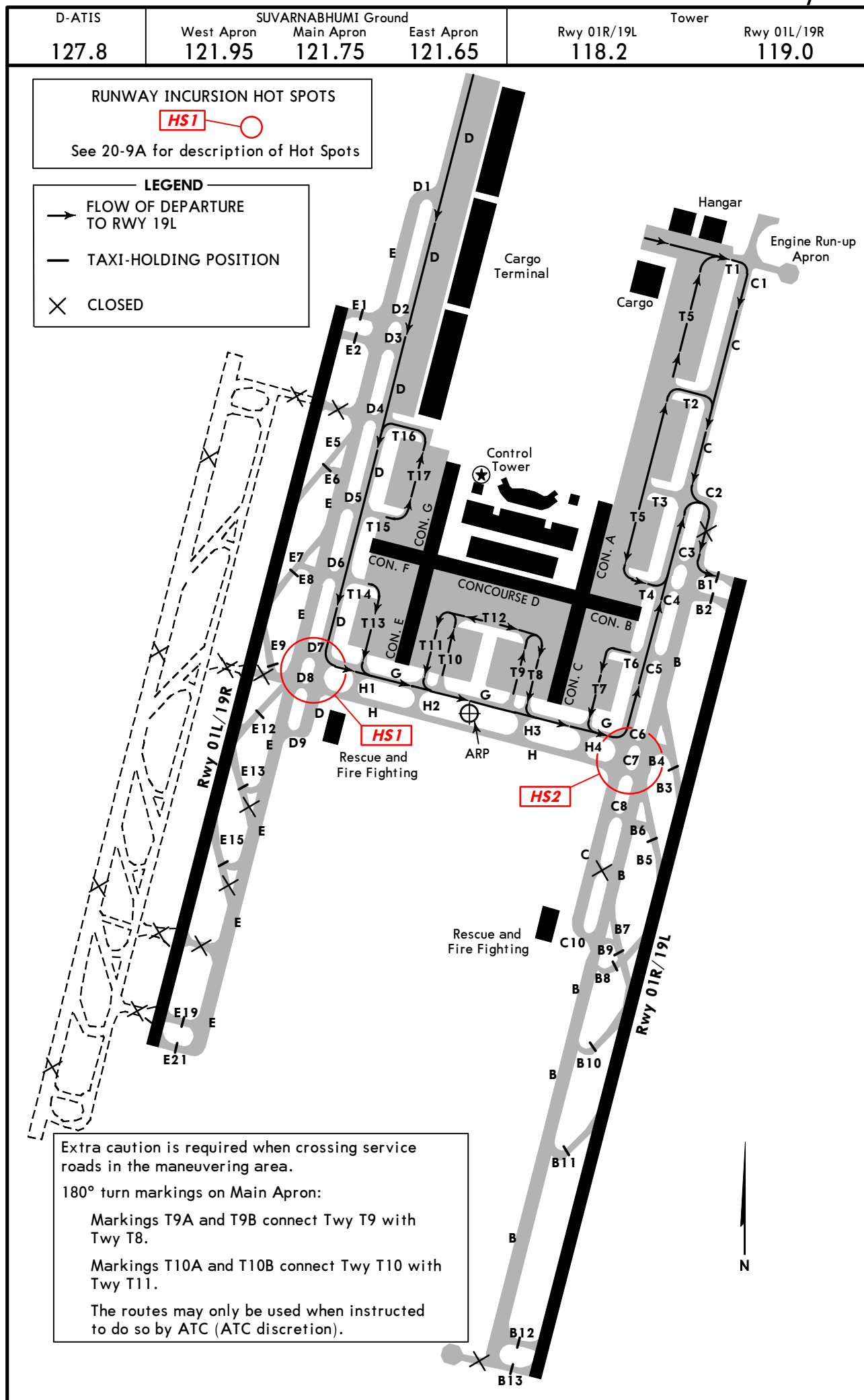


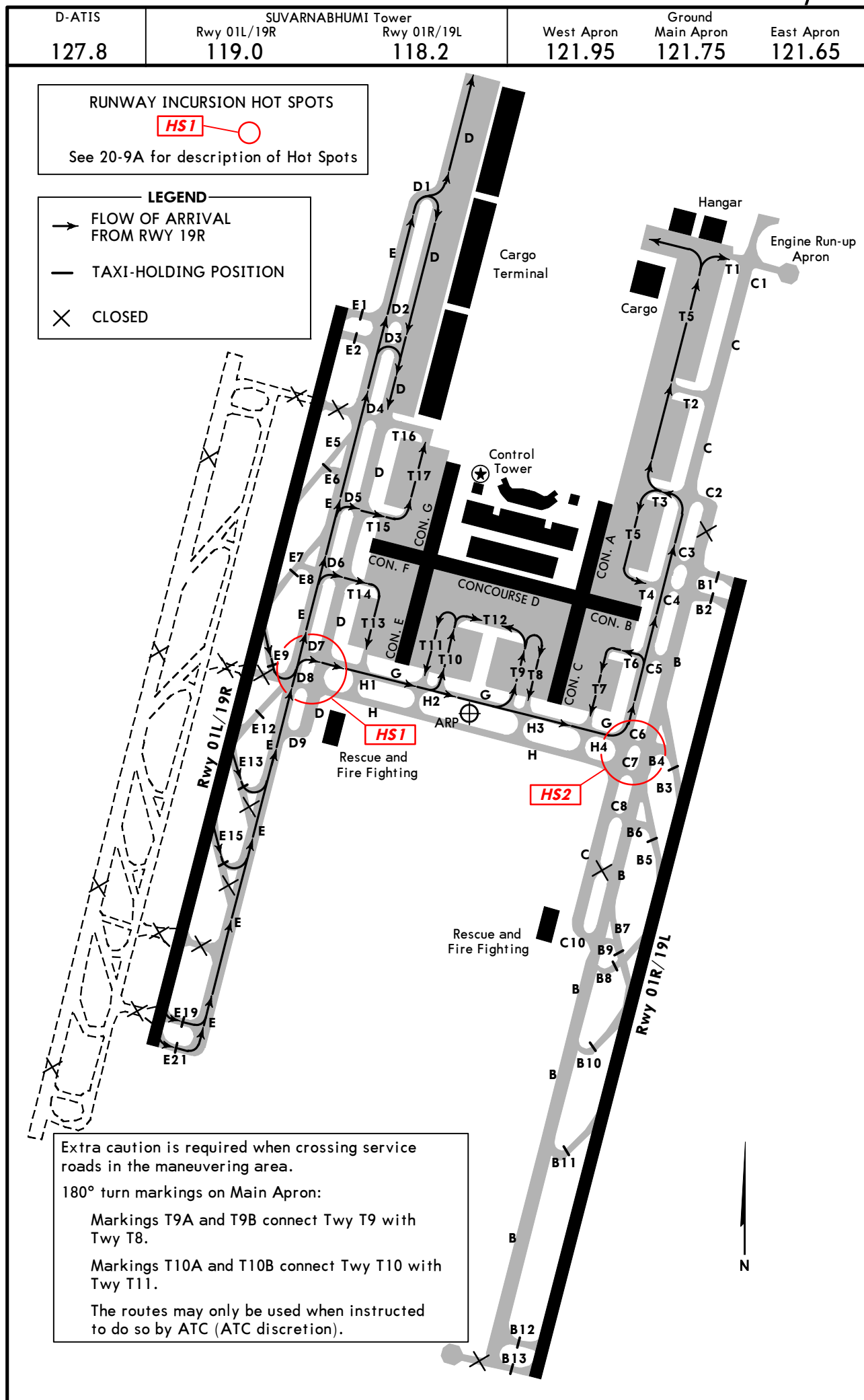


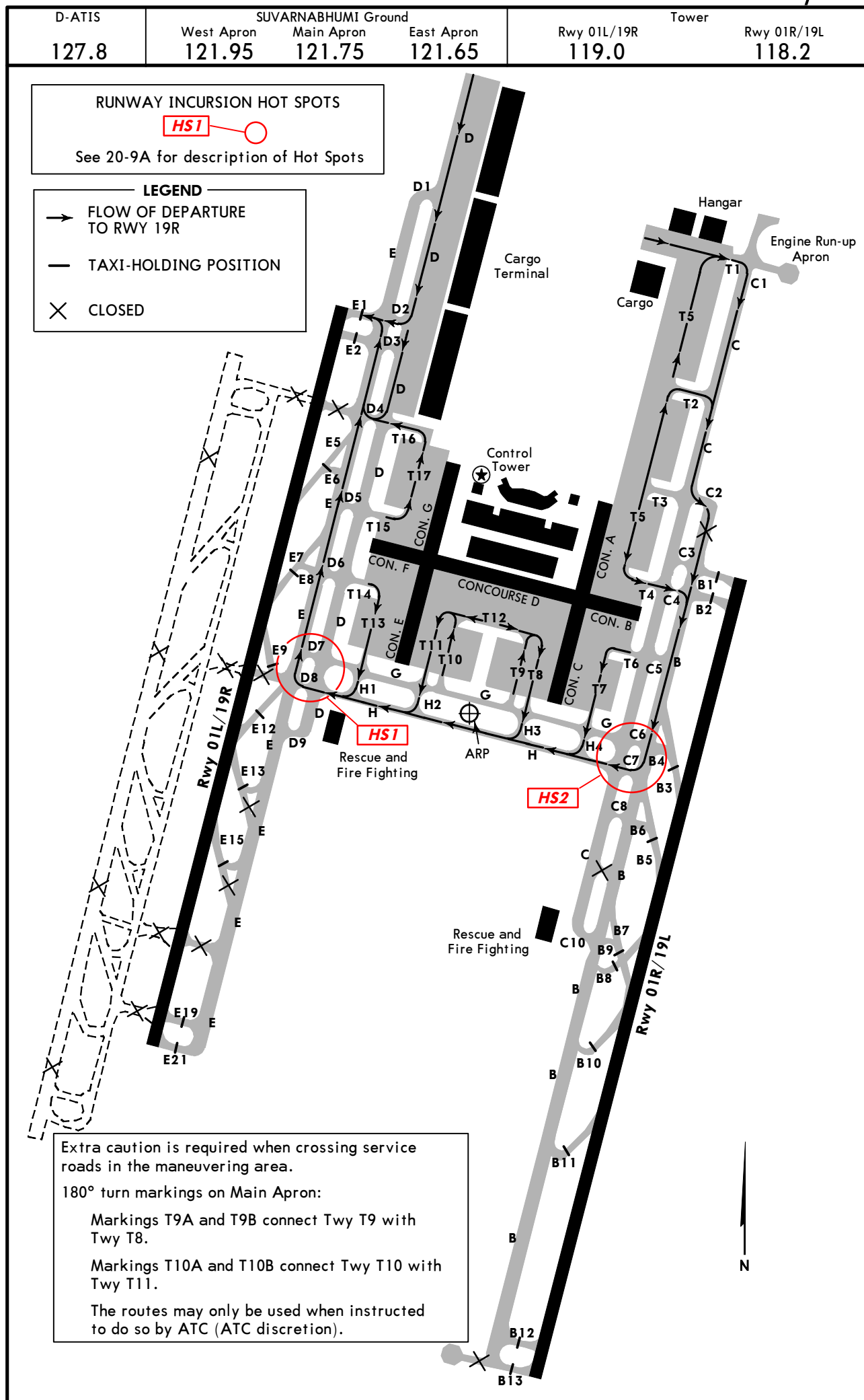












VISUAL DOCKING GUIDANCE SYSTEMS

1. SAFETY PROCEDURES

1.1 GENERAL WARNING

The DGS System has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure.

IF THE PILOT IS UNSURE OF THE INFORMATION BEING SHOWN ON THE DGS DISPLAY UNIT, HE MUST IMMEDIATELY STOP THE AIRCRAFT AND OBTAIN FUTHER INFORMATION FOR CLEARANCE.

1.2 ITEMS TO CHECK BEFORE ENTERING THE STAND AREA

WARNING: THE PILOT SHALL NOT ENTER THE STAND AREA UNLESS THE DOCKING SYSTEM FIRST IS SHOWING THE VERTICAL RUNNING ARROWS. THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE UNLESS THESE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.

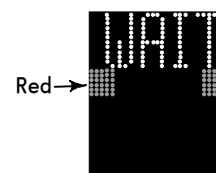
WARNING: THE PILOT SHALL NOT ENTER THE STAND AREA UNLESS THE AIRCRAFT TYPE DISPLAYED IS EQUAL TO THE APPROACHING AIRCRAFT. THE CORRECTNESS OF OTHER INFORMATION, SUCH AS "DOOR 2," SHALL ALSO BE CHECKED.

1.3 THE SBU MESSAGE

The message STOP SBU means that docking has been interrupted and has to be resumed only by manual guidance. DO NOT TRY TO RESUME DOCKING WITHOUT MANUAL GUIDANCE.

2. START OF DOCKING

The system is started by pressing one of the aircraft type buttons on the Operator Panel. When the button has been pressed, WAIT will be displayed.

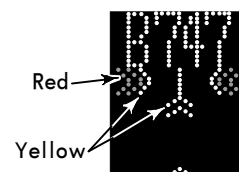


3. CAPTURE

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.

It shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.

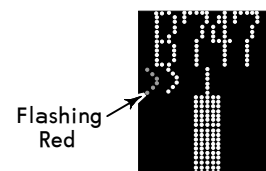


4. TRACKING

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow center line indicator.

A flashing red arrow indicates the direction to turn.

The vertical yellow arrow shows position in relation to the center line. This indicator gives correct position and azimuth guidance.



5. CLOSING RATE

Display of digital countdown will start when the aircraft is 20 meters from stop position.

When the aircraft is less than 12 meters from the stop position, the closing rate is indicated by turning off one row of the center line symbol per 0.5 meters covered by the aircraft. Thus, when the last row is turned off, 0.5 meters remains to stop.



6. ALIGNED TO CENTER

The aircraft is eight meters from the stop position. The absence of any direction arrow indicates an aircraft on the center line.



VISUAL DOCKING GUIDANCE SYSTEMS

7. SLOW DOWN

If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.

**8. AZIMUTH GUIDANCE**

The aircraft is four meters from the stop-position. The yellow arrow indicates an aircraft to the right of the center line, and the red flashing arrow indicates the direction to turn.

**9. STOP POSITION REACHED**

When the correct stop-position is reached, the display will show STOP and red lights will be lit.

**10. DOCKING COMPLETED**

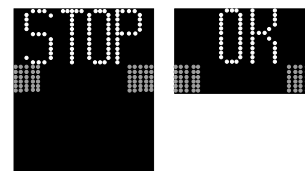
When the aircraft has parked, OK will be displayed.

**11. OVERSHOOT**

If the aircraft has overshoot the stop-position, TOO FAR will be displayed.

**12. STOP SHORT**

If the aircraft is found standing still but has not reached the intended stop position, the message STOP OK will be shown after a while.

**13. WAIT**

If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking, before 12 meters to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.



THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

VISUAL DOCKING GUIDANCE SYSTEMS

14. BAD WEATHER CONDITION

During heavy fog, rain or snow, the visibility for the docking system can be reduced.

When the system is activated and in capture mode, the display will disable the floating arrows and display SLOW and the Aircraft Type.

As soon as the system detects the approaching aircraft, the vertical closing-rate bar will appear.

If the system has been configured in this mode to make a shortened ID verification (check of engine position excluded), the Aircraft symbol will blink to give attention.

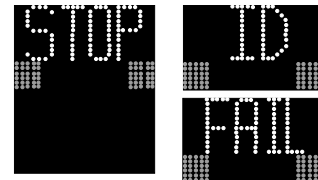
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING-RATE BAR IS SHOWN.



15. AIRCRAFT VERIFICATION FAILURE

During entry into the Stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 meters before the stop-position, the display will first show WAIT and make a second verification check. If this fails STOP and ID FAIL will be displayed. The text will be alternating on the upper two rows of the display.

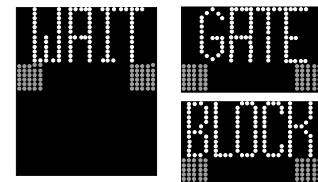
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.



16. GATE BLOCKED

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a WAIT and GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed.

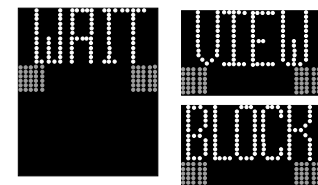
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.



17. VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a View blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.

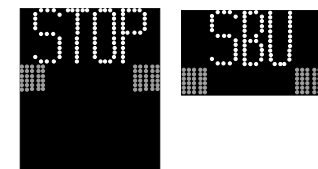
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.



18. SBU-STOP

Any unrecoverable error during the docking procedure will generate an SBU (safety back-up) condition. The display will show red stop bar and the text STOP SBU.

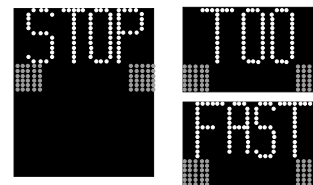
A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.



VISUAL DOCKING GUIDANCE SYSTEMS

19. TOO FAST

If the aircraft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed.

**20. EMERGENCY STOP**

When the Emergency Stop button is pressed, STOP is displayed.

**21. CHOCKS ON**

CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the Operator Panel.

**22. MANUAL DOCKING**

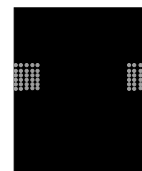
When a docking is to be performed manually the system will display "MAN" on the tableau. The system will not give any guidance for the docking operation.

**23. ERROR**

If a system error occurs, the message ERROR is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.

**24. SYSTEM BREAKDOWN**

In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

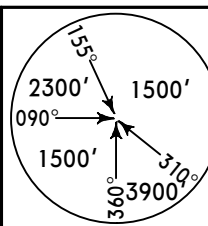
**25. POWER FAILURE**

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

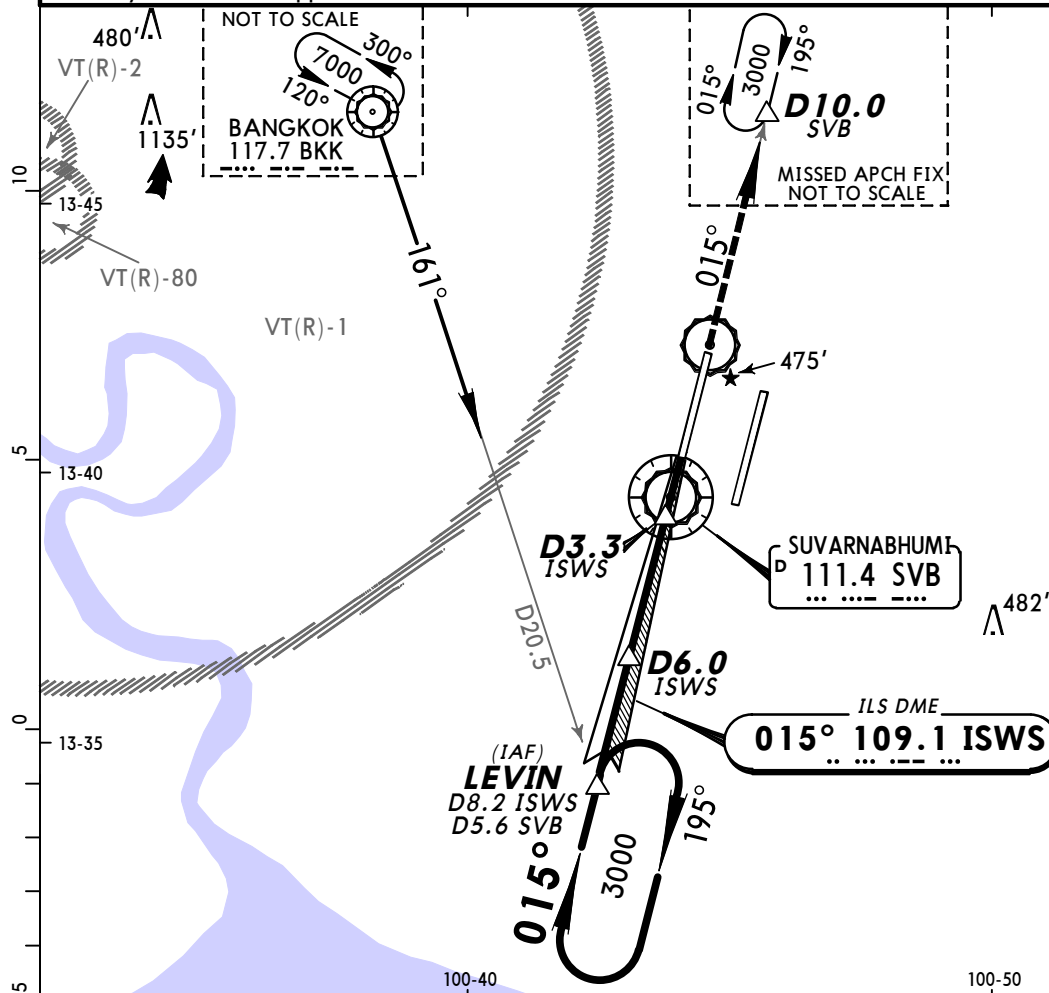


BRIEFING STRIP

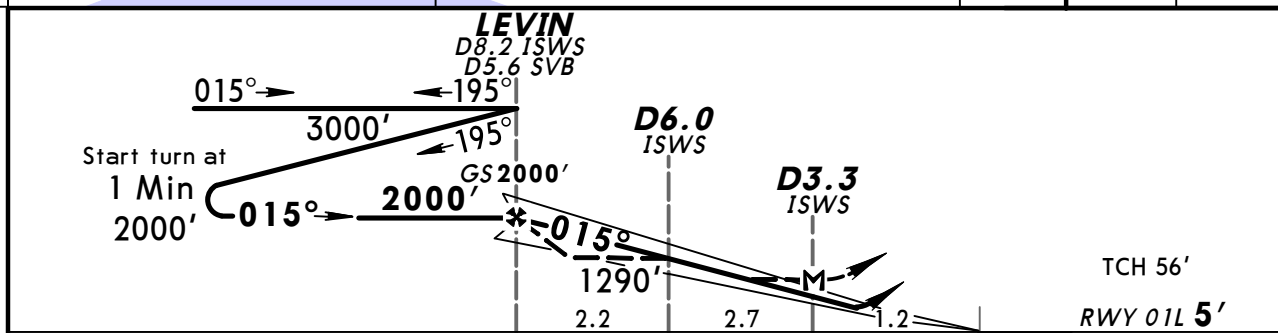
D-ATIS	SUARNABHUMI Arrival (R)	BANGKOK Approach (R)				SUARNABHUMI Tower Rwy 01L/19R Rwy 01R/19L		Ground West Apron Main Apron East Apron		
127.8	126.3 133.6	121.7	122.35	124.35	125.2	119.0	118.2	121.95	121.75	121.65
LOC ISWS 109.1		Final Apch Crs 015°		GS LEVIN 2000' (1995')		ILS DA(H) 205' (200')		Apt Elev 5' RWY 01L 5'		
MISSED APCH: Climb outbound on SVB VOR R-015 to 3000' and hold, or as directed by ATC.										
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130		Trans alt: 11000'				
1. Non-RADAR procedure: Aircraft will be cleared to BKK VOR then transition to LEVIN to carry out the ILS approach.										

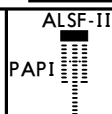


MSA SVB VOR

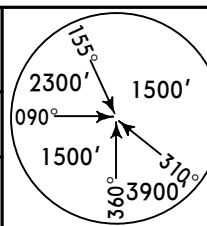


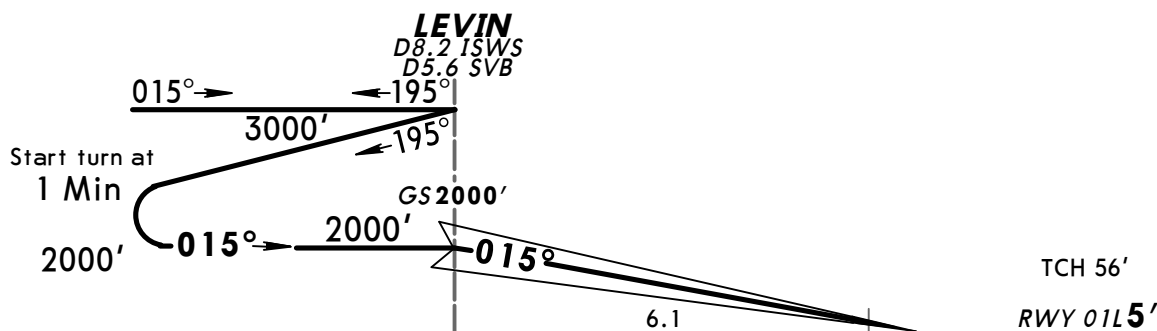
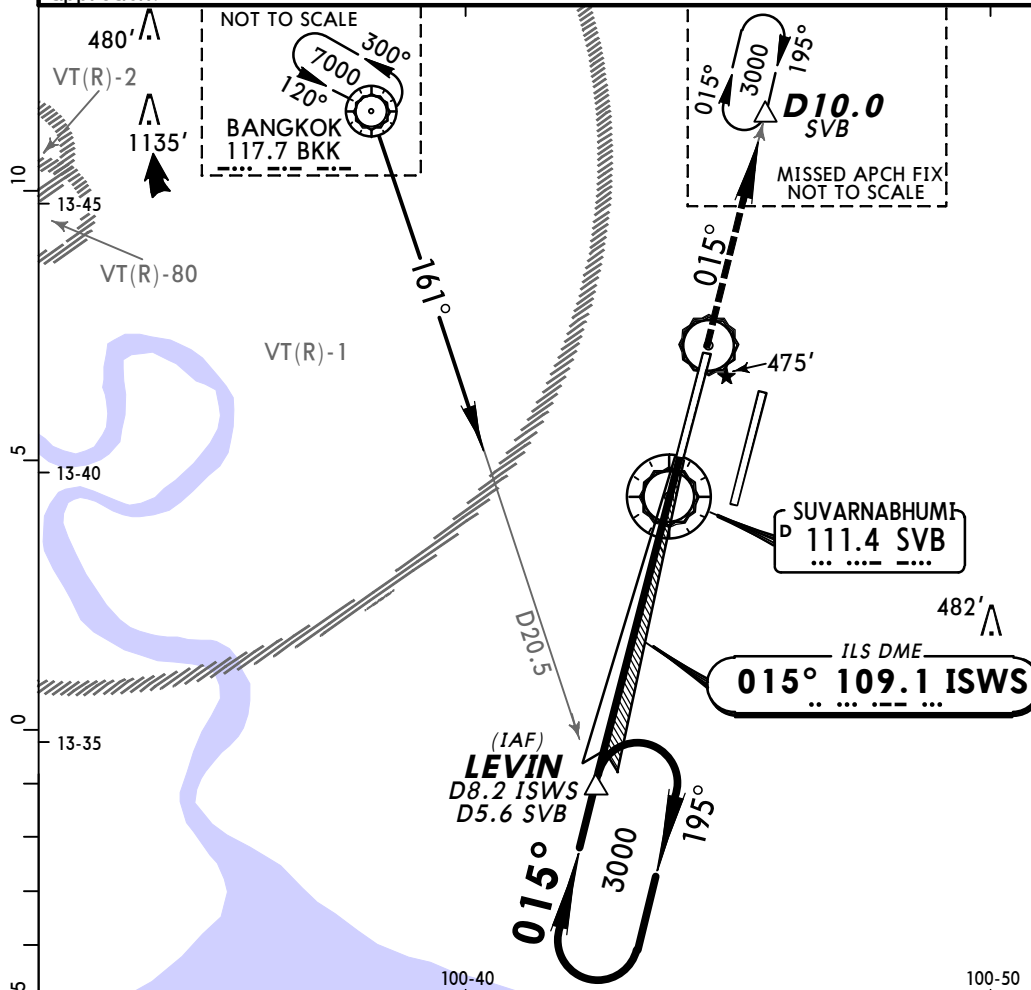
RECOMMENDED ALTITUDES	
LOC (GS out)	
ISWS DME	ALTITUDE
8.0	1920'
7.0	1610'
6.0	1290'
5.0	970'
4.0	650'



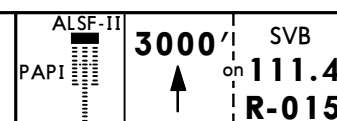
Gnd speed-Kts	70	90	100	120	140	160		3000' SVB on 111.4 R-015
GS	3.00°	377	484	538	646	753		
LOC Descent Gradient	5.2%	369	474	527	632	737		
MAP at D3.3 ISWS or LEVIN to MAP	4.9	4:12	3:16	2:56	2:27	2:06		

STRAIGHT-IN LANDING RWY 01L						CIRCLE-TO-LAND	
ILS DA(H) 205' (200')			LOC (GS out) MDA(H) 440' (435')			Max Kts	
FULL	TDZ or CL out	ALS out		ALS out		MDA(H)	
A						100	
B						135	800' (795')-2200m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1400m	2200m	180	900' (895')-4400m
D				1600m	2400m	205	900' (895')-4800m

D-ATIS	SUVARNABHUMI Arrival (R)	BANGKOK Approach (R)				SUVARNABHUMI Tower Rwy 01L/19R Rwy 01R/19L		Ground West Apron Main Apron East Apron		
127.8	126.3 133.6	121.7	122.35	124.35	125.2	119.0	118.2	121.95	121.75	121.65
LOC ISWS 109.1		Final Apch Crs 015°		GS LEVIN 2000' (1995')		CAT II ILS RA 100' DA(H)105'(100')		Apt Elev 5' RWY 01L 5'		
MISSED APCH: Climb outbound on SVB VOR R-015 to 3000' and hold, or as directed by ATC.										
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'										
1. Special Aircrew and Aircraft Certification required. 2. Non-RADAR procedure: Aircraft will be cleared to BKK VOR then transition to LEVIN to carry out the ILS approach.										

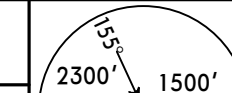
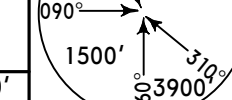


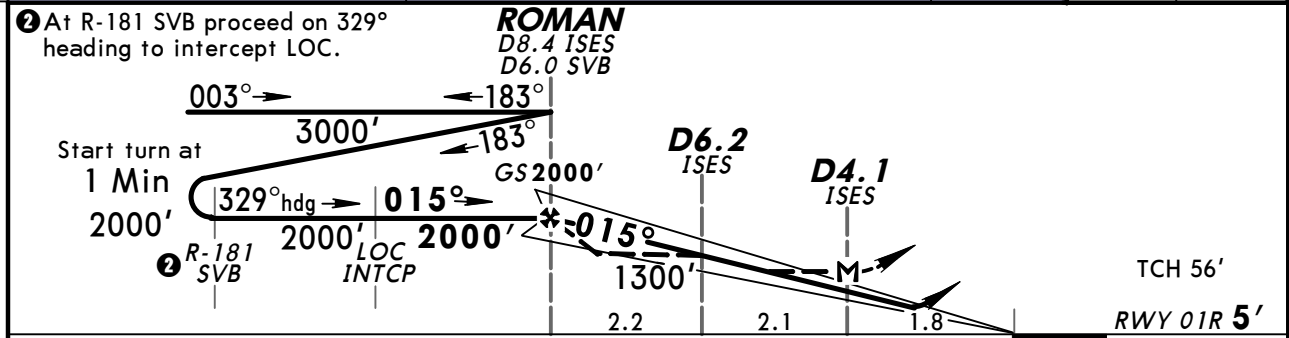
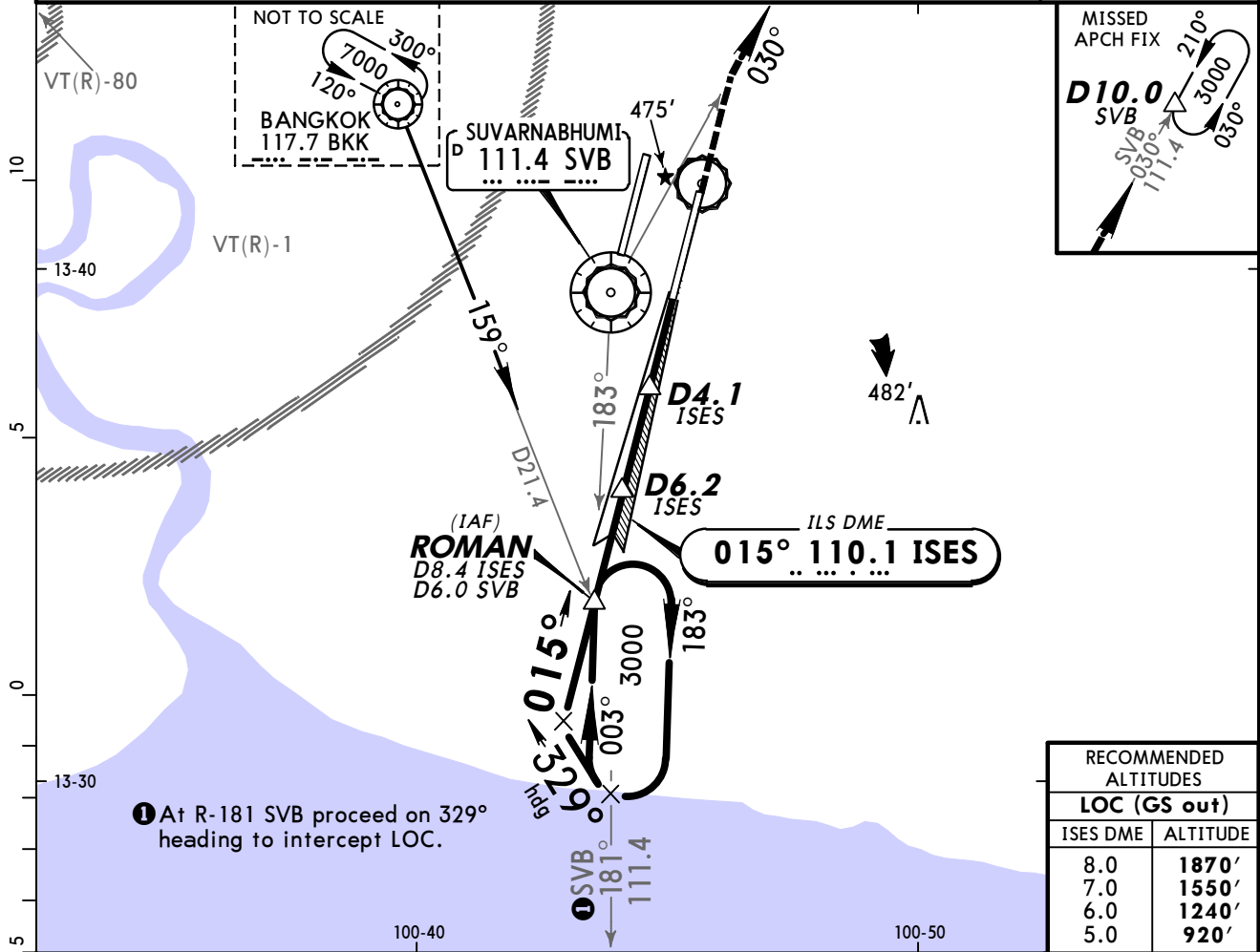
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
Gs 3.00°	377	484	538	646	753	861



STRAIGHT-IN LANDING RWY 01L
CAT II ILS
RA 100'
 DA(H) 105' (100')

RVR 350m

D-ATIS	SUVARNABHUMI Arrival (R)	BANGKOK Approach (R)				SUVARNABHUMI Tower Rwy 01R/19L Rwy 01L/19R		Ground West Apron Main Apron East Apron		
127.8	126.3 133.6	121.7	122.35	124.35	125.2	118.2	119.0	121.95	121.75	121.65
LOC ISES 110.1	Final Apch Crs 015°	GS ROMAN 2000' (1995')		ILS DA(H) 205' (200')		Apt Elev 5' RWY 01R 5'				
MISSED APCH: Climb straight ahead to intercept SVB VOR R-030 outbound to 3000' and hold at D10.0 SVB, or as directed by ATC.										
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130		Trans alt: 11000'				
1. Non-RADAR procedure: Aircraft will be cleared to BKK VOR then transition to ROMAN to carry out the ILS approach.										



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 	SVB 111.4 R-030
GS	3.00°	377	484	538	646	753		
LOC Descent Gradient	5.2%	369	474	527	632	737		
MAP at D4.1 ISES or ROMAN to MAP	4.3	3:41	2:52	2:35	2:09	1:51		

STRAIGHT-IN LANDING RWY01R						CIRCLE-TO-LAND	
ILS DA(H) 205' (200')				LOC (GS out) MDA(H) 650' (645')		Max Kts	MDA(H)
FULL		TDZ or CL out	ALS out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	2400m	3200m	100	800' (795')- 3200m
B						135	
C						180	900' (895')- 4400m
D						205	900' (895')- 4800m

BANGKOK, THAILAND
■ **ILS Rwy 01R CAT II**

Eff 11 Feb

■ ILS Rwy 01R CAT II

BRIEFING STRIP™

MSA SVB VOR

MISSED
APCH FIX

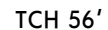
D10.0
SVB

SVB
030°
111.4

210°
3000
030°



ROMAN
D8.4 ISES
D6.0 SVB



	3000' 	SVB 111.4 R-030
---	---	-------------------------------------

 $DA(H) \mathbf{105'} (100')$

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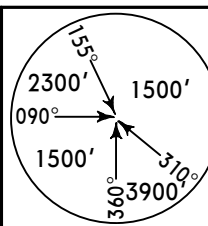
VTBS/BKK SUARNABHUMI INTL

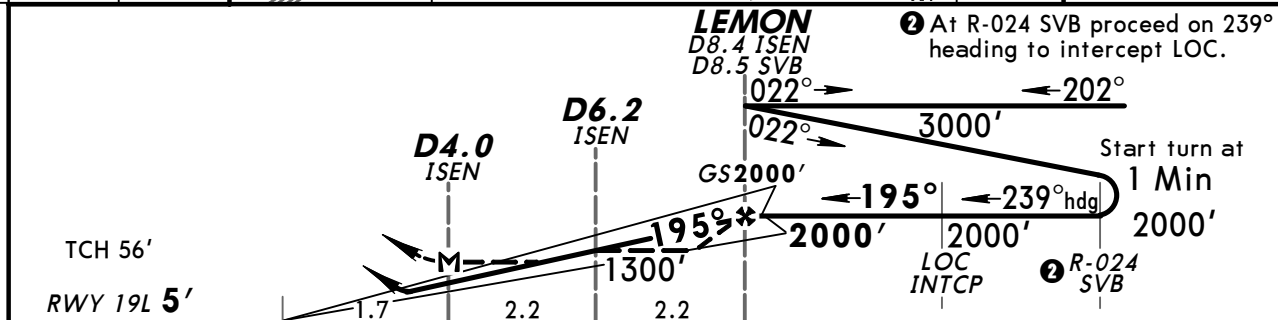
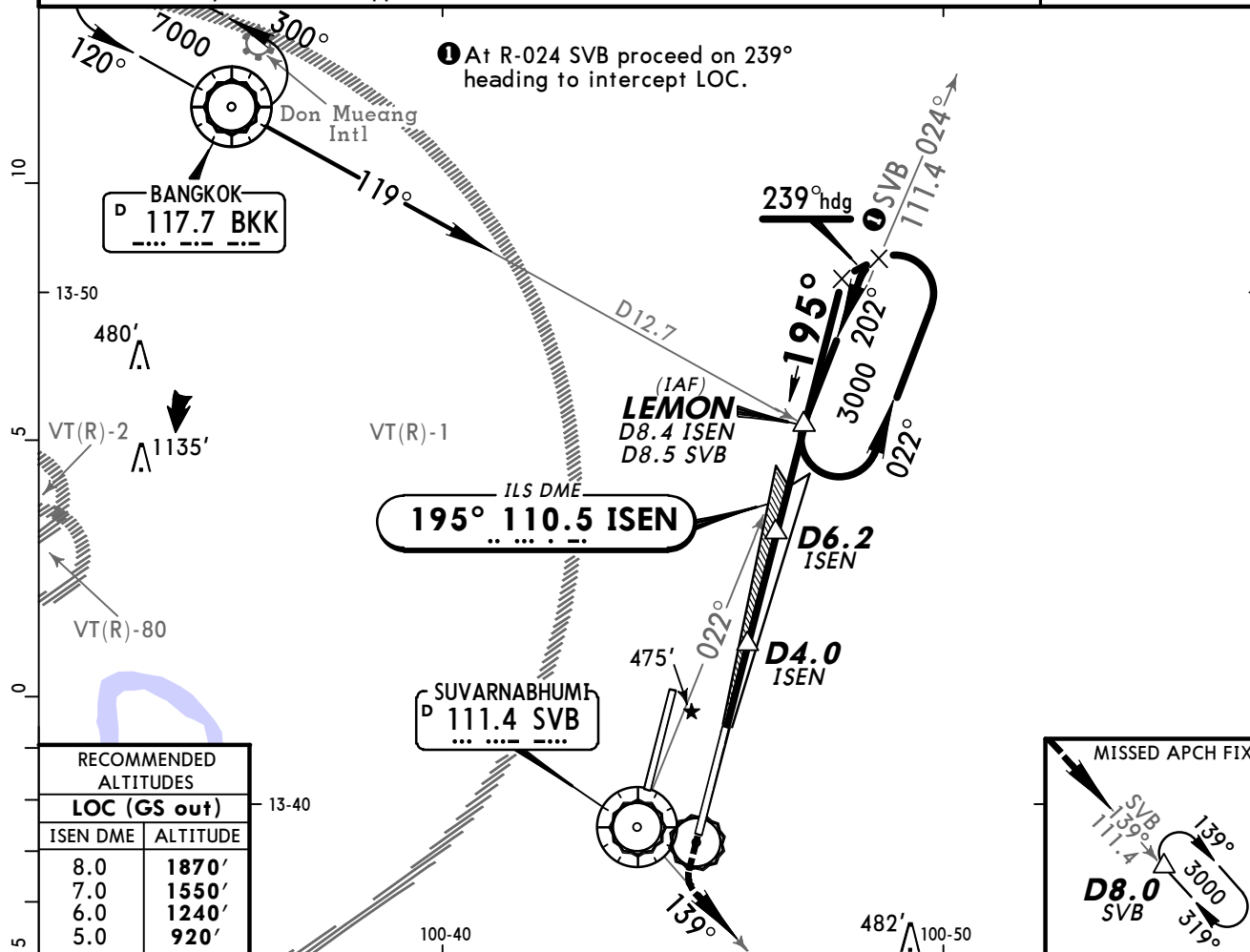
5 FEB 10

(21-3)

Eff 11 Feb

BANGKOK, THAILAND
ILS or LOC Rwy 19L

D-ATIS	SUARNABHUMI Arrival (R)	BANGKOK Approach (R)					SUARNABHUMI Tower Rwy 01R/19L Rwy 01L/19R		Ground West Apron Main Apron East Apron		
127.8	126.3 133.6	121.7	122.35	124.35	125.2		118.2	119.0	121.95	121.75	121.65
LOC ISEN 110.5		Final Apch Crs 195°		GS LEMON 2000' (1995')		ILS DA(H) 205' (200')		Apt Elev 5'			
MISSED APCH: Climb straight ahead to intercept SVB VOR R-139 outbound to 3000' and hold at D8.0 SVB, or as directed by ATC.											
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'											
1. Non-RADAR procedure: Aircraft will be cleared to BKK VOR then transition to LEMON to carry out the ILS approach.											
MSA SVB VOR											



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 3000' SVB 111.4 R-139
GS	3.00°	377	484	538	646	753	
LOC Descent Gradient	5.2%	369	474	527	632	737	
MAP at D4.0 ISEN or LEMON to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39	

STRAIGHT-IN LANDING RWY19L						CIRCLE-TO-LAND	
ILS DA(H) 205' (200')				LOC (GS out) MDA(H) 590' (585')		Max Kts	MDA(H)
FULL		TDZ or CL out	ALS out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	2400m	3200m	100	800' (795')- 3200m
B						135	
C						180	
D						205	

CHANGES: Communications, notes, MSA, airspace, minimums.

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D-ATIS

SUVARNABHUMI
Arrival (R)

BANGKOK Approach (R)

SUVARNABHUMI Tower
Rwy 01R/19L Rwy 01L/19R

West Apron

Ground
Main Apron East Apron

127.8

126.3 133.6

121.7 122.35 124.35 125.2

118.2

119.0

121.95

121.75 121.65

LOC
ISEN
110.5

Final
Apch Crs
195°

GS
LEMON
2000' (1995')

CAT II ILS
RA 100'
DA(H) 105' (100')

Apt Elev 5'
RWY 19L 5'

MISSED APCH: Climb straight ahead to intercept SVB VOR R-139 outbound to 3000' and hold at D8.0 SVB, or as directed by ATC.

Alt Set: hPa

Rwy Elev: 0 hPa

Trans level: FL 130

Trans alt: 11000'

1. Special Aircrew and Aircraft Certification required.

2. Non-RADAR procedure: Aircraft will be cleared to BKK VOR then transition to LEMON to carry out the ILS approach.

135°

2300'

1500'

090°

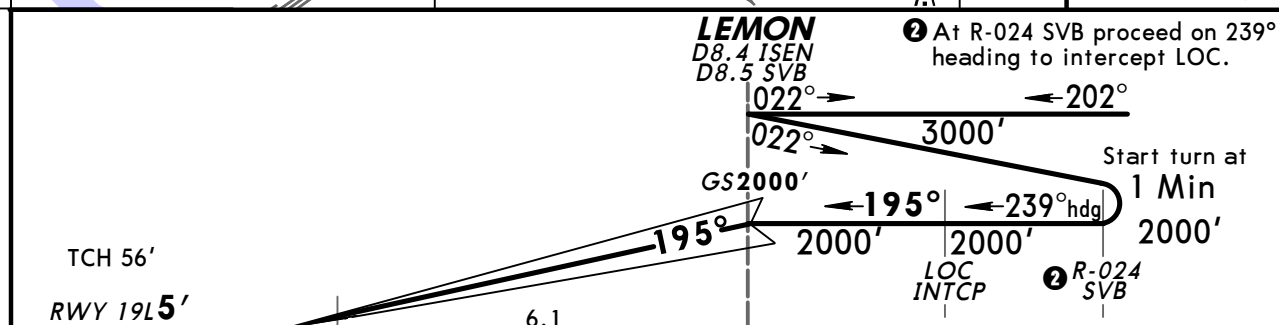
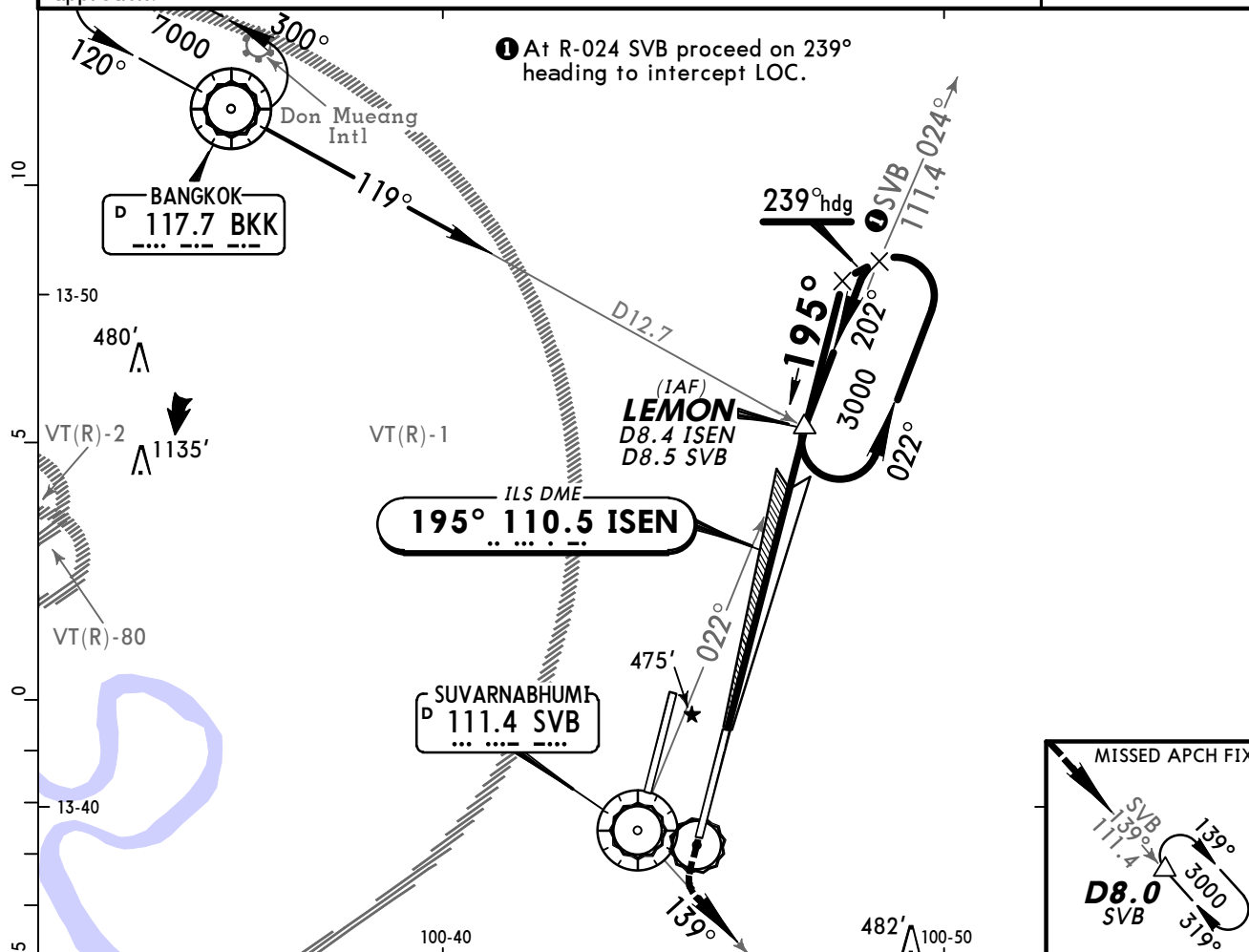
1500'

300°

3900'

310°

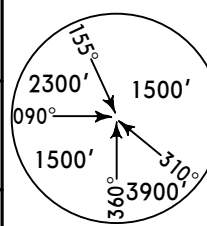
MSA SVB VOR

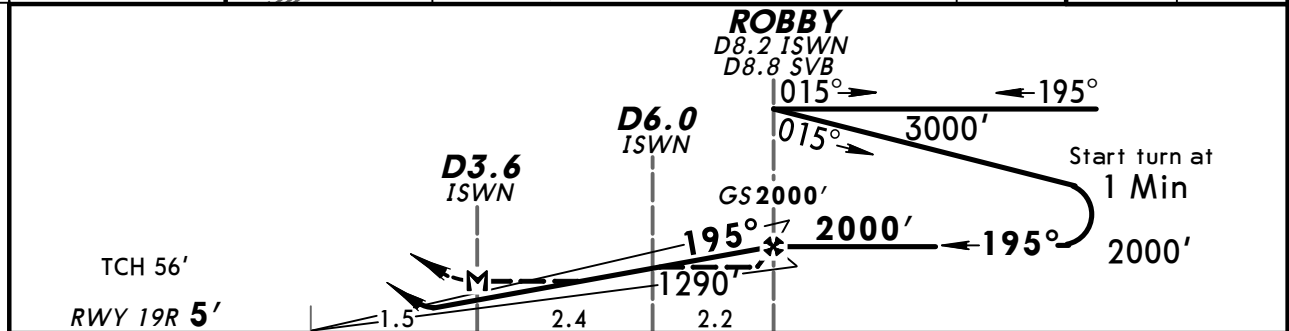
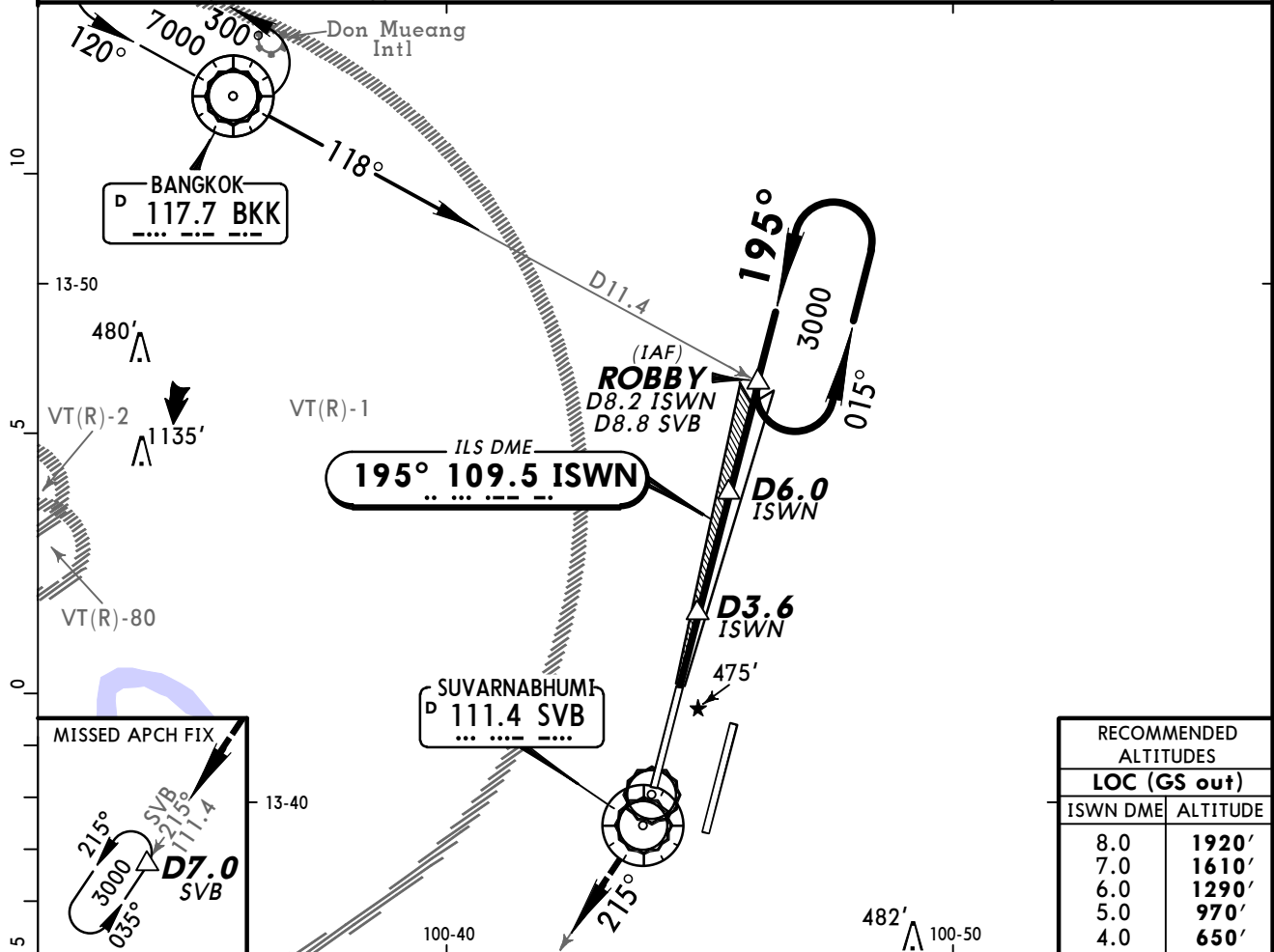


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000' ↑	SVB 111.4 R-139
GS	3.00°	377	484	538	646	753			

STRAIGHT-IN LANDING RWY 19L
CAT II ILS
RA 100'
DA(H) 105' (100')

RVR 350m

D-ATIS	SUVARNABHUMI Arrival (R)	BANGKOK Approach (R)				SUVARNABHUMI Tower Rwy 01L/19R Rwy 01R/19L		Ground West Apron Main Apron East Apron		
127.8	126.3 133.6	121.7	122.35	124.35	125.2	119.0	118.2	121.95	121.75	121.65
LOC ISWN 109.5		Final Apch Crs 195°		GS ROBBY 2000' (1995')		ILS DA(H) 205' (200')		Apt Elev 5' RWY 19R 5'		
MISSED APCH: Climb straight ahead to SVB VOR, then turn RIGHT on SVB VOR R-215 outbound to 3000' and hold at D7.0 SVB, or as directed by ATC.										
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130		Trans alt: 11000'				
1. Non-RADAR procedure: Aircraft will be cleared to BKK VOR then transition to ROBBY to carry out the ILS approach.										



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI SVB 111.4
GS	3.00°	377	484	538	646	753	
LOC Descent Gradient	5.2%	369	474	527	632	737	
MAP at D3.6 ISWN or ROBBY to MAP	4.6	3:57	3:04	2:46	2:18	1:58	

STRAIGHT-IN LANDING RWY19R						CIRCLE-TO-LAND	
ILS				LOC (GS out)		Max Kts	
DA(H) 205' (200')				MDA(H) 540' (535')			
FULL		TDZ or CL out	ALS out	ALS out		MDA(H)	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	2000m	2800m	100	800' (795')- 2800m
B						135	
C						180	900' (895')- 4400m
D						205	900' (895')- 4800m

VTBS/BKK SUARNABHUMI INTL

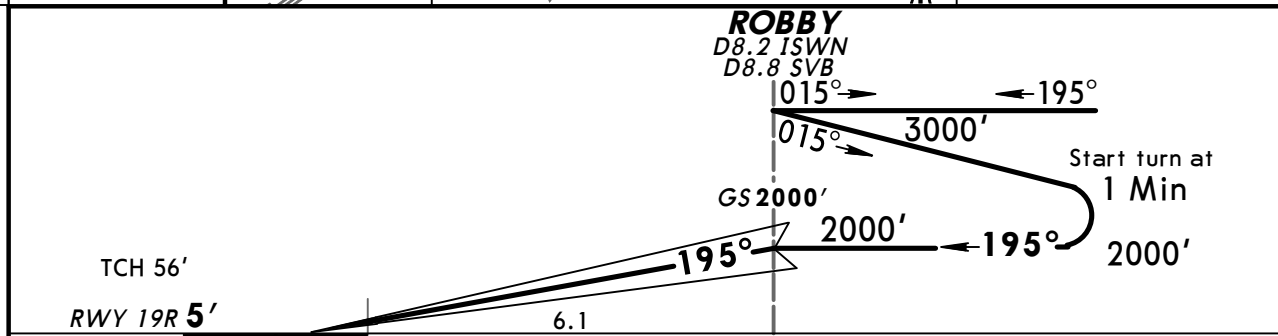
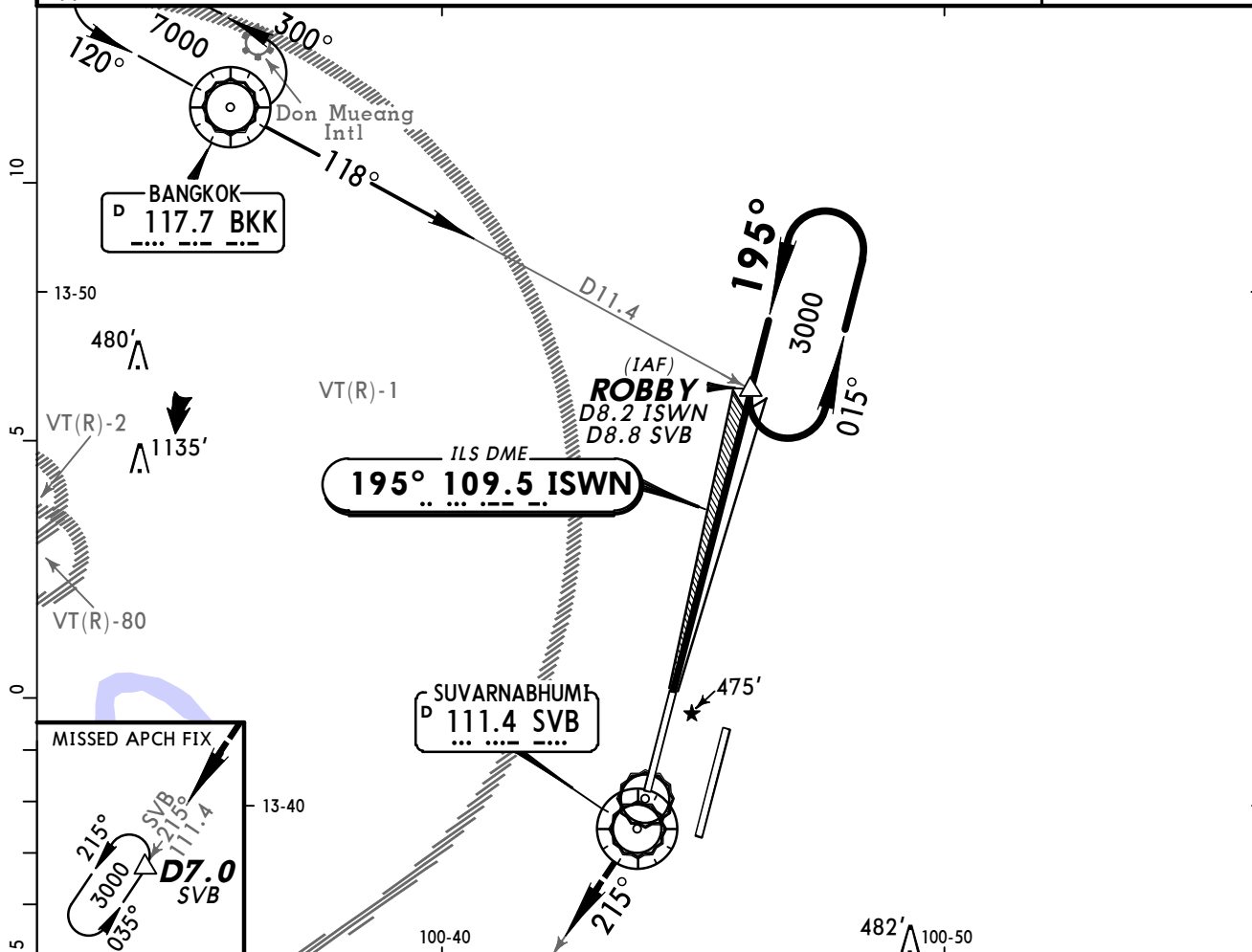
5 FEB 10 (21-4A) Eff 11 Feb

BANGKOK, THAILAND
ILS Rwy 19R CAT II

BRIEFING STRIP™

D-ATIS	SUARNABHUMI Arrival (R)	BANGKOK Approach (R)				SUARNABHUMI Tower Rwy 01L/19R Rwy 01R/19L		Ground West Apron Main Apron East Apron		
127.8	126.3 133.6	121.7	122.35	124.35	125.2	119.0	118.2	121.95	121.75	121.65
LOC ISWN 109.5		Final Apch Crs 195°		GS ROBBY 2000' (1995')		CAT II ILS RA 100' DA(H)105'(100')		Apt Elev 5' RWY 19R 5'		
MISSED APCH: Climb straight ahead to SVB VOR, then turn RIGHT on SVB VOR R-215 outbound to 3000' and hold at D7.0 SVB, or as directed by ATC.										
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000' 1. Special Aircrew and Aircraft Certification required. 2. Non-RADAR procedure: Aircraft will be cleared to BKK VOR then transition to ROBBY to carry out the ILS approach.										

MSA SVB VOR

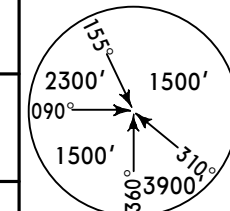


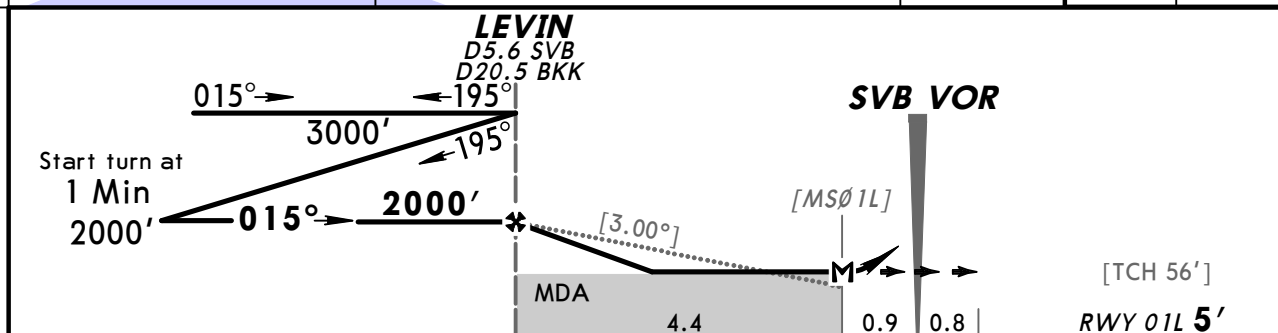
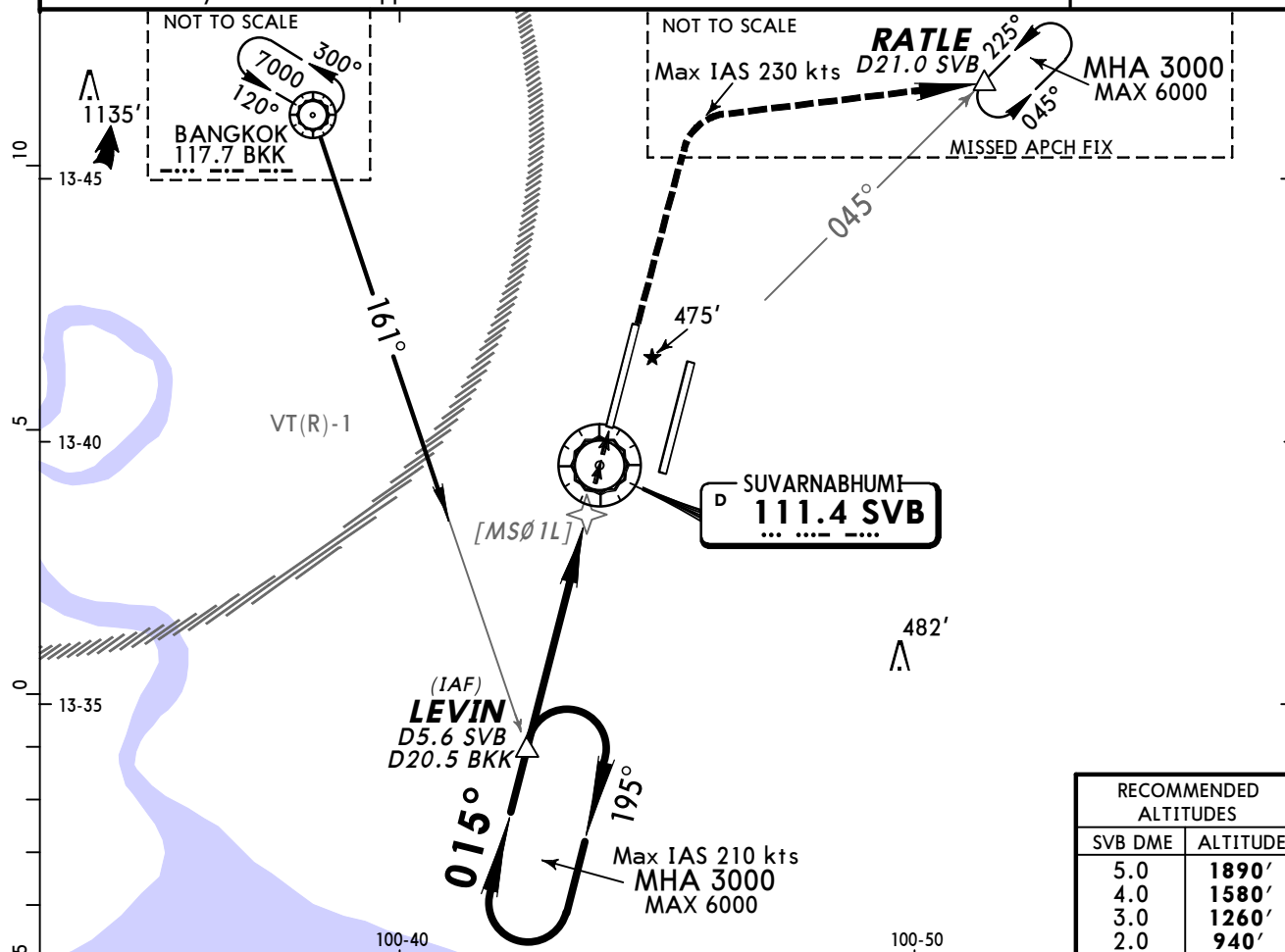
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		SVB 111.4
GS	3.00°	377	484	538	646	753	861	PAPI	

STRAIGHT-IN LANDING RWY 19R
CAT II ILS
RA 100'
 DA(H) **105'** (100')

 RVR **350m**

BRIEFING STRIP

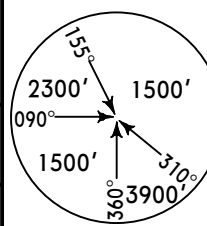
D-ATIS	SUARNABHUMI Arrival (R)	BANGKOK Approach (R)				SUARNABHUMI Tower Rwy 01L/19R Rwy 01R/19L		Ground West Apron Main Apron East Apron		
127.8	126.3 133.6	121.7	122.35	124.35	125.2	119.0	118.2	121.95	121.75	121.65
VOR SVB 111.4	Final Apch Crs 015°	Minimum Alt LEVIN 2000' (1995')		MDA(H) 600' (595')		Apt Elev 5' RWY 01L 5'				
MISSED APCH: Climb straight ahead to 3000' within D16.0 SVB VOR, then turn RIGHT with IAS not above 230 kt to RATLE and hold, or as directed by ATC.										
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000' 1. IN CASE OF RADAR FAILURE: Aircraft will be cleared to BKK VOR then transition to LEVIN to carry out the VOR approach.										

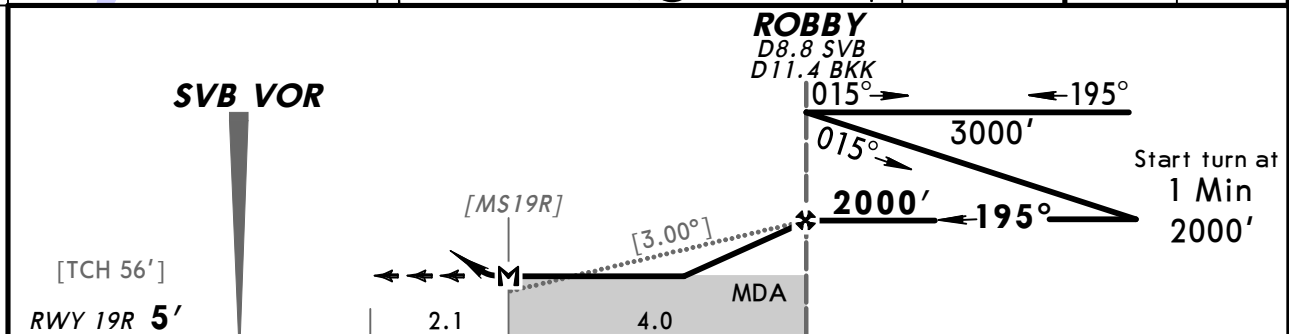
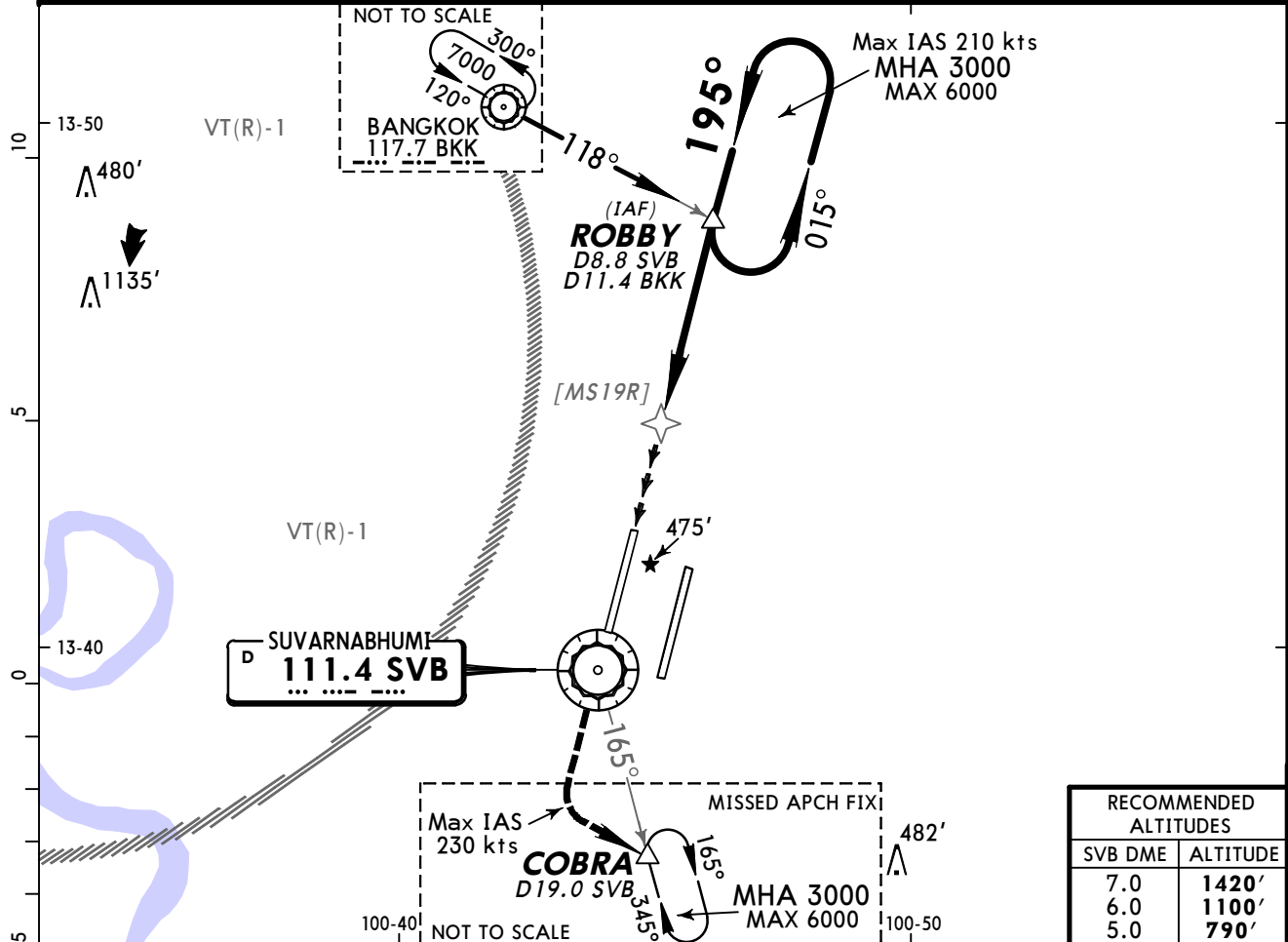


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	D16.0	RT	RATLE
Descent Gradient 5.2%	369	474	527	632	737	843	PAPI	within	SVB		
Descent Angle [3.00°]	372	478	531	637	743	849					
LEVIN to MAP	4.4	3:46	2:56	2:38	2:12	1:53					

STRAIGHT-IN LANDING RWY 01L				CIRCLE-TO-LAND			
MDA(H) 600' (595')							
ALS out				Max Kts	MDA(H)		
A				100			
B				135	800' (795') - 3200m		
C	2400m			180	900' (895') - 4400m		
D	3200m			205	900' (895') - 4800m		

PANS OPS 3

D-ATIS	SUVARNABHUMI Arrival (R)	BANGKOK Approach (R)				SUVARNABHUMI Tower Rwy 01L/19R Rwy 01R/19L		Ground West Apron Main Apron East Apron		
127.8	126.3 133.6	121.7	122.35	124.35	125.2	119.0	118.2	121.95	121.75	121.65
VOR SVB 111.4		Final Apch Crs 195°		Minimum Alt ROBBY 2000' (1995')		MDA(H) 730' (725')		Apt Elev 5' RWY 19R 5'		
MISSED APCH: Climb straight ahead to 3000', then turn LEFT with IAS not above 230 kts to COBRA and hold, or as directed by ATC.										
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130		Trans alt: 11000'				
1. IN CASE OF RADAR FAILURE: Aircraft will be cleared to BKK VOR then transition to ROBBY to carry out the VOR approach.										
									MSA SVB VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II PAPI
---------------	----	----	-----	-----	-----	-----	---

STRAIGHT-IN LANDING RWY 19R						CIRCLE-TO-LAND			
MDA(H) 730' (725')									
ALS out						Max Kts	MDA(H)		
A						100			
B	2400m		3200m			135	800' (795') - 3200m		
C						180	900' (895') - 4400m		
D	2800m		3600m			205	900' (895') - 4800m		

BANGKOK, (SUARNABHUMI INTL - VTBS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport VTBS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

All Procedures at Bangkok/Suvarnabhumi Intl comply with PANS OPS criteria.