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General Information

Location: BANGKOK THA
ICAO/IATA: VTBS / BKK
Lat/Long: N13° 41.15', E100° 44.93'
Elevation: 8 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 0.6° W

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

Sunrise: 2251 Z
Sunset: 1136 Z

Runway Information

Runway: 01
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 4 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 02L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 02R
Length x Width: 12139 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 4 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 4 ft
Lighting: Edge, ALS, Centerline, TDZ

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Runway: 20L
Length x Width: 12139 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 4 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 20R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 127.650 Departure Service
ATIS: 133.600 Arrival Service
Suvarnabhumi Tower: 118.200
Suvarnabhumi Tower: 119.000
Suvarnabhumi Ground: 121.950
Suvarnabhumi Ground: 121.750
Suvarnabhumi Ground: 121.700
Suvarnabhumi Ground: 121.650
Suvarnabhumi Clearance Delivery: 128.700
Suvarnabhumi Clearance Delivery: 133.800
Bangkok Approach: 133.400
Bangkok Approach: 125.800
Bangkok Approach: 125.200
Bangkok Approach: 124.350
Bangkok Approach: 122.350
Bangkok Approach: 120.300
Bangkok Approach: 119.100
Suvarnabhumi Arrival: 126.300
Suvarnabhumi Arrival: 121.100
Suvarnabhumi Departure: 119.250

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1. GENERAL

1.1. ATIS

Arrival D-ATIS 133.6 Departure D-ATIS 127.65

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 550 m 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 19/01 and runway 20L/02R, subject to serviceability of the required facilities, are suitable for CAT II operations by operators whose minima have been accepted by the Civil Aviation Authority of Thailand (CAAT).
- Due to ILS system runway 20R/02L not available, runway 20R/02L shall be used for departure only.

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 touchdown.
- 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 19 via B8, B10, B11, B12, B13
  - Runway 01 via B7, B5, B3, B2, B1
  - Runway 20L via E9, E13, E15, E17, E19, E21
  - Runway 02R 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 19: B1, B2
  - Runway 01: B13, B12
  - Runway 20L: E1, E2
  - Runway 02R: E21, E19
  - Runway 20R: F1, F2
  - Runway 02L: F12, F11
- 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.

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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 19/01 to taxiway B and from runway 20L/02R 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 bar is provided to assist in preventing inadvertent incursions of aircraft and vehicles onto the runway.
- Stop bars are installed at following locations:
  - Taxiway B1, B2, B3, B11, B12, B13
  - Taxiway E1, E2, E3, E5, E10, E15, E17, E19, E21
  - Taxiway F1, F2, F3, F10, F11, F12, F15
  - Taxiway W, Y, Z

1.2.8. NO-ENTRY BAR

- No-entry bar is provided across a taxiway which is intended to be used as an exit only taxiway to assist in preventing inadvertent access of traffic to that taxiway.
- No-entry bar is provided to prevent traffic from entering the taxiway in the wrong direction.
- No-entry bars are installed at following locations:
  - Taxiway B5, B7, B8, B10
  - Taxiway E7, E9, E12, E13
  - Taxiway F4, F5, F6, F7, F8, F9

1.2.9. INTERMEDIATE HOLDING POSITION LIGHTS

- Taxiing across intermediate holding position lights is allowed.
- Intermediate holding position lights are installed at some intermediate holding position.
- Intermediate holding position lights consist of three fixed unidirectional lights showing yellow in the direction of approach to intermediate holding position.

1.2.10. 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 aircraft shall be responsible for operation in accordance with applicable company weather minima.

1.3. ADVERSE WEATHER CONDITION & PROCEDURES

Adverse Weather Condition Warning at Suvarnabhumi International airport: Adverse weather condition that causes thunderstorms and/or strong wind and even lightning may endanger airside operation to a large extent. Therefore, when it is predicted to occur, the effective warning system shall be deployed for airside workers and vehicle operators. The objective of this warning is to elaborate how the situations of each phase are and to alert all the airside personnel to work more carefully and safely in the airfield. Adverse Weather Condition Warning at Suvarnabhumi International airport can be defined into 3 levels;

Level 1 Thunderstorms Observations Reporting: The report is used when thunderstorms are detected within 50 kilometers from Aerodrome Reference Point (ARP) and their directions are heading Suvarnabhumi International airport.

Level 2 Thunderstorms and/or Strong Wind Warning: This warning is used when thunderstorms and/or strong wind are more than 25 knots within 16 kilometers from Aerodrome Reference Point (ARP) and their directions are towards or over Suvarnabhumi International airport.

Level 3 Lightning Warning: The warning is employed when thunderstorms are over Suvarnabhumi International airport and lightning characteristic is obviously detected.

1.3.1. LEVEL 1: THUNDERSTORMS OBSERVATION REPORTING

- Suvarnbhumi International airport will notify all concerned units by announcing "Thunderstorms Warning" when adverse weather condition level 1 takes place.

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1.3.1. Level 1: Thunderstorms Observation Reporting (Cont):

The details how the announcement is made has already distributed to the operators concerned by means of official letter.

-When the condition of adverse weather condition level 1 terminates, Suvarnabhumi International airport will announce "Thunderstorms Warning Terminated".

Airlines, Ground Service Providers, and Airside Operator's Procedures

When receive the adverse weather condition level 1;
-Report the situation to their staff.
- Operate with carefulness, be alert of the aircraft and vehicle' safety and tightly secure all ground service equipments.

1.3.2. Level 2: Thunderstorms and/or strong wind warning

- When thunderstorms and/or strong wind are more than 25 knots within 16 kilometers from Aerodrome Reference Point (ARP) and their direction are towards or over the aerodrome, Suvarnabhumi International airport will notify all concerned units by announcing "Thunderstorms and Strong Wind Warning".
- And when receive the cancellation of adverse weather condition, Suvarnabhumi International airport will announce as "Thunderstorms and Strong Wind Warning Terminated".

Airlines, Ground Service providers, and Airside Operator's Procedures

When receive the adverse weather condition level 2;
- Report the situation to their staff.
- Remove the stair from the aircraft and tie the gantry securely to the ground and also close the front part of stair.
- Ensure aircraft parking brake is applied during on the parking stand.
- Ensure aerobridge is parked on the assigned markings and close the front part of it.
- Bond the aircraft ground receptacle.
- Ensure that light aircraft are parked facing head wind and secured to the ground.

1.3.3. Level 3: Lightning warning

- When thunderstorms are over Suvarnabhumi International airport and may likely cause lightning, Suvarnabhumi International airport will notify all concerned units by announcing "Lightning Warning" and instantly turn on the red warning light and siren.

- And when receive the cancellation of adverse weather condition, turn off the red warning light and siren and announce as "Lightning Warning Terminated".

Suvarnabhumi Air Traffic Control Center's Procedures
When receive the adverse weather condition warning level 3 from Airside Operations Control Center (AOCC), keep monitoring the situation and inform Flight Operation of the airlines concerned about the adverse weather condition warning level 3 at Suvarnabhumi International airport and/or announce through Automatic Terminal Information Service (ATIS).
Airlines, Ground Service providers, and Airside Operator's Procedures
When receive the adverse weather condition level 3;
- Restrain from operating and stay in the nearby buildings, or vehicles, or lightning shelters, or high mass light poles within 22.60 meters, or under aircraft with ground receptacle bonded and monitor the weather conditions outside periodically.
- Avoid contacting or staying near the aircraft without ground receptacle connected.
- When receive the lightning warning while being outside the building, do not lie down on the floor. Do sit on feet together with knees up in order to least contact with the ground and decrease the overall body height which might induce electricity through the body from the lightning currents.
- Refrain from refueling the aircraft.
- Airlines informs ground service providers the adverse weather condition warning level 3 and recommend them the temporary suspension of ground operations and cease the communication with pilot.

Arrival Aircraft

- Aircraft designated to park at parking bay with Visual Docking Guidance System: VDGS;
  1.) While the aircraft is approaching to the parking bay, the License Mechanic who is responsible for aircraft conveyance shall monitor the aircraft movement in order to make sure the moving aircraft is safe. This should be done while he/she is in the safe area.

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1. GENERAL

1.3.3. Level 3: Lightning warning (Cont):

2.) When the aircraft reaches the parking bay and is in the right position of stand markings, the License Mechanic shall coordinate with pilots to apply parking brake and bond the aircraft's nose gear and aircraft ground receptacle. Also, wait for the cancellation of adverse weather condition warning from Suvarnabhumi International airport. Then, the operations could be done as normal.

- Aircraft arranged to park at parking bay without Visual Docking Guidance System: VDGS;

1.) Airlines and ground service providers must provide the License Mechanic who is responsible for aircraft conveyance to perform as Marshaller leading the aircraft to its parking bay.

2.) When the aircraft reaches the parking bay and is in the right position of stand markings, the License Mechanic shall coordinate with pilots to apply parking brake and bond the aircraft's nose gear and aircraft ground receptacle. And also, wait for the cancellation of adverse weather condition warning from Suvarnabhumi International airport. Then, the operations should be done as normal.

Departure Aircraft

Departure aircraft operating at parking bay should be done as follows;

1.) While the aircraft is being pushed back from parking bay and/or being on the taxilane ready to take off with all engines started, operate a normal procedures until they are completed and the aircraft has taken off.

2.) In case the aircraft is being pushed back but the engine is not started yet. If the ground service providers consider bringing the aircraft back to its parking bay and wait for the cancellation of adverse weather condition warning from Suvarnabhumi International airport, airline or ground service providers must inform AOCC of that decision. This is because the airport is needed to rearrange the parking bay for another arriving aircraft.

3.) For the aircraft in no.2 which arranged to park at the Contact Gate that has passenger loading bridges, while waiting for the adverse weather condition warning to be cancelled and airline or ground service provider considers that the aircraft bridge is needed again, inform the Airside Operations Control Center (AOCC) accordingly. Also, follow the procedures for facility request from Suvarnabhumi International airport properly.

Suspending the operations of airlines and/or ground service providers is conducted solely for the sake of safety of all operators which was mutually decided between airline members/ ground service providers and the airport operator. Therefore, in case of flight delays, airlines and ground service providers shall not claim any compensation from Suvarnabhumi International airport or concerned units.

1.4. GROUND MOVEMENT

1.4.1. TAXI PROCEDURES

- All surface movement of aircraft, 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 aircraft 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.

1.4.2. OPERATION OF MODE S TRANSPONDERS ON THE GROUND

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

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1. GENERAL

1.4.2. 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 ATFM measures 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.

1.4.3. 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.

1.5. RADIO COMMUNICATION FAILURE PROCEDURE

1.5.1. GENERAL

- Radio communication is considered to be failed, if during two minutes that the pilot or the ATC unit does not answer the repeated calls through all available communication channels.
- The transponder is set to be Mode A code 7600 as soon as the pilot has detected communication failure.
- The pilot shall use all available facilities to re-establish communication with ATC unit directly or by means of the other aircraft. If necessary, the emergency frequency 121.5 MHz may be used.
- In any case of radio communication failure, the pilot shall continue listening on the appropriate radio frequency and transmitting the position reports, actions and flight conditions. The pilot shall comply with one of the following procedures: ARRIVAL paragraph 2.2., DEPARTURE paragraph 3.3. below.

1.6. AIRCRAFT TRANSPORDER FAILURE PROCEDURES

1.6.1. CONTROL OF AIRCRAFT EXPERIENCING TRANSPONDER FAILURE PROCEDURE

- When a transponder failure is detected to be unserviceable prior to departure, ATC shall confirm with the pilot of his transponder operations using the following phraseologies.

  Phraseologies

  'C/S, CONFIRM TRANSPONDER ON', or
  'C/S, CHECK YOUR TRANSPONDER OPERATED NORMALLY', or
  'C/S, TRANSPONDER NOT RECEIVED, CHECK FUNCTIONALITY'

  When it has been confirmed that aircraft transponder fails, ATC shall advise the pilot to repair it before departure. However, the surface surveillance blind spot, where the transponder might not be easily detected, should be taken into consideration.

  Phraseologies

  'C/S, ADVISE TRANSPONDER REPAIRED BEFORE DEPARTURE', or
  'C/S, ADVISE RETURN TO BAY FOR TRANSPONDER REPAIRING'

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1.6.1. CONTROL OF AIRCRAFT EXPERIENCING TRANSPONDER FAILURE PROCEDURE (CONT)

- When transponder appears to be unserviceable after the aircraft is airborne, ATC must inform the pilot of his transponder failure using the following phraseologies.
  Phraseologies
  'C/S, CONFIRM TRANSPONDER ON', or
  'C/S, CHECK YOUR TRANSPONDER OPERATED NORMALLY', or
  'C/S, TRANSPONDER NOT RECEIVED, CHECK FUNCTIONALITY'

  When it has been confirmed that the aircraft transponder fails, ATC shall advise the pilot to return to his departure airport as well as relay all necessary information to Aerodrome Control Tower and all concerned units.
  Phraseologies
  'C/S, ADVISE RETURN TO LAND AT (DEPARTURE AERODROME) FOR TRANSPONDER REPAIRING, REQUEST YOUR INTENTION',
  'C/S, ADVISE RETURN TO BAY FOR TRANSPONDER REPAIRING'

  In case pilot decide to proceed to first intended landing or nearest suitable aerodrome, primary radar separation shall be provided. However, the pilot shall be reminded that delays can be expected and some requests might not be granted e.g. route to be flown, cruising altitude/level.

1.6.2. CONTROL OF AIRCRAFT OVERFLYING BANGKOK FIR OR AIRCRAFT INTENDING TO LAND AT SUVARNABHUMI INTERNATIONAL AIRPORT WITH ITS FAILED TRANSPONDER PROCEDURE

- ATC must immediately inform the pilot of his transponder failure so that he could check its operations and repair it.
- ATC shall control, according to the filed flight plan, the aircraft experiencing transponder failure to land safely at Suvarnabhumi International Airport.
- ATC shall control, according to the filed flight plan, the over-fly aircraft experiencing transponder failure to land safely at the destination aerodrome.
- Approach Control shall coordinate closely with Suvarnabhumi Tower and/or other concerned units regarding the problem.
- The above procedures shall be applied to all aircraft except state aircraft and military aircraft.
- Aircraft intending to land at Suvarnabhumi International Airport with its failed transponder might be assigned to fly along an RNAV STAR and controlled solely by Suvarnabhumi PSR which normally covers up to 80NM.

1.7. LOCAL TRAFFIC REGULATIONS

1.7.1. AIRPORT REGULATIONS

- Suvarnabhumi Aerodrome Traffic Zone (ATZ) airspace is classified as class C.
- IFR and only authorized VFR flights are permitted. All flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.
- 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.

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1. GENERAL

1.7.1. AIRPORT REGULATIONS (CONT)

- 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.

1.8. FUEL DUMPING PROCEDURE AND IN-FLIGHT MANAGEMENT PROCEDURES

1.8.1. INTRODUCTION

An aircraft in emergency or other urgent situations may need to dump fuel so as to reduce to maximum landing mass in order to affect a safe landing.

1.8.2. FUEL DUMPING AREAS

- North fuel dumping area: between R-335 and R-355, distance of 30 to 50 NM from BKK VOR, altitude at or above 8500'.
- East fuel dumping area: between R-090 and R-110, distance of 30 to 50 NM from BKK VOR, altitude at or above 8500'.
- South fuel dumping area: between R-190 and R-210, distance of 30 to 50 NM from BKK VOR, altitude at or above 8500'.

1.8.3. IN-FLIGHT FUEL MANAGEMENT PROCEDURES

- Definition
  Minimum fuel: The term used to describe a situation in which an aircraft's fuel supply has reached a state where the flight is committed to land at a specific aerodrome and no additional delay can be accepted.
  Mayday fuel: Describes the nature of the distress conditions when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.
- Actions taken by pilot
  - The pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.
  - The pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus the fuel required either to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.
  - The pilot-in-command shall advise ATC of a minimum fuel state by declaring 'MINIMUM FUEL' when, having committed to land at a specific aerodrome, the pilot calculates that any changes to the existing clearance to that aerodrome may result in landing with less than planned final reserve fuel.
    Note 1: The declaration of 'MINIMUM FUEL' informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any changes to the existing clearance may result in landing with less than planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delays occur.
    Note 2: It should be noted that Pilots should not expect any form of priority handling as a result of a 'MINIMUM FUEL' declaration. ATC will, however, advise the flight crew of any additional expected delays as well as coordinate when transferring control of the aircraft to ensure that other ATC units are aware of the flight's fuel state.
  - The pilot-in-command shall declare a situation of distress related to the amount of fuel available on board the aircraft by broadcasting 'MAYDAY, MAYDAY, MAYDAY, FUEL' when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.

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1.8.3. IN-FLIGHT FUEL MANAGEMENT PROCEDURES (CONTD)

- Actions taken by ATC
  - When a pilot reports a state of 'MINIMUM FUEL', ATC shall respond to the pilot who indicates or suggests that he is becoming short of fuel or who has declared 'MINIMIM FUEL' as follows:
    - Inform the pilot of either:
      a. The estimated delay, if pilots are en-route to, joining or are established in holding point such as IAWPs; or
      b. The estimated track mileage, if pilots are being vectored to an instrument approach; or
    - Coordinate when transferring control of the aircraft to ensure other ATC units to be aware of the flight's fuel state.
    - Standard phraseology
      Pilot transmission: (C/S), MINIMUM FUEL
      Controller transmission: (C/S), ROGER [NO DELAY EXPECTED or EXPECT (delay information)]
  - When a pilot reports a state of 'MAYDAY, MAYDAY, MAYDAY FUEL', this is an emergency and the aircraft shall be given priority over other traffic in the landing sequence. The aircraft will be committed to a landing, as in the event of any delay or a go-around, there may be insufficient fuel remaining for a safe landing.
    - Standard phraseology
      Pilot transmission: (C/S) MAYDAY, MAYDAY, MAYDAY FUEL
      Controller transmission: (C/S) ROGER MAYDAY

1.9. OPERATIONS ON PARALLEL RUNWAYS

There are three runways at Suvarnabhumi Airport. When all runways are available, the operations of parallel runways are as follows:

1.9.1. SOUTH FLOW (RUNWAY 19, RUNWAY 20)

- Runway 19 is used for departures and arrivals.
- Runway 20L is used for departures.
- Runway 20R is used for arrivals.

1.9.2. NORTH FLOW (RUNWAY 01, RUNWAY 02)

- Runway 01 is used for departures and arrivals.
- Runway 02R is used for departures.
- Runway 02L is used for arrivals.

1.10. TAXI PROCEDURES

1.10.1. TAXI INSTRUCTIONS

- For departing aircraft, Ground Controller shall issue taxi instructions containing the following items on the order listed:
  a) holding position; b) runway designator; c) taxi routes;
  d) any other pertinent information.
  For example: "... C/S... TAXI TO HOLDING POINT RUNWAY ONE NINE VIA TANGO FOUR, CHARLIE, CHARLIE THREE, BRAVO ONE."
- For arriving aircraft, Ground Controller shall issue taxi instructions containing the following items on the order listed:
  a) taxi routes; b) parking stand; c) any other pertinent information.
  For example: "... C/S... TAXI VIA ECHO, DELTA SEVEN, GOLF, TANGO ONE ZERO, TANGO ONE TWO, YOUR STAND DELTA SIX."
- Extra caution is required when crossing service roads in the monoeuvring area.
- On the main apron where additional 180 degrees turn markings are established. The markings T9A and T9B connect taxilane T9 with taxilane T8 and the markings T10A and T10B connect taxilane T10 with taxilane T11 are provided. The routes may only be used when instructed to do so by ATC (ATC discretion).
- Taxilanes T8, T9, T10, T11 and T12 are able to accommodate aircraft up to code E (wingspan less than 213'(65m)).

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2. ARRIVAL

2.1. SPEED CONTROL AND ALTITUDE RESTRICTIONS IN BANGKOK TMA

In order to facilitate the air traffic flow procedure of arriving aircraft within Bangkok TMA, speed control procedures and altitude restrictions must be applied to optimize the spacing between aircraft and reduce the overall delay of traffic.

2.1.1. SPEED CONTROL

- Speed control shall be in force at all times unless otherwise instructed. Pilots will be individually advised by ATC when speed control is cancelled.
- All arriving aircraft are to apply speed of not more than 250 KT when flying at or below altitude of 10,000'.
- Arriving aircraft shall comply with speed control restrictions as published on the RNAV STARs Charts and Instrument Approach Procedures unless otherwise advised by ATC.
- En route and terminal holding speed shall be in accordance with ICAO standard holding speeds requirement. Pilots shall resume speed control procedures when leaving the holding fix.
- ATC may issue further speed adjustment instructions during various flight phases or/and when required by traffic situation.
- All speed restrictions are to be flown as accurately as possible. If unable to conform to these procedures, pilots should immediately inform ATC and state the speed to be used so that an alternative action can be taken.

2.1.2. ALTITUDE RESTRICTIONS

- When an arriving aircraft on a STAR is cleared to descend to a level lower than the level or the level(s) specified in the STAR, the aircraft shall nevertheless follow the published vertical, unless such restrictions are explicitly cancelled by ATC. Published minimum levels based on terrain clearance shall always be strictly applied.
- To facilitate safe traffic integration and provide vertical separation between converging traffic in Bangkok TMA, pilots shall plan their descent profile in accordance with the published STAR procedures or their descent profile against distance to touchdown.
- All altitude restrictions are to be flown as accurately as possible. If unable to conform to these restrictions, pilots should immediately inform ATC so that an alternative action can be taken.

2.2. RADIO COMMUNICATION FAILURE PROCEDURE

2.2.1. TOTAL RADIO COMMUNICATION FAILURE FOR ARRIVING AIRCRAFT

2.2.1.1. If in VMC, continue to fly in VMC and land at the nearest suitable aerodrome.

2.2.1.2. If in IMC or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with paragraph 2.2.1.1. above, the pilot shall:

- If a specific STAR procedure has been designated and acknowledged prior to the occurrence of radio communication failure, comply with the radio communication failure procedures.

  Proceed according to the STAR route to the termination point (ATKIN/ESGEN for Rwy 19/20L/20R or BOGAS/ENKAA for Rwy 01/02L/02R) and descend in accordance with the published all speed and altitude restrictions of the relevant STAR procedure, thence:

  a. For Rwy 19/20L/20R:
  - After passing ATKIN, the pilot shall fly heading 015° and maintain altitude 6000' for next 10 NM, then turn right and descend to 1600' and carry out the appropriate approach procedure.
  - After passing ESGEN, the pilot shall fly heading 015° and maintain altitude 6000' for next 10 NM, then turn left and descend to 1600' and carry out the appropriate approach procedure.

  b. For Rwy 01/02L/02R:
  - After passing BOGAS, the pilot shall fly heading 195° and maintain altitude 6000' for next 10 NM, then turn left and descend to 1600' and carry out the appropriate approach procedure.
  - After passing ENKAA, the pilot shall fly heading 195° and maintain altitude 6000' for next 10 NM, then turn right and descend to 1600' and carry out the appropriate approach procedure.

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2. ARRIVAL

2.2.1. TOTAL RADIO COMMUNICATION FAILURE FOR ARRIVING AIRCRAFT (CONT)

- If no specific STAR procedure has been designated or acknowledged prior to the occurrence of radio communication failure, endeavor to ascertain the landing direction from any available means in paragraph 2.2.4. below. The pilot then should proceed in accordance with the STAR procedure appropriate to its ATS route and landing direction and comply with the radio communication failure procedures.

2.2.1.3. When an arriving aircraft is being vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure, pilot should proceed in the most direct manner possible to rejoin the STAR procedure appropriate to its ATS route and landing direction.

2.2.1.4. Pilots should ensure that they remain at or above the minimum sector altitude. If the aircraft is below the minimum sector altitude, pilots shall immediately climb to the minimum sector altitude.

2.2.2. TOTAL RADIO COMMUNICATION FAILURE FOR MISSED APPROACH AIRCRAFT

2.2.2.1.The pilot shall set the aircraft transponder to Mode A code 7600 and fly to or proceed direct to (in case of vectoring) the appropriate approach holding point at the minimum holding altitude and hold.

2.2.2.2. The pilot shall complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with paragraph 2.2.4 below.

2.2.2.3. The pilot shall descend and maintain 3500' and proceed direct to Intermediate fix (IF), after IF continue to commence and appropriate approach procedure.

2.2.3. PARTIAL RADIO COMMUNICATION FAILURE FOR ARRIVING AIRCRAFT

2.2.3.1. Aircraft unable to receive: pilots shall adopt the total radio communication failure procedures specified in paragraph 2.2.1 above.

2.2.3.2. Aircraft able to receive: following verification that aircraft is able to receive ground transmissions by squawk ident, ATC will continue to issue and repeat instruction and/or clearance to the pilot.

2.2.4 IDENTIFICATION OF RUNWAY IN USE

2.2.4.1. A pilot endeavors to obtain information on the landing runway from the following sources: ATIS, D-ATIS, ACARS, satellite phone, etc. If unable, the pilot should rely on the best available information such as aerodrome weather forecasts, meteorological reports or any other relevant information obtained prior to the communication failure and should decide on the most appropriate landing direction.

2.2.4.2. To assist the pilot in ascertaining the landing direction, the ILS and approach lighting for the runway in use will be switched on. If the approach lights for the runway-in-use are sighted but the ILS signal is not received, the pilot shall assume that the ILS is inoperative and shall proceed to land on the runway on which the approach lights have been sighted.

2.3. NOISE ABATEMENT PROCEDURES

2.3.1. FLAP SETTING

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

2.3.2. 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.

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2. ARRIVAL

2.4. RWY OPERATIONS

2.4.1. 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'.

2.4.2. 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 121.1 to Arrival Control frequency 126.3.

2.4.3. 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 01	DISTANCE TO TURN OFF
B7	5807' (1770m)
B5	7710' (2350m)
B3	8990' (2740m)

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

RUNWAY 02R	DISTANCE TO TURN OFF
E12	4462' (1360m)
E7	6726' (2050m)
E5	8399' (2560m)

RUNWAY 20L	DISTANCE TO TURN OFF
E9	4823' (1470m)
E13	6726' (2050m)
E15	8005' (2440m)

RUNWAY 02L	DISTANCE TO TURN OFF
F6	5577' (1700m)
F4	7251' (2210m)
F3	9383' (2860m)

RUNWAY 20R	DISTANCE TO TURN OFF
F5	5413' (1650m)
F7	6890' (2100m)
F9	8202' (2500m)
F10	9843' (3000m)

- Taxi procedures for arriving aircraft runway 02L/20R
  After landing runway 02L/20R, aircraft are not to stop on rapid exit taxiway to awaiting instructions from ATC, but should continue taxi via the following taxi procedures, unless otherwise instructed by ATC.
  Runway 02L: All landing aircraft should continue taxi to Twy F and W then hold short of Rwy 02R. Remain on the Tower frequency (119.0 MHz). Explicit runway crossing clearance required.
  Runway 20R: All landing aircraft should continue taxi to Twy F and Z then hold short of Rwy 20L. Remain on the Tower frequency (119.0 MHz). Explicit runway crossing clearance required.

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2. ARRIVAL

2.5. FLIGHT PROCEDURES

2.5.1. APPROACH PROCEDURES

- 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.
- Under the ATS surveillance system ,the horizontal separation minimum shall be 5NM except within Bangkok TMA, Bangkok CTR and Suvarnabhumi ATZ a reduced horizontal separation minimum of 3NM may be applied.

2.5.2. 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.

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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. SPEED CONTROL AND ALTITUDE RESTRICTIONS IN BANGKOK TMA

In order to facilitate the air traffic flow procedure of departing aircraft within Bangkok TMA, speed control procedures and altitude restrictions must be applied to optimize the spacing between aircraft and reduce the overall delay of traffic.

3.2.1. SPEED CONTROL

- Speed control shall be in force at all times unless otherwise instructed. Pilots will be individually advised by ATC when speed control is cancelled.
- All departing aircraft are to apply speed of not more than 250 KT when flying at or below altitude of 10,000'.
- Departing aircraft shall comply with speed control restrictions as published in the RNAV SIDs Procedures unless otherwise advised by ATC.
- ATC may issue further speed adjustment instructions during various flight phases or/and when required by traffic situation.
- All speed restrictions are to be flown as accurately as possible. If unable to conform to these procedures, pilots should immediately inform ATC and state the speed to be used so that an alternative action can be taken.

3.2.2. ALTITUDE RESTRICTION

- When a departing aircraft on a SID is cleared to climb to a level higher than the initially cleared level or the level(s) specified in the SID, the aircraft shall nevertheless follow the published vertical profile, unless such restrictions are explicitly cancelled by ATC.
- Departing aircraft intending to cruise below the transition level shall follow an appropriate SID track and comply with individual ATC climb instructions.
- All altitude restrictions are to be flown as accurately as possible. If unable to conform to these restrictions, pilots should immediately inform ATC so that an alternative action can be taken.

3.3. RADIO COMMUNICATION FAILURE PROCEDURE

3.3.1. TOTAL RADIO COMMUNICATION FAILURE FOR DEPARTURING AIRCRAFT

3.3.1.1. The pilot shall set the aircraft transponder to Mode A Code 7600 and comply with the last acknowledged clearance up to the next reporting point on the SID, then climb to the planned cruising level in accordance with the published speed and altitude restrictions of the relevant SID procedure. Thereafter, the pilot shall comply with the flight planned routing.

3.3.1.2. Whenever a pilot experiences total radio communication failure immediately after departure and it is deemed unsafe for the flight to continue to its destination, the pilot shall adhere to the procedures below:

- The pilot shall set the aircraft transponder to Mode A Code 7600.
- The pilot shall comply with the last assigned altitude in accordance with the published speed and altitude restrictions of the relevant SID procedure.
- The pilot shall climb/descend to maintain 8500' for 2 minutes then proceed direct to BKK VOR and hold. If fuel dumping is necessarily required before making an approach to land, after maintaining altitude at 8500' for 2 minutes, the pilot shall proceed to the nearest suitable fuel dumping area and start dumping fuel. When it is completed, the pilot must fly direct to BKK VOR and hold.
- The pilot is required to make a left holding pattern over BKK VOR with inbound course 120° and one minute leg to complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with paragraph 2.2.4. ARRIVAL.

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3. DEPARTURE

3.3.2. PARTIAL RADIO COMMUNICATION FAILURE FOR DEPARTING AIRCRAFT

3.3.2.1 Aircraft unable to receive: pilots shall adopt the total radio failure procedures specified in paragraph 3.3.1.2. above.

3.3.2.2. Aircraft able to receive: following verification that aircraft is able to receive ground transmissions by squawk ident, ATC will continue to issue and repeat instructions and/or clearances to the pilot.

3.3.3. AIRCRAFT OVERFLYING BANGKOK TMA

3.3.3.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

3.3.3.2. If in VMC, the pilot shall continue to fly in VMC and land at the nearest suitable aerodrome.

3.3.3.3. If in IMC, or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with pararagraph 3.3.3.2. above, the pilot shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of ten minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan.

3.3.4. DEPARTING OR OVERFLYING AIRCRAFT

3.3.4.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

3.3.4.2. The pilot shall maintain the last assigned heading, speed and level, or minimum flight altitude if higher, for a period of two minutes following:

- The time the last assigned level or minimum flight altitude is reached; or
- The time the transponder is set to 7600; or
- The aircraft's failure to report its position over a compulsory reporting point, whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan.

3.3.4.3. After a period of two minutes, the pilot shall proceed in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight planned route no later than the next significant point, taking into consideration to the applicable minimum flight altitude.

3.4. RWY OPERATIONS

3.4.1. 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 more than 10 minutes before off-block time and 5 minutes after parking. If the operators request to operate the APU, the aircrafts 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 taxilane to the parking position on the stand.

3.4.2. ACTION TO BE TAKEN BY THE PILOT IN COMMAND

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

- Ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or pushback of aircraft commences. This is to be done using standard phraseology in communication with the ground operations headset operator.

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3. DEPARTURE

3.4.2. ACTION TO BE TAKEN BY THE PILOT IN COMMAND (CONT)

- Ensure that prior to start-up, the pilot must be certain that the propellers or the air flows caused by the engine cannot cause injuries or damage to persons or property on ground. This is to be done using standard phraseology in communication with the operations headset operator.
- Contact Ground Control for permission to start up the engines.
  In normal operations, the engine start-up at the aircraft parking position is not allowed.
- Ensure that the ground engineer, or the person responsible for ground to cockpit communications who is in direct intercom-radio contact with the pilot-in-command, acknowledges the start up permission. In the event intercom-radio contact is not available, the use of standard hand signals will be used.
- Ensure that the anti-collision beacons of the aircraft have been switched on before pushing back or starting the engine. Ensure to obtain an "all-clear" signal from the ground operations headset operator.
- During pushback operations, all aircraft shall be pushed back with its fuselage longitudinally centered over, and parallel to, a taxiway centerline before commencing engine start. Should the engine start be performed at the aircraft parking positions, ensure that the requirements for such engine start up conditions are met.
- Ensure that the ground engineer or ground operations headset operator acknowledges the permission.
- Ensure that the aircraft is being pushed back in the right direction onto the taxilane.
- Request permission from Ground Control to taxi when the tug has been disconnected as confirmed by the ground engineer and the ground engineer or ground operations headset operator has given the "all clear" signal.

3.4.3. 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 taxilane 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.
- 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 tug/tractor driver where the push or 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.
- While the aircraft is being pushed back from parking bay and/or being on the taxilane ready to take off with all engines started, operate normal procedures until they are completed and the aircraft has taken off.

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3. DEPARTURE

AIRCRAFT PARKING AT MAIN APRON (26 STANDS)

Aircraft stands	Ground Control Frequency	Push Back Instructions
C2	121.75	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T12 until nose wheel is on marking 1.
C4, C6	121.75	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T8 and then towed forward until nose wheel is on marking 2.
C8, C10	121.75	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T8 and then towed forward until nose wheel is on marking 1.
301	121.75	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T9 until nose wheel is on marking 1.
302	121.75	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T9 and then towed forward until nose wheel is on marking 1.
303	121.75	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T9 until nose wheel is on marking 2.
304	121.75	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T9 and then towed forward until nose wheel is on marking 2
305	121.75	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T10 until nose wheel is on marking 1.
306	121.75	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T10 and then towed forward until nose wheel is on marking 1.
307	121.75	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T10 until nose wheel is on marking 2.
308	121.75	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T10 and then towed forward until nose wheel is on marking 2.
D1	121.75	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T12 until nose wheel is on marking 1.
D2	121.75	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T12 and then towed forward until nose wheel is on marking 1.
D3	121.75	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T12 until nose wheel is on marking 2.
D4	121.75	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T12 and then towed forward until nose wheel is on marking 2.
D5	121.75	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T12 and then towed forward until nose wheel is on marking 3.
D6	121.75	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T12 until nose wheel is on marking 3.
D7	121.75	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T12 and then towed forward until nose wheel is on marking 4.
D8	121.75	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T12 until nose wheel is on marking 4.
E1	121.75	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T12 until nose wheel is on marking 4.
E3, E5	121.75	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T11 and then towed forward until nose wheel is on marking 2.
E7, E9	121.75	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T11 and then towed forward until nose wheel is on marking 1.

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3. DEPARTURE

AIRCRAFT PARKING AT EAST APRON (54 STANDS)

Aircraft stands	Ground Control Frequency	Push Back Instructions
A1, A2	121.65	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T5 until nose wheel is on marking 1.
A3, A4, A5, A6	121.65	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T5.
101	121.65	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T5 and then towed forward until nose wheel is on marking 2.
102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114	121.65	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T5.
115, 116, 117	121.65	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T5.
118	121.65	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T5 and then towed forward until nose wheel is on marking 2.
119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129	121.65	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T5.
130	121.65	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T1.
131, 132, 133	121.65	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T1, towed forward until abeam stand 131.
134	121.65	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T5.
B1, B3	121.65	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T5 until nose wheel is on marking 1.
B5	121.65	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T4 then towed forward until nose wheel is on marking on taxi lane.
B2, B4	121.75	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T6 until nose wheel is on marking on taxi lane.
B6	121.75	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T6 and then towed forward until nose wheel is on marking on taxi lane.
C1	121.75	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T6 then towed forward until nose wheel is on marking on taxi lane.
C3, C5	121.75	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T7 then towed forward until nose wheel is on marking 2.
C7, C9	121.75	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T7 and then towed forward until nose wheel is on marking 1.
201, 202	121.75	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T7 and then towed forward until nose wheel is on marking 2.
203	121.75	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T7 and then towed forward until nose wheel is on marking 1.

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3. DEPARTURE

AIRCRAFT PARKING AT WEST APRON (44 STANDS)

Aircraft stands	Ground Control Frequency	Push Back Instructions
E2	121.75	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T14 until nose wheel is on marking on taxilane.
E4, E6	121.75	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T13 and then towed forward until nose wheel is on marking 2.
E8, E10	121.75	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T13 and then towed forward until nose wheel is on marking 1.
401, 402	121.75	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T13 until nose wheel is on marking 2.
403	121.75	Aircraft shall be pushed back to face south onto aircraft stand taxi lane T13 and then towed forward until nose wheel is on marking 1.
F1, F3	121.75	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T14 until nose wheel is on marking on taxi lane.
F5	121.75	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T14 and then towed forward until nose wheel is on marking on taxi lane.
F2, F4	121.95	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T15 until nose wheel is on marking on taxi lane.
F6	121.95	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T15 and then towed forward until nose wheel is on marking on taxilane.
G1, G2	121.95	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T15 until nose wheel is on marking on taxi lane.
G3, G4	121.95	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T17 and then towed forward until nose wheel is on marking 2.
G5	121.95	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T17 and then towed forward until nose wheel is on marking 1.
501	121.95	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T17 and then towed forward until nose wheel is on marking 1.
502, 503	121.95	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T17 and then towed forward until nose wheel is on marking 2.
504, 505	121.95	Aircraft shall be pushed back to face north onto aircraft stand taxi lane T17 and then towed forward until nose wheel is on marking 1.
506 - 521	121.95	Aircraft shall be pushed back to face south onto taxiway D.
522 - 525	121.95	Aircraft shall be pushed back to face south onto taxiway D, then towed forward until abeam stand 522 with nose wheel on marking on taxiway.

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3. DEPARTURE

AIRCRAFT PARKING AT SAT-1 APRON (28 STANDS)

Aircraft stands	Ground Control Frequency	Push Back Instructions
S101	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T18.
S102	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T19.
S103	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T18.
S104	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T19.
S105	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T18.
S106	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T19.
S107	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T18.
S108	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T19.
S109	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T18.
S110	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T19.
S111	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T18.
S112	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T19.
S113	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T18.
S114	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T19.
S115	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T18.
S116	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T19.
S117	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T18.
S118	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T19.
S119	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T18.
S120	121.7	Aircraft shall be pushed back to face west onto aircraft stand taxi lane T19.
S121	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T18.
S122	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T19.
S123	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T18.
S124	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T19.
S125	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T18.
S126	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T19.
S127	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T18.
S128	121.7	Aircraft shall be pushed back to face east onto aircraft stand taxi lane T19.

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3. DEPARTURE

3.5. ATC CLEARANCE PROCEDURES

3.5.1. ISSUANCE OF ATC CLEARANCE

- When flight formalities have been completed and aircraft is ready for departure (all doors are closed), all aircraft are to call Suvarnabhumi Clearance Delivery Control (CDC) for ATC clearance including the aircraft call sign, aircraft type, destination, route, proposed flight level, if different from the filed flight plan and, when applicable, special requirements (e.g. inability to comply with SID climb profile), on the clearance delivery frequencies as depicted on the 20-9 chart.
  (Except : IFR aircraft departing to VTBD, VTBU, VTBK, VTBL, VTPI and VTPH at or below FL160 are to call Bangkok Approach on 125.8 MHZ)
- To improve tactical management of air traffic, minimize delay as well as reduce controllers and pilots workload, the following procedure will be applied:
  a) Under normal circumstances, altitude 6000' shall be initially assigned.
  b) First airborne first flight level selection principle.
  c) No one ground flight level negotiation and reservations.
  d) Cruising level shall be assigned by Bangkok Control after airborne.

3.5.2. DEPARTURE TIME RESTRICTION

- Departure time restrictions may be imposed for Air Traffic Management when so required.
- When ATC clearance includes departure time restrictions, 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.

3.5.3. CANCELLATION OF ATC CLEARANCE

- Once ATC clearance has been received, unless there is a departure time restriction included in ATC clearance or other restriction resulting from Air Traffic Management, the aircraft must be pushed back within 5 minutes from the time ATC clearance is received, otherwise 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.

After ATC clearance is received, pilot shall contact defined ground control frequency according to the parking stand for start up and push back.

3.6. DEPARTURE PROCEDURES

3.6.1. 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, are strictly required to contact Suvarnabhumi Departure on frequency 119.25 MHz immediately after airborne 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.

3.6.2. 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.

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3. DEPARTURE

3.6.3. 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.

3.6.4. 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.

3.6.5. 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.

3.6.6. 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.

3.6.7. 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.
  - 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 01	TORA
B13	13123'(4000m)
B12	12762'(3890m)

RUNWAY 19	TORA
B1	13123'(4000m)
B2	12697'(3870m)

RUNWAY 02R	TORA
E21	12139'(3700m)
E19	11778'(3590m)

RUNWAY 20L	TORA
E1	12139'(3700m)
E2	11778'(3590m)

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3. DEPARTURE

3.6.7. MINIMUM RUNWAY OCCUPANCY TIME (CONTD)

- Pilots shall prepare for the following take-off run available (TORA) (CONTD):

RUNWAY 02L	TORA
F12	13123'(4000m)
F11	12762'(3890m)

RUNWAY 20R	TORA
F1	13123'(4000m)
F2	12795'(3900m)

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

RUNWAY 01	TORA
B11	9121'(2780m)

RUNWAY 19	TORA
B3	9744'(2970m)

RUNWAY 02R	TORA
E15	8760'(2670m)
E17	10564'(3220m)

RUNWAY 20L	TORA
E5	9121'(2780m)
E3	10564'(3220m)

RUNWAY 02L	TORA
F10	10564'(3220m)

RUNWAY 20R	TORA
F3	10105'(3080m)

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

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4. DEPARTURE CLEARANCE (DCL)

4.1. Introduction

4.1.1 The purpose of these charts is to notify aircraft operators of implementation of Departure Clearance (DCL) via Data Link at Suvarnabhumi Airport.

4.1.2 The DCL service aims to further improve the accuracy and reliability of departure clearance operations, reduce the workload of pilots and ATC, and decrease congestion on the Clearance Delivery Control radio frequency.

4.2. Application of DCL Service

4.2.1 The DCL Service will be applied to flights departing from Suvarnabhumi Airport on the following ATS Routes:

a. Southbound: A464 / M751 / M757 / R201 / M904 / W19 / W31 / G458 / Y8 / Y11
b. North-Eastbound: A1 / Y16 / Y14
c. Eastbound: G474 / R468 / N891 / B204 / N506 / L880
d. Northbound: A464 / R474 / W9 / W21 / W39 / B346 / Y6
e. Westbound: G463 / L301 / L507 / M502 / P646

4.2.2 The DCL Service will be applied under the following principles:

a. Under normal circumstances, 6000 ft shall be initially assigned.
b. First airborne, first flight level selection principle
c. No on-ground flight level negotiation and reservations
d. Cruising level shall be assigned by Bangkok Control after airborne

4.2.3 With DCL operations, the request for departure clearance will be initiated by the pilot. After satisfactory verification of the request, the DCL system will respond with the departure clearance message.

4.2.4 All DCL messages (such as departure clearance request, departure clearance response and departure clearance read back) between aircraft and DCL system will be exchanged in accordance with the Airlines Electronic Engineering Committee (AEEC) Specification 623 (AEEC623: Character-Oriented Air Traffic Service Applications) for departure clearance and transmitted via data link service providers, between the aircraft and the DCL system directly.

4.2.5 The DCL service does not provide clearance revision. Any revision to the clearance issued via Data Link will be made by ATC through voice communications.

4.2.6 Clearance request through VHF using the existing voice communications is still available for application under the DCL service.

4.3 Operators' Equipment

4.3.1 Aircraft equipped with Aircraft Communications Addressing and Reporting System (ACARS) equipment and compliant with AEEC623 may utilize the DCL via Data Link.

4.4 DCL via Data Link Procedure

4.4.1 Pilot should initiate a Departure clearance request (RCD) no earlier than 20 minutes prior to Target Start-up Approval Time (TSAT), using ICAO call sign as filed flight plan and select the departure airport as "VTBS"

4.4.2 Pilot will receive a message ("RCD RECEIVED, REQUEST BEING PROCESSED, STANDBY") to inform that DCL uplink message (CLD) will be delivered shortly.

4.4.3 Within 5 minutes after receiving the DCL uplink message (CLD), pilot shall select the "ACCEPT" function on the flight deck to acknowledge the departure clearance via Data Link.

4.4.4 Upon reception of clearance acceptance, pilot will receive a confirmation message ("CDA RECEIVED CLEARANCE CONFIRMED") completing en-route clearance.

4.4.5 Before TSAT window pilot shall switch to and monitor relevant Ground Control. Within TSAT window, pilot should contact Suvarnabhumi Ground Control for start-up and push back.

(continued)

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4. DEPARTURE CLEARANCE (DCL)

(Contd)

4.5. Contingency Procedure

4.5.1 If there is any problem with the data link exchanges, pilot shall request the clearance through voice communications using the following frequencies:

Frequency	Outbound routes
128.7	A464 (Northbound)/ A464 (Southbound) / B346 / G458 / G463 / L301 / L507 / M502 / M751 / M757 / P646 / R474 / W9 / W19 / / W21 / W31 / W39 / Y6 / Y8
133.8	A1 / B204 / G474 / L880 / M904 / N506 / N891 / R201 / R468 / Y11 / Y14 / Y16

Remark: IFR aircraft departing to VTBD, VTBU, VTBK, VTBL, VTPI and VTPH at or below FL 160 are to call Bangkok Approach on 125.8 MHz

Examples of message formats

1. Departure Clearance Request (RCD):
   DCL Request Message from the aircraft for the initiation of departure clearance process.

   RCD 000
   THA475-VTBS-GATE C3-YSSY
   ATIS C
   -TYP/A350

   1.1 Flight System Message (FSM): An automated message from the system.

   FSM 0306 240724 VTBS
   THA475 RCD RECEIVED
   REQUEST BEING PROCESSED
   STANDBY

   1.2 Flight System Message (FSM) in case of Clearance Delivery Control requires the pilot to contact ATC through voice communications.

   FSM 0306 240724 VTBS
   THA475 RCD REJECTED
   REVERT TO VOICE PROCEDURES

2. Departure Clearance Uplink (CLD):
   Departure Clearance Uplink Message from ground system (by Clearance Delivery Control) containing departure clearance.

   CLD 0152 240705 VTBS PDC 918
   THA475 CLRD TO YSSY OFF 20L VIA BUT1G M904 ALT060
   SQUAWK 0734

   or

   CLD 0152 240705 VTBS PDC 918
   THA475 CLRD TO YSSY OFF 20L VIA BUT1G M904 ALT060
   SQUAWK 0734
   CTOT 0210

3. Departure Clearance Readback Downlink (CDA):
   DCL Readback Message from aircraft.

   CDA 0152 240705 VTBS PDC 918
   THA475 CLRD TO YSSY OFF 20L VIA BUT1G M904 ALT060
   SQUAWK 0734

   3.1 Flight System Message (FSM): An automated message from the system indicating the DCL process is completed.

   FSM 0732 240724 VTBS
   THA475 CDA RECEIVED
   CLEARANCE CONFIRMED

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OPERATIONAL PROCEDURES FOR STARTING AND RUNNING OF AIRCRAFT ENGINES

INTRODUCTION

Suvarnabhumi International Airport has developed the following procedures in regards to starting and running of aircraft engines. It is important for aircraft operators and related stakeholders to strictly adhere to the below mentioned procedures. This is in order to ensure a maximum level of safety in the airside operations area for all related parties.

STARTING OR RUNNING OF AIRCRAFT ENGINES

1. In normal operations, engine start-up at the aircraft parking position is not allowed. Aircraft operators wishing to start or run aircraft engines at the aircraft parking positions, shall ensure that the following conditions are met:

   - The aircrafts engine(s) are running at minimum idle power.
   - The aircraft is properly parked with its fuselage longitudinally centered over the lead line and nose gear on top of the parking position painted nose block marking.
   - The aircraft operator shall provide additional ground staff as wing walkers to lookout on both sides of the aircraft; he/she must keep an eye on specific parts of the aircraft when it is moving and safeguard the rear movement of the aircraft to ensure safe clearance and to prevent collision. He/she must be in constant communications with the person in charge of the operation.
   - The aircraft operator seeks permission from the Ground Control prior to starting the engine(s).
   - No other aircraft with ground crew in attendance is on the taxiway centerline or about to pushback from an adjacent stand on to the centerline behind the aircraft waiting to start.
   - The PIC receives an "all-clear" visual and audible signal from the ground engineer or the ground operations headset operator that it is safe to start the engine(s). The PIC must bear in mind that even though the start engine's permission is received from the Ground Control, the ground engineer or the ground operations headset operator has the final authority that the environment around the aircraft is safe for the engine(s) to be started.
   - The ground crew must ensure that the area behind the aircraft is clear of vehicles, equipment and other obstructions before the start-up or pushback of aircraft commences.
   - Minimum power idle engine runs are limited to ten (10) minutes in duration. Otherwise, the operations much be done at the run up area or aircraft parking position with no operations conducted in the adajcent area, or as stipulated/directed by the Airside Operations Control Center (AOCC) Tel: +66 2 132 4110.

2. For the purpose of noise and carbon emission reduction on the apron area, any aircraft that is designated to park at the stand served with passenger loading bridges shall utilize the fixed ground power supply (400Hz) and fixed pre-conditioned air supply provided by the airport if serviceable.

   - 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 or APU may be used with consent from AOCC.
   - APU shall not be used more than 10 minutes before off-block time and 5 minutes after parking.
   - If the operator needs to run an APU more than the mentioned time length, they must seek approval from the AOCC. Any acts of non-compliance by the aircraft operator will result in actions being taken by the airport authority, including the assignment of parking stand to a remote area.
   - Aircraft operators that would like to run the APU for an extended period of time shall notify the ground staff to ensure that they are prepared for the effect of extra ground noise or exhaust fumes.
   - Fixed Pre-Conditioned Air (PCA) 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 with consent from AOCC.

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OPERATIONAL PROCEDURES FOR STARTING AND RUNNING OF AIRCRAFT ENGINES

(Contd)

3. No aircraft engine shall be started or run unless a licensed pilot or certified mechanic is attending the aircraft controls. Wheel blocks equipped with ropes or other suitable means of chocking the wheels of an aircraft to deter movement shall always be placed in front of the main landing wheels before starting the engine(s), unless the aircraft is locked into position by functioning locking brakes.

4. All aircraft shall be started and run-up in locations, including leased premises, designated for such purposes by the AOCC (Tel. +66 2 132 4110). Maintenance run of aircraft engines shall not be performed in the passenger ramp, apron, cargo and public parking areas.

5. During pushback operations, all aircraft should be pushed back with its fuselage longitudinally centered over, and parallel to a taxiway centerline before commencing engine start. If the PIC wishes to start the engine(s) during push-back, he/she shall coordinate with the ground crew.

6. Running an aircraft engine is prohibited unless reasonably necessary for maintenance purposes, testing or repairing of such engine. The instruction of mechanics or pilots, or the movement/flight operation of such aircraft must be done with strict compliance to Suvarnabhumi Airport Noise Abatement procedures.

7. Turbo jet and turbo fan cross-bleed engine air-start of multi-engine jet aircraft may be conducted on taxiways, provided that the following conditions are met:
   - The aircraft Auxillary Power Units (APU) is inoperative.
   - The aircraft operator seeks permission from the Ground Control prior to starting engines.
   - Cross-bleed engine start procedure is conducted while the aircraft is longitudinally centered over and parallel to a taxiway centerline while the engine start is being performed.

8. Aircraft of departing flights on aircraft parking positions that are subject to delay are prohibited from running the engine(s). Aircraft power supply must be provided by either: the Passenger Boarding Bridge, APU, or other Ground Power Unit (GPU).

9. The starting or operating of aircraft engines inside any hangar or within 7.5 m radius of any building or other structure is prohibited.

10. No aircraft engine exhaust, blast, and/or propeller wash shall be directed in such a manner as to cause injury, damage, or hazard to any person, aircraft, vehicles, equipment, or structure. If it is impossible to taxi the aircraft without compliance with the above, the engine(s) must be shut off and the aircraft must be towed.

11. Aircraft engines shall not be operated during refueling or defueling operations; or, during a fuel spill unless otherwise approved by the Aircraft Rescue and Fire Fighting (ARFF) Officer in Charge.

RUN-UP OF AIRCRAFT ENGINES

1. High power run of aircraft engines is prohibited at all aircraft parking positions.

2. All preflight engine run-ups shall be conducted during the hours of 0700 - 2200 local time at the run up area located at the north end of Taxiway E, between D1 - D2.

3. Aircraft engines shall not be run in hangars, except in approved engine test areas. Aircraft engines shall be run-up only in designated areas. At no times shall engines be run-up when aircraft is inside any hangar or within 7.5 m radius of any building or other structures, or when persons in observation areas are in the proximity of the propeller slipstream or jet blast.

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OPERATIONAL PROCEDURES FOR STARTING AND RUNNING OF AIRCRAFT ENGINES

(Contd)

4. Aircraft operators must obtain location approval and instructions from AOCC (Tel. +66 2 132 4110), before conducting an extended run of any aircraft engine above minimum idle power; high power engine operation, or engine run.

5. Leak checks, one (1) engines power at idle thrust only per start, may be performed at aircraft parking areas that is limited to ten (10) minutes, provided that the operator provides adequate measures to protect personnel and equipment operating behind the aircraft, and the leak check does not interfere with the use of adjacent gate operations.

6. Idle engine checks and auxiliary power units are to be operated at the minimum time required to accomplish the necessary maintenance or preflight check.

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AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) AT SUVARNABHUMI INTL AIRPORT

1. DEFINITION OF TERMS COMMONLY USED IN A-CDM

1.1 Target Off-Block Time (TOBT) - The time that an Aircraft Operator (AO) or Ground Handler (GH) estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle available and ready to start-up and push back immediately upon reception of clearance from the Aerodrome Control Tower (TWR).

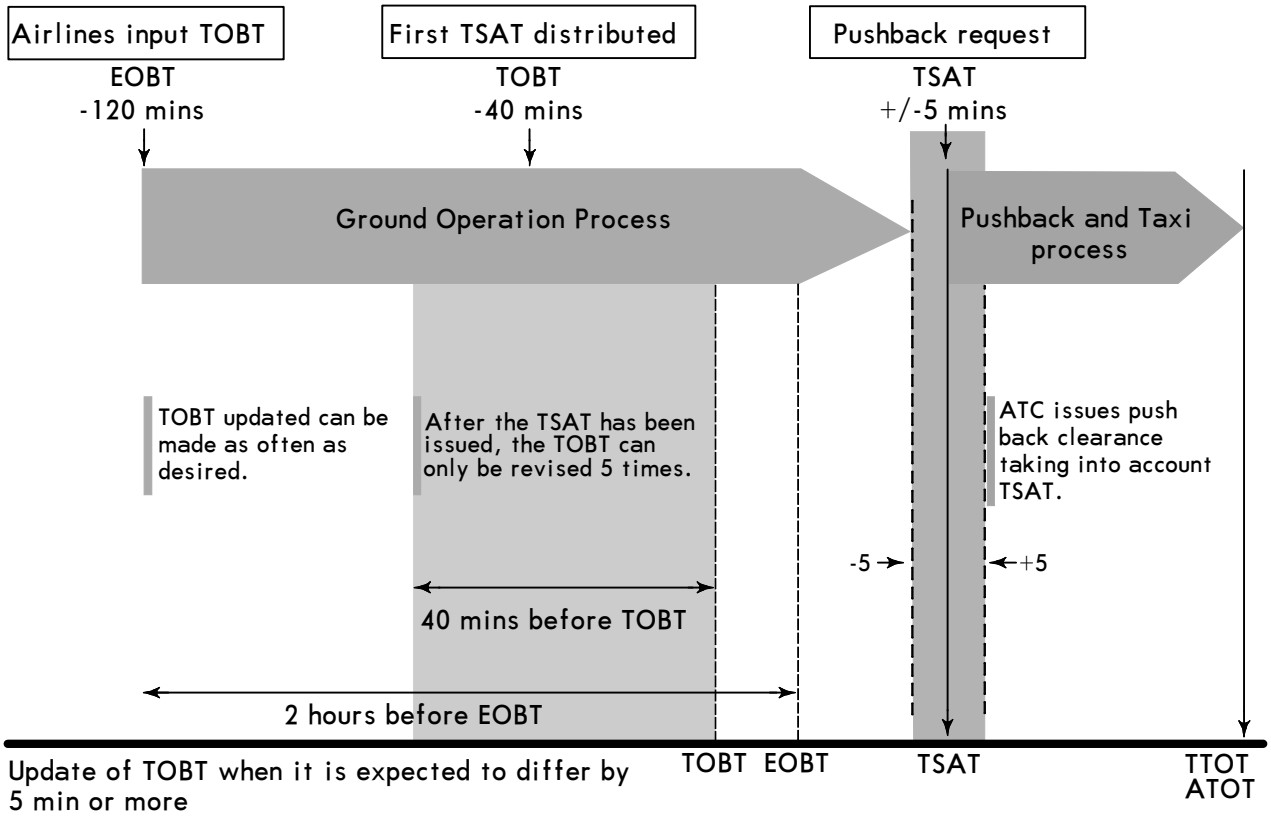
1.2 Target Start-Up Approval Time (TSAT) - The time provided by ATC taking into account TOBT, CTOT and/or the traffic situation that an aircraft can expect start-up/push back approval.

1.3 Calculated Take-Off Time (CTOT) - A time calculated and issued by the appropriate Central Management unit, as a result of tactical slot allocation, at which a flight is expected to become airborne.

2. SUVARNABHUMI A-CDM PROCEDURES

Note: Detailed procedures for A-CDM are contained in A-CDM Manual, https://acdm.airportthai.co.th/

2.1 Suvarnabhumi A-CDM Procedure Overview
The chart below describes the simple overview of the A-CDM process at Suvarnabhumi International Airport from the time that airlines input the TOBT to the time that aircraft is airborne. It includes the responsibilities and procedures in brief, as described below.



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AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) AT SUVARNABHUMI INTL AIRPORT (CONTD)

2.2 Target Off-Block Time (TOBT) Procedures

2.2.1 General

Airlines or person responsible for the TOBT are required to access and manually input the TOBT into the A-CDM system in order that the start-up approval time (TSAT) can be expected.

2.2.2 Person Responsible for TOBT

-Airline operator (AO) is responsible for the input of and adherence to the TOBT. However, AO may prefer to delegate this function to ground handler (GH). It is the responsibility of the AO/GH to communicate and ensure that the pilot of a flight has the correct TOBT and TSAT prior to requesting ATC clearance.

-AO need to ensure that a timely, accurate and stable TOBT is provided. If it becomes obvious that the TOBT cannot be respected, it shall be updated by the person responsible for the TOBT as early as possible.

2.2.3 TOBT Input and Revision

The following has to be taken into account for the input and/or revision of the TOBT:

a) The first TOBT can be input at 120 minutes (2 hours) prior to EOBT.

b) A TOBT input must be at least the present time.

c) The TOBT revision can be made as often as desired until the TSAT has been issued (40 minutes prior to TOBT).

d) After the TSAT has been issued, the TOBT can only be revised not more than 5 times to ensure a stable operation.

e) New TOBT must differ by at least 5 minutes (+/-5 minutes) from the latest input TOBT to protect a stable Pre-Departure Sequence.

2.2.4 Flights with Calculated Take-Off Time (CTOT)

Flights with CTOT will usually take priority when calculating TSATs in order to minimize potential CTOT delay.

2.2.5 TOBT Deletion

a) TOBT can be deleted by users with permission to input/revise the TOBT.

b) If the TOBT is deleted, the TSAT is automatically deleted.

c) The TOBT has to be deleted in the following cases:

- TOBT is unknown (e.g. technical problems with the aircraft), or
- The permitted number of TOBT revision (5 times) after the generation of the TSAT has been exceeded.

d) If a new TOBT is known, the process shall continue and the person responsible for the the TOBT has to enter a new TOBT.

2.2.6 TOBT Reporting Channels

The TOBT is reported or updated by the following ways:

- A-CDM Portal Web Based Application (https://acdm.airportthai.co.th/)
- A-CDM Portal Mobile Application

2.3 Target Start-Up Approval Time (TSAT) Procedures

2.3.1 General

The TSAT is the target time for start-up approval calculated by iDEP system based on the TOBT input from the airlines and operational constraints. The TSAT is calculated based on the following key parameters:

- Target Off-Block Time (TOBT)
- Calculated Take-Off Time (CTOT)
- Operational Capacity
- Variable Taxi Time (VTT)
- Parking Stand
- Departure Runway

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AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) AT SUVARNABHUMI INTL AIRPORT (CONTD)

2.3.2 TSAT Distribution

2.3.2.1 The TSAT is displayed/distributed 40 minutes prior to the TOBT.

2.3.2.2 After TSAT has been distributed, the TOBT can only be revised not more than 5 times to ensure a stable sequence and CTOT allocation.

2.3.2.3 Subsequent TOBT revision triggers a recalculation of TSAT. It should therefore be noted that an incorrect TOBT leads to disadvantages for further sequencing and/or CTOT allocation of regulated flights.

2.3.2.4 The TSAT may not be final and can be revised due to air traffic management.

2.3.3. TSAT Reporting Channels

2.3.3.1 The TSAT will be issued to airlines or person responsible for TOBT via:

- A-CDM Portal Web Based Application (https://acdm.airportthai.co.th/)
- SMS via digital trunked radio system
- A-CDM Portal Mobile Application

2.3.3.2 The AO/GH is responsible for updating and ensuring that the pilot of a flight has the correct TOBT and TSAT prior to requesting ATC clearance.

2.4 Start-Up and Push Back Procedures

2.4.1 General

Start-up and push back approval are issued taking into account the TOBT and TSAT. The sequence of the start-up and push back request is no longer a factor. The following rules apply:

2.4.2 Start-Up and Push Back Procedures

2.4.2.1 Pilot shall ensure that aircraft is ready for push back at TOBT.

2.4.2.2 After obtaining ATC clearance, pilot shall monitor defined ground control frequency in accordance with aircraft parking stand. If there is any change of TSAT, Ground Control will update the pilot as soon as possible.

2.4.2.3 Pilot shall contact Ground Control for start-up and push back within window (TSAT +/- 5 minutes). These three scenarios may occur:

1. Before TSAT window: Flight will be requested to call again when it is within the TSAT window.
2. Within TSAT window: Flight will be planned for outbound sequence and may expect start-up approval directly or within a few minutes depending on actual operational situation.
3. After TSAT window: The TSAT of the flight has expired. Flight will be denied start-up approval. Pilot has to contact its AO/GH to update the TOBT and shall contact ATC again when TOBT update has resulted in an updated TSAT.

2.4.2.4 Ground Control will issue start-up and push back clearance taking TSAT into account.

2.4.2.5 If a flight is unable to push back due to the aircraft being unready, TSAT will be will be cancelled. Pilot must notify the AO/GH to update the TOBT for a new TSAT.

Note: When a departing aircraft is occupying a gate that has been assigned to an arriving aircraft, the departing aircraft may be instructed by ground control to push back onto the taxiway without engine start-up to allow the arriving aircraft to taxi in. An Expected Taxi Time will be provided accordingly.

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AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) AT SUVARNABHUMI INTL AIRPORT (CONTD)

3. A-CDM IN ADVERSE CONDITION

3.1 Adverse Conditions consist of collaborative management of the capacity of an airport during periods of predicted or unpredicted reduction of airport capacity. The aim is to achieve a common situation awareness for the A-CDM partners, including better information for the passengers, in anticipation of a disruption and expeditious recovery after the disruption.

3.2 In case of adverse conditions or any circumstances where predicted or unpredicted reduction of airport capacity may be expected, the following procedures shall be applied:

3.2.1 The pilot shall contact Ground Control for start-up and push back at TSAT +/- 5 minutes.

3.2.2 If there is any change of TSAT, Ground control will update the pilot accordingly.

4. NON A-CDM Operation

4.1 In case of unavailability or maintenance of A-CDM system, TSAT will not be provided and Non A-CDM Operation shall be performed.

4.2 During period of Non A-CDM Operation, pilot shall request for ATC clearance when the aircraft is ready for pushback. ATC will then issue start-up/pushback clearance on a first-come-first-serve basis.

4.3 To minimize taxi-out delay and reduce fuel consumption, Gate Hold Procedures for departing aircraft may be implemented. Details are as follows:

4.3.1 When the occurrence of more than four departing aircraft bunching at the runway holding position is anticipated, an Expected Pushback Time (EPT) will be issued.

4.3.2 An EPT is issued to subsequent departing aircraft which is ready for pushback.

4.3.3 The determination of EPT will take into account an aircraft parking stand as well as taxi time to runway-in-use holding position.

4.3.4 When an EPT is issued, pilots are required to monitor on a relevant ground control frequency for possible updates of EPT.

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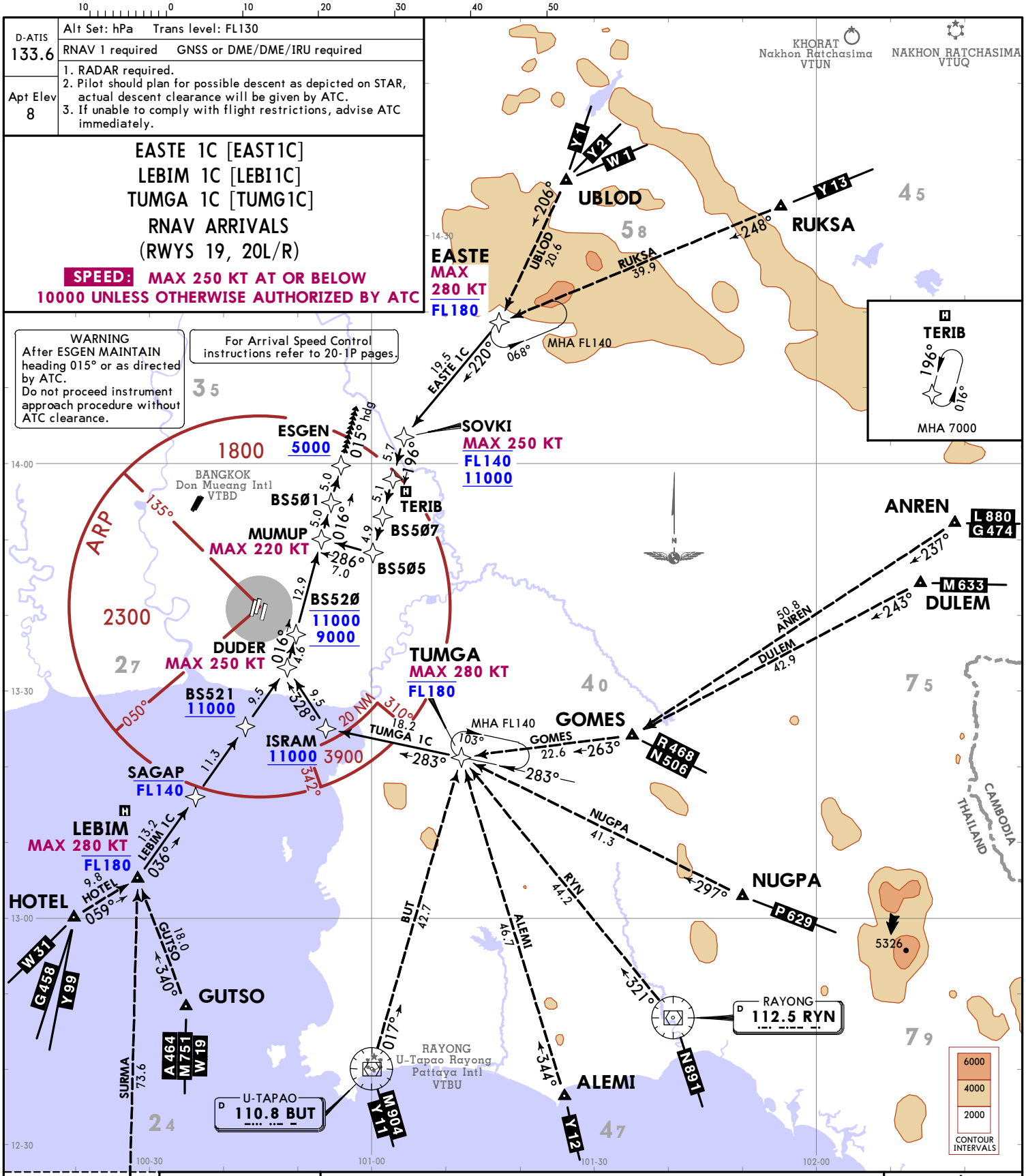
D-ATIS 133.6	Alt Set: hPa Trans level: FL130
	RNAV 1 required GNSS or DME/DME/IRU required
Apt Elev 8	1. RADAR required. 2. Pilot should plan for possible descent as depicted on STAR, actual descent clearance will be given by ATC. 3. If unable to comply with flight restrictions, advise ATC immediately.

EASTE 1C [EAST1C]
LEBIM 1C [LEBI1C]
TUMGA 1C [TUMG1C]
RNAV ARRIVALS
(RWYS 19, 20L/R)

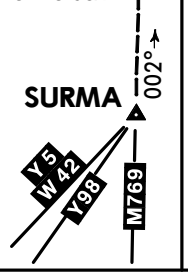
SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

WARNING
After ESGEN MAINTAIN heading 015° or as directed by ATC.
Do not proceed instrument approach procedure without ATC clearance.

For Arrival Speed Control instructions refer to 20-1P pages.



NOT TO SCALE



MHA FL140

LOST COMMS

1. Set the aircraft transponder to mode A/C code 7600.
2. Proceed according to the STAR route to the termination point ESGEN, descend in accordance with the published all speed and altitude restrictions of the relevant STAR procedure, thence: after passing ESGEN fly heading 015° and MAINTAIN altitude 6000 for next 10 NM, then turn LEFT and descend to 1600 and carry out the appropriate approach procedure.
3. When an arriving aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. Pilot should proceed in the most direct manner possible to rejoin the STAR procedure appropriate to its ATS route and landing direction and then comply with the procedures in item 2. above.

EASTE 1C [EAST1C]
LEBIM 1C [LEBI1C]
TUMGA 1C (TUMG1C)
RNAV ARRIVALS
(RWYS 19, 20L/R)

JEPPESEN BANGKOK, THAILAND
RNAV STAR
Eff 26 Dec
20 DEC 24 (20-2)

CHANGES: Airway R-201 removed, airways M-904, W-42, Y-11, Y-5 established, bearing from RYN VOR to TUMGA revised.

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CHANGES: Airway R-201 removed, airways M-904, W-42, Y-11, Y-5 established, bearing from RYN VOR to TUMGA revised.

D-ATIS 133.6	Alt Set: hPa Trans level: FL130
	RNAV 1 required GNSS or DME/DME/IRU required
Apt Elev 8	1. RADAR required. 2. Pilot should plan for possible descent as depicted on STAR, actual descent clearance will be given by ATC. 3. If unable to comply with flight restrictions, advise ATC immediately.

EASTE 1D (EAST1D)
LEBIM 1D (LEBI1D)
TUMGA 1D (TUMG1D)
RNAV ARRIVALS
(RWYS 01, 02L/R)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

WARNING
After ENKAA MAINTAIN heading 195° or as directed by ATC.
Do not proceed instrument approach procedure without ATC clearance.

For Arrival Speed Control instructions refer to 20-1P pages.

KHORAT Nakhon Ratchasima VTUN
NAKHON RATCHASIMA VTUQ
BANGKOK Don Mueang Intl VTBD
RAYONG U-Tapao Rayong Pattaya Intl VTBU
CAMBODIA THAILAND

UBLOD — Y1, Y2, W1
RUKSA — Y13
EASTE — MAX 280 KT, FL180
MHA FL140
BS417
BS416 — MAX 250 KT, FL130
MUMUP
BS415 — 11000
BS412 — 11000
BS411 — MAX 220 KT
BS413
BS414 — MAX 250 KT
BS410
ENKAA — 3000
ISRAM — MAX 250 KT
TUMGA — MAX 280 KT, FL180
GOMES — R468, N506
ANREN — G474, L880
DULEM — M633
NUGPA — P629
MENUT — FL140
LEBIM — MAX 280 KT, FL180
HOTEL — W31, G458, Y99
GUTSO — A464, M751, W19
SURMA — Y5, W42, Y98, M769
ALEMI — Y12, N891
RAYONG 112.5 RYN
U-TAPAO 110.8 BUT — M904, Y11

ARP: 1800, 2300, 135°, 050°, 310°, 342°, 20 NM, 3900

UBLOD	206° 20.6
RUKSA	248° 39.9
EASTE 1D	220° 14.3
068°	
BS417	11.4
BS416	11.0
MUMUP	196° 5.3
BS415	5.3
BS412	7.0
BS411	286° 4.0
BS413	10.0
BS414	286°
BS410	196° 12.1
ENKAA	5.0
195° hdg	19.7
016°	13.2
TUMGA 1D	357° 13.0
103°	
GOMES	263° 22.6
283°	
ANREN	237° 50.8
DULEM	243° 42.9
NUGPA	297° 41.3
RYN	321° 44.2
ALEMI	344° 46.7
BUT	017° 42.7
340°	
GUTSO	18.0
HOTEL	059° 9.8
LEBIM 1D	052° 12.6
SURMA	73.6
002°	

MHA FL140

6000 / 4000 / 2000 CONTOUR INTERVALS

5326

NOT TO SCALE

LEBIM
180° 360°
MHA FL140

LOST COMMS

1. Set the aircraft transponder to mode A/C code 7600.
2. Proceed according to the STAR route to the termination point ENKAA, descend in accordance with the published all speed and altitude restrictions of the relevant STAR procedure, thence: after passing ENKAA fly heading 195° and MAINTAIN altitude 6000 for next 10 NM, then turn RIGHT and descend to 1600 and carry out the appropriate approach procedure.
3. When an arriving aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. Pilot should proceed in the most direct manner possible to rejoin the STAR procedure appropriate to its ATS route and landing direction and then comply with the procedures in item 2. above.

EASTE 1D (EAST1D)
LEBIM 1D (LEBI1D)
TUMGA 1D (TUMG1D)
RNAV ARRIVALS
(RWYS 01, 02L/R)

VTBS/BKK
SUVARNABHUMI INTL

BANGKOK, THAILAND
RNAV STAR

JEPPESEN
20 DEC 24 (20-2A)
Eff 26 Dec

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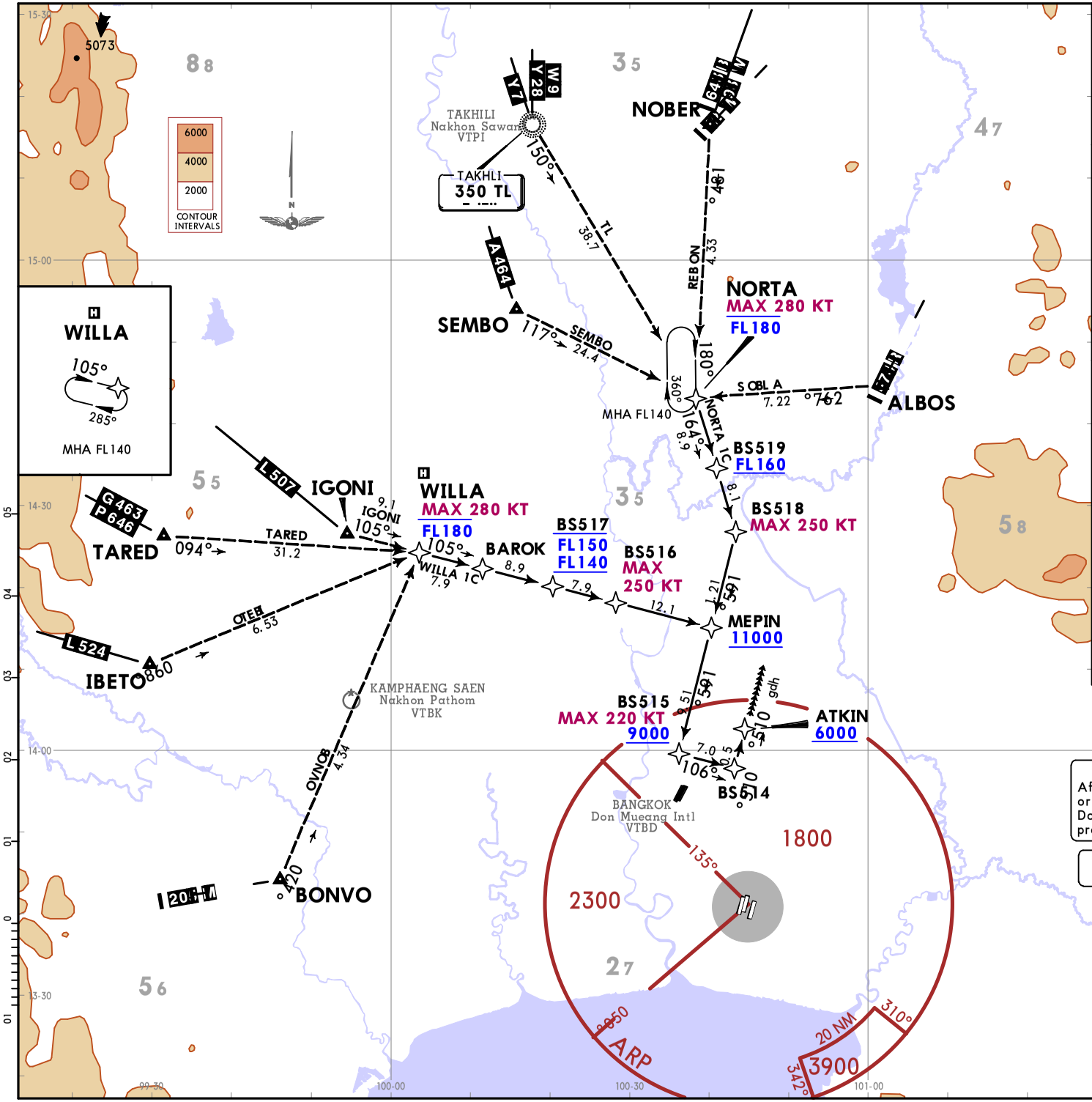

D-ATIS 133.6	Alt Set: hPa Trans level: FL130
	RNAV 1 required GNSS or DME/DME/IRU required
Apt Elev 8	1. RADAR required. 2. Pilot should plan for possible descent as depicted on STAR, actual descent clearance will be given by ATC. 3. If unable to comply with flight restrictions, advise ATC immediately.

NORTA 1C [NORT1C]
WILLA 1C [WILA1C]
RNAV ARRIVALS
(RWYS 19, 20L/R)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

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

1. Set the aircraft transponder to mode A/C code 7600.
2. Proceed according to the STAR route to the termination point ATKIN, descend in accordance with the published all speed and altitude restrictions of the relevant STAR procedure, thence: after passing ATKIN fly heading 015° and MAINTAIN altitude 6000 for next 10 NM, then turn RIGHT and descend to 1600 and carry out the appropriate approach procedure.
3. When an arriving aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. Pilot should proceed in the most direct manner possible to rejoin the STAR procedure appropriate to its ATS route and landing direction and then comply with the procedures in item 2. above.

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

WARNING
After ATKIN MAINTAIN heading 015° or as directed by ATC.
Do not proceed instrument approach procedure without ATC clearance.

For Arrival Speed Control instructions refer to 20-1P pages.

CHANGES: Airway Y-28 established.

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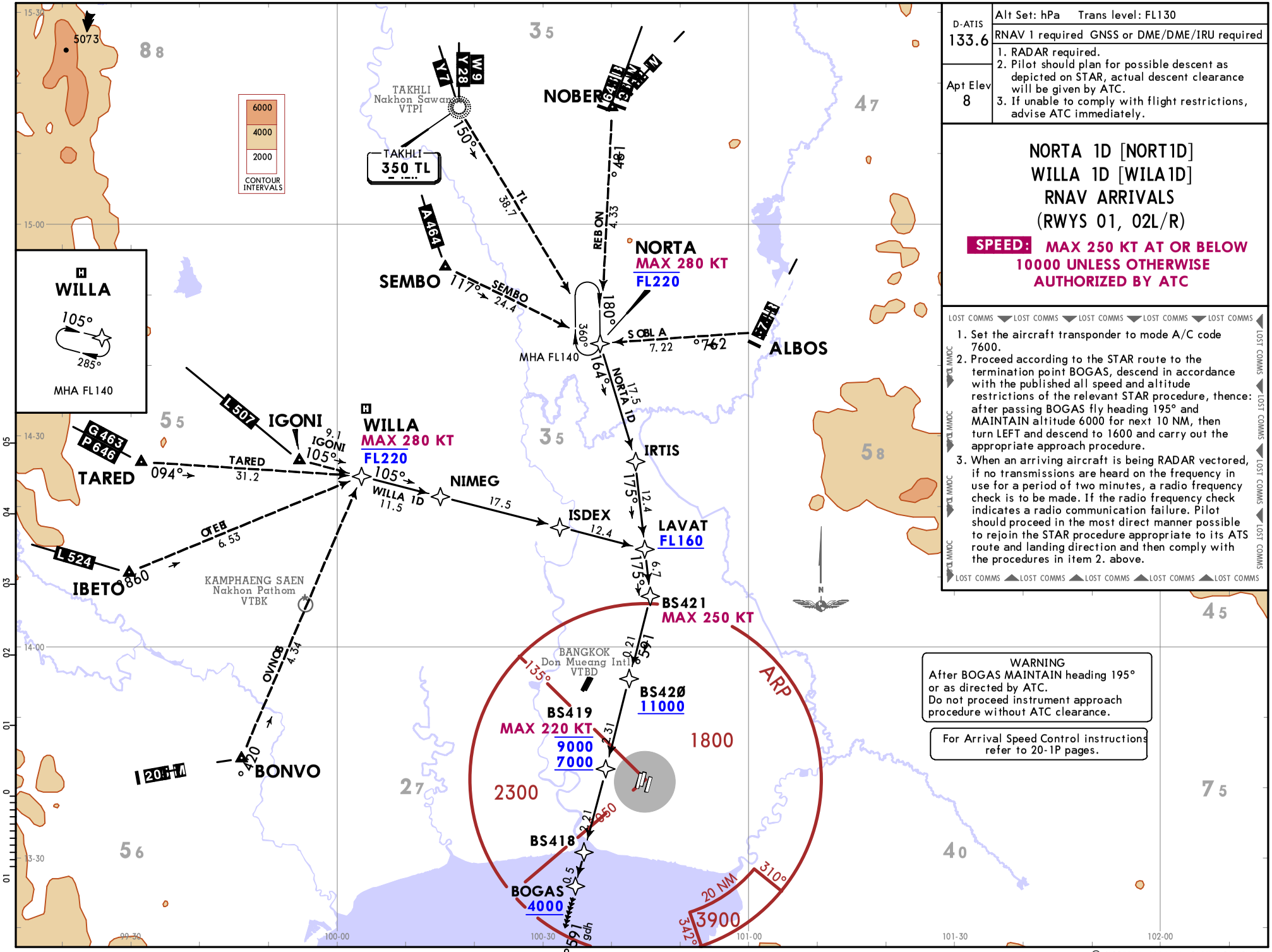

D-ATIS 133.6	Alt Set: hPa Trans level: FL130
	RNAV 1 required GNSS or DME/DME/IRU required
Apt Elev 8	1. RADAR required. 2. Pilot should plan for possible descent as depicted on STAR, actual descent clearance will be given by ATC. 3. If unable to comply with flight restrictions, advise ATC immediately.

NORTA 1D [NORT1D]
WILLA 1D [WILA1D]
RNAV ARRIVALS
(RWYS 01, 02L/R)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

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

1. Set the aircraft transponder to mode A/C code 7600.
2. Proceed according to the STAR route to the termination point BOGAS, descend in accordance with the published all speed and altitude restrictions of the relevant STAR procedure, thence: after passing BOGAS fly heading 195° and MAINTAIN altitude 6000 for next 10 NM, then turn LEFT and descend to 1600 and carry out the appropriate approach procedure.
3. When an arriving aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. Pilot should proceed in the most direct manner possible to rejoin the STAR procedure appropriate to its ATS route and landing direction and then comply with the procedures in item 2. above.

▼ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

WARNING
After BOGAS MAINTAIN heading 195° or as directed by ATC.
Do not proceed instrument approach procedure without ATC clearance.

For Arrival Speed Control instructions refer to 20-1P pages.

CHANGES: Airway Y-28 established, bearings from IRTIS and LAVAT revised.

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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

These SIDs require minimum climb gradients of:
ALBOS 1K, BONVO 1K, NOBER 2K, NUNLI 1K, OLVUK 1K, PASTO 1K, RIVDU 1K, SEMBO 2K, TARED 1K: 243 FT/NM (4.0%) until passing FL140 for airspace restriction only.
DOSBU 1K, LIPLI 1K, SELKA 1K: 340 FT/NM (5.6%) until passing FL140 for airspace restriction only.

Gnd speed-KT	75	100	150	200	250	300
243 FT/NM	304	405	608	810	1013	1215
340 FT/NM	425	567	850	1133	1417	1700

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

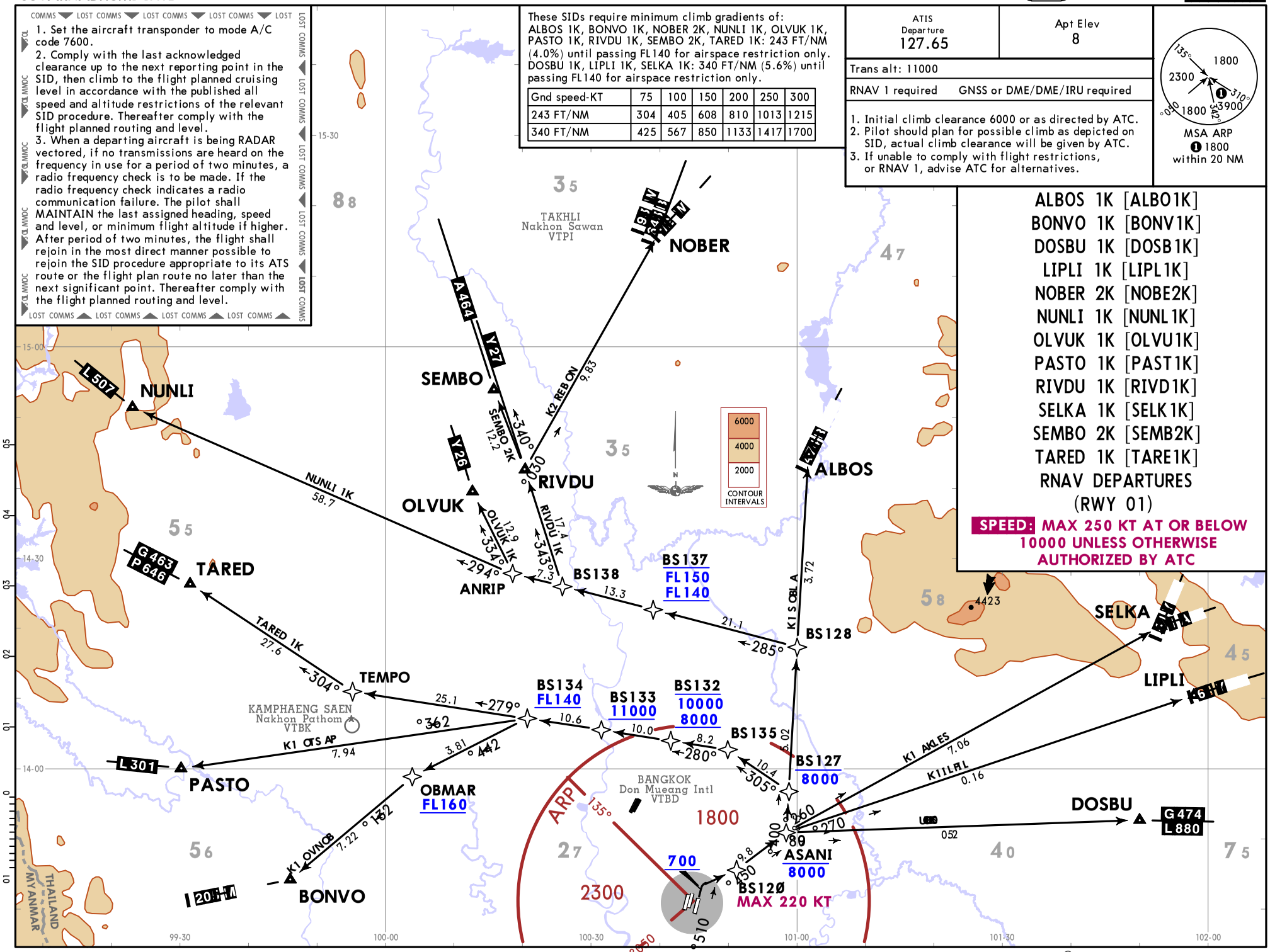
RNAV 1 required — GNSS or DME/DME/IRU required

1. Initial climb clearance 6000 or as directed by ATC.
2. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
3. If unable to comply with flight restrictions, or RNAV 1, advise ATC for alternatives.

MSA ARP
1800 within 20 NM

ALBOS 1K [ALBO1K]
BONVO 1K [BONV1K]
DOSBU 1K [DOSB1K]
LIPLI 1K [LIPL1K]
NOBER 2K [NOBE2K]
NUNLI 1K [NUNL1K]
OLVUK 1K [OLVU1K]
PASTO 1K [PAST1K]
RIVDU 1K [RIVD1K]
SELKA 1K [SELK1K]
SEMBO 2K [SEMB2K]
TARED 1K [TARE1K]
RNAV DEPARTURES
(RWY 01)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC



CHANGES: Note over BS138 waypoint withdrawn.

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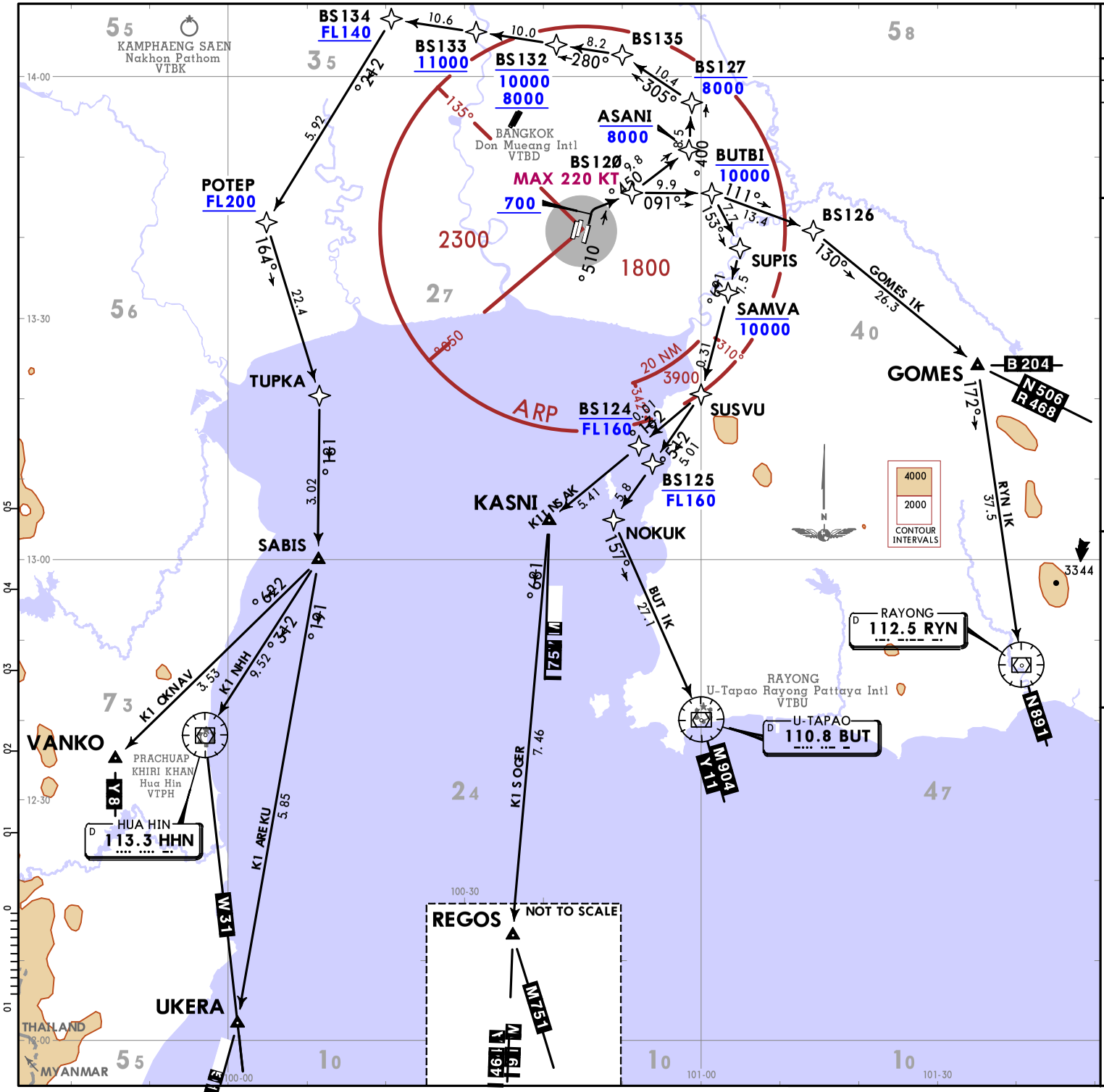

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 6000 or as directed by ATC.
2. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
3. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

BUT 1K [BUT1K]
GOMES 1K [GOME1K]
HHN 1K [HHN1K]
KASNI 1K [KASN1K]
REGOS 1K [REGO1K]
RYN 1K [RYN1K]
UKERA 1K [UKER1K]
VANKO 1K [VANK1K]
RNAV DEPARTURES
(RWY 01)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

These SIDs require minimum climb gradients of:
BUT 1K, GOMES 1K, KASNI 1K, REGOS 1K, RYN 1K: 340 FT/NM (5.6%) until passing FL140 for airspace restriction only.
HHN 1K, UKERA 1K, VANKO 1K: 243 FT/NM (4.0%) until passing FL140 for airspace restriction only.

Gnd speed-KT	75	100	150	200	250	300
243 FT/NM	304	405	608	810	1013	1215
340 FT/NM	425	567	850	1133	1417	1700

LOST COMMS

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS

CHANGES: None.

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ATIS Departure	Apt Elev
127.65	8

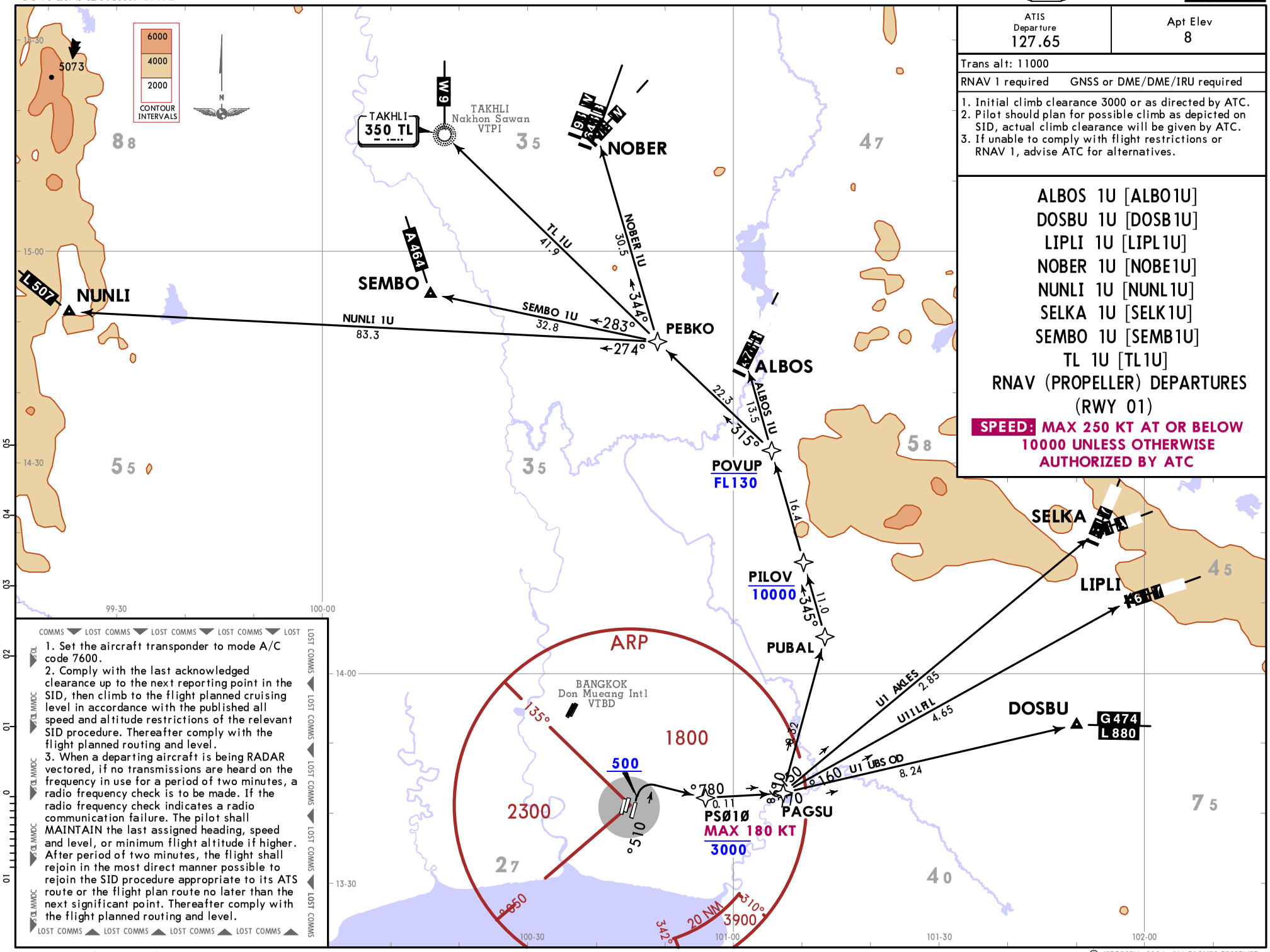
Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 3000 or as directed by ATC.
2. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
3. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

ALBOS 1U [ALBO1U]
DOSBU 1U [DOSB1U]
LIPLI 1U [LIPL1U]
NOBER 1U [NOBE1U]
NUNLI 1U [NUNL1U]
SELKA 1U [SELK1U]
SEMBO 1U [SEMB1U]
TL 1U [TL1U]
RNAV (PROPELLER) DEPARTURES
(RWY 01)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC



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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

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

CHANGES: General notes revised.

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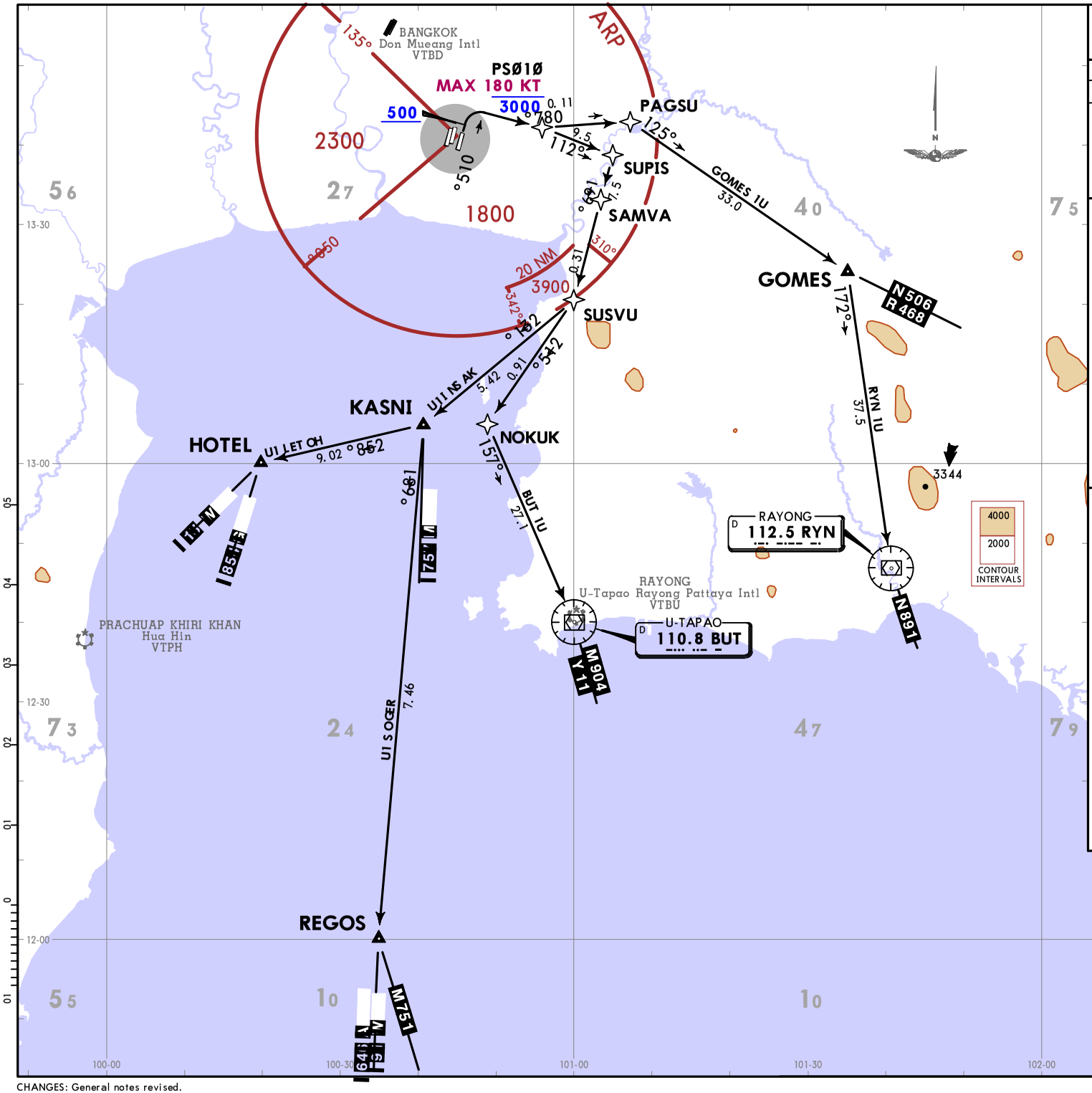

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 3000 or as directed by ATC.
2. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
3. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

BUT 1U [BUT1U]
GOMES 1U [GOME1U]
HOTEL 1U [HOTE1U]
KASNI 1U [KASN1U]
REGOS 1U [REGO1U]
RYN 1U [RYN1U]
RNAV (PROPELLER) DEPARTURES
(RWY 01)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

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

CHANGES: General notes revised.

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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

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

These SIDs require minimum climb gradients of:
ALBOS 1F, BONVO 1F, NOBER 2F, NUNLI 1F, OLVUK 1F, PASTO 1F, RIVDU 1F, SEMBO 2F, TARED 1F: 243 FT/NM (4.0%) until passing FL140 for airspace restriction only.
DOSBU 1F, LIPLI 1F, SELKA 1F: 340 FT/NM (5.6%) until passing FL140 for airspace restriction only.

Gnd speed-KT	75	100	150	200	250	300
243 FT/NM	304	405	608	810	1013	1215
340 FT/NM	425	567	850	1133	1417	1700

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

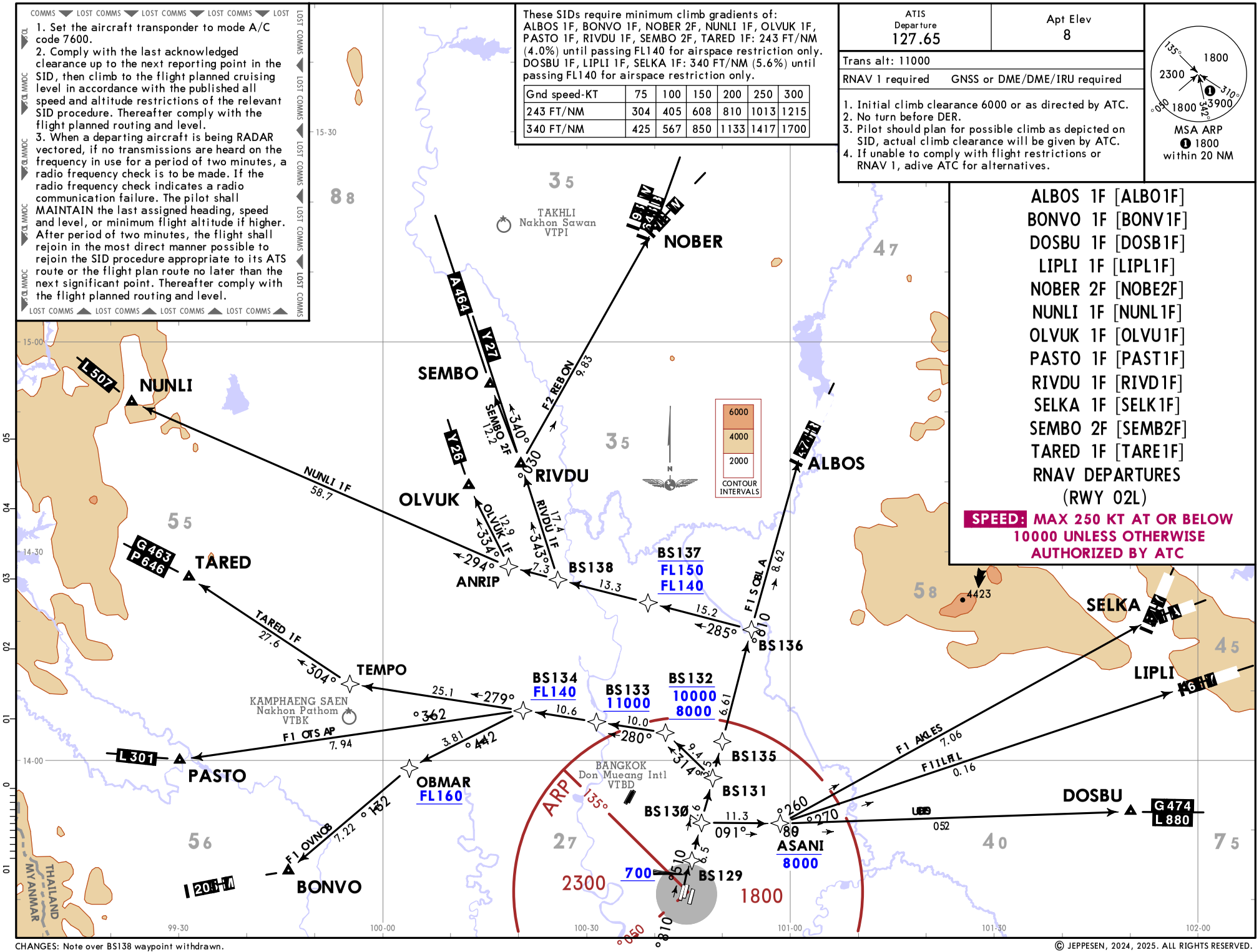
RNAV 1 required — GNSS or DME/DME/IRU required

1. Initial climb clearance 6000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, adive ATC for alternatives.

MSA ARP
1800 within 20 NM

ALBOS 1F [ALBO1F]
BONVO 1F [BONV1F]
DOSBU 1F [DOSB1F]
LIPLI 1F [LIPL1F]
NOBER 2F [NOBE2F]
NUNLI 1F [NUNL1F]
OLVUK 1F [OLVU1F]
PASTO 1F [PAST1F]
RIVDU 1F [RIVD1F]
SELKA 1F [SELK1F]
SEMBO 2F [SEMB2F]
TARED 1F [TARE1F]
RNAV DEPARTURES
(RWY 02L)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC



CHANGES: Note over BS138 waypoint withdrawn.

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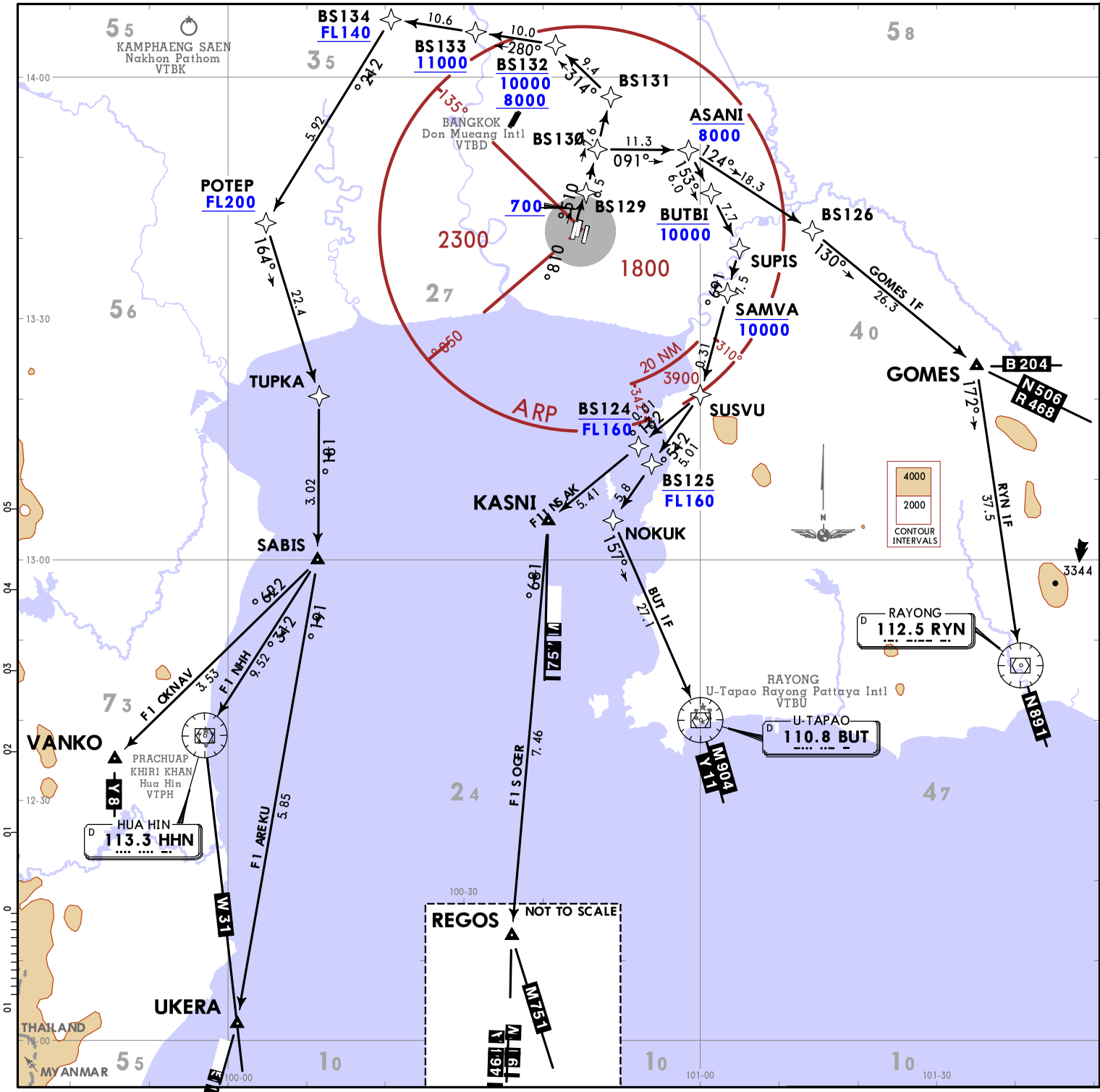

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 6000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

BUT 1F [BUT1F]
GOMES 1F [GOME1F]
HHN 1F [HHN1F]
KASNI 1F [KASN1F]
REGOS 1F [REGO1F]
RYN 1F [RYN1F]
UKERA 1F [UKER1F]
VANKO 1F [VANK1F]
RNAV DEPARTURES
(RWY 02L)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

These SIDs require minimum climb gradients of:
BUT 1F, GOMES 1F, KASNI 1F, REGOS 1F, RYN 1F: 340 FT/NM (5.6%) until passing FL140 for airspace restriction only.
HHN 1F, UKERA 1F, VANKO 1F: 243 FT/NM (4.0%) until passing FL140 for airspace restriction only.

Gnd speed-KT	75	100	150	200	250	300
243 FT/NM	304	405	608	810	1013	1215
340 FT/NM	425	567	850	1133	1417	1700

LOST COMMS

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

CHANGES: None.

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ATIS Departure	Apt Elev
127.65	8

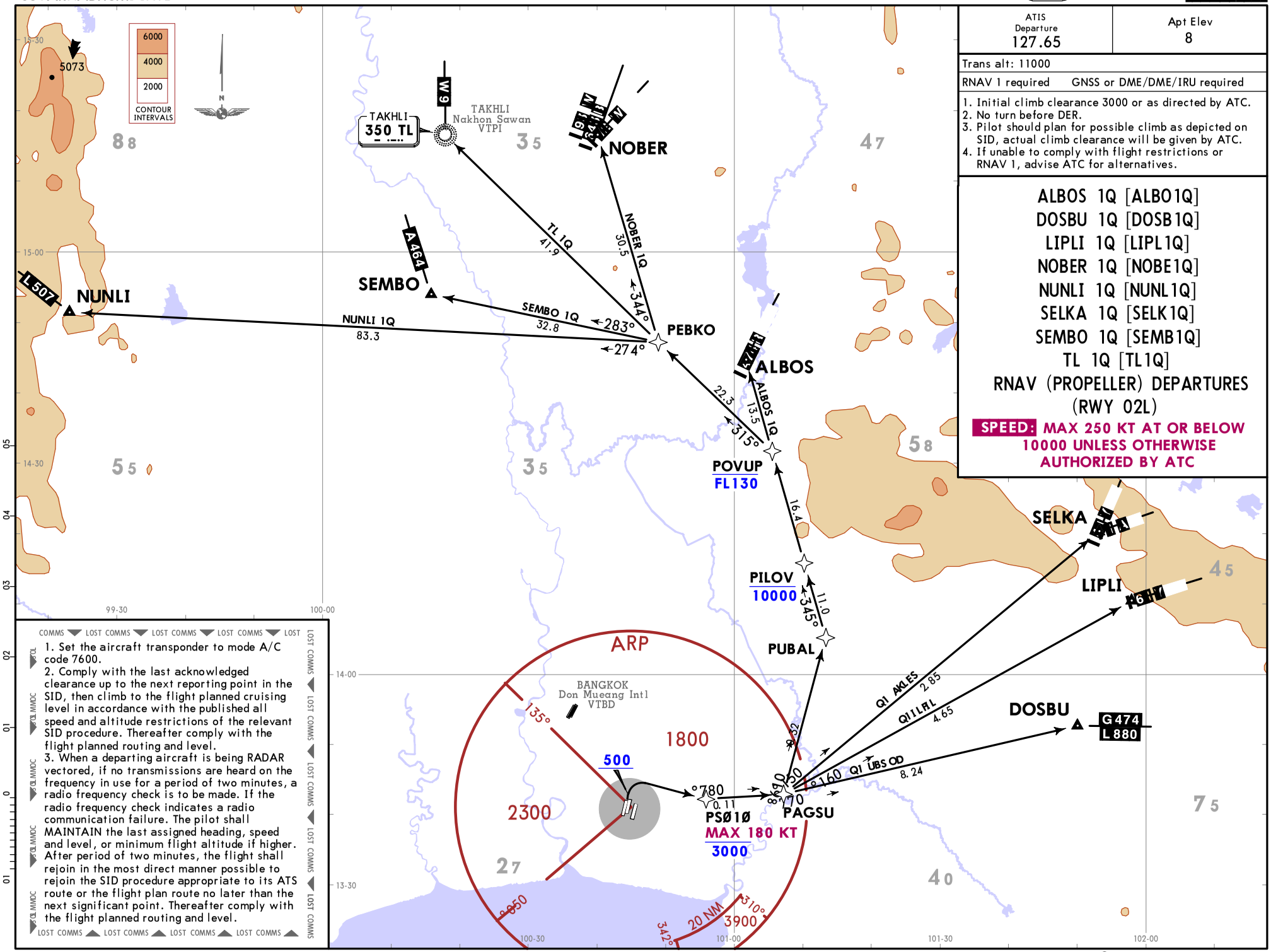
Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 3000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

ALBOS 1Q [ALBO1Q]
DOSBU 1Q [DOSB1Q]
LIPLI 1Q [LIPL1Q]
NOBER 1Q [NOBE1Q]
NUNLI 1Q [NUNL1Q]
SELKA 1Q [SELK1Q]
SEMBO 1Q [SEMB1Q]
TL 1Q [TL1Q]
RNAV (PROPELLER) DEPARTURES
(RWY 02L)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC



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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

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

CHANGES: New procedures at this airport.

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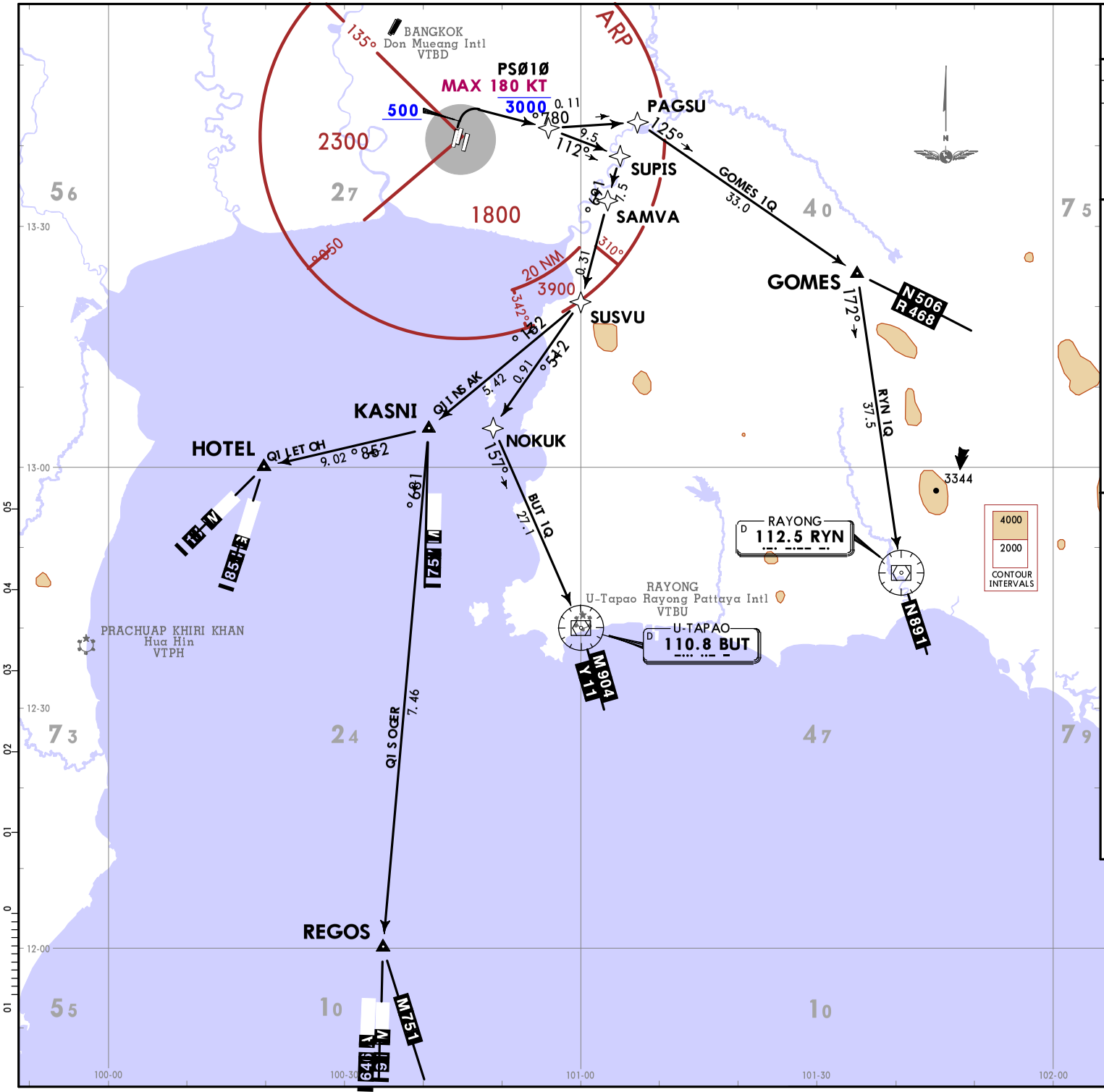

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 3000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATV for alternatives.

BUT 1Q [BUT1Q]
GOMES 1Q [GOME1Q]
HOTEL 1Q [HOTE1Q]
KASNI 1Q [KASN1Q]
REGOS 1Q [REGO1Q]
RYN 1Q [RYN1Q]
RNAV (PROPELLER) DEPARTURES
(RWY 02L)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

COMMS LOST COMMS

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN 31 JAN 25 (20-3E)

BANGKOK, THAILAND
RNAV SID

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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

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

These SIDs require minimum climb gradients of:
ALBOS 1H, BONVO 1H, NOBER 2H, NUNLI 1H, OLVUK 1H, PASTO 1H, RIVDU 1H, SEMBO 2H, TARED 1H: 243 FT/NM (4.0%) until passing FL140 for airspace restriction only.
DOSBU 1H, LIPLI 1H, SELKA 1H: 340 FT/NM (5.6%) until passing FL140 for airspace restriction only.

Gnd speed-KT	75	100	150	200	250	300
243 FT/NM	304	405	608	810	1013	1215
340 FT/NM	425	567	850	1133	1417	1700

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

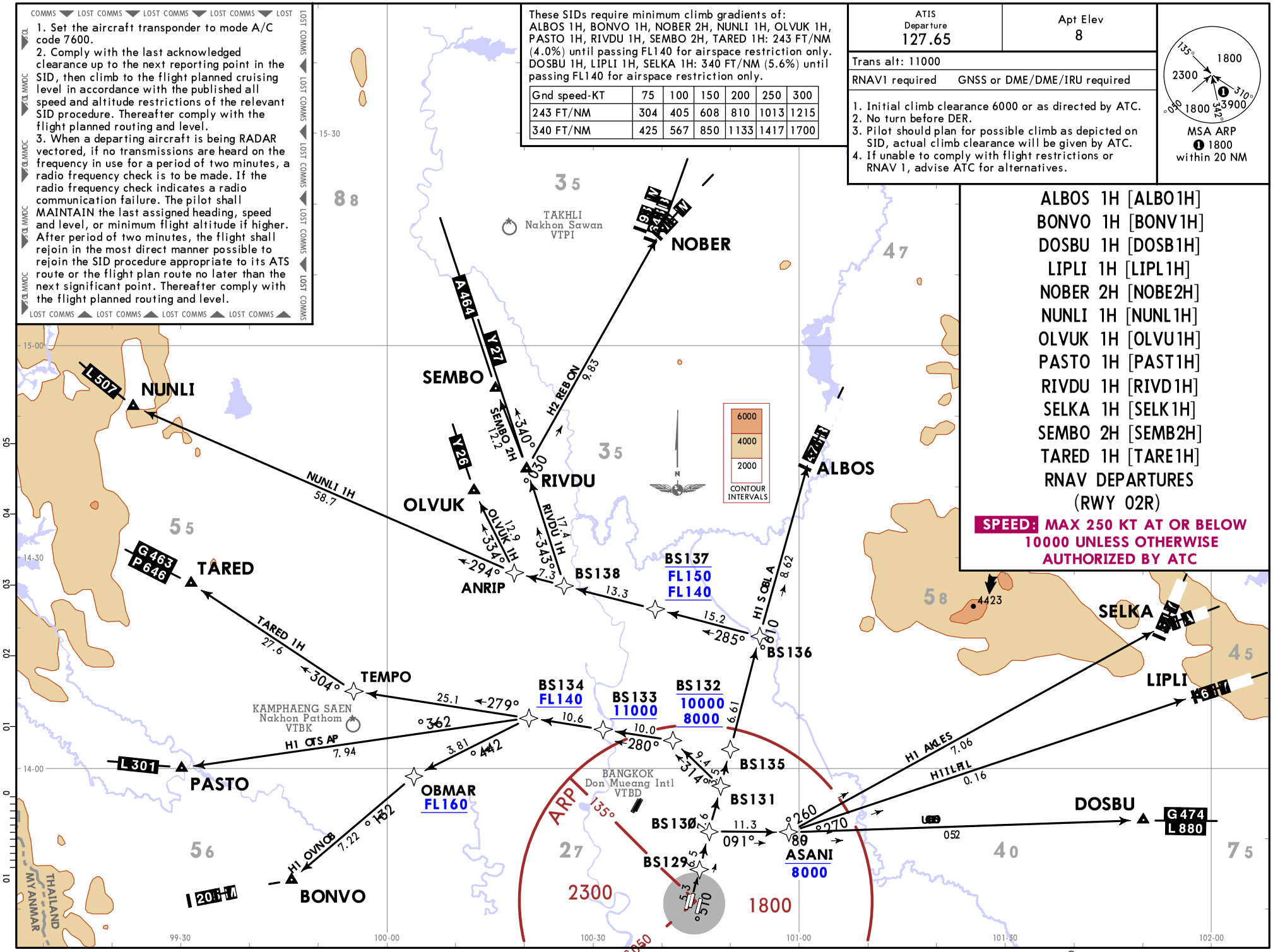
RNAV1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 6000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

MSA ARP
1800 within 20 NM

ALBOS 1H [ALBO1H]
BONVO 1H [BONV1H]
DOSBU 1H [DOSB1H]
LIPLI 1H [LIPL1H]
NOBER 2H [NOBE2H]
NUNLI 1H [NUNL1H]
OLVUK 1H [OLVU1H]
PASTO 1H [PAST1H]
RIVDU 1H [RIVD1H]
SELKA 1H [SELK1H]
SEMBO 2H [SEMB2H]
TARED 1H [TARE1H]
RNAV DEPARTURES
(RWY 02R)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC



CHANGES: Note over BS138 waypoint withdrawn.

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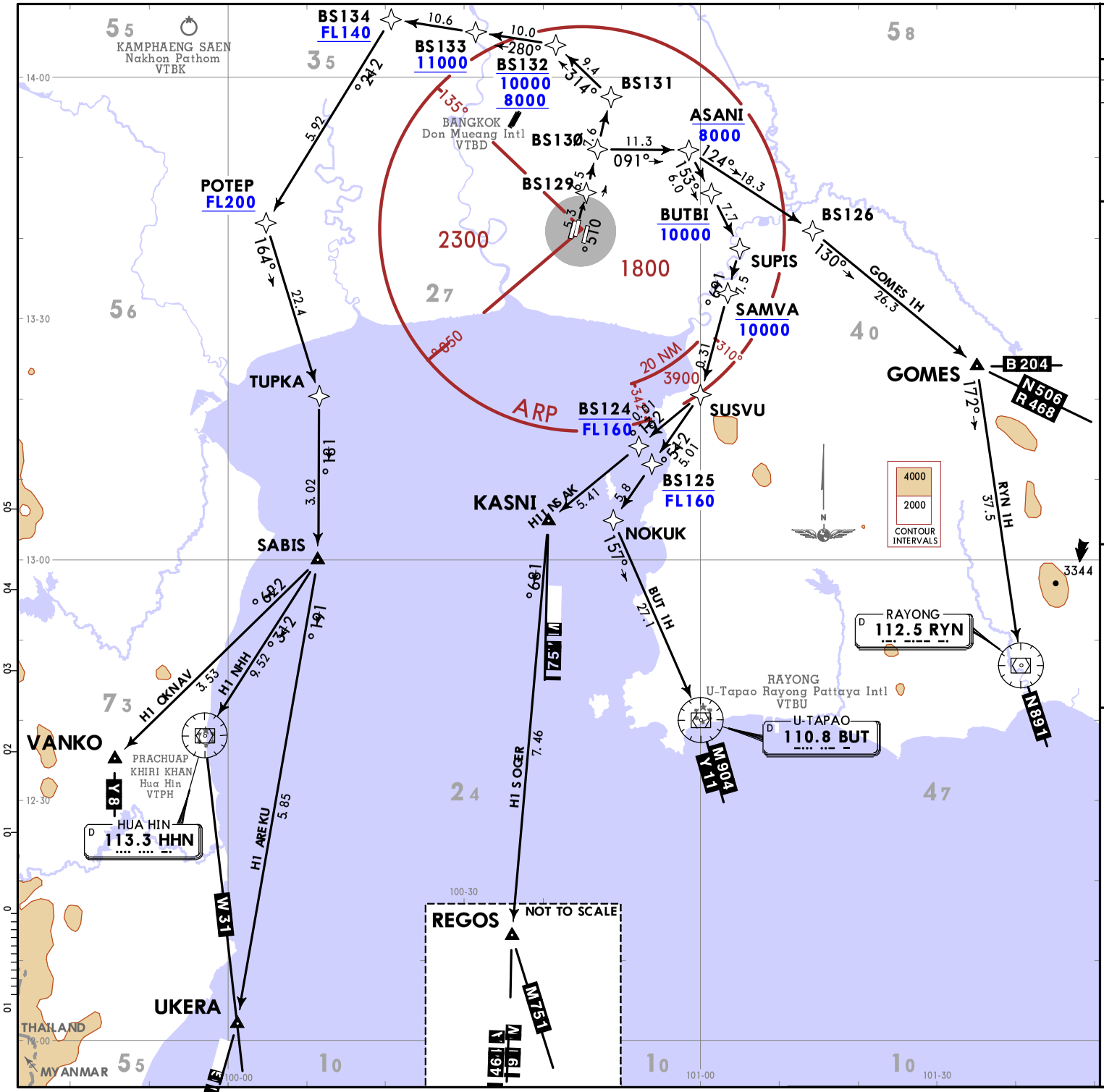

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 6000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

BUT 1H [BUT1H]
GOMES 1H [GOME1H]
HHN 1H [HHN1H]
KASNI 1H [KASN1H]
REGOS 1H [REGO1H]
RYN 1H [RYN1H]
UKERA 1H [UKER1H]
VANKO 1H [VANK1H]
RNAV DEPARTURES
(RWY 02R)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

These SIDs require minimum climb gradients of:
BUT 1H, GOMES 1H, KASNI 1H, REGOS 1H, RYN 1H: 340 FT/NM (5.6%) until passing FL140 for airspace restriction only.
HHN 1H, UKERA 1H, VANKO 1H: 243 FT/NM (4.0%) until passing FL140 for airspace restriction only.

Gnd speed-KT	75	100	150	200	250	300
243 FT/NM	304	405	608	810	1013	1215
340 FT/NM	425	567	850	1133	1417	1700

LOST COMMS

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS

CHANGES: None.

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ATIS Departure	Apt Elev
127.65	8

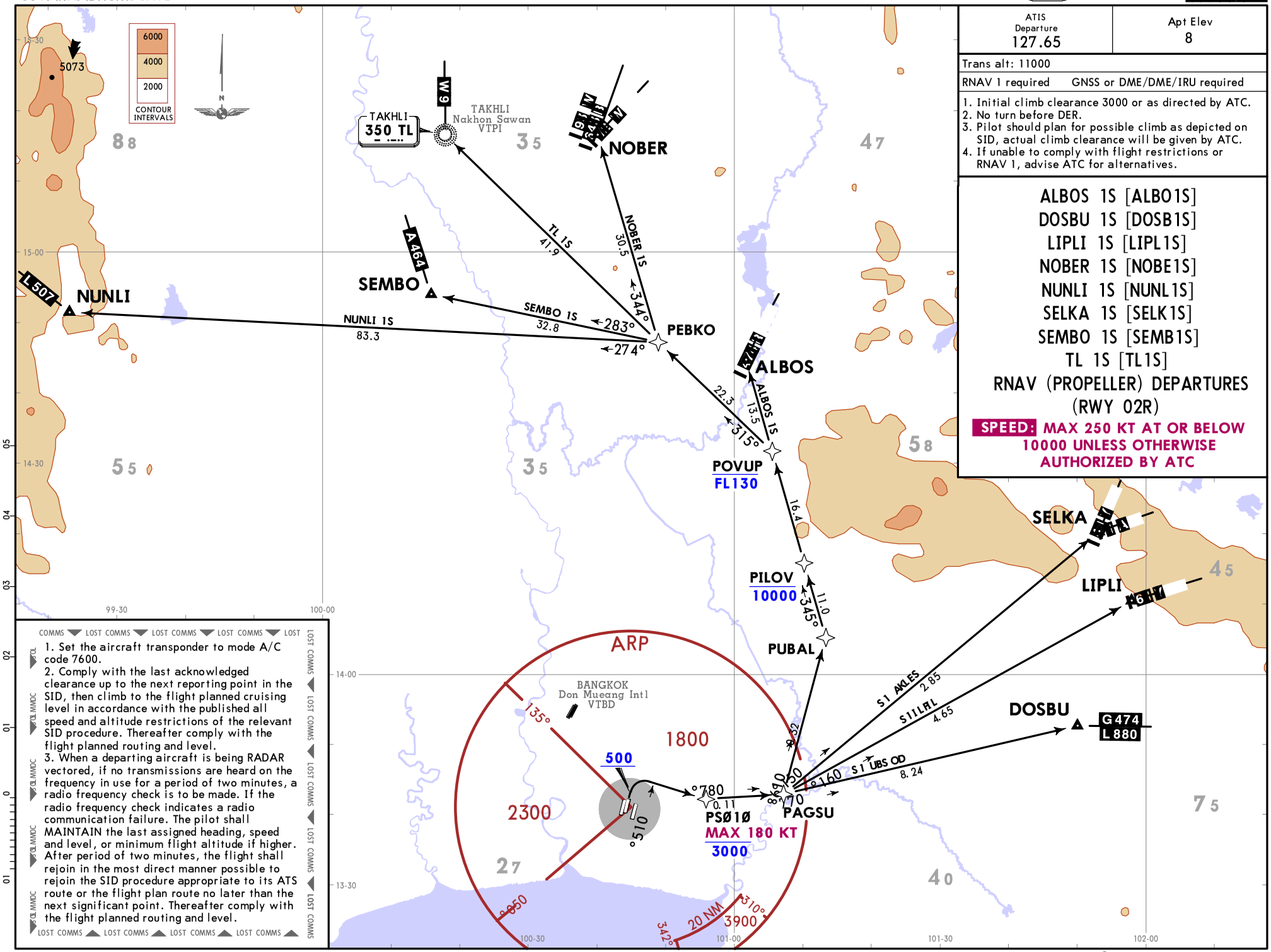
Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 3000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

ALBOS 1S [ALBO1S]
DOSBU 1S [DOSB1S]
LIPLI 1S [LIPL1S]
NOBER 1S [NOBE1S]
NUNLI 1S [NUNL1S]
SELKA 1S [SELK1S]
SEMBO 1S [SEMB1S]
TL 1S [TL1S]
RNAV (PROPELLER) DEPARTURES
(RWY 02R)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC



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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

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

CHANGES: New procedures at this airport.

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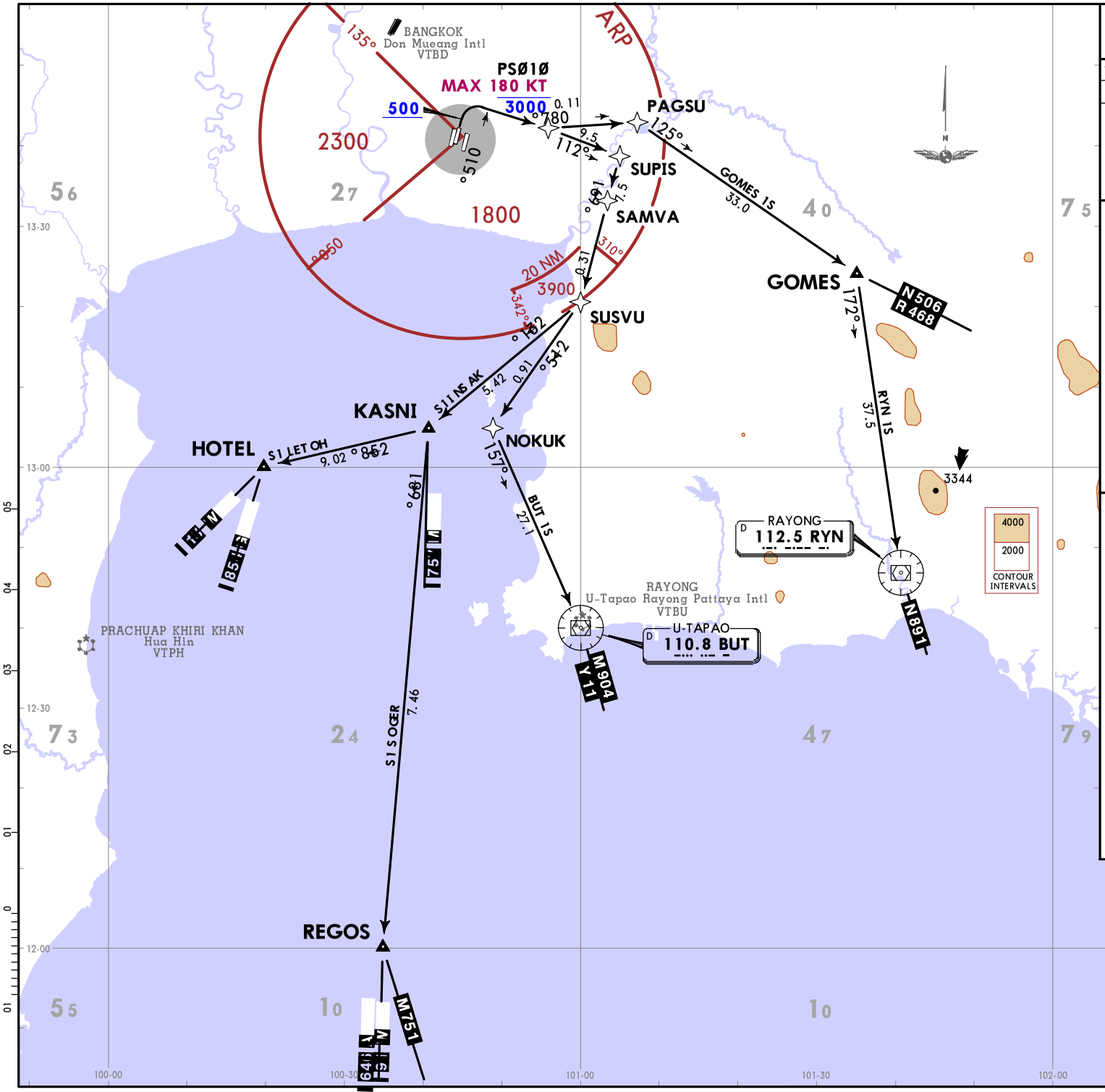

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 3000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

BUT 1S [BUT1S]
GOMES 1S [GOME1S]
HOTEL 1S [HOTE1S]
KASNI 1S [KASN1S]
REGOS 1S [REGO1S]
RYN 1S [RYN1S]
RNAV (PROPELLER) DEPARTURES
(RWY 02R)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

COMMS LOST COMMS

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS

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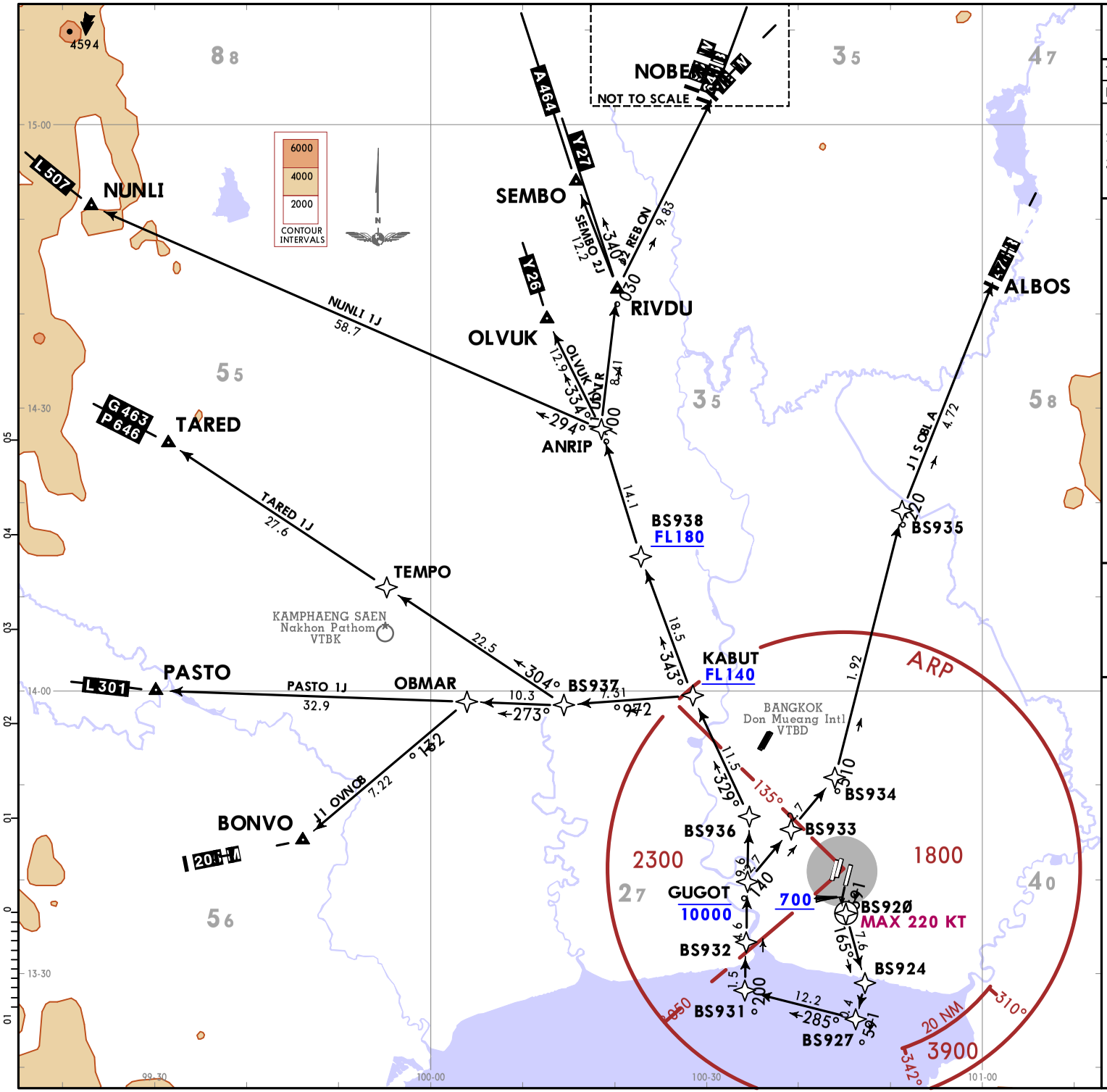

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 6000 or as directed by ATC.
2. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
3. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

ALBOS 1J [ALBO1J]
BONVO 1J [BONV1J]
NOBER 2J [NOBE2J]
NUNLI 1J [NUNL1J]
OLVUK 1J [OLVU1J]
PASTO 1J [PAST1J]
RIVDU 1J [RIVD1J]
SEMBO 2J [SEMB2J]
TARED 1J [TARE1J]
RNAV DEPARTURES
(RWY 19)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

These SIDs require a minimum climb gradient of: 255 FT/NM (4.2%) until passing FL140 for airspace restriction only.

Gnd speed-KT	75	100	150	200	250	300
255 FT/NM	319	425	638	850	1063	1275

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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

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

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CHANGES: SIDs TANGO 1J & TL 1J withdrawn, SIDs OLVUK 1J & RIVDU 1J established, SIDs NOBER 1J & SEMBO 1J renumbered and revised, bearing from OBMAR to BONVO revised, general note withdrawn.

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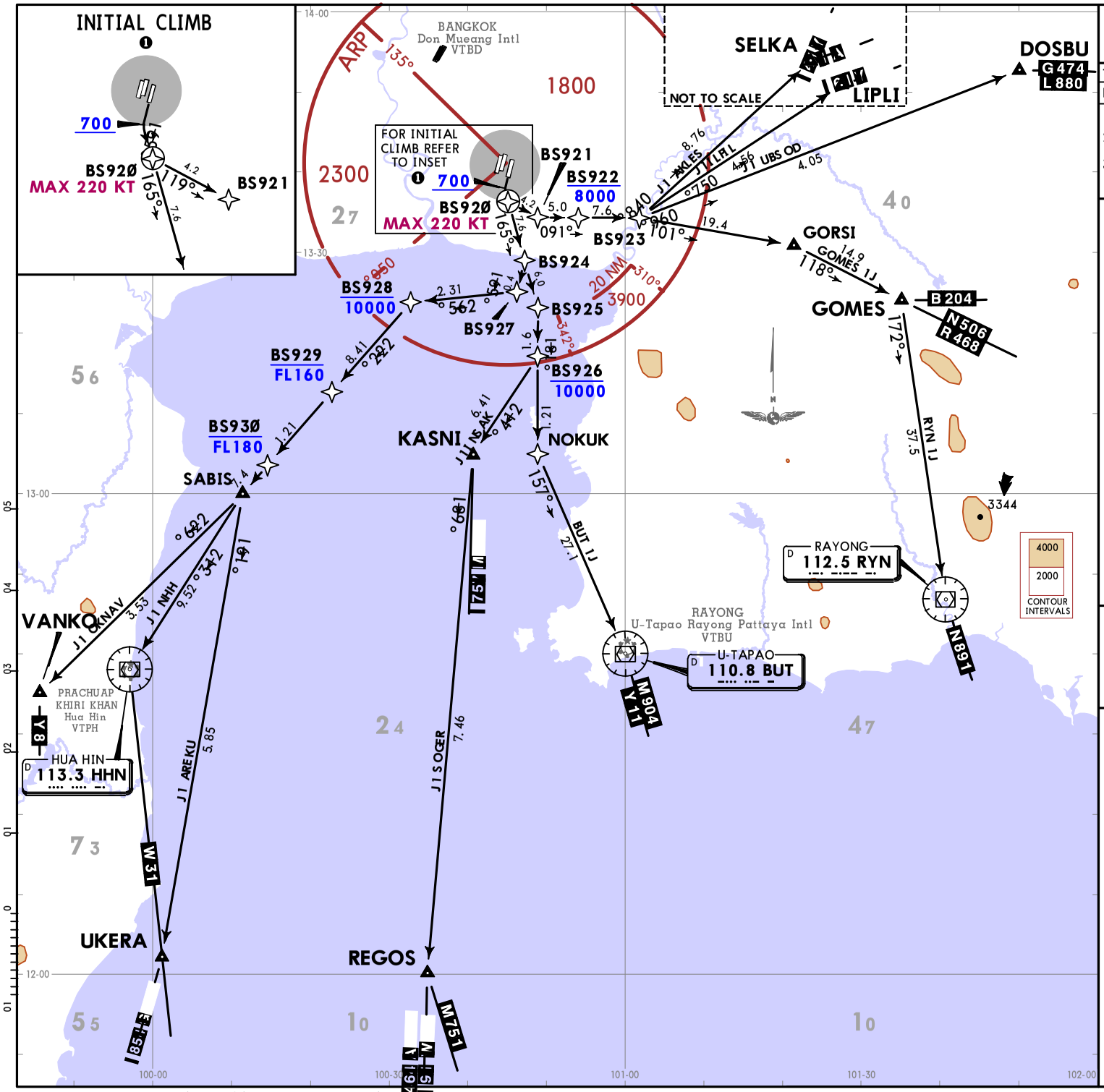

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 6000 or as directed by ATC.
2. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
3. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

BUT 1J [BUT1J]
DOSBU 1J [DOSB1J]
GOMES 1J [GOME1J]
HHN 1J [HHN1J]
KASNI 1J [KASN1J]
LIPLI 1J [LIPL1J]
REGOS 1J [REGO1J]
RYN 1J [RYN1J]
SELKA 1J [SELK1J]
UKERA 1J [UKER1J]
VANKO 1J [VANK1J]
RNAV DEPARTURES
(RWY 19)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

These SIDs require a minimum climb gradient of: 340 FT/NM (5.6%) until passing FL140 for airspace restrictions only.

Gnd speed-KT	75	100	150	200	250	300
340 FT/NM	425	567	850	1133	1417	1700

COMMS LOST COMMS LOST COMMS LOST COMMS LOST

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

CHANGES: Airway R-201 & general note withdrawn, airway W-31 revised.

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ATIS Departure	Apt Elev
119.25	8

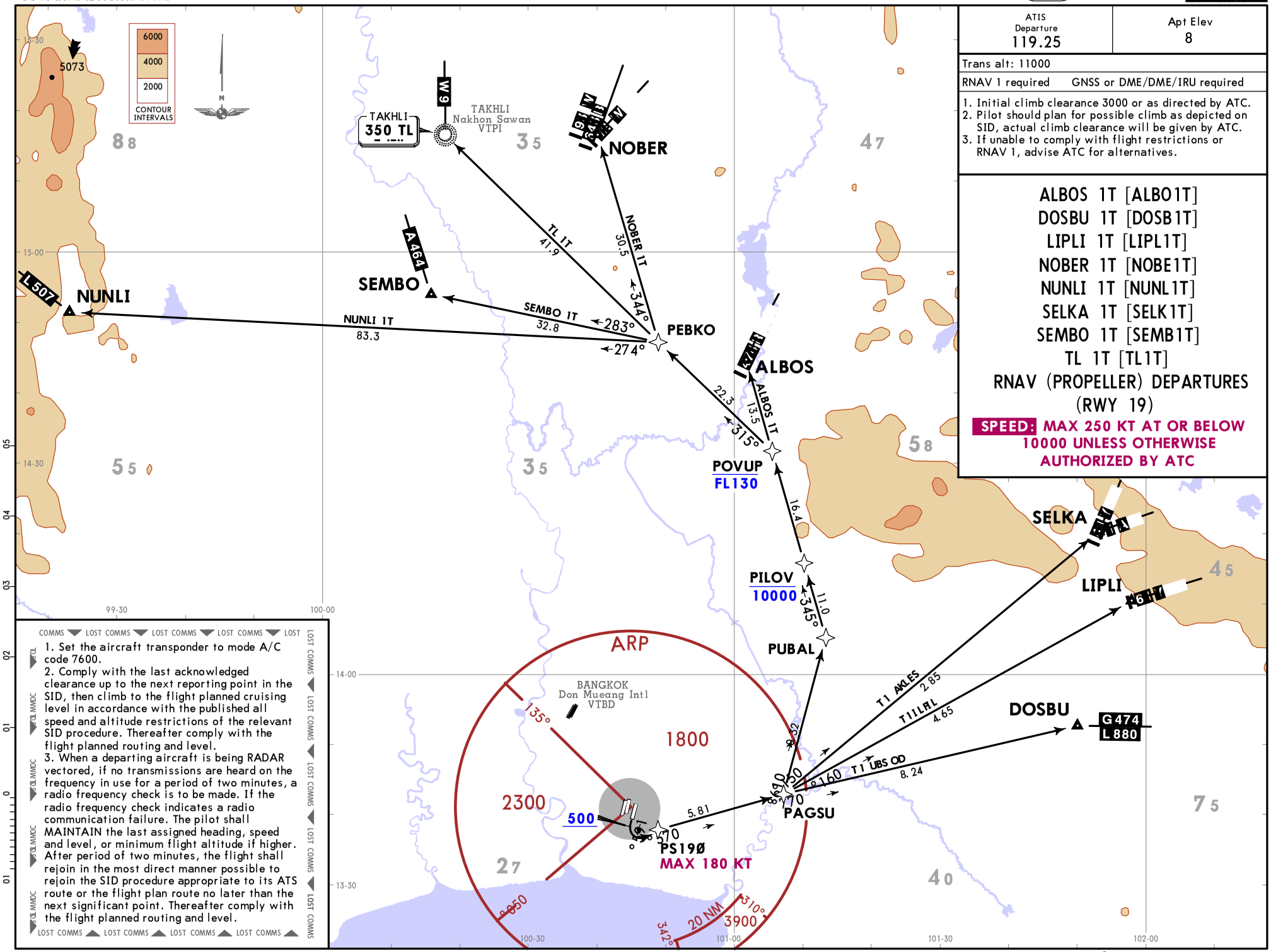
Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 3000 or as directed by ATC.
2. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
3. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

ALBOS 1T [ALBO1T]
DOSBU 1T [DOSB1T]
LIPLI 1T [LIPL1T]
NOBER 1T [NOBE1T]
NUNLI 1T [NUNL1T]
SELKA 1T [SELK1T]
SEMBO 1T [SEMB1T]
TL 1T [TL1T]
RNAV (PROPELLER) DEPARTURES
(RWY 19)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC



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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

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

CHANGES: General notes revised.

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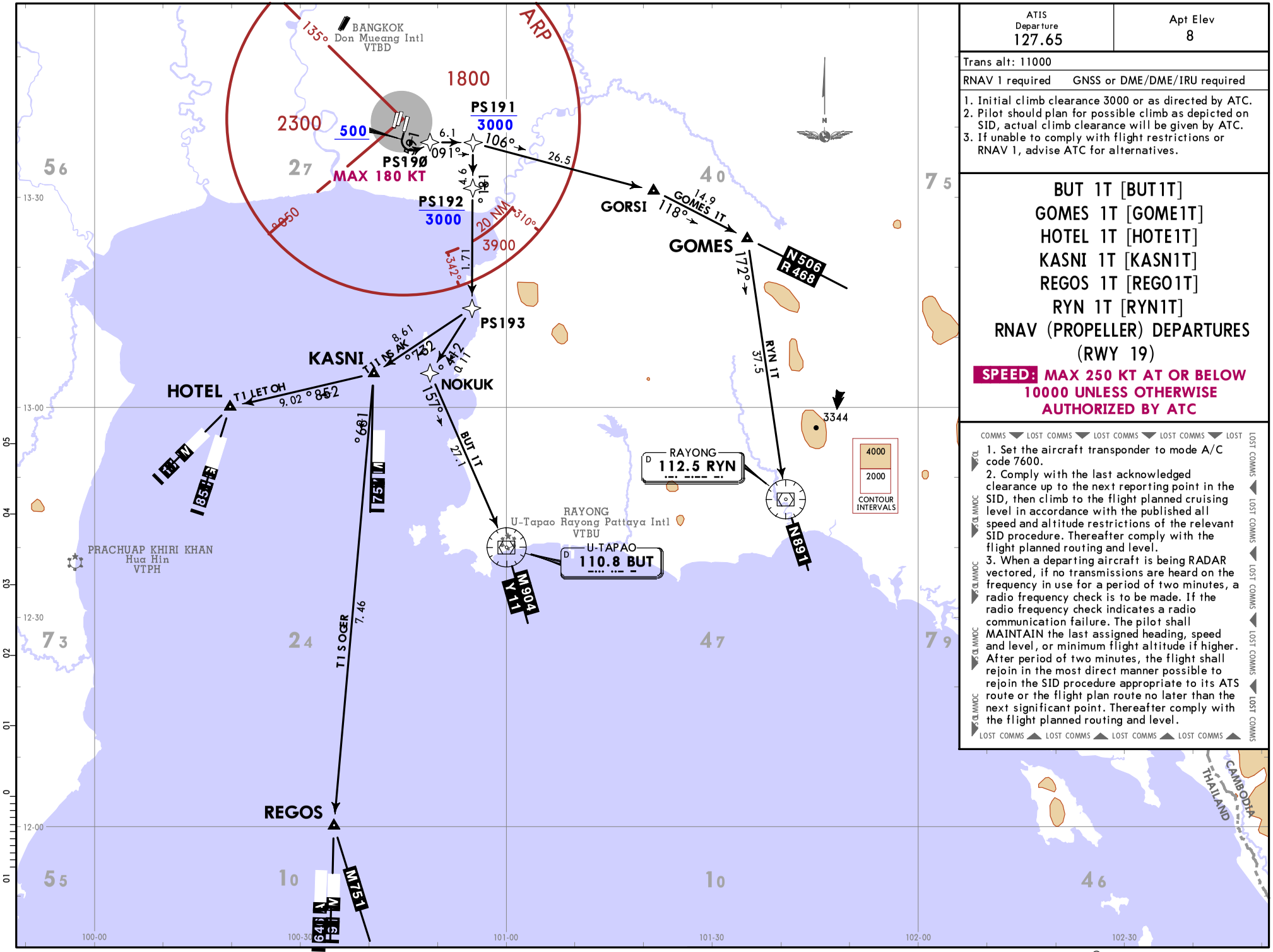

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 3000 or as directed by ATC.
2. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
3. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

BUT 1T [BUT1T]
GOMES 1T [GOME1T]
HOTEL 1T [HOTE1T]
KASNI 1T [KASN1T]
REGOS 1T [REGO1T]
RYN 1T [RYN1T]
RNAV (PROPELLER) DEPARTURES
(RWY 19)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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CHANGES: General notes revised.

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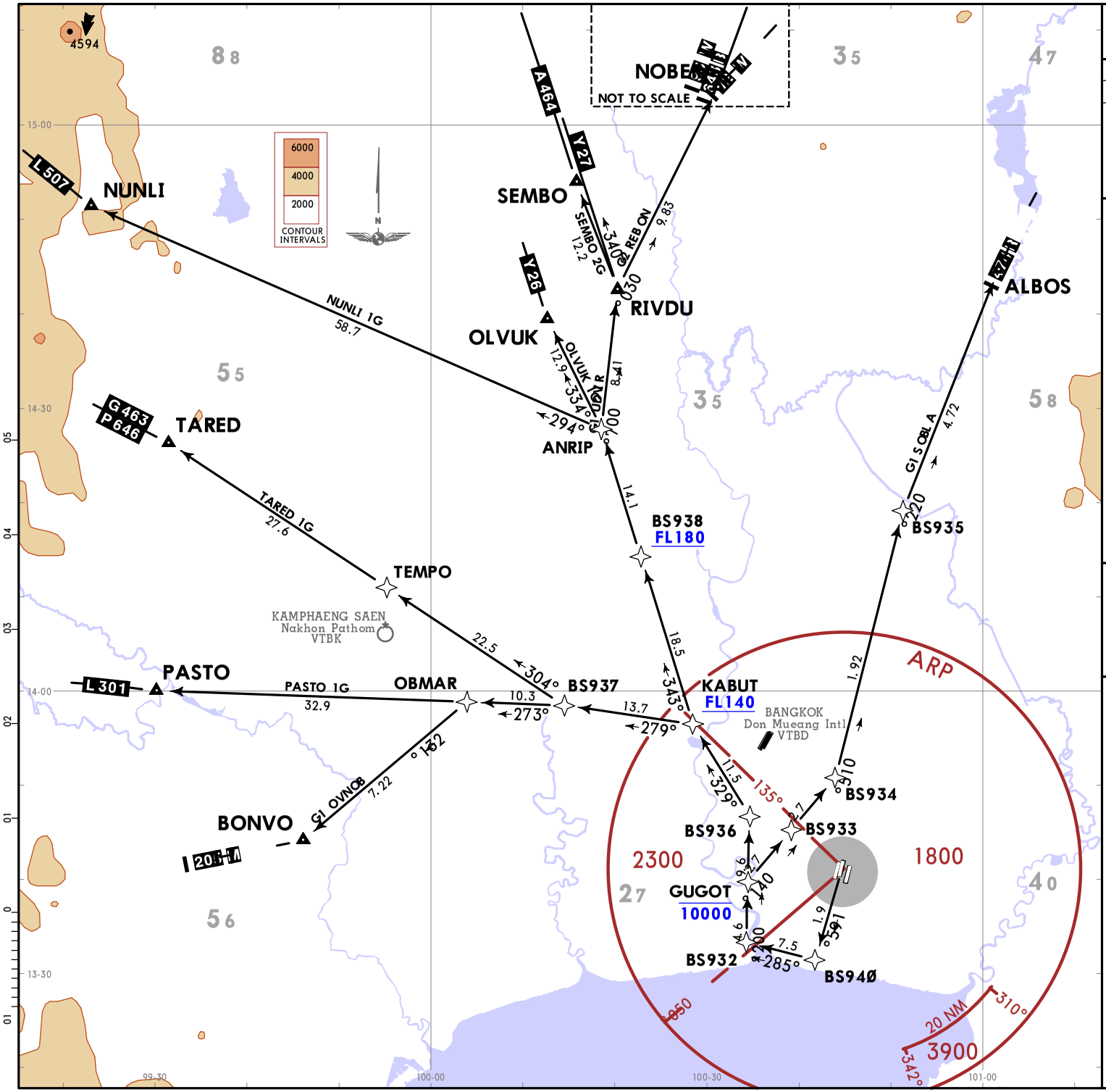

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 6000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

ALBOS 1G [ALBO1G]
BONVO 1G [BONV1G]
NOBER 2G [NOBE2G]
NUNLI 1G [NUNL1G]
OLVUK 1G [OLVU1G]
PASTO 1G [PAST1G]
RIVDU 1G [RIVD1G]
SEMBO 2G [SEMB2G]
TARED 1G [TARE1G]
RNAV DEPARTURES
(RWY 20L)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

These SIDs require a minimum climb gradient of: 304 FT/NM (5.0%) until passing FL140 for airspace restrictions only.

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

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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: SIDs TANGO 1G & TL 1G withdrawn, SIDs OLVUK 1G & RIVDU 1G established, SIDs NOBER 1G & SEMBO 1G renumbered and revised, bearing from OBMAR to BONVO revised.

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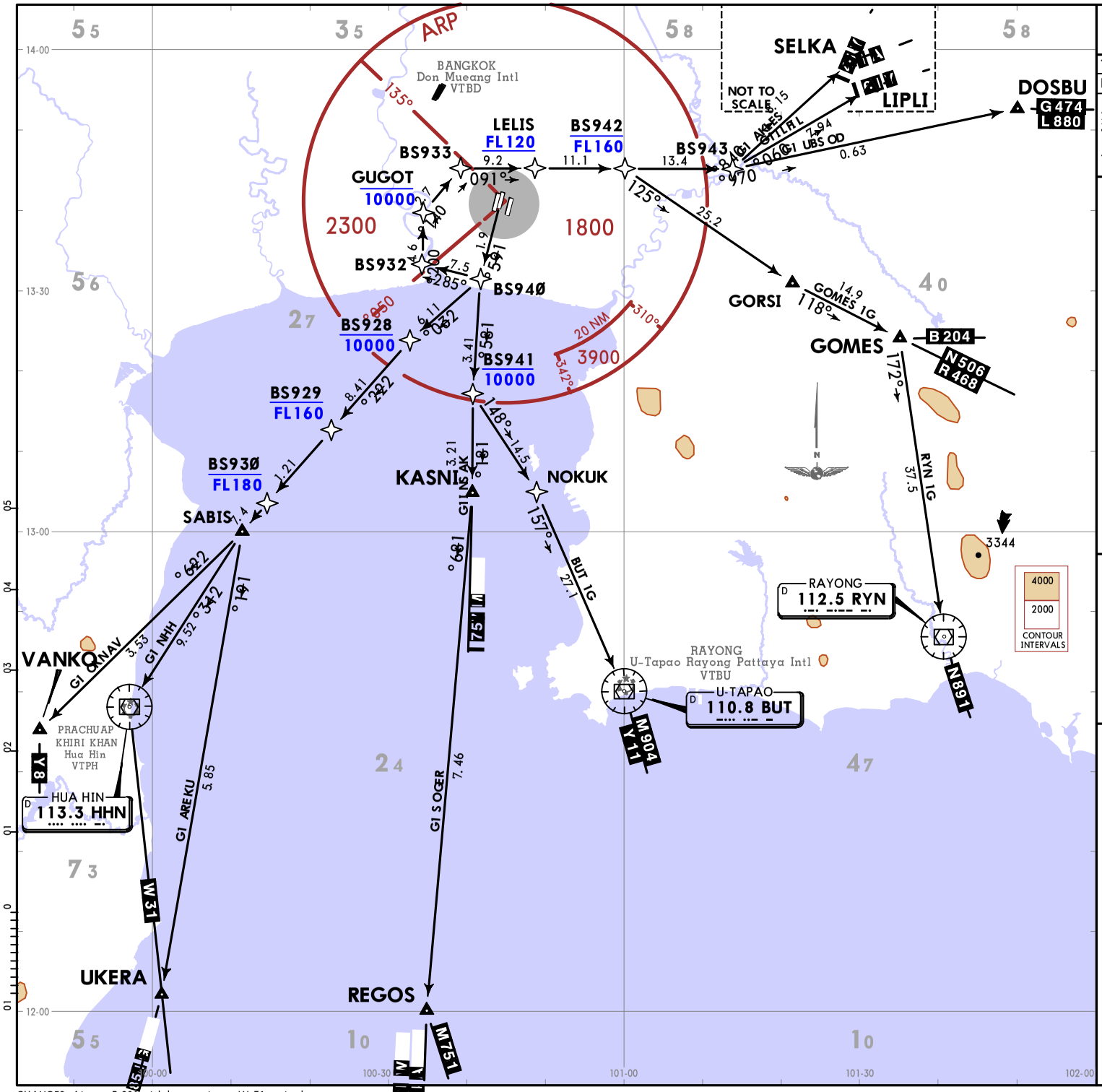

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 6000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

BUT 1G [BUT1G]
DOSBU 1G [DOSB1G]
GOMES 1G [GOME1G]
HHN 1G [HHN1G]
KASNI 1G [KASN1G]
LIPLI 1G [LIPL1G]
REGOS 1G [REGO1G]
RYN 1G [RYN1G]
SELKA 1G [SELK1G]
UKERA 1G [UKER1G]
VANKO 1G [VANK1G]
RNAV DEPARTURES
(RWY 20L)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

These SIDs require minimum climb gradients of:
BUT 1G, HHN 1G, KASNI 1G, REGOS 1G, UKERA 1G, VANKO 1G: 304 FT/NM (5.0%) until passing FL140 for airspace restriction only.
DOSBU 1G, GOMES 1G, LIPLI 1G, RYN 1G, SELKA 1G: 340 FT/NM (5.6%) until passing FL140 for airspace restriction only.

Gnd speed-KT	75	100	150	200	250	300
304 FT/NM	380	507	760	1013	1267	1520
340 FT/NM	425	567	850	1133	1417	1700

COMMS LOST COMMS LOST COMMS LOST COMMS LOST

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

CHANGES: Airway R-20 withdrawn, airway W-31 revised.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN **BANGKOK, THAILAND**

25 OCT 24 (20-3K) **RNAV SID**

ATIS Departure	Apt Elev
127.65	8

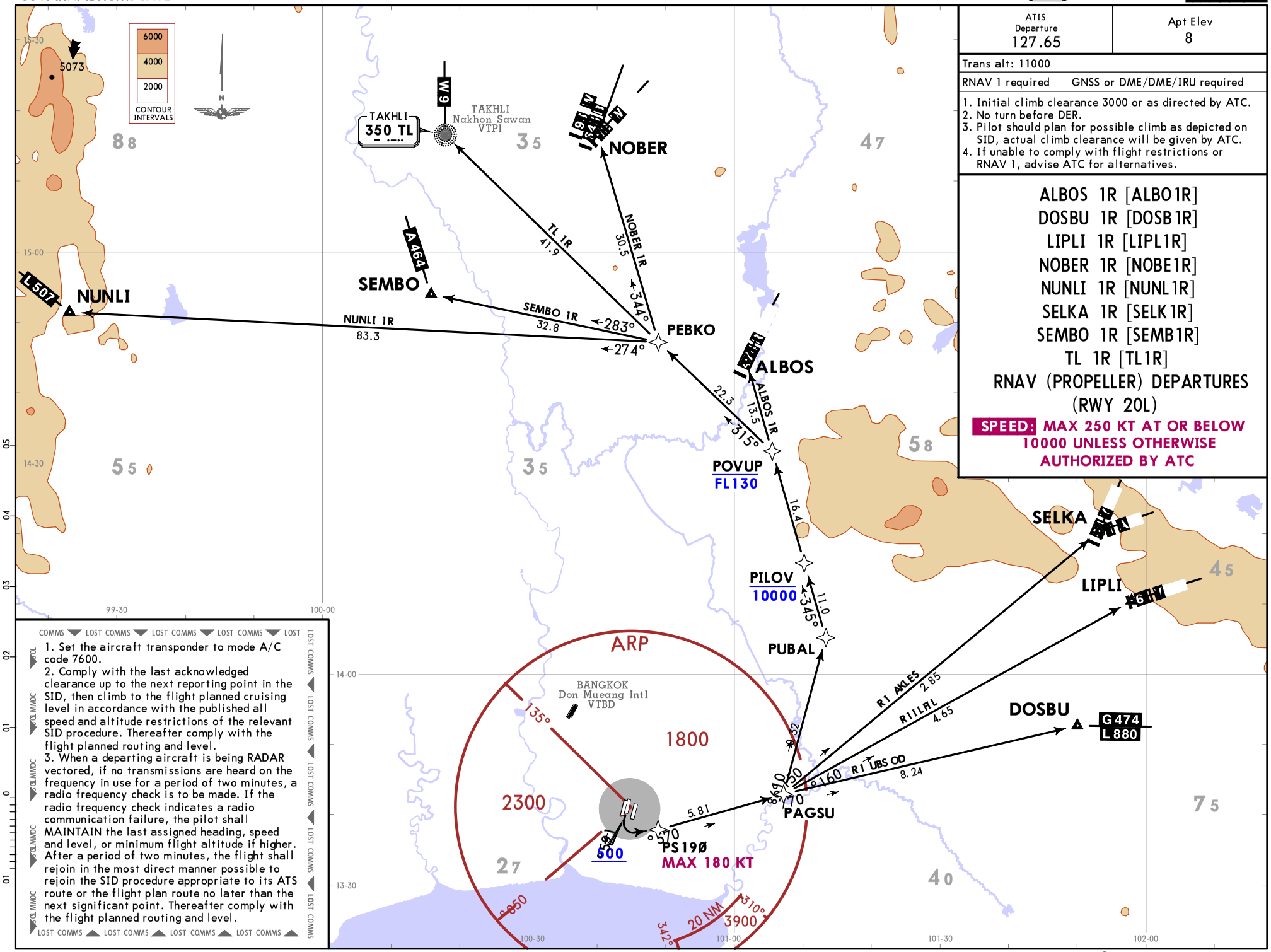
Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 3000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

ALBOS 1R [ALBO1R]
DOSBU 1R [DOSB1R]
LIPLI 1R [LIPL1R]
NOBER 1R [NOBE1R]
NUNLI 1R [NUNL1R]
SELKA 1R [SELK1R]
SEMBO 1R [SEMB1R]
TL 1R [TL1R]
RNAV (PROPELLER) DEPARTURES
(RWY 20L)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC



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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure, the pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After a period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

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

CHANGES: Reissue.

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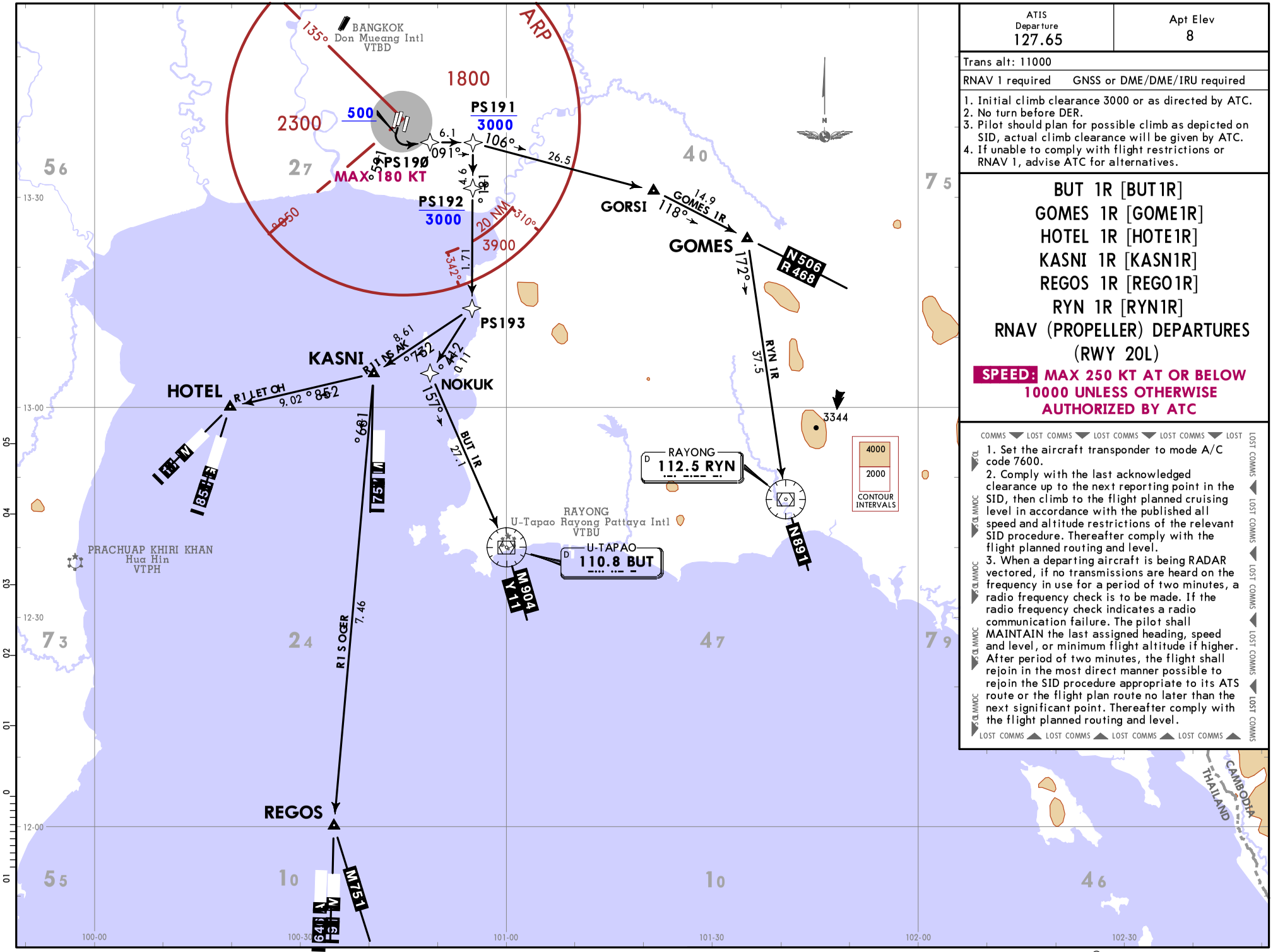

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 3000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

BUT 1R [BUT1R]
GOMES 1R [GOME1R]
HOTEL 1R [HOTE1R]
KASNI 1R [KASN1R]
REGOS 1R [REGO1R]
RYN 1R [RYN1R]
RNAV (PROPELLER) DEPARTURES
(RWY 20L)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

COMMS LOST COMMS LOST COMMS LOST COMMS LOST

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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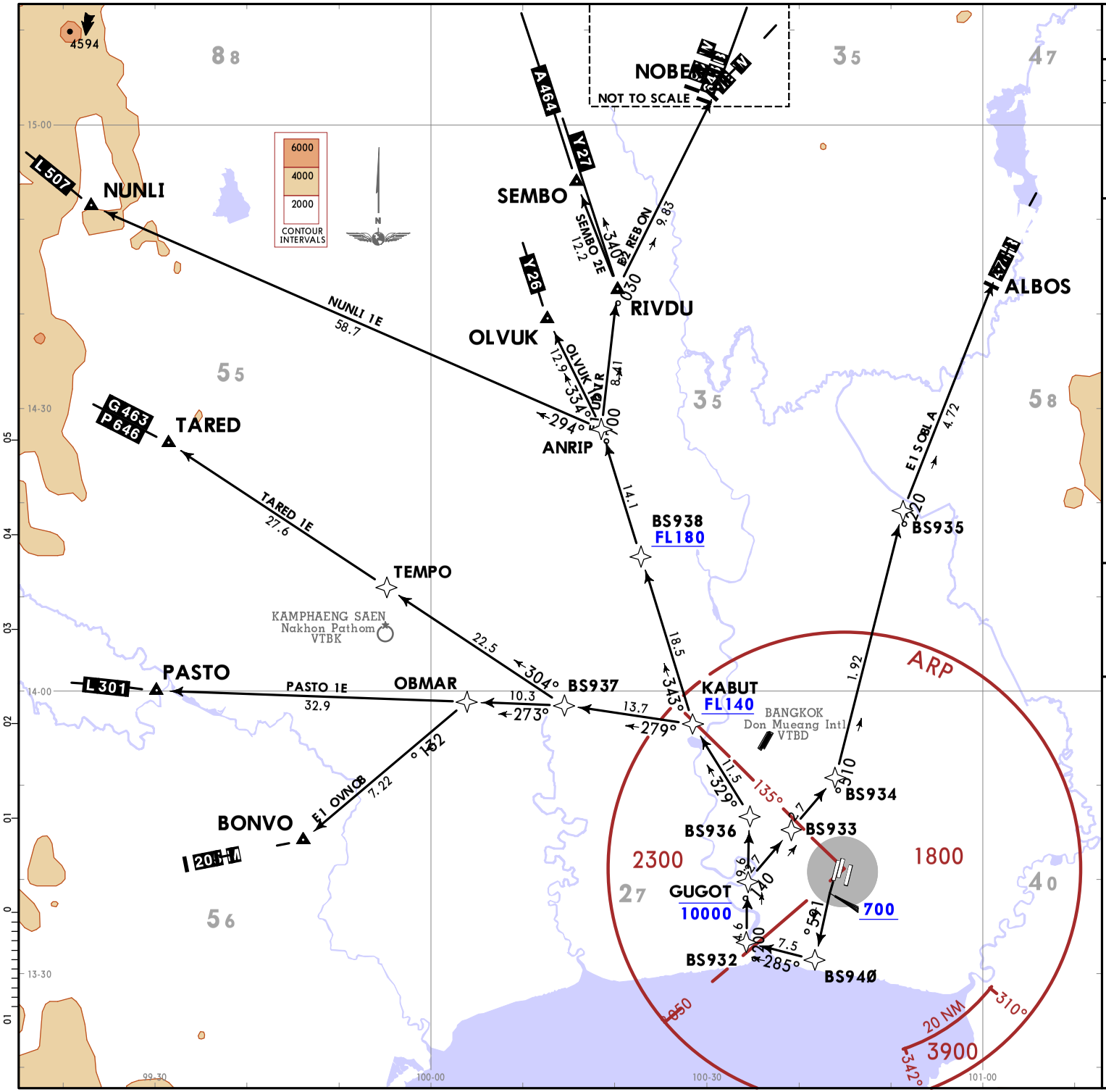

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 6000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

ALBOS 1E [ALBO1E]
BONVO 1E [BONV1E]
NOBER 2E [NOBE2E]
NUNLI 1E [NUNL1E]
OLVUK 1E [OLVU1E]
PASTO 1E [PAST1E]
RIVDU 1E [RIVD1E]
SEMBO 2E [SEMB2E]
TARED 1E [TARE1E]
RNAV DEPARTURES
(RWY 20R)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

These SIDs require a minimum climb gradient of: 304 FT/NM (5.0%) until passing FL140 for airspace restriction only.

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

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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: SIDs TANGO 1E & TL 1E withdrawn, SIDs OLVUK 1E & RIVDU 1E established, SIDs NOBER 1E & SEMBO 1E renumbered and revised, bearing from OBMAR to BONVO revised.

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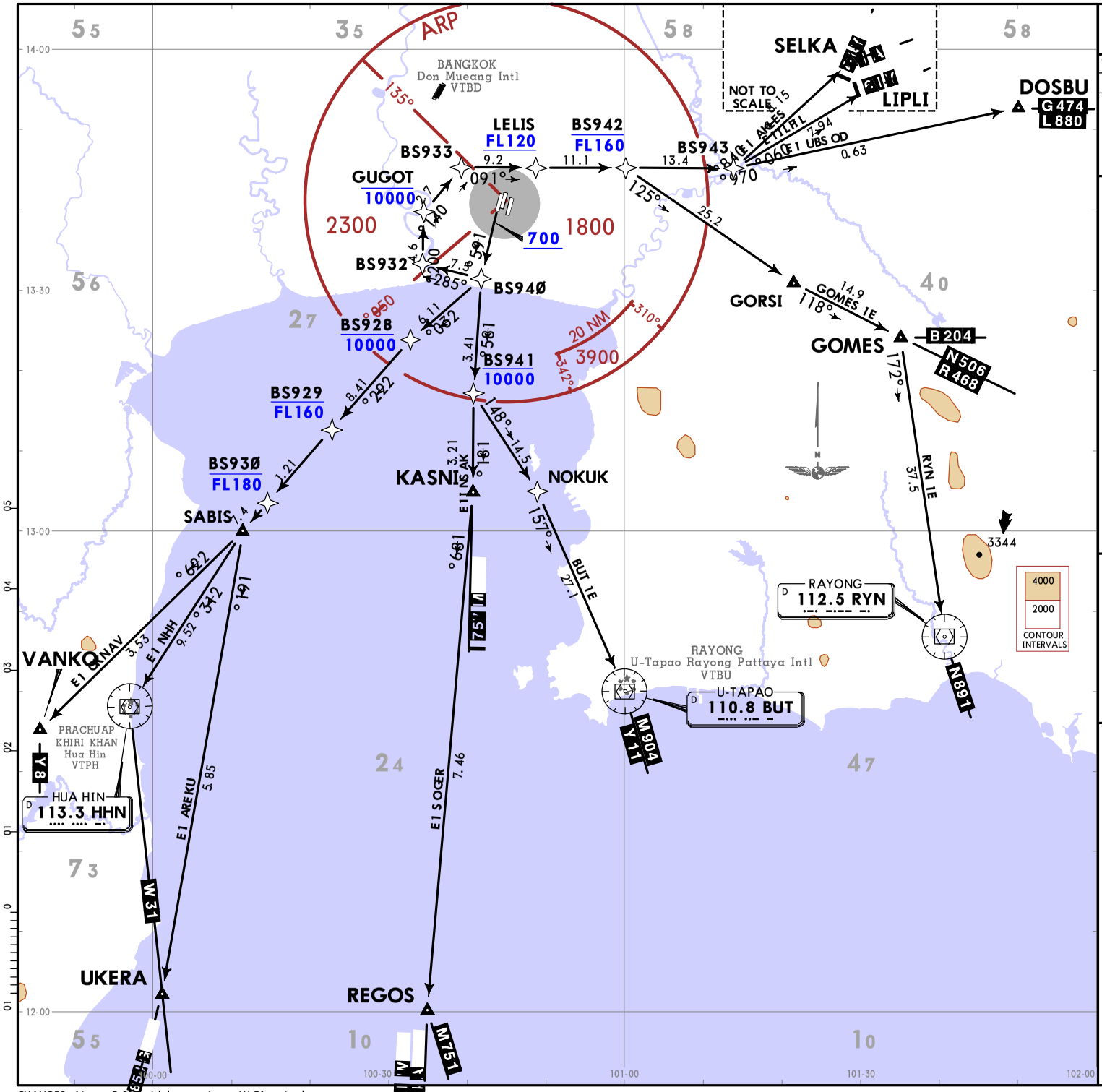

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 6000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

BUT 1E [BUT1E]
DOSBU 1E [DOSB1E]
GOMES 1E [GOME1E]
HHN 1E [HHN1E]
KASNI 1E [KASN1E]
LIPLI 1E [LIPL1E]
REGOS 1E [REGO1E]
RYN 1E [RYN1E]
SELKA 1E [SELK1E]
UKERA 1E [UKER1E]
VANKO 1E [VANK1E]
RNAV DEPARTURES
(RWY 20R)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

These SIDs require minimum climb gradients of:
BUT 1E, HHN 1E, KASNI 1E, REGOS 1E, UKERA 1E, VANKO 1E: 304 FT/NM (5.0%) until passing FL140 for airspace restriction only.
DOSBU 1E, GOMES 1E, LIPLI 1E, RYN 1E, SELKA 1E: 340 FT/NM (5.6%) until passing FL140 for airspace restriction only.

Gnd speed-KT	75	100	150	200	250	300
304 FT/NM	380	507	760	1013	1267	1520
340 FT/NM	425	567	850	1133	1417	1700

COMMS LOST COMMS LOST COMMS LOST COMMS LOST

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. The pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

CHANGES: Airway R-2[illegible] withdrawn, airway W-31 revised.

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ATIS Departure	Apt Elev
127.65	8

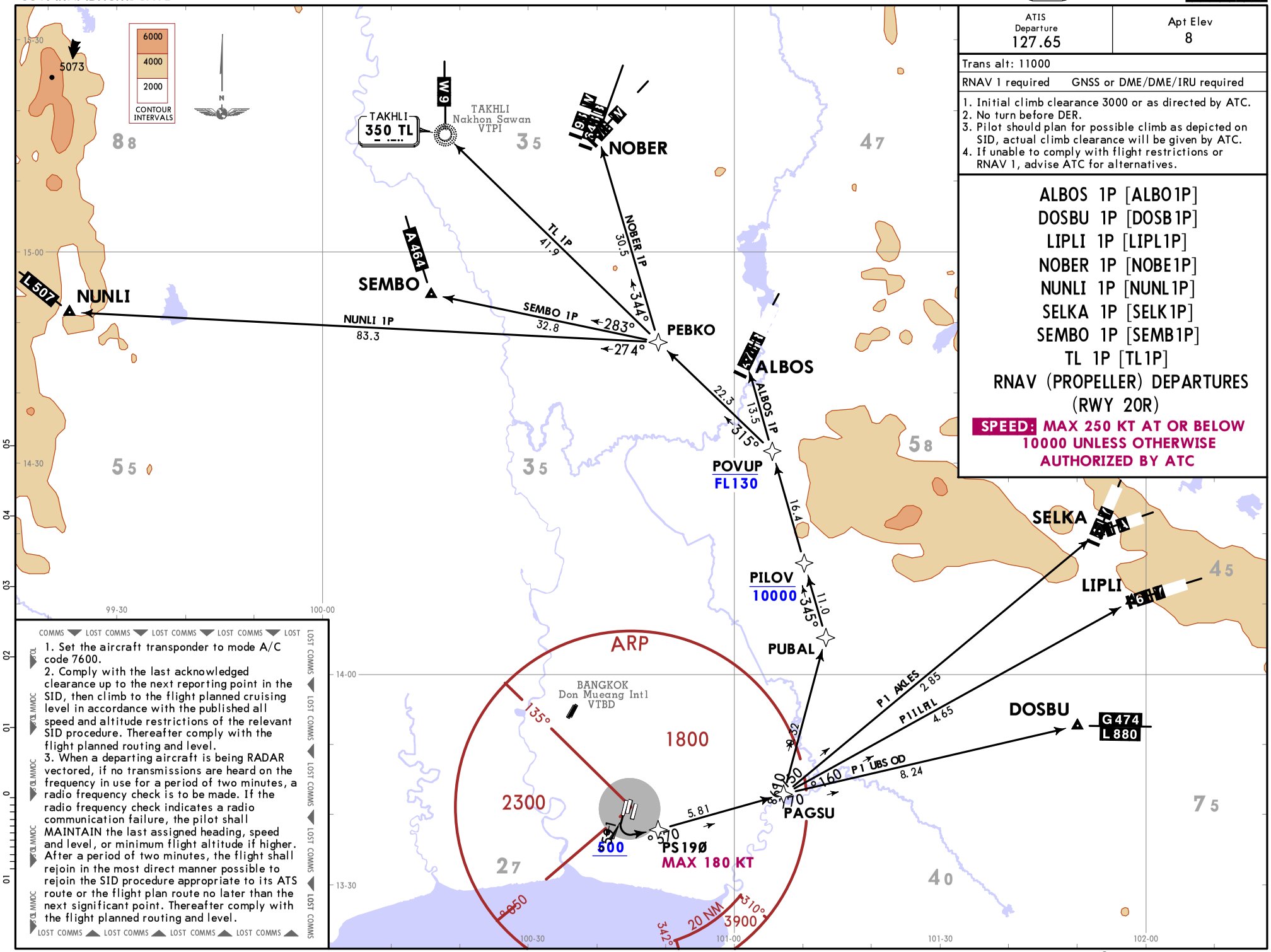
Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 3000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

ALBOS 1P [ALBO1P]
DOSBU 1P [DOSB1P]
LIPLI 1P [LIPL1P]
NOBER 1P [NOBE1P]
NUNLI 1P [NUNL1P]
SELKA 1P [SELK1P]
SEMBO 1P [SEMB1P]
TL 1P [TL1P]
RNAV (PROPELLER) DEPARTURES
(RWY 20R)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC



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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure, the pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After a period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

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

CHANGES: New procedures at this airport.

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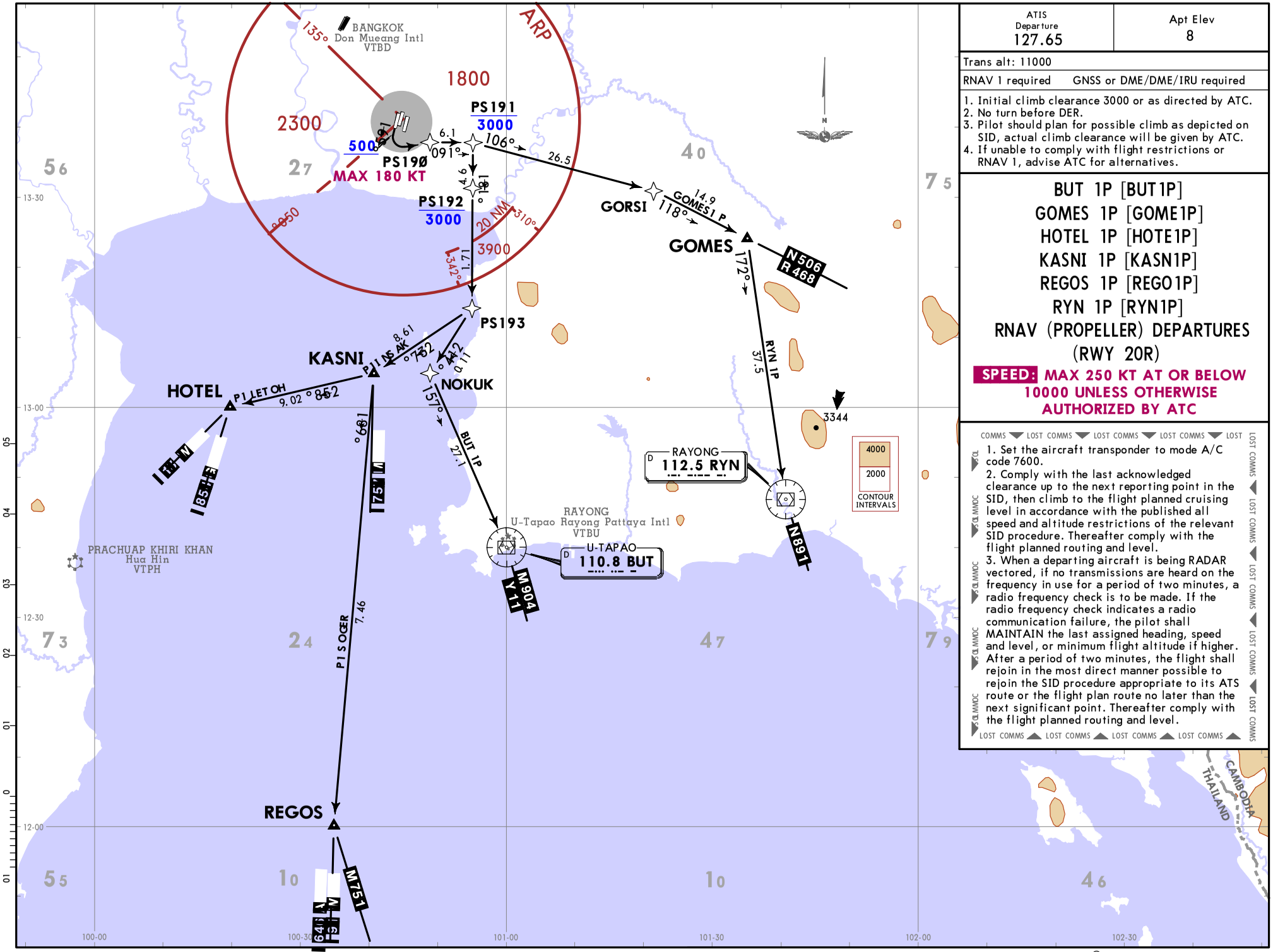

ATIS Departure	Apt Elev
127.65	8

Trans alt: 11000

RNAV 1 required GNSS or DME/DME/IRU required

1. Initial climb clearance 3000 or as directed by ATC.
2. No turn before DER.
3. Pilot should plan for possible climb as depicted on SID, actual climb clearance will be given by ATC.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternatives.

BUT 1P [BUT1P]
GOMES 1P [GOME1P]
HOTEL 1P [HOTE1P]
KASNI 1P [KASN1P]
REGOS 1P [REGO1P]
RYN 1P [RYN1P]
RNAV (PROPELLER) DEPARTURES
(RWY 20R)

SPEED: MAX 250 KT AT OR BELOW 10000 UNLESS OTHERWISE AUTHORIZED BY ATC

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

1. Set the aircraft transponder to mode A/C code 7600.
2. Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.
3. When a departing aircraft is being RADAR vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure, the pilot shall MAINTAIN the last assigned heading, speed and level, or minimum flight altitude if higher. After a period of two minutes, the flight shall rejoin in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight plan route no later than the next significant point. Thereafter comply with the flight planned routing and level.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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CHANGES: New procedures at this airport.

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REVISED THE TEMPORARY HELICOPTER LANDING AREA AT SUVARNABHUMI INTERNATIONAL AIRPORT (AIRAC SUP A46/24)

1. INTRODUCTION

With effect from 3 October 2024, the purpose of this chart is to inform all concerned regarding revised the temporary helicopter landing area.

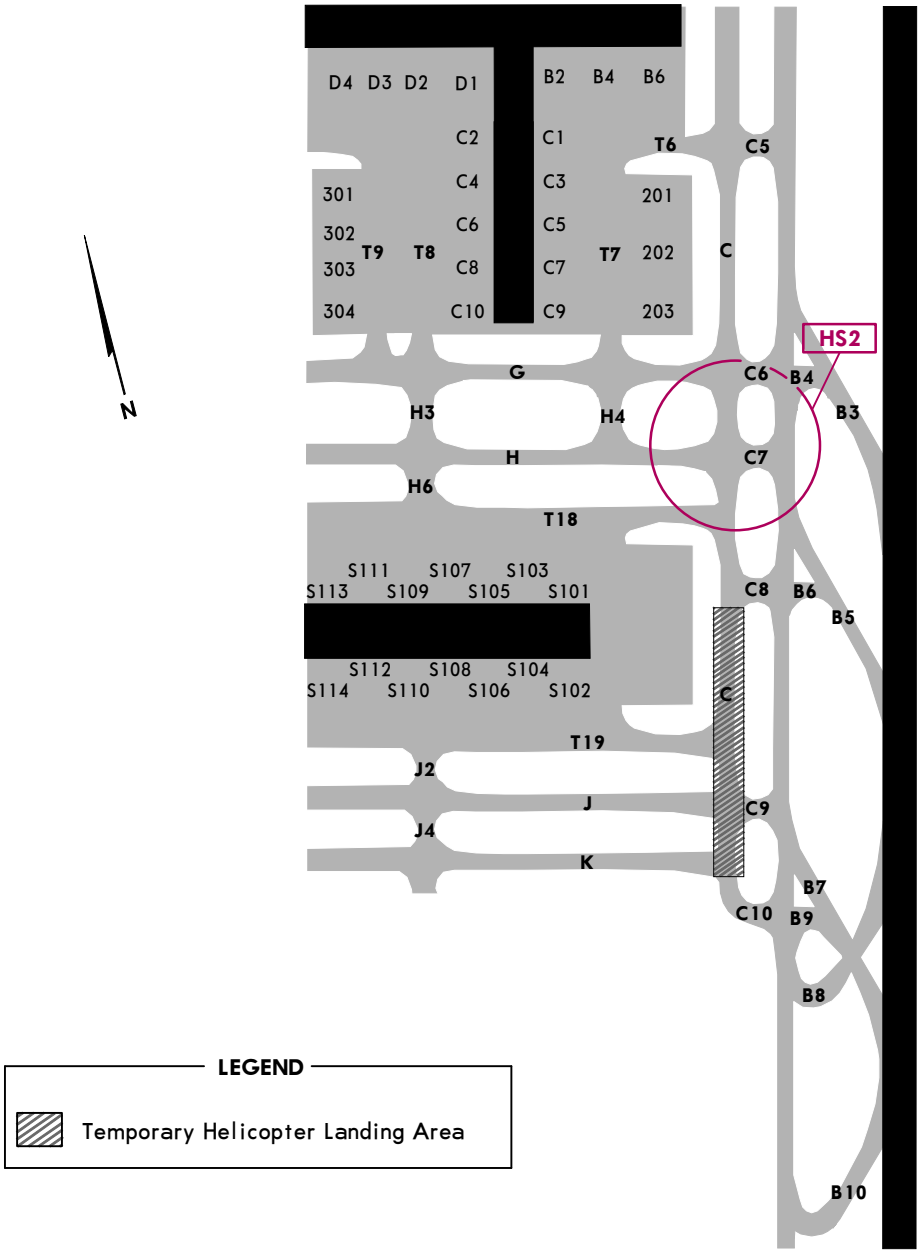
2. THE TEMPORARY HELICOPTER LANDING AREA

The temporary helicopter landing area is to be used for occasional emergency and medical traffic only, and is defined with specific procedures and conditions as follows:

2.1. FATO is on the middle of Rwy 01/19.
2.2. TLOF is located on the portion of Taxiway C between Taxiway C8 and Taxiway C10.
2.3. Type of Traffic Permitted is VFR.
2.4. The operational hours are from sunrise to sunset, with maximum ground time of 60 min.
2.5. Flight plan must be submitted at least 2 hours prior flight arrival.
2.6. Pilots are required to strictly follow ATC's instructions and comply with airport safety and security measures.

3. VALIDITY

This chart will remain in force until its contents have been incorporated in AIP Thailand. Any changes of this chart will be notified by NOTAM.



CHANGES: Chart revised.

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REVISED THE CLOSURE OF TAXIWAYS FOR TEMPORARY AIRCRAFT PARKING AT SUVARNABHUMI INTERNATIONAL AIRPORT (SUP A01-25 AIRAC and A47-24 AIRAC)

1. INTRODUCTION

With effect from 23 January 2025 at 0000 UTC, the purpose of this chart is to inform all concerned regarding the closure area for temporary aircraft parking at Suvarnabhumi International Airport.

2. THE TEMPORARY CLOSURE AREA

Taxiway C between Taxilane T1 and Taxilane T2, Taxiway C1 closed - see layout diagram for details.

3. MARKING AND LIGHTING FOR CLOSURE AREA

3.1. The closure area is blocked off by 1′ (0.3m) - high frangible barricades painted in alternate bands of red and white and lighted by omnidirectional fixed red lights along the closed area.

3.2. The closure markings are displayed on the entrance of each closed taxiway (yellow crosses).

3.3. Taxiway Center Line Lights and the signage leading to and on the closed area are unserviceable.

3.4. The temporary fences are installed along the south side of Taxiway K and Taxiway D11 with distance 143′ (43.5m), 148′ (45m) and 167′ (51m) from taxiway centerline.

3.5. The dimension of fences is 10′ (3m) high painted in alternate band of red and white, fences will be lighted by omni-directional fixed red lights spacing every 25′ (7.5m) at night and during limited visibility conditions.

4. OPERATING CONDITION

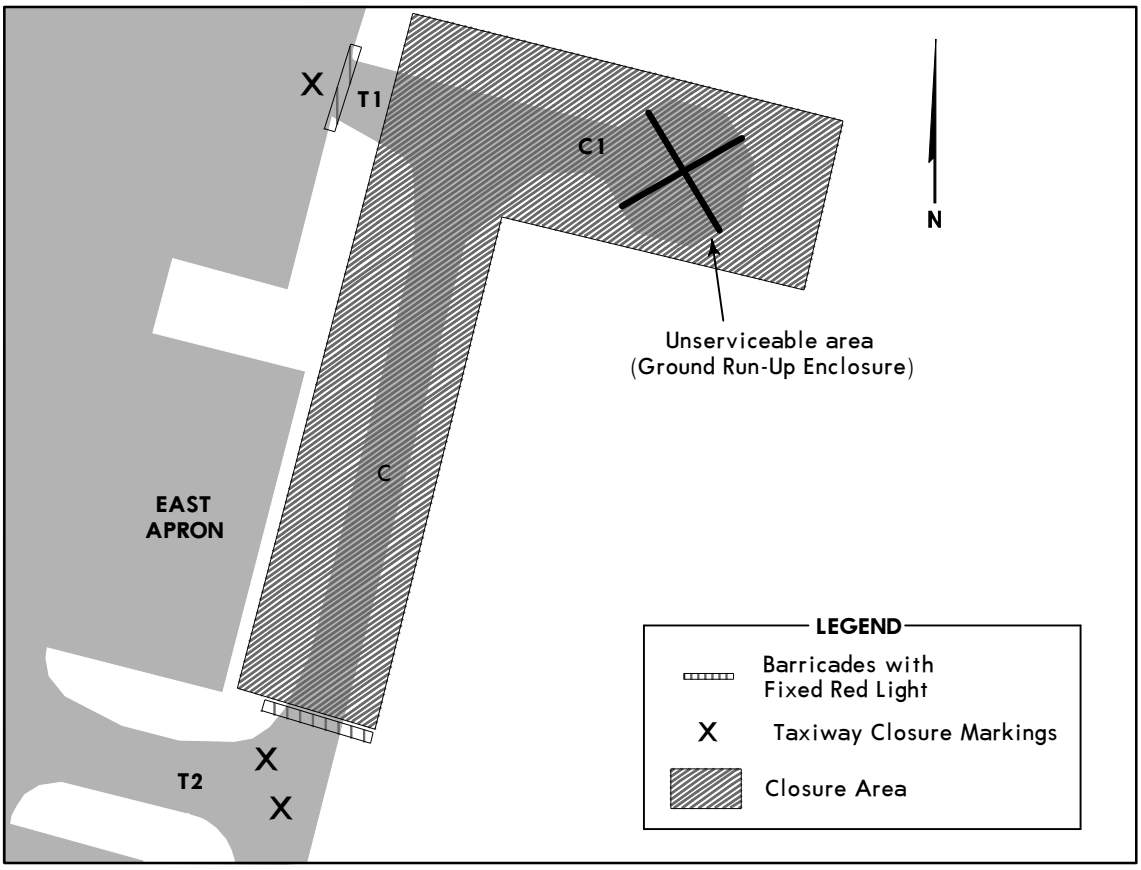
The starting or operating of aircraft engines at the closure area are not allowed except running at minimum idle power to maintain serviceable condition, but with prior permission from AOT before the commencement of such operation.

Taxiway K and Taxiway D11, if available for traffic, can accommodate aircraft up to code E (max wingspan 213′(65m)).

5. VALIDITY

This chart will remain current until further advised. Any changes of this chart will be notified by NOTAM.

6. DIAGRAM



CHANGES: New temporary chart.

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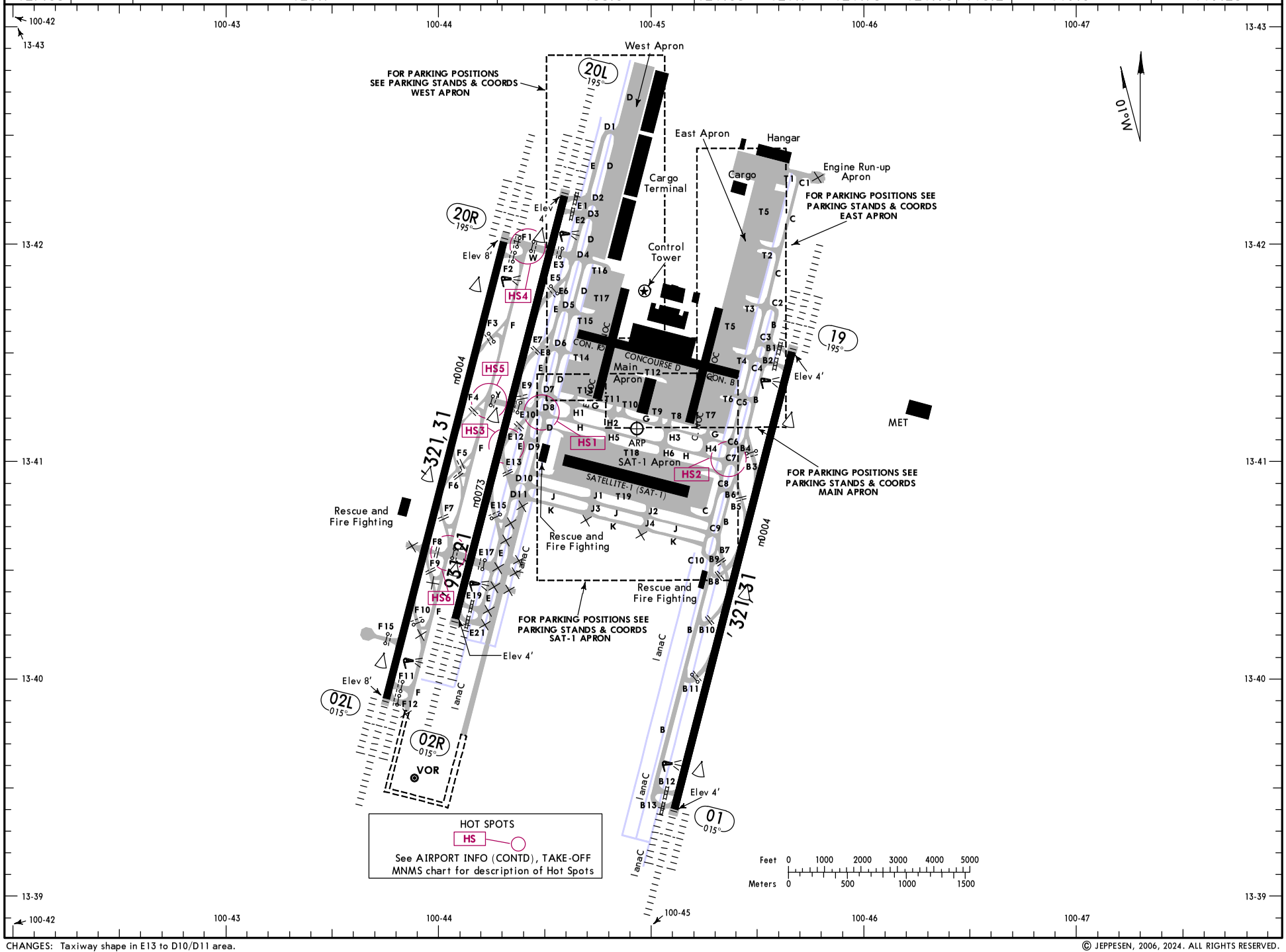
D-ATIS	Data Comm	SUVARNABHUMI Clearance		Ground				Tower			SUVARNABHUMI Departure
Departure	ACARS:	A464 (Northbound), A464 (Southbound) B346, G458, G463, L301, L507, M502, M751, M757, P646, R474, W9, W19, W21, W31, W39, Y6, Y8	A1, B204, G474, L880, M904, N506 N891, R201, R468, Y11, Y14, Y16					Rwy 01/19	Rwy 02L/20R	Rwy 02R/20L	
127.65	PDC	128.7	133.8	121.65	121.7	121.75	121.95	118.2	119.0		119.25



CHANGES: Taxiway shape in E13 to D10/D11 area.

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GENERAL

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01 19	HIRL(60m) CL(30m) ❶ PALS CAT II (LIH) SFL OFZ RVR TDZ ❷ PAPI-L		12,056′ 3675m 12,061′ 3676m		197′ 60m
02L 20R	HIRL(60m) CL(30m) ❶ PALS CAT II (LIH) OFZ RVR TDZ ❷ PAPI-L				197′ 60m
02R 20L	HIRL(60m) CL(30m) ❶ PALS CAT II (LIH) SFL TDZ ❷ PAPI-L grooved OFZ RVR		11,075′ 3376m 11,069′ 3374m		197′ 60m

❶ Length 900m
❷ Angle 3.0°

HOT SPOTS HS

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

HS1 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 02R requires a 90 degree turn, pilots should be aware of unintentionally executing a runway incursion through Twy E12.

HS2 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 01 requires a 90 degree turn, pilots should be aware of unintentionally executing a runway incursion through Twy B5.

HS3 Caution: Possible misidentification of rapid exit taxiway. When instructed by ATC to vacate runway 20L via taxiway E13, pilot should ensure that vacating on correct rapid exit taxiway.

HS4 Caution: Aircraft on taxiway W from taxiway F after landing runway 02L do not cross the runway holding position marking/lights without clearance. Explicit runway crossing clearance required.

HS5 In case of vacating runway 02L via taxiway F4, aircraft shall turn left to taxiway F toward northbound, unless otherwise instructed by ATC.

HS6 Caution: Aircraft on taxiway Z from taxiway F after landing runway 20R do not cross the runway holding position marking/lights without clearance. Explicit runway clearance required.

Std TAKE-OFF

RL & CL & relevant RVR	RL & CL	1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA

1 For NIGHT operations, at least RL or CL and RENL are required.

CHANGES: None.

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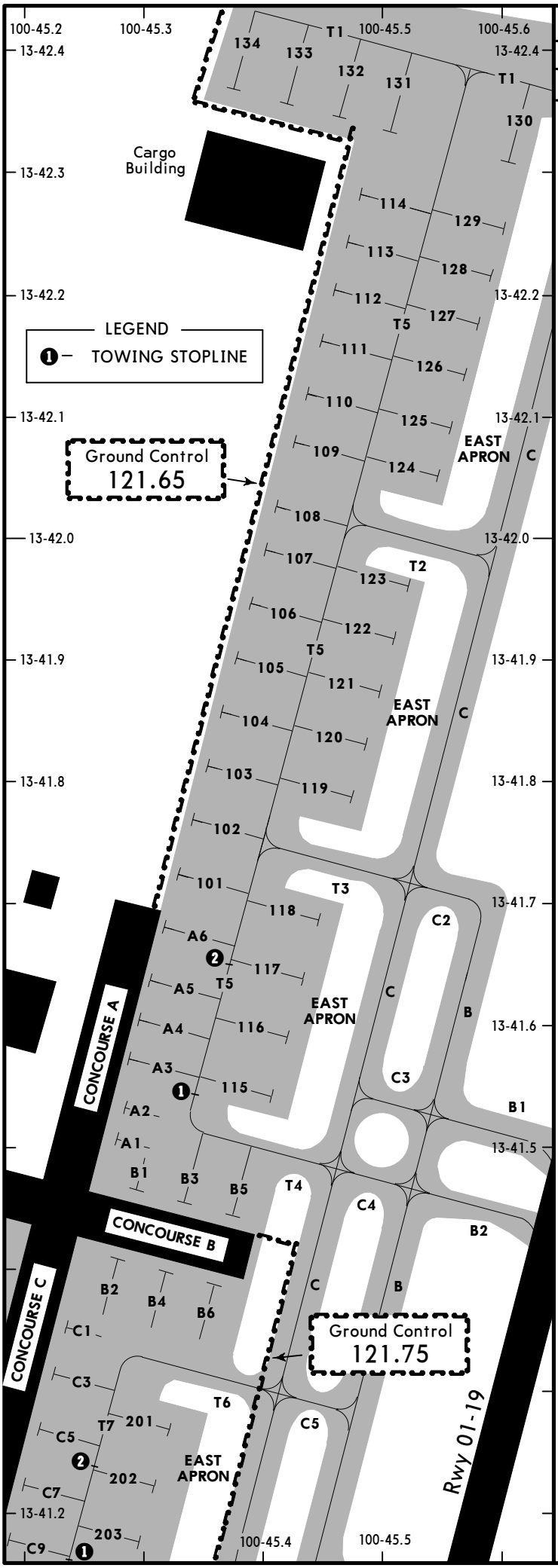

PARKING BAY COORDINATES

EAST APRON

STAND No.	COORDINATES
A1, A2	N13 41.5 E100 45.3
A3L thru A5R	N13 41.6 E100 45.3
A6L, A6, A6R	N13 41.7 E100 45.3
B1, B2	N13 41.4 E100 45.3
B3	N13 41.4 E100 45.4
B4	N13 41.4 E100 45.3
B5L, B5, B5R	N13 41.4 E100 45.4
B6L, B6, B6R	N13 41.4 E100 45.4
C1L, C1	N13 41.3 E100 45.3
C1R	N13 41.4 E100 45.3
C3L	N13 41.3 E100 45.3
C3 thru C5R	N13 41.3 E100 45.2
C7L thru C9R	N13 41.2 E100 45.2
101L	N13 41.7 E100 45.4
101	N13 41.7 E100 45.3
101R, 102L	N13 41.7 E100 45.4
102 thru 104R	N13 41.8 E100 45.4
105L thru 106R	N13 41.9 E100 45.4
107L thru 109	N13 42.0 E100 45.4
109R, 110L	N13 42.1 E100 45.4
110 thru 111R	N13 42.1 E100 45.5
112L thru 114	N13 42.2 E100 45.5
114R	N13 42.3 E100 45.5
115L, 115, 115R	N13 41.5 E100 45.4
116L thru 117R	N13 41.6 E100 45.5
118L, 118	N13 41.7 E100 45.5
118R	N13 41.6 E100 45.5
119L thru 120R	N13 41.8 E100 45.5
121L	N13 41.9 E100 45.5
121, 121R	N13 41.8 E100 45.5
122L, 122, 122R	N13 41.9 E100 45.5
123L	N13 41.9 E100 45.6
123, 123R	N13 41.9 E100 45.5
124	N13 42.0 E100 45.6
125L, 125	N13 42.1 E100 45.6
125R	N13 42.0 E100 45.6
126L thru 127R	N13 42.1 E100 45.6
128L thru 129R	N13 42.2 E100 45.6
130	N13 42.3 E100 45.6
131, 132, 133	N13 42.3 E100 45.5
134	N13 42.3 E100 45.4
201L, 201	N13 41.3 E100 45.4
201R thru 203L	N13 41.2 E100 45.4
203, 203R	N13 41.2 E100 45.3

CHANGES: Ground communications, runway ident.

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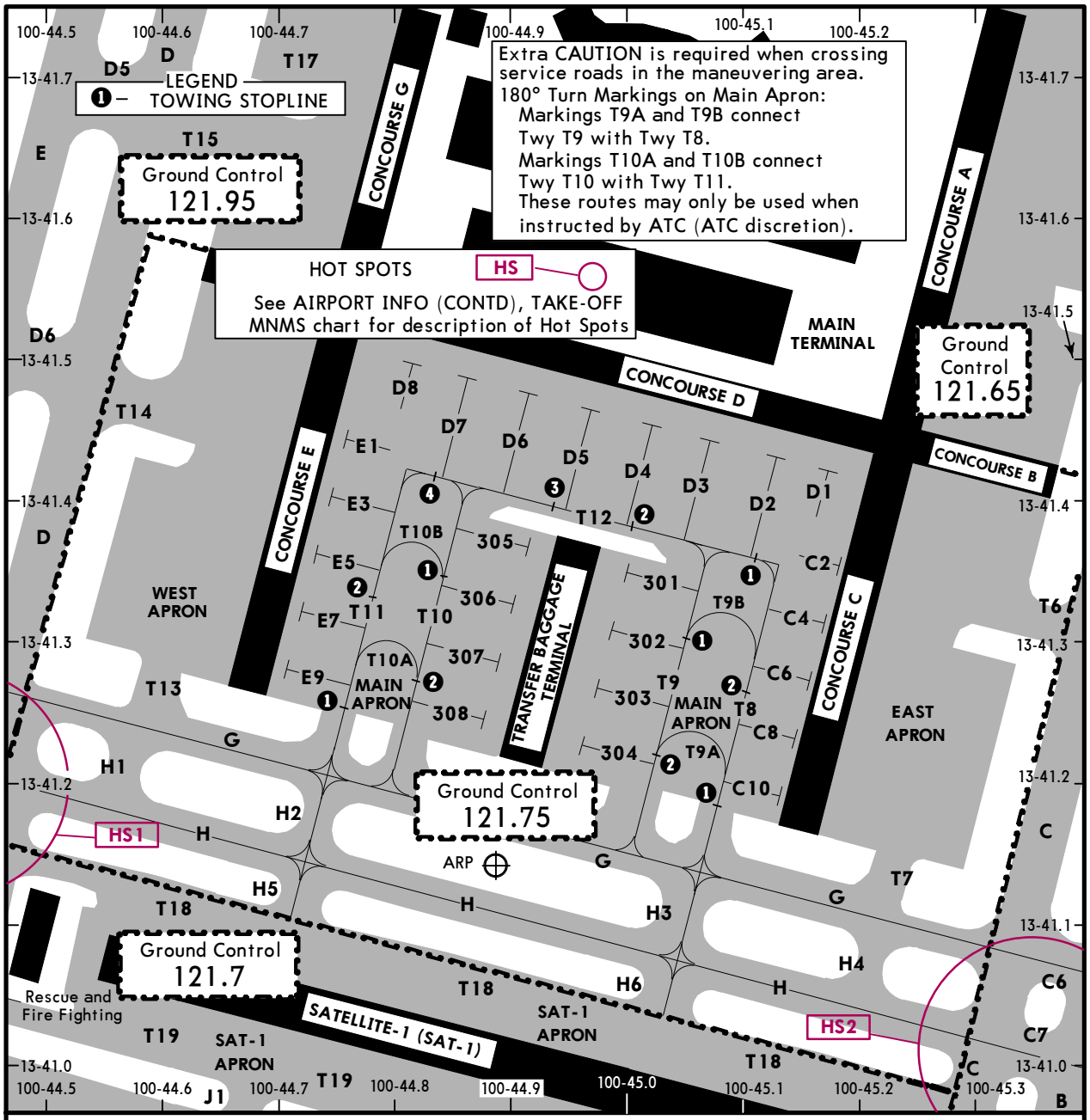

PARKING BAY COORDINATES

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		

CHANGES: Ground communications.

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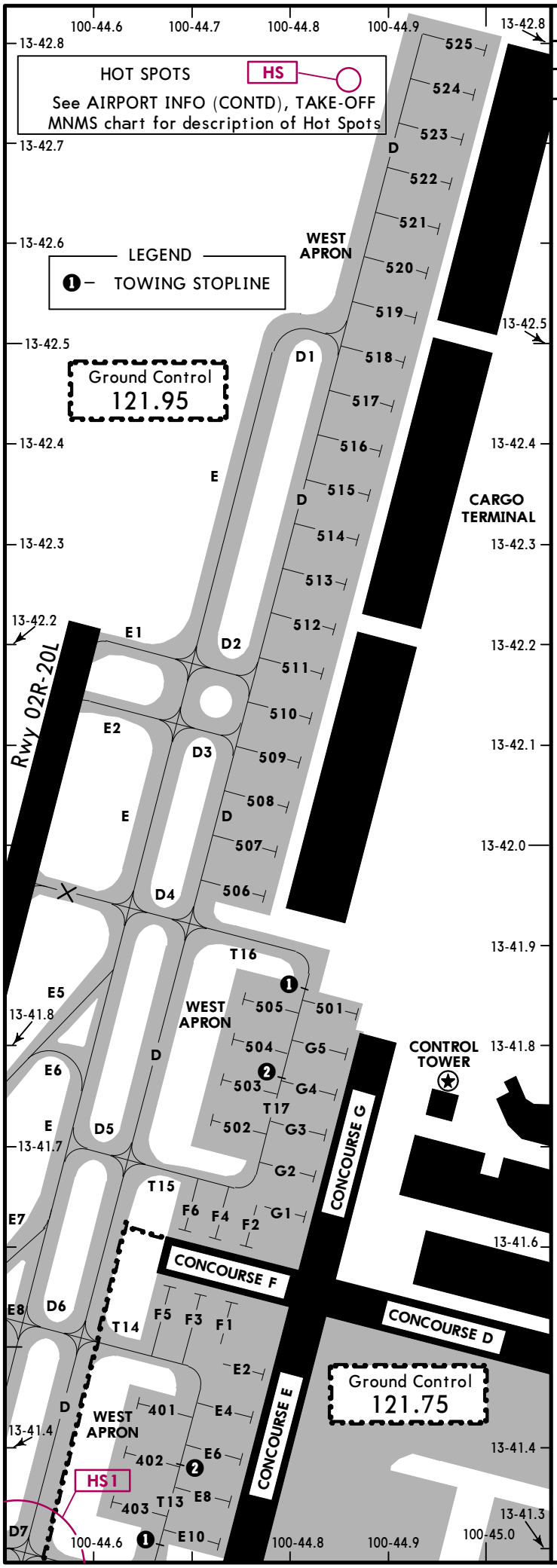

PARKING BAY COORDINATES

WEST APRON

STAND No.	COORDINATES
E2	N13 41.5 E100 44.8
E4	N13 41.4 E100 44.8
E6, E8	N13 41.4 E100 44.7
E10	N13 41.3 E100 44.7
F1	N13 41.5 E100 44.7
F2	N13 41.6 E100 44.7
F3	N13 41.5 E100 44.7
F4, F5, F6	N13 41.6 E100 44.7
G1	N13 41.6 E100 44.8
G2, G3, G4	N13 41.7 E100 44.8
G5	N13 41.8 E100 44.8
401, 402, 403	N13 41.4 E100 44.6
501	N13 41.8 E100 44.9
502	N13 41.7 E100 44.7
503, 504, 505	N13 41.8 E100 44.7
506L, 506	N13 42.0 E100 44.8
506R	N13 41.9 E100 44.8
507L, 507, 507R	N13 42.0 E100 44.8
508L	N13 42.1 E100 44.8
508, 508R	N13 42.0 E100 44.8
509L thru 510R	N13 42.1 E100 44.8
511L thru 512R	N13 42.2 E100 44.8
513L, 513, 513R	N13 42.3 E100 44.8
514L, 514	N13 42.3 E100 44.9
514R	N13 42.3 E100 44.8
515L, 515	N13 42.4 E100 44.9
515R	N13 42.3 E100 44.9
516L, 516, 516R	N13 42.4 E100 44.9
517L	N13 42.5 E100 44.9
517, 517R	N13 42.4 E100 44.9
518L thru 519R	N13 42.5 E100 44.9
520L thru 521R	N13 42.6 E100 44.9
522L	N13 42.7 E100 44.9
522	N13 42.7 E100 45.0
522R	N13 42.7 E100 44.9
523	N13 42.7 E100 45.0
524, 525	N13 42.8 E100 45.0

CHANGES: Ground communications, runway ident.

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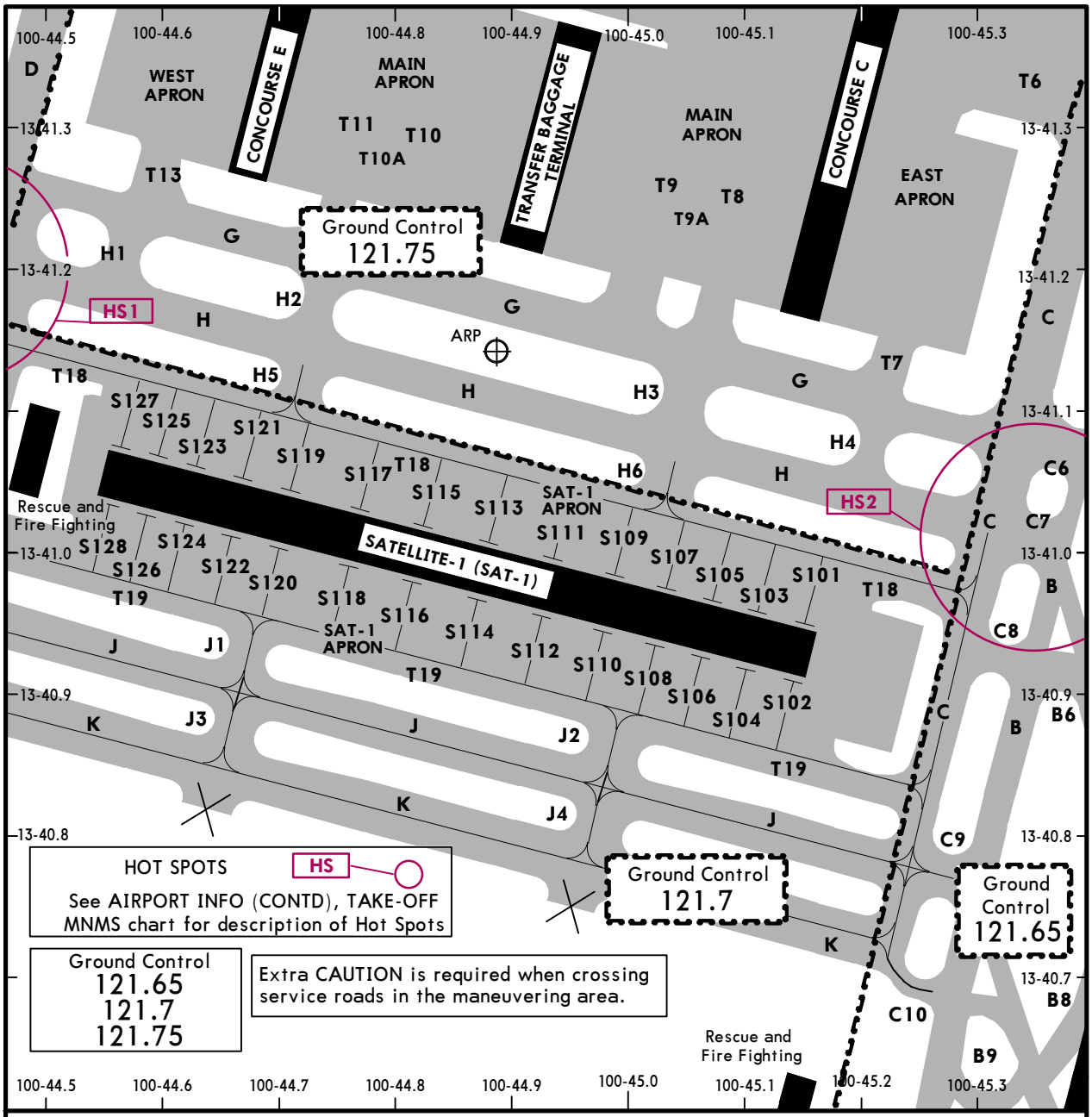

PARKING BAY COORDINATES

SAT-1 APRON

STAND No.	COORDINATES	STAND No.	COORDINATES
S101	N13 40.9 E100 45.2	S117	N13 41.0 E100 44.8
S102	N13 40.8 E100 45.1	S118	N13 40.9 E100 44.8
S103	N13 40.9 E100 45.1	S119	N13 41.0 E100 44.8
S104	N13 40.8 E100 45.1	S120	N13 40.9 E100 44.8
S105, S106	N13 40.9 E100 45.1	S121	N13 41.0 E100 44.7
S107, S108	N13 40.9 E100 45.0	S122	N13 40.9 E100 44.7
S109	N13 41.0 E100 45.0	S123	N13 41.0 E100 44.7
S110	N13 40.9 E100 45.0	S124	N13 40.9 E100 44.7
S111	N13 41.0 E100 45.0	S125	N13 41.0 E100 44.7
S112	N13 40.9 E100 44.9	S126, S127, S128	N13 41.0 E100 44.6
S113	N13 41.0 E100 44.9		
S114	N13 40.9 E100 44.9		
S115	N13 41.0 E100 44.9		
S116L, S116	N13 40.9 E100 44.8		
S116R	N13 40.9 E100 44.9		

CHANGES: Ground communications.

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VISUAL DOCKING GUIDANCE SYSTEMS

THE VISUAL DOCKING GUIDANCE SYSTEM (VDGS) IS PROVIDED AT AIRCRAFT PARKING STANDS 101-114.

1. SYSTEM OVERVIEW

1.1 GENERAL WARNING

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

WARNING: IF THE PILOT IS UNSURE OF THE INFORMATION BEING SHOWN ON THE VDGS DISPLAY UNIT, HE MUST IMMEDIATELY STOP THE AIRCRAFT AND OBTAIN FURTHER 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.

WARNING: DO NOT TRY TO RESUME DOCKING WITHOUT MANUAL GUIDANCE.

1.4 OVERSHOOT PROCEDURES

Passenger loading bridges will be activated in the range as follows:

a) between 0.01-1.50 meters are normally serviceable.

b) between 1.51-2.00 meters, passenger loading bridge called "L1" is only serviceable, if the PLB called "L2" is required, the aircraft shall push back to correct stop-position.

c) the distance over 2.00 meters, passenger loading bridges are unserviceable, if required the aircraft shall push back to correct stop-position.

d) ANY OVERSHOOT DISTANCE IS MADE BY A380, PUSH BACK TO CORRECT STOP POSITION IS NEEDED WHEN PASSENGER LOADING BRIDGES ARE REQUIRED.

Remark: The identification of passenger loading bridge (L1 or L2) is followed by aircraft door positions.

1.5 EMERGENCY STOP BUTTON INFORMATION

Emergency stop buttons are available at both of contact gates and remote parking stand. When unsafe situation is considered, the emergency stop button shall be pressed by bridge driver, marshaller or the ground engineer of the airline or handling agent. Emergency stop buttons are installed in the locations as follows:

a) at the control panel in the bridge cab.

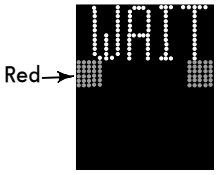
b) at the bridge rotunda.

c) at the stand identification posts.

2. DOCKING PROCEDURE

START-OF-DOCKING

Pressing one of the aircraft type buttons on the Operator Panel starts the system. When the button has been pressed, WAIT will be displayed.

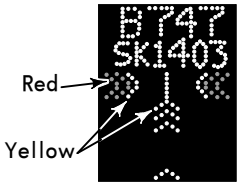


CAPTURE

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

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

The flight number for the approaching aircraft is displayed on the second line of the display if the information is available.



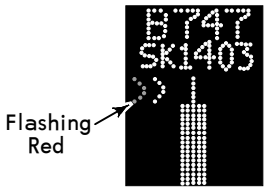
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.

TRACKING

When the laser has caught the aircraft, the floating arrows are 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.



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VISUAL DOCKING GUIDANCE SYSTEMS

DOCKING PROCEDURE (CONTD.)

CLOSING RATE

Display of digital countdown will start when the aircraft is 20 meters from stop position. This information is shown instead of the flight number.

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 of the remaining distance, covered by the aircraft toward the stop position of the stand.

The picture illustrates the aircraft 10 meters from stop position, slightly left of the centre line. The red arrow indicates the direction to steer.

ALIGNED TO CENTER

The aircraft is 8 meters from the stop position. The absence of direction arrow indicates an aircraft on the center line.

SLOW DOWN

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

AZIMUTH GUIDANCE

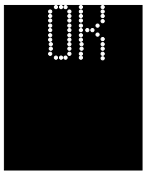
The yellow arrow indicates an aircraft to the right of the center line and the red flashing arrow indicates the direction to turn. The aircraft is 4 meters from the stop position in this example.

STOP POSITION REACHED

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

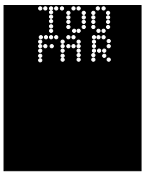
DOCKING COMPLETED

When the aircraft has parked, OK will be displayed.



OVERSHOOT

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



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.

Also the red lights are lit.

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VISUAL DOCKING GUIDANCE SYSTEMS

DOCKING PROCEDURE (CONTD.)

WAIT

If 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 system detects the aircraft again and the closing-rate bar is shown.

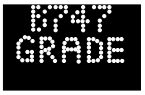
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

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, and a downgrade condition is detected, the pilot display will start flashing the Aircraft Type, show a DOWN GRADE message and replace the rolling arrows with a blank lead-in display.

The blank lead-in display will be replaced with the normal lead-in bar, once Safedock has been able to acquire a lock onto the aircraft. The DOWN GRADE message and the flashing aircraft type will remain in the display throughout the docking procedure.



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

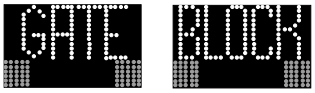
AIRCRAFT VERIFICATION FAILURE

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 UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

GATE BLOCKED

If an object is found blocking the view from the VDGS 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 UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the VDGS will report a View block 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 UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

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VISUAL DOCKING GUIDANCE SYSTEMS

DOCKING PROCEDURE (CONTD.)

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.

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.

THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.

EMERGENCY STOP

When the Emergency Stop button is pressed, STOP is displayed with red squares.

CHOCK ON

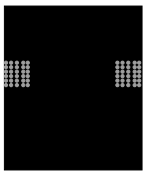
CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the Operator Panel.

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.

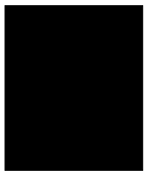
SYSTEM BREAKDOWN

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.



POWER FAILURE

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



3. EMERGENCY STOP BUTTON INFORMATION

Emergency stop buttons are available at both of contact gates and remote parking stands. When unsafe situation is considered, the emergency stop button shall be pressed by bridge driver, marshaller or the ground engineer of the airline or handling agent. Emergency stop buttons are installed in the locations as follows:

a) at the control panel in the bridge cab
b) at the bridge rotunda
c) at the stand identification posts

REMARK: the identification of passenger loading bridge (L1 or L2) is followed by the aircraft door positions.

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ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS)

1. INTRODUCTION

The Advanced Visual Docking Guidance System (A-VDGS) is provided at aircraft parking stands A1 thru A6, B1 thru B6, C1 thru C10, D1 thru D8, E1 thru E10, F1 thru F6, G1 thru G5, 115 thru 129, 201 thru 203, 301 thru 308, 401 thru 403 and 501 thru 525.

2. OPERATING INSTRUCTIONS

System overview

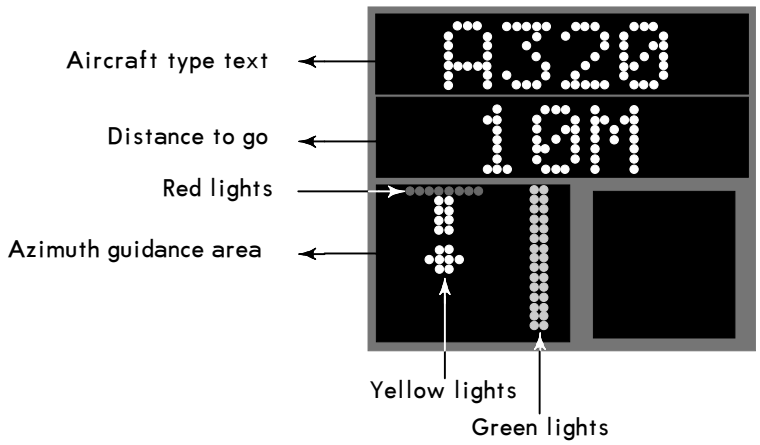
The RLG GIS206-2 Laser Guided Docking System is a fully automatic aircraft docking guidance system for various types of modern aircraft.

The system utilizes 2-axis laser scanning technique to track both the lateral and longitudal positions of the incoming aircraft and guide the aircraft to the programmed stopping position. In addition, the system also has aircraft ID verification feature to identify the incoming aircraft and check it against the one selected by the operator. If the incoming aircraft fails to match the expected aircraft, an 'ID FAIL' indication is immediately issued via display information console to both the pilot and the co-pilot.

Aircraft type, continuous closing distance, and azimuth guidance, etc., are presented on a single console clearly visible to both the pilot and copilot, simultaneously.
Figure A shows the Aircraft Display console, mounted on the terminal in front of the aircraft stand.

The system is operated only in the automatic mode. If the system fails, the aircraft must then be marshalled into the stand manually.

Figure A



3. GENERAL WARNING

Pilot must stop the aircraft immediately if:

a) The docking system is not activated.
b) A wrong aircraft type is display.
c) The word STOP is displayed.
d) A wrong type of aircraft indicates 'ID FAIL' is displayed.

4. OVERSHOOT PROCEDURE

Passenger loading bridges will be activated in the range as follows:

a) between 0.01-1.50 meters are normally serviceable.

b) between 1.51-2.00 meters, passenger loading bridge (PLB) called 'L1' is only serviceable, if the PLB called 'L2' is required, the aircraft shall push back to correct stop-position.

c) the distance over 2.00 meters, passenger loading bridges are unserviceable, if required the aircraft shall pushed back to correct stop-position.

d) Any overshoot distance is made by A380, push back to correct stop position is needed when passenger loading bridges are required.

Remark: The identification of passenger loading bridge (L1 or L2) is followed by aircraft door positions.

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ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS) (contd)

5. EMERGENCY STOP BUTTON INFORMATION

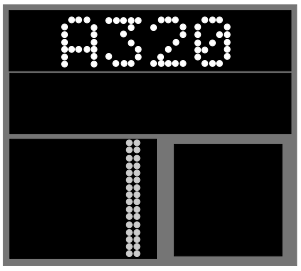
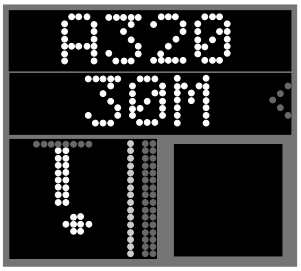
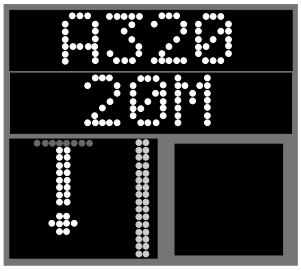
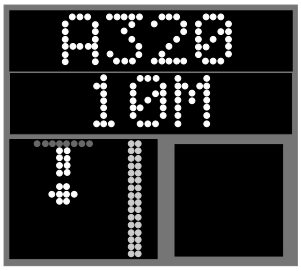
Emergency stop buttons are available at both of contact gates and remote parking stand. When unsafe situation is considered, the emergency stop button shall be pressed by bridge driver, marshaller or the ground engineer of the airline or handling agent. Emergency stop buttons are installed in the locations as follows:

a) At the control panel in the bridge cab.
b) At the bridge rotunda.
c) At the stand identification posts.

6. DOCKING PROCEDURE

The pilot display of a new Advanced Visual Docking Guidance System (A-VDGS) is shown below:

PARKING SEQUENCE:

	In this picture the aircraft is at a distance greater than 30 metres from the parking position and is directly at the centre line. Note that the progress bar and digital close-in distance are not displayed when the aircraft is greater than 30 metres away from the docking position. An Airbus 320 aircraft is expected.
	In this picture the aircraft is at exactly 30 metres from the docking position, but is off to the right of the centre line. Starting at 30 metres, the digital close-in distance (second line of display) is displayed, in 1 metre decrements. The progress meter (lower left) will also be activated at this distance.
	The aircraft is at 20 metres from the docking position and has returned to the centre line. Note the position of progress meter. The arrow will advance one position every 2.5 metres.
	In this picture the aircraft is at 10 metres and is on the centre line

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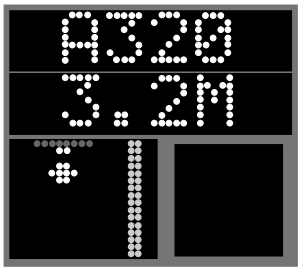
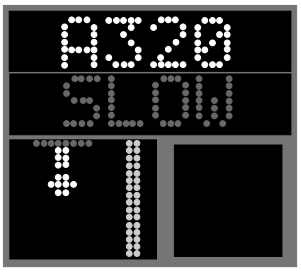
ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS) (contd1)

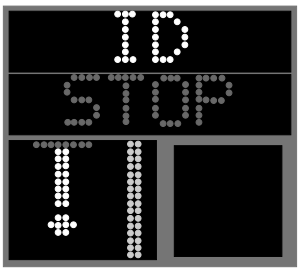
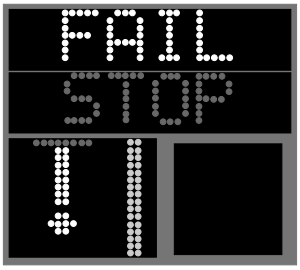
DOCKING PROCEDURE (contd)

	The aircraft is now at 3.2 metres from the stop position and is on the centre line. Note that at below 5 metres, the close-in distance is displayed in 0.2 metre decrements.
	Finally the aircraft is perfectly parked at the stop position, and perfectly centred. The word "STOP" is displayed in red. Note also the merging of the arrow and the stop line on the progress meter.
	The word "OK" is displayed in yellow. Docking is successful

SLOW:

	During the docking process, the pilot must taxi into the aircraft stand at minimum speed. The system will display "SLOW" alternating SLOW message if the system detects the aircraft taxi speed is beyond the range of the preset speed and causing too fast for reliable detection. The "SLOW" message will return to close-in distance information once the aircraft speed is back to normal speed range.

ID FAIL:

 	For this aircraft type ID verification features, the incoming aircraft must be identified and verified at least 12 metres before the stopping position or otherwise, the system will display "ID FAIL" alternating ID/FAIL in the first row of the display. The second row of the docking screen will indicate "STOP". At this point, the aircraft must be manually guided in by a marshaller.

CHANGES: Chart reindexed and revised.

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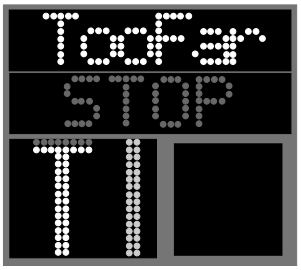
ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS) (contd2)

DOCKING PROCEDURE (contd)

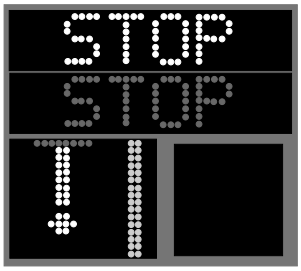
TOO FAR:

	If the aircraft overshoots the preset range, the word "TooFar" will be displayed. The second row of the docking screen will indicate "STOP". The aircraft shall stop immediately

ERROR STOP:

	The system will display "Error" message as indicated if the system detects any hardware error that might affect the normal docking process. The second row of the display will indicate "STOP" and no aircraft is to be allowed to march in until the maintenance personnel has rectified the issue.

EMERGENCY STOP:

	The first and second row of the display will show "STOP". The docking is aborted and aircraft must be manually guided in by a marshaller.

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APIS ADVANCED VISUAL DOCKING GUIDANCE SYSTEM

The Advanced Visual Docking Guidance System (A-VDGS) is provided at aircraft parking stands S101-S128.

System overview

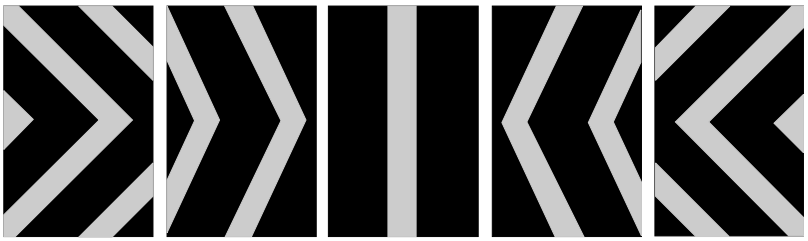
Text row

Displays aircraft type, STOP/OK, TOO FAR, and can (as additional information) display flight number, stand number, and digital countdown. Origin, destination, STA/ETA and STD/ETD information can be displayed when not used for docking. STOP with corresponding information is always displayed in red.

Closing rate thermometer

Displays the actual distance between the aircraft and the parking position the last 15 meters (changable parameter).

The closing rate thermometer is in the beginning green and change over to yellow 4m remain to the stop position.



Azimuth guidance

Displays an arrow when viewed from either side (left or right). The arrow pattern will become a straight line when viewed directly in front of the APIS display unit and First Officer azimuth guidance, respectively.

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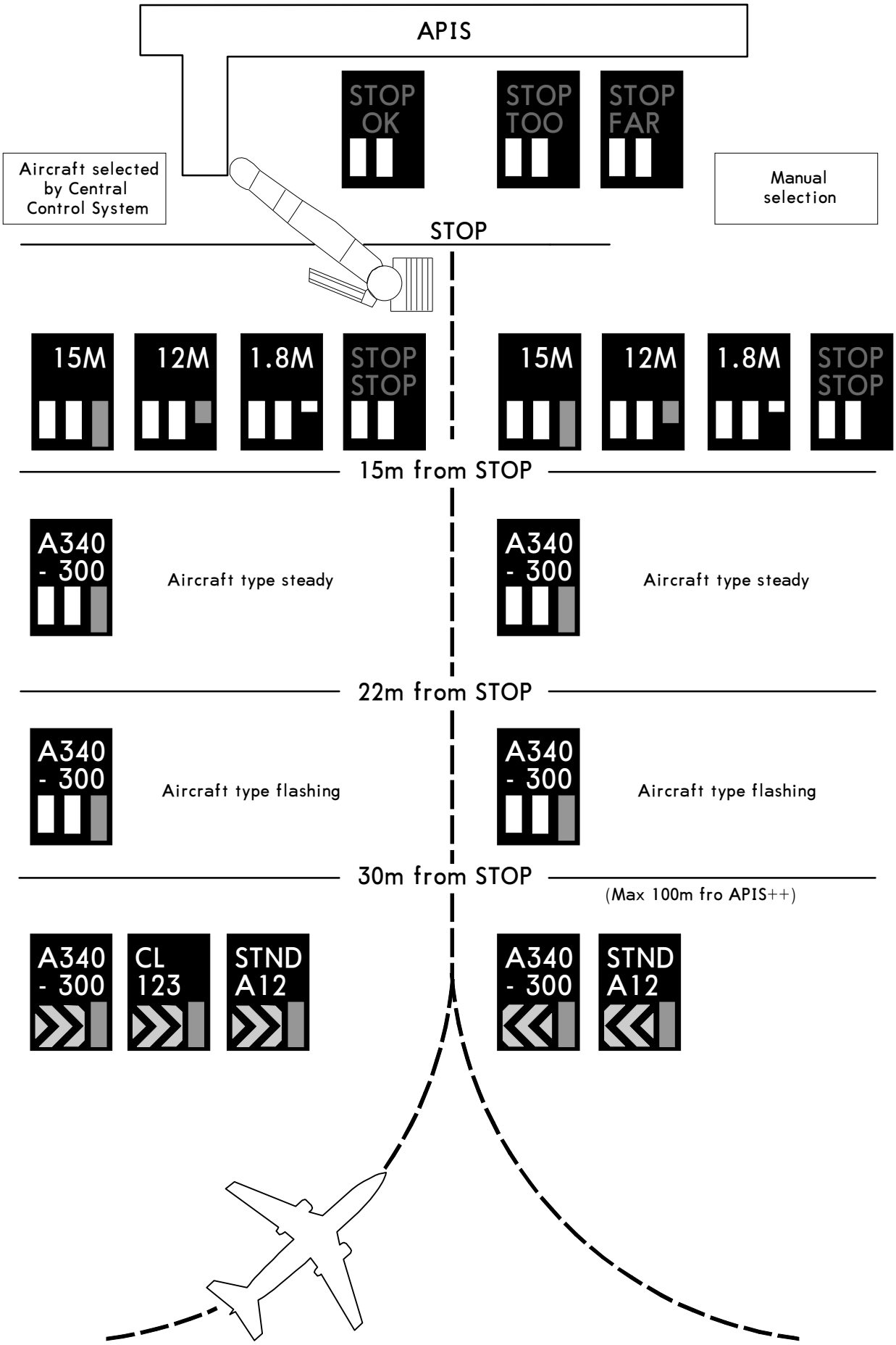
APIS ADNANCED VISUAL DOCKING GUIDANCE SYSTEMS (CONTD)

Docking procedures



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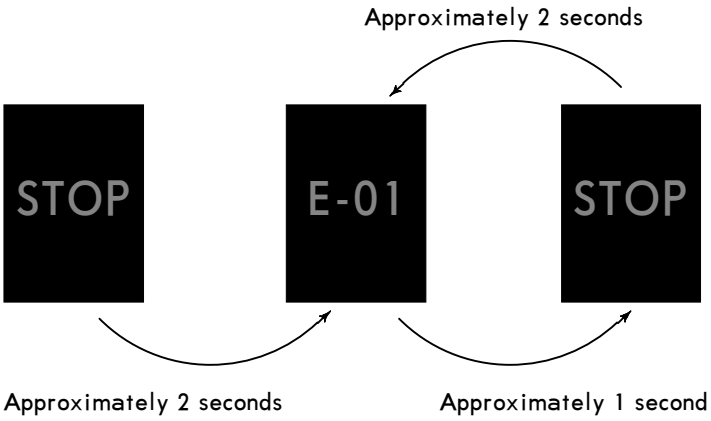
APIS ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (CONTD)

System detections

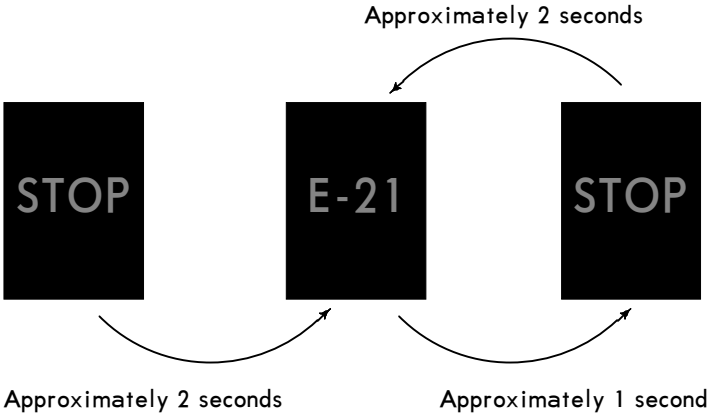
The internal computer in the APIS continously checks for faults and errors. If a fault or error is detected, the text row will display STOP and the error code and the operator panel will display the error message.
If there is more than one fault, the one with the highest priority will be displayed. The other faults will also be stored in the control computer's error log. If the APIS is configured with dual colour LEDs it will display STOP and all other error messages in RED colour.



Continous check during docking

During aircraft docking the internal computer is monitoring LADAR, and if there is any fault or error it will stop the docking and the APIS will display the corresponding error code, see picture below.

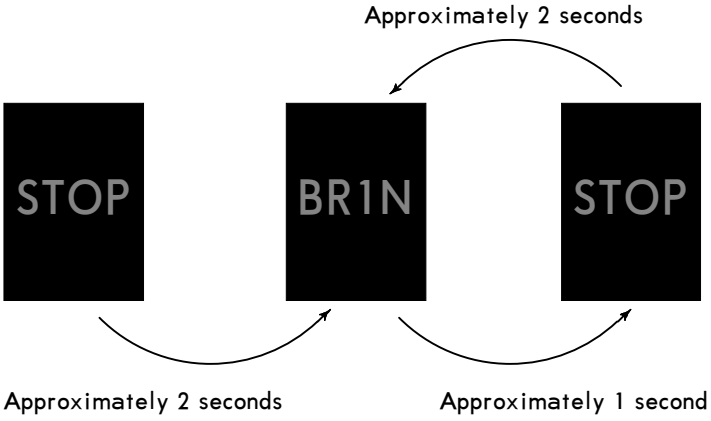
The communication with the LED displays is also continously checked by a watch-dog message and if a display panel does not receive information from the internal computer within a specified time, the text row will automatically display STOP, the closing rate and azimuth guidance will be turned off.



Brige in stop

Safety interlocks

If interfaced to a Passenger Boarding Bridge the APIS does not allow docking unless the bridge is at its parked safe position. If the bridge is not in a safe position the APIS display will show a message indicating which bridge that is out of safe position, STOP BR 1 (Bridge 1). The operator panel will show the same information. There can be up to three separate bridges interlocked to each APIS at the same time.



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APIS ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (CONTD)

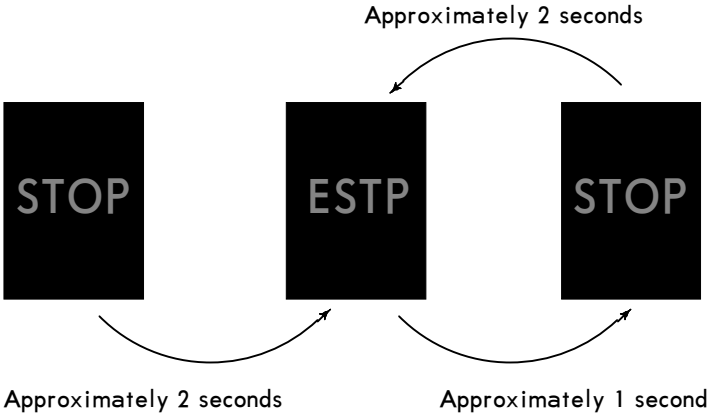
Emergency stop

The emergency stop button is used when the approaching aircraft is in danger. When the emergency stop is activated, the text row will display STOP. After a while the text row displays ESTP and STOP until the emergency stop button is released.

During the time the emergency stop is activated all interlocks to other stand equipment are normally released. When the emergency stop button is released the APIS will revert to the status it had before the emergency stop was activated.

If a docking is active the sequence will proceed at the point it is at the moment of release.

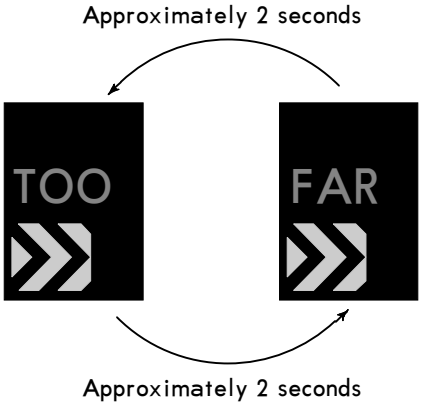
If the APIS is configured with dual colour LEDs it will display STOP in RED colour.



Too far

Docking

When the APIS detects that the aircraft has passed the programmable tolerance of the stopping position it will display: TOO FAR.



For the aircraft parking stands where VDGS are not available or unserviceable, Airlines or Ground service providers shall provide a License Mechanic performed as Marshaller to guide the aircraft from taxilane to the parking position (on stand).

No pilot shall taxi an aircraft on its own into the parking bay without aid of docking system or Marshaller.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN

20 DEC 24 (21-1) Eff 26 Dec

BANGKOK, THAILAND
ILS or LOC Z Rwy 01

D-ATIS Arrival	SUVARNABHUMI Arrival	BANGKOK Approach			SUVARNABHUMI Tower Rwy 01/19	SUVARNABHUMI Tower Rwy 02L/20R Rwy 02R/20L	Ground	
133.6	121.1 126.3	119.1 122.35	120.3 124.35	133.4 125.2	118.2	119.0	121.65 121.75	121.7 121.95

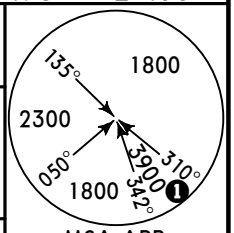
BRIEFING STRIP ™

LOC ISES	Final Apch Crs	BS69Ø MANDATORY	ILS DA(H)	Apt Elev 8′ Rwy 4′
110.1	015°	1600′(1596′)	260′(256′)	

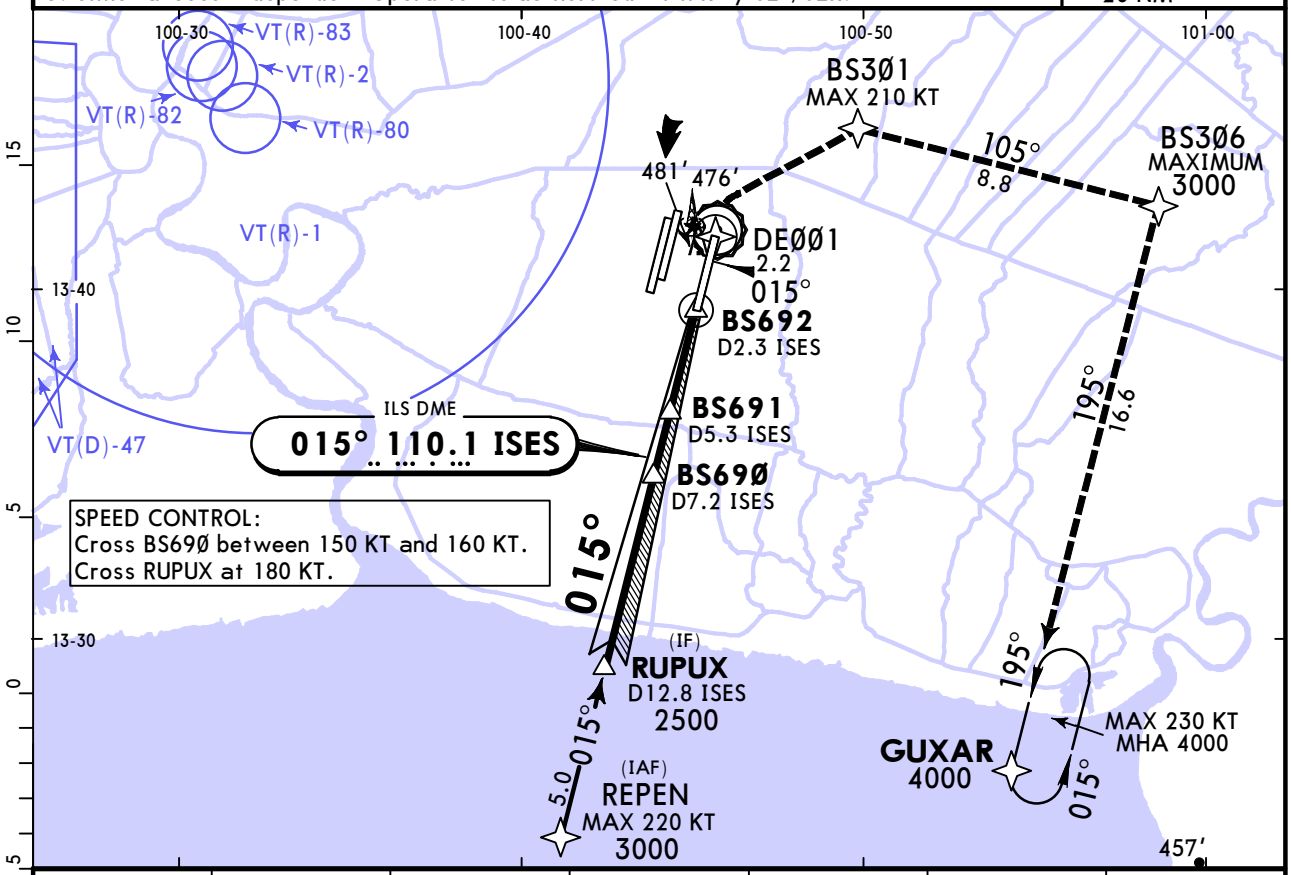
MISSED APCH: At MAP, climb to DEØØ1, then turn RIGHT to BS3Ø1, climb up to 3000′ at BS3Ø6, then turn RIGHT and proceed to GUXAR at minimum 4000′ and hold or as directed by ATC.
No turn before MAP (for LOC only).

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL130 Trans alt: 11000′

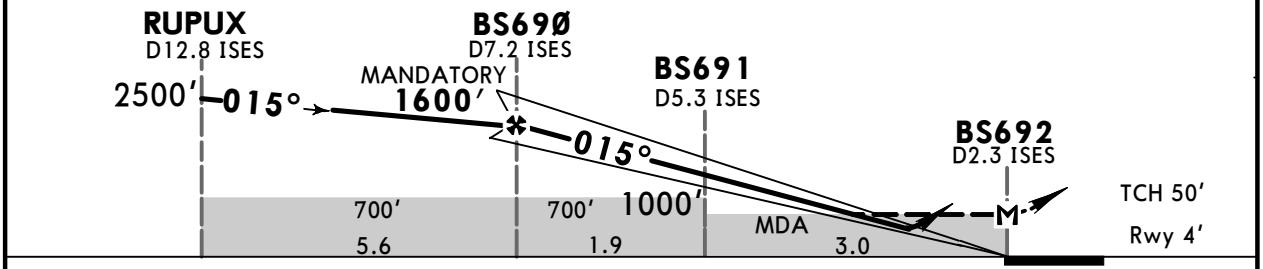
RNAV 1 required | 1. GNSS or DME/DME/IRU required. 2. DME required.
3. Simultaneous Independent Operation is authorized with Rwy 02L/02R.



MSA ARP
1 1800′ within 20 NM



LOC (GS out)	ISES DME	BS69Ø	7.0	6.0	5.0	4.0
	ALTITUDE	1600′	1540′	1225′	910′	590′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at BS692						

PALS CAT II
PAPI

DEØØ1 | RT | BS3Ø1

Std STRAIGHT-IN LANDING

	ILS DA(H) 260′(256′)			LOC (GS out) CDFA 2 DA/MDA(H) 590′(586′)	
		TDZ or CL out	ALS out		ALS out
A	R600m	1 R600m	R1300m	R1500m	
B					
C				R2000m	R2400m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	800′(792′)	V1500m
135	800′(792′)	V1600m
180	900′(892′)	V2400m
205	900′(892′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed approach.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN

20 DEC 24 (21-1A) Eff 26 Dec

BANGKOK, THAILAND
ILS Z Rwy 01 CAT II

D-ATIS Arrival	SUVARNABHUMI Arrival	BANGKOK Approach			SUVARNABHUMI Tower Rwy 01/19	Rwy 02L/20R Rwy 02R/20L	Ground	
133.6	121.1 126.3	119.1 122.35	120.3 124.35	133.4 125.2	118.2	119.0	121.65 121.75	121.7 121.95

BRIEFING STRIP ™

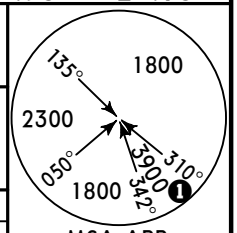
LOC ISES	Final Apch Crs	BS69Ø MANDATORY	CAT II ILS	Apt Elev 8′
110.1	015°	1600′(1596′)	RA 187′ DA(H) 190′(186′)	Rwy 4′

MISSED APCH: At MAP, climb to DEØØ1, then turn RIGHT to BS3Ø1, climb up to 3000′ at BS3Ø6, then turn RIGHT and proceed to GUXAR at minimum 4000′ and hold or as directed by ATC.

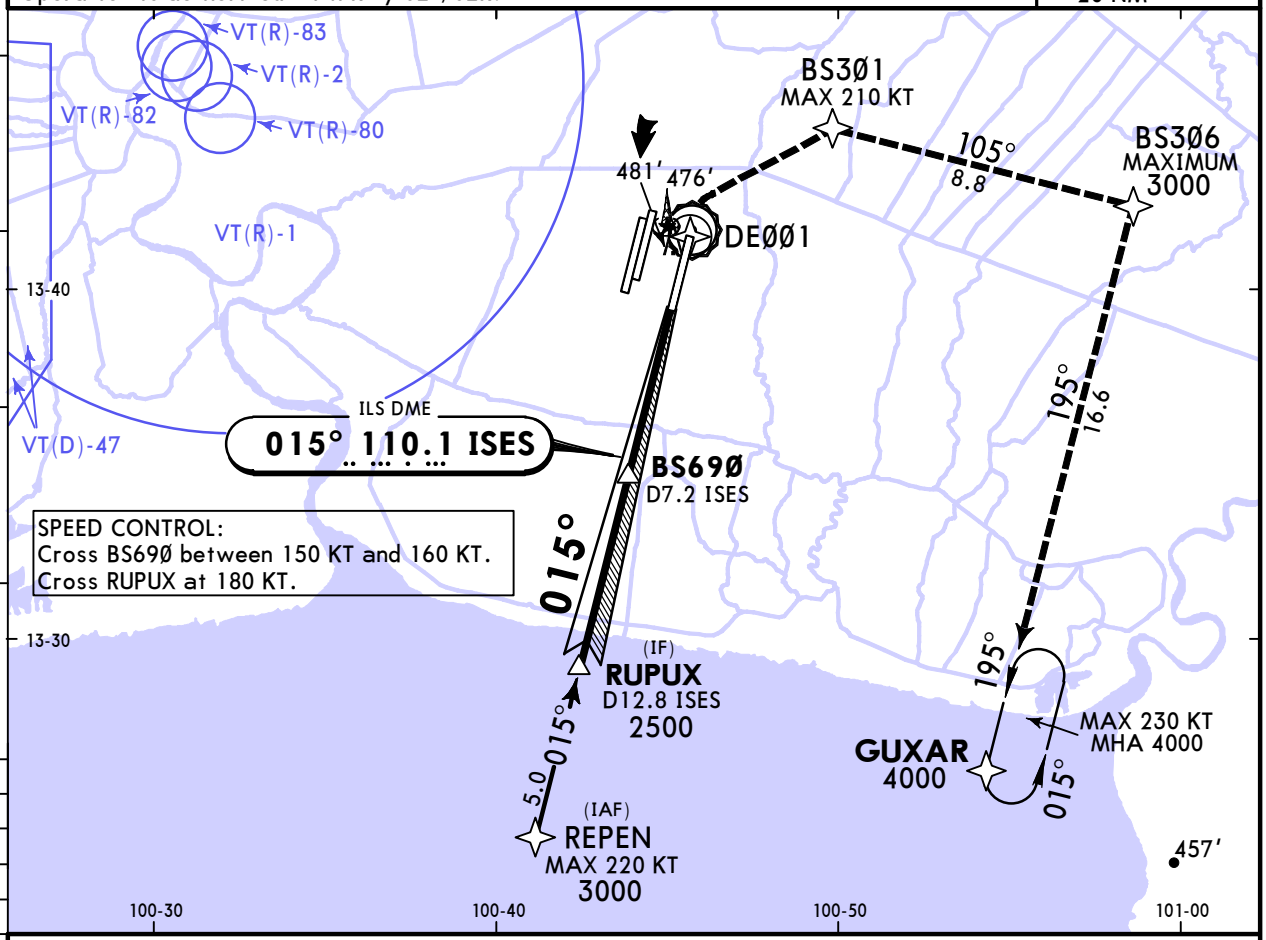
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL130 Trans alt: 11000′

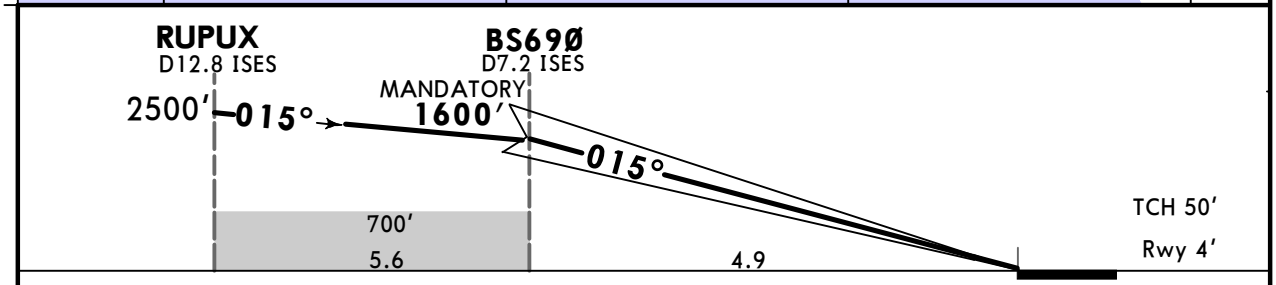
RNAV 1 required

1. GNSS or DME/DME/IRU required. 2. DME required. 3. Simultaneous Independent Operation is authorized with Rwy 02L/02R.



MSA ARP
❶1800′ within 20 NM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II
PAPI
DEØØ1
RT
BS3Ø1

Std

CAT II ILS
RA 187′
DA(H) **190′**(186′)

R450m

PANS OPS

CHANGES: Missed approach.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN

27 SEP 24 (21-2) Eff 3 Oct

BANGKOK, THAILAND
ILS or LOC Z Rwy 02R

D-ATIS Arrival	SUVARNABHUMI Arrival	BANGKOK Approach			SUVARNABHUMI Tower Rwy 01/19	Rwy 02L/20R Rwy 02R/20L	Ground	
133.6	121.1 126.3	119.1 122.35	120.3 124.35	133.4 125.2	118.2	119.0	121.65 121.75	121.7 121.95

BRIEFING STRIP™

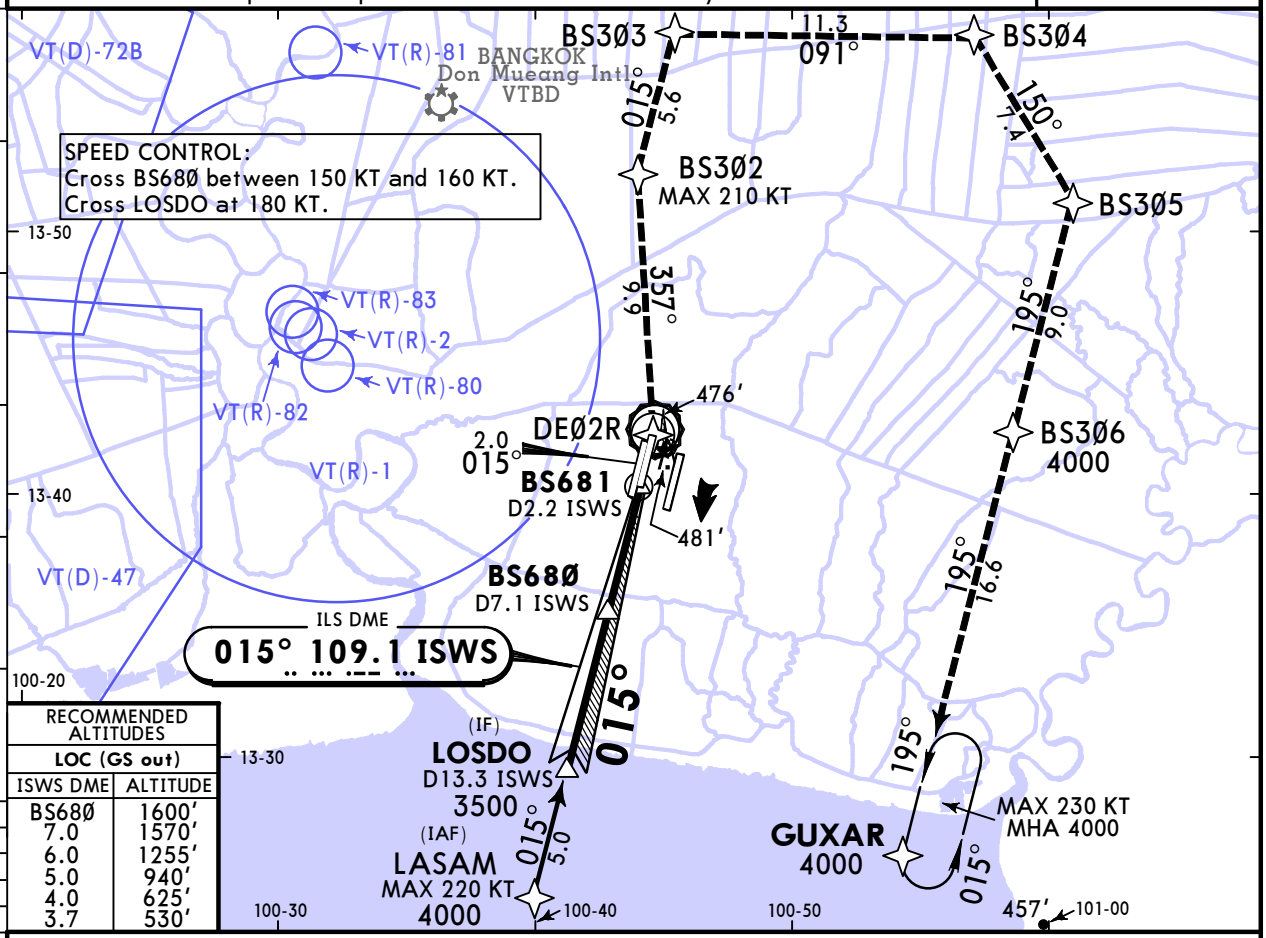
LOC ISWS	Final Apch Crs	BS68Ø MANDATORY	ILS DA(H) Refer to minimums	Apt Elev 8′ Rwy 4′
109.1	015°	1600′(1596′)		

MISSED APCH: At MAP, climb to DEØ2R, then turn LEFT to BS3Ø2, turn RIGHT to BS3Ø3, turn RIGHT to BS3Ø4, turn RIGHT to BS3Ø5, then turn RIGHT to BS3Ø6 at minimum 4000′, then proceed to GUXAR and hold or as directed by ATC. No turn before MAP (for LOC only). Refer to minimums for missed apch climb gradients.

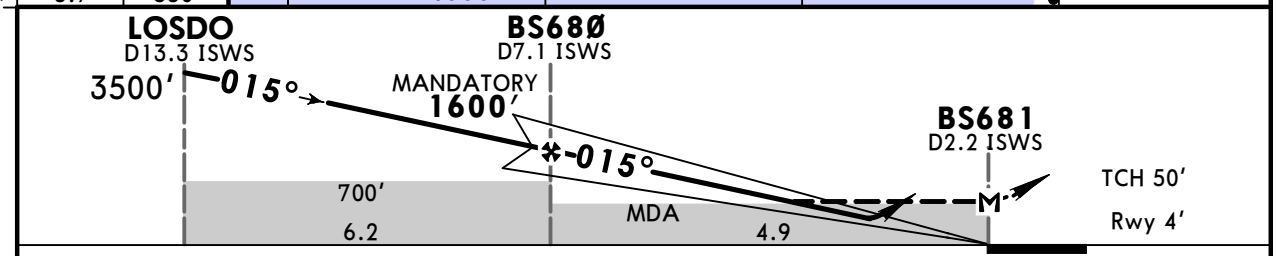
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000′

RNAV 1 required | 1. GNSS or DME/DME/IRU required. 2. DME required.
3. Simultaneous Independent Operation is authorized with Rwy 01.

MSA ARP
135° 1800
2300
050° 1800
310° 3900 542°
❶ 1800′ within 20 NM



RECOMMENDED ALTITUDES	
LOC (GS out)	
ISWS DME	ALTITUDE
BS68Ø	1600′
7.0	1570′
6.0	1255′
5.0	940′
4.0	625′
3.7	530′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at BS681							

PALS CAT II | PAPI | DEØ2R | LT | BS3Ø2

Std

STRAIGHT-IN LANDING	ILS		LOC (GS out) CDFA		CIRCLE-TO-LAND		
	❶ DA(H) 370′(366′)		❷ DA/MDA(H) 530′(526′)				
	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A	R1000m	R1500m	R1500m		100	800′(792′)	V1500m
B					135	800′(792′)	V1600m
C		R1700m	R1700m	R2400m	180	900′(892′)	V2400m
D					205	900′(892′)	V3600m

PANS OPS

❶ For aircraft which can commence a missed approach climb gradient of 5.0% (304′/NM) until passing 1000′: DA(H) 250′(246′), visibilities: with lights: R550m (R750m when TDZ or CL out and a Flight Director or Autopilot or HUD to DA is not used.), ALS out: R1300m. ❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy ID, reindex, procedure revised.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN

27 SEP 24 (21-2A) Eff 3 Oct

BANGKOK, THAILAND
ILS Z Rwy 02R CAT II

D-ATIS Arrival	SUVARNABHUMI Arrival	BANGKOK Approach			SUVARNABHUMI Tower Rwy 01/19	Rwy 02L/20R Rwy 02R/20L	Ground	
133.6	121.1 126.3	119.1 122.35	120.3 124.35	133.4 125.2	118.2	119.0	121.65 121.75	121.7 121.95

BRIEFING STRIP ™

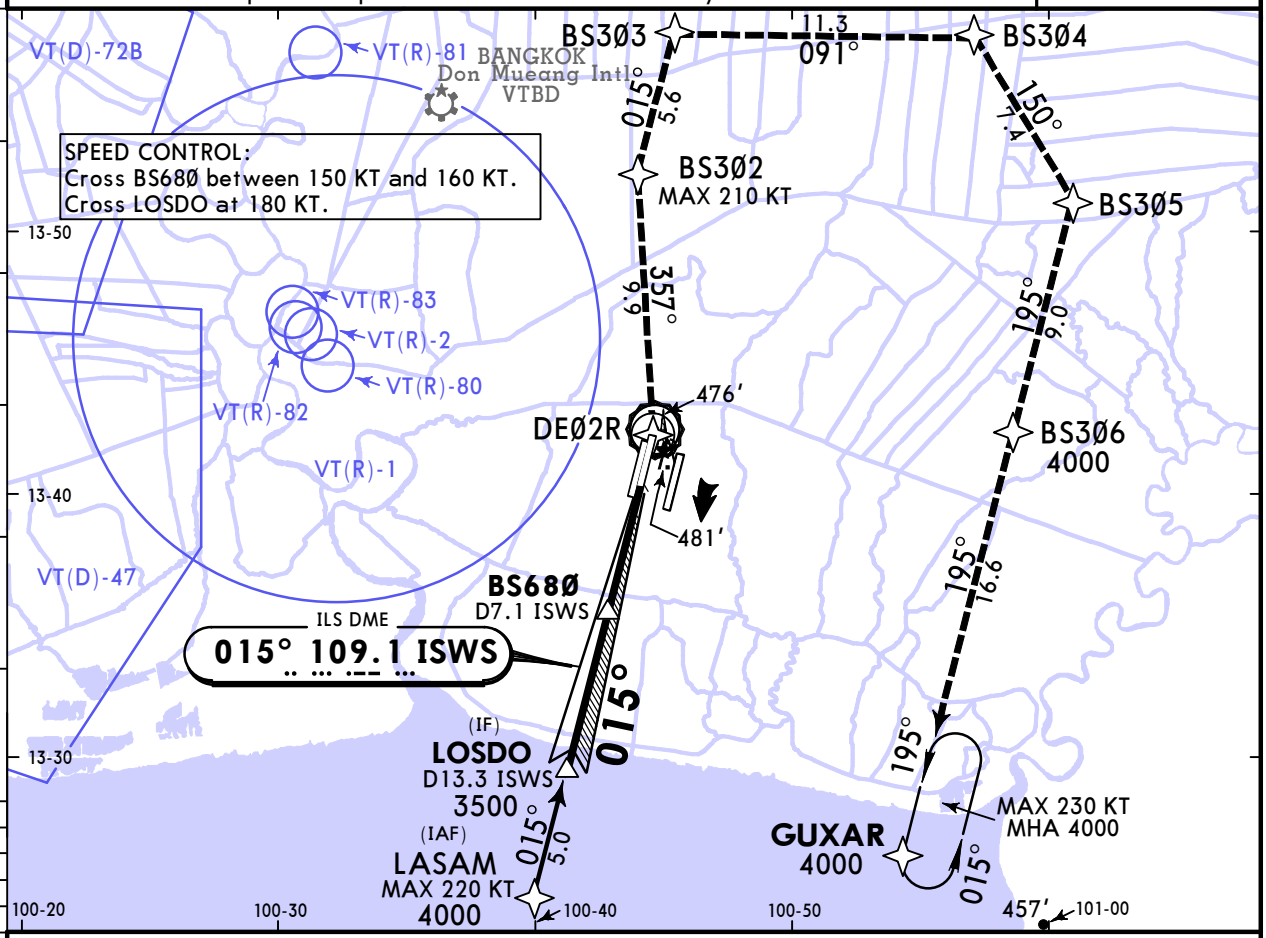
LOC ISWS	Final Apch Crs	BS68Ø MANDATORY	CAT II ILS Refer to Minimums	Apt Elev 8′ Rwy 4′
109.1	015°	1600′(1596′)		

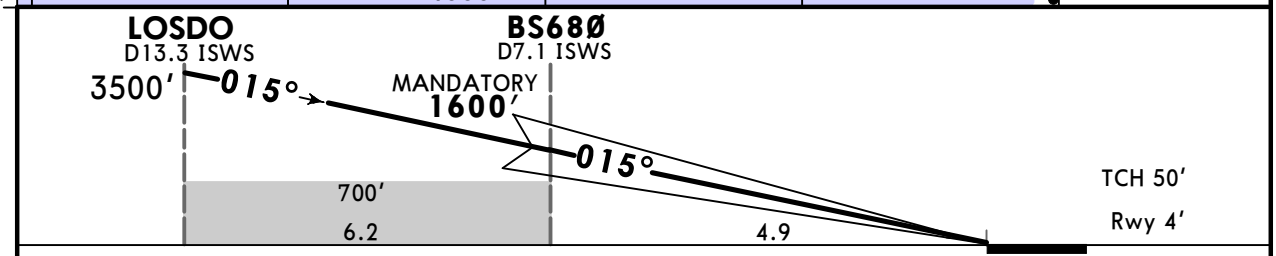
MISSED APCH: At MAP, climb to DEØ2R, then turn LEFT to BS3Ø2, turn RIGHT to BS3Ø3, turn RIGHT to BS3Ø4, turn RIGHT to BS3Ø5, then turn RIGHT to BS3Ø6 at minimum 4000′, then proceed to GUXAR and hold or as directed by ATC. Refer to minimums for missed apch climb gradients.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000′

RNAV 1 required | 1. GNSS or DME/DME/IRU required. 2. DME required.
3. Simultaneous Independent Operation is authorized with Rwy 01.

MSA ARP
135° 1800
2300
050° 1800
310° 3900 ❶
342°
❶ 1800′ within 20 NM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II | PAPI | DEØ2R | LT | BS3Ø2

Std STRAIGHT-IN LANDING

CAT II ILS

MACG MIN 4.0% (243′/NM) until passing 1000′	❶
RA 150′	
DA(H) **150′**(146′)	DA(H) **310′**(306′)

R450m

PANS OPS

❶ Precision approach terrain information not available for calculation RA.

CHANGES: Rwy ID, reindex, procedure revised.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN

20 DEC 24 (21-3) Eff 26 Dec

BANGKOK, THAILAND
ILS or LOC Z Rwy 19

D-ATIS Arrival	SUVARNABHUMI Arrival	BANGKOK Approach			SUVARNABHUMI Tower Rwy 01/19	SUVARNABHUMI Tower Rwy 02L/20R Rwy 02R/20L	Ground	
133.6	121.1 126.3	119.1 122.35	120.3 124.35	133.4 125.2	118.2	119.0	121.65 121.75	121.7 121.95

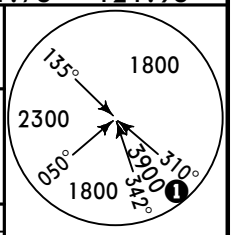
BRIEFING STRIP

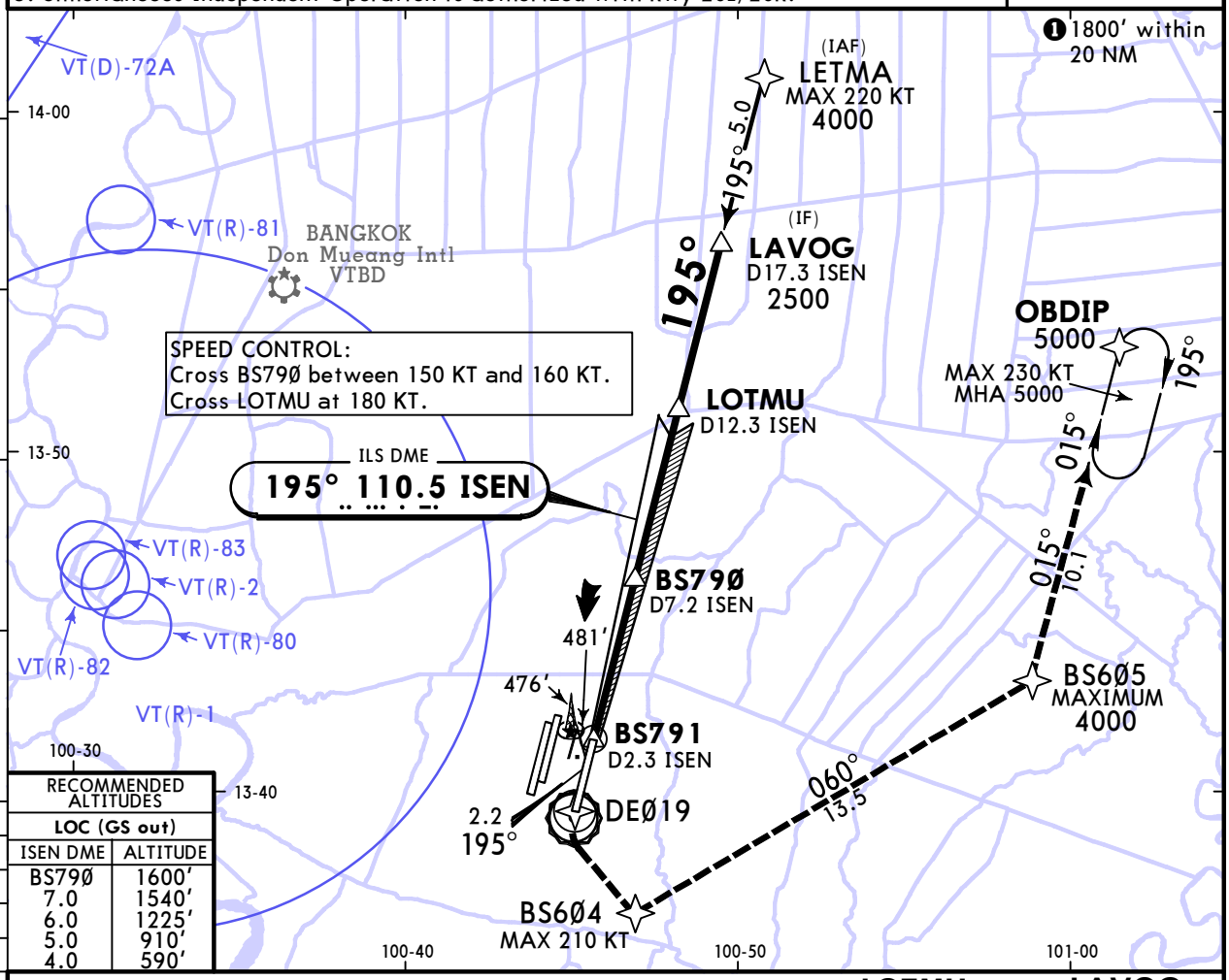
LOC ISEN	Final Apch Crs	BS79Ø MANDATORY	ILS DA(H)	Apt Elev 8′ Rwy 4′
110.5	195°	1600′(1596′)	250′(246′)	

MISSED APCH: At MAP, climb to DEØ19, then turn LEFT to BS6Ø4, turn LEFT climb up to 4000′ at BS6Ø5, then turn LEFT and proceed to OBDIP at minimum 5000′ and hold or as directed by ATC.
No turn before MAP (for LOC only).

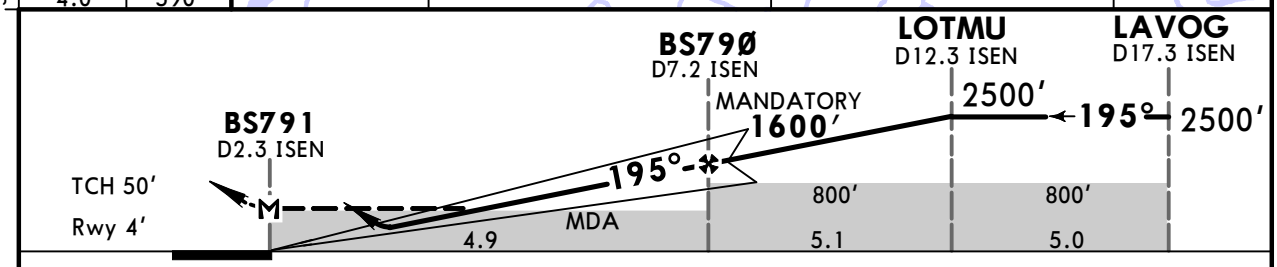
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL130 Trans alt: 11000′

RNAV 1 required | 1. GNSS or DME/DME/IRU required. 2. DME required.
3. Simultaneous Independent Operation is authorized with Rwy 20L/20R.





RECOMMENDED ALTITUDES	
LOC (GS out)	
ISEN DME	ALTITUDE
BS79Ø	1600′
7.0	1540′
6.0	1225′
5.0	910′
4.0	590′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at BS791							

PALS CAT II PAPI DEØ19 LT BS6Ø4

Std

	ILS DA(H) 250′(246′)			LOC (GS out) CDFA ❷ DA/MDA(H) 590′(586′)		CIRCLE-TO-LAND Max Kts	MDA(H)	
		TDZ or CL out	ALS out		ALS out			
A	R550m	❶R550m	R1300m	R1500m		100	800′(792′)	V1500m
B						135	800′(792′)	V1600m
C				R2000m	R2400m	180	900′(892′)	V2400m
D						205	900′(892′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD or DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed approach.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN

20 DEC 24 (21-3A) Eff 26 Dec

BANGKOK, THAILAND
ILS Z Rwy 19 CAT II

D-ATIS Arrival	SUVARNABHUMI Arrival	BANGKOK Approach			SUVARNABHUMI Tower Rwy 01/19	Rwy 02L/20R Rwy 02R/20L	Ground	
133.6	121.1 126.3	119.1 122.35	120.3 124.35	133.4 125.2	118.2	119.0	121.65 121.75	121.7 121.95

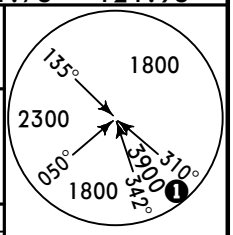
BRIEFING STRIP ™

LOC ISEN	Final Apch Crs	BS79Ø MANDATORY	CAT II ILS	Apt Elev 8′
110.5	195°	1600′ (1596′)	RA 140′ DA(H) 140′ (136′)	Rwy 4′

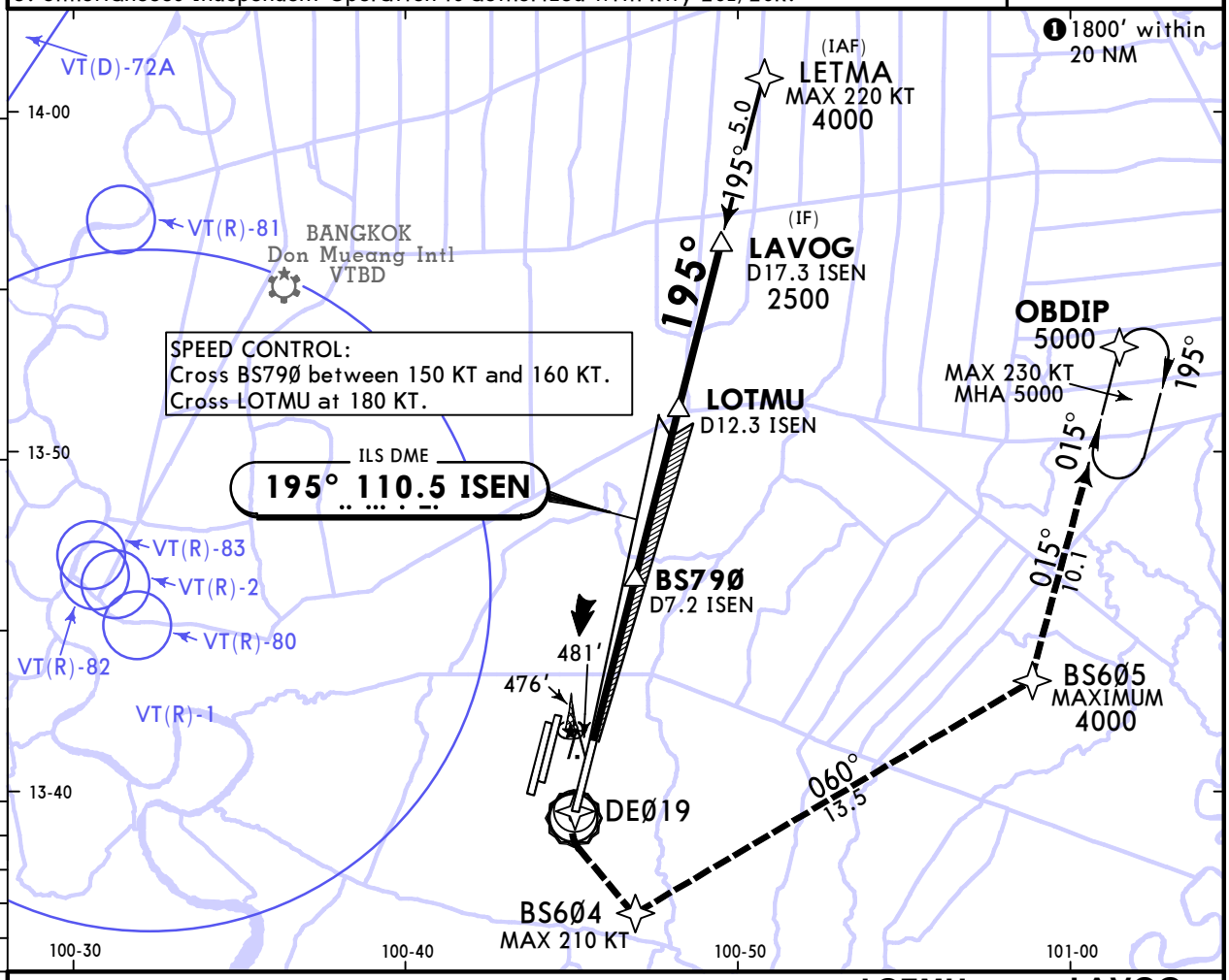
MISSED APCH: At MAP, climb to DEØ19, then turn LEFT to BS6Ø4, turn LEFT climb up to 4000′ at BS6Ø5, then turn LEFT and proceed to OBDIP at minimum 5000′ and hold or as directed by ATC.

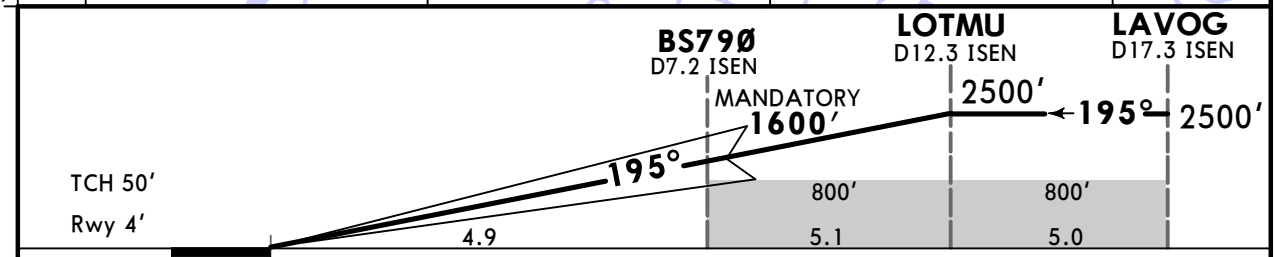
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL130 Trans alt: 11000′

RNAV 1 required | 1. GNSS or DME/DME/IRU required. 2. DME required. 3. Simultaneous Independent Operation is authorized with Rwy 20L/20R.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II
PAPI

DEØ19

LT

BS6Ø4

Std

STRAIGHT-IN LANDING

CAT II ILS

RA 140′

DA(H) **140′** (136′)

PANS OPS

R400m

CHANGES: Missed approach.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN
27 SEP 24
Eff 3 Oct
21-4

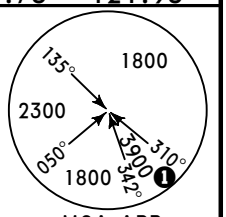
BANGKOK, THAILAND
ILS or LOC Z Rwy 20L

D-ATIS Arrival	SUVARNABHUMI Arrival	BANGKOK Approach	SUVARNABHUMI Tower Rwy 01/19	SUVARNABHUMI Tower Rwy 02L/20R Rwy 02R/20L	Ground
133.6	121.1 126.3	119.1 120.3 133.4 122.35 124.35 125.2	118.2	119.0	121.65 121.7 121.75 121.95

BRIEFING STRIP ™

LOC ISWN	Final Apch Crs	BS78Ø MANDATORY	ILS DA(H) Refer to minimums	Apt Elev 8' Rwy 4'
109.5	195°	1600'(1596')		

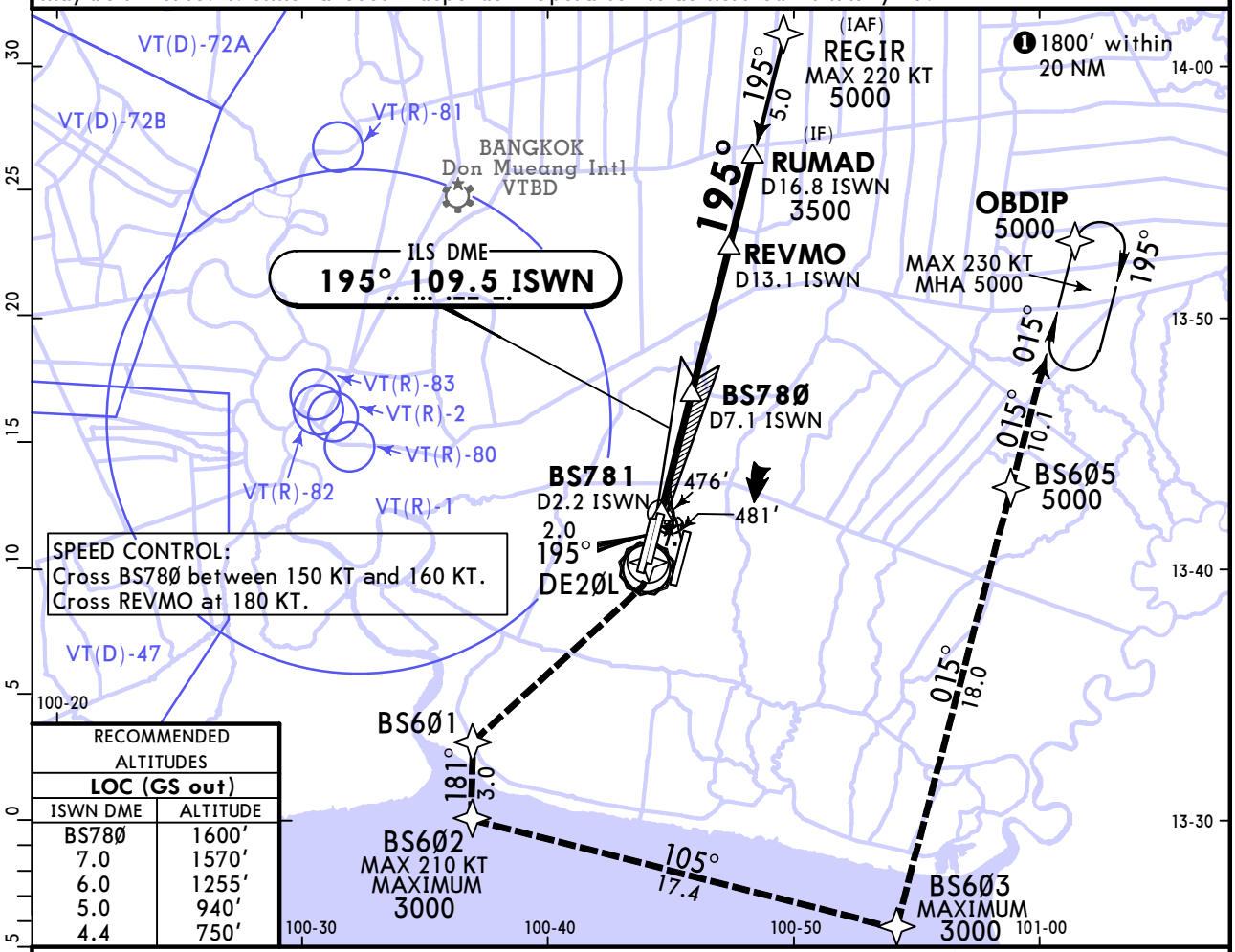
MISSED APCH: At MAP, climb to DE2ØL, then turn RIGHT to BS6Ø1, turn LEFT to BS6Ø2 and climb up to 3000', turn LEFT to BS6Ø3, turn LEFT to BS6Ø5 at minimum 5000', then proceed to OBDIP at minimum 5000' and hold or as directed by ATC.
No turn before MAP (for LOC only). Refer to minimums for missed apch climb gradients.



MSA ARP

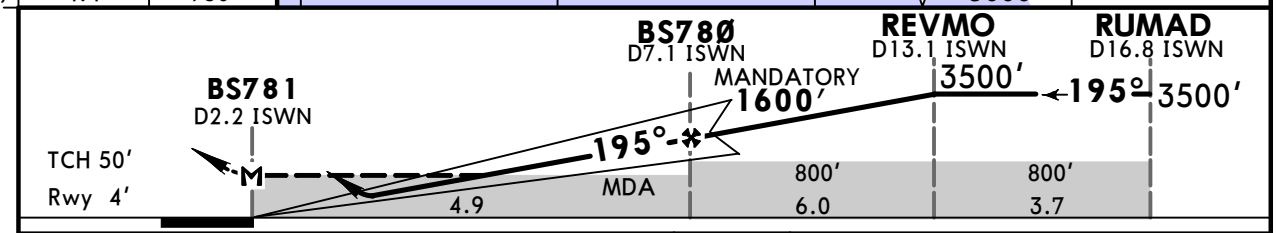
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000'

RNAV 1 required | 1. GNSS or DME/DME/IRU required. 2. DME required. 3. Parallel Independent Operation may be in force. 4. Simultaneous Independent Operation is authorized with Rwy 19.



SPEED CONTROL:
Cross BS78Ø between 150 KT and 160 KT.
Cross REVMO at 180 KT.

RECOMMENDED ALTITUDES LOC (GS out)	
ISWN DME	ALTITUDE
BS78Ø	1600'
7.0	1570'
6.0	1255'
5.0	940'
4.4	750'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at BS781							

PALS CAT II
PAPI
DE2ØL
RT
BS6Ø1

Std ILS STRAIGHT-IN LANDING LOC (GS out)

❶ DA(H) 290'(286') | ❸ CDFA DA/MDA(H) 750'(746')

	TDZ or CL out	ALS out		ALS out
A	R650m	❷R650m	R1400m	R1500m
B				
C				R2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	800'(792')	V1500m
135	800'(792')	V1600m
180	900'(892')	V2400m
205	900'(892')	V3600m

PANS OPS

❶ For aircraft which can commence a missed approach climb gradient of 5.0% (304'/NM) until passing 1000': DA(H) 204'(200'), visibilities: with lights: R550m (R750m when TDZ or CL out and a Flight Director or Autopilot or HUD to DA is not used.), ALS out: R1200m. ❷ R750m when a Flight Director or Autopilot or HUD or DA is not used. ❸ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy ID, procedure revised.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN
27 SEP 24
Eff 3 Oct
21-4A

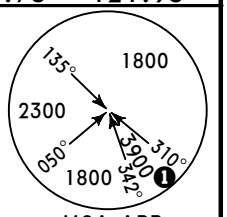
BANGKOK, THAILAND
ILS Z Rwy 20L CAT II

D-ATIS Arrival	SUVARNABHUMI Arrival	BANGKOK Approach	SUVARNABHUMI Tower Rwy 01/19	SUVARNABHUMI Tower Rwy 02L/20R Rwy 02R/20L	Ground
133.6	121.1 126.3	119.1 120.3 133.4 122.35 124.35 125.2	118.2	119.0	121.65 121.7 121.75 121.95

BRIEFING STRIP ™

LOC ISWN	Final Apch Crs	BS78Ø MANDATORY	CAT II ILS Refer to Minimums	Apt Elev 8′ Rwy 4′
109.5	195°	1600′(1596′)		

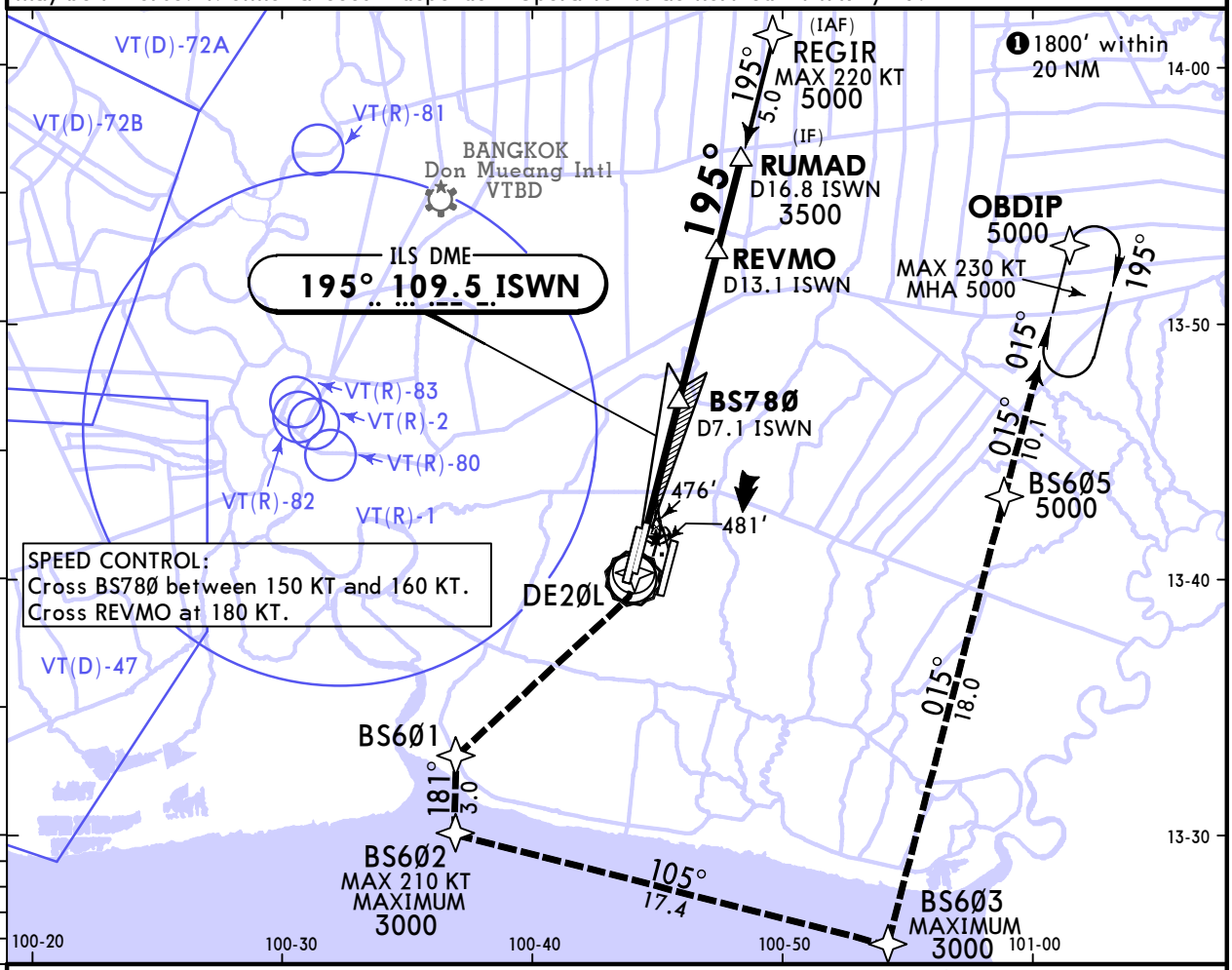
MISSED APCH: At MAP, climb to DE2ØL, then turn RIGHT to BS6Ø1, turn LEFT to BS6Ø2 and climb up to 3000′, turn LEFT to BS6Ø3, turn LEFT to BS6Ø5 at minimum 5000′, then proceed to OBDIP at minimum 5000′ and hold or as directed by ATC. Refer to minimums for missed apch climb gradients.

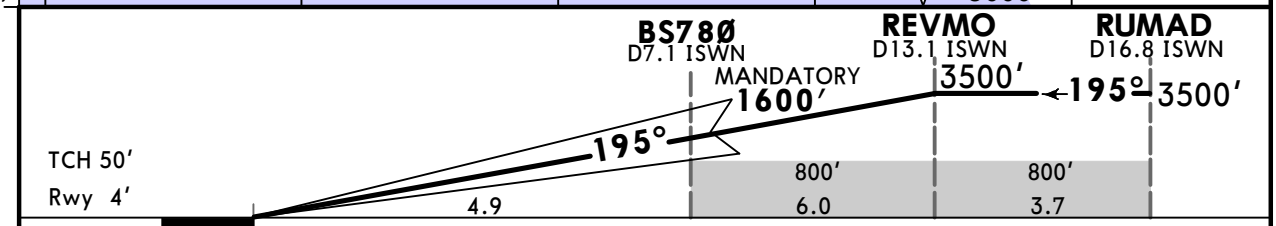


MSA ARP

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000′

RNAV 1 required | 1. GNSS or DME/DME/IRU required. 2. DME required. 3. Parallel Independent Operation may be in force. 4. Simultaneous Independent Operation is authorized with Rwy 19.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II
PAPI
DE2ØL
RT
BS6Ø1

Std STRAIGHT-IN LANDING

CAT II ILS

MACG MIN 5.0% (304′/NM) until passing 1000′	
RA 130′ DA(H) **130′**(126′)	❶ DA(H) **220′**(216′)
R400m	R450m

PANS OPS

❶ Precision approach terrain information not available for calculation RA.

CHANGES: Rwy ID, procedure revised

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN

20 DEC 24 (22-1) Eff 26 Dec

BANGKOK, THAILAND
RNP Rwy 01

BRIEFING STRIP ™

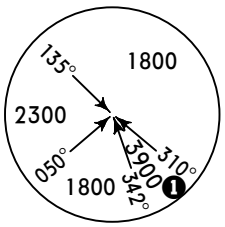
D-ATIS Arrival	SUVARNABHUMI Arrival	BANGKOK Approach	SUVARNABHUMI Tower Rwy 01/19	SUVARNABHUMI Tower Rwy 02R/20L, 02L/20R	Ground
133.6	121.1 126.3	119.1 120.3 133.4 122.35 124.35 125.2	118.2	119.0	121.65 121.7 121.75 121.95

RNAV	Final Apch Crs	BS69Ø MANDATORY	LNAV/VNAV DA(H)	Apt Elev 8' Rwy 4'
	015°	1600'(1596')	540'(536')	

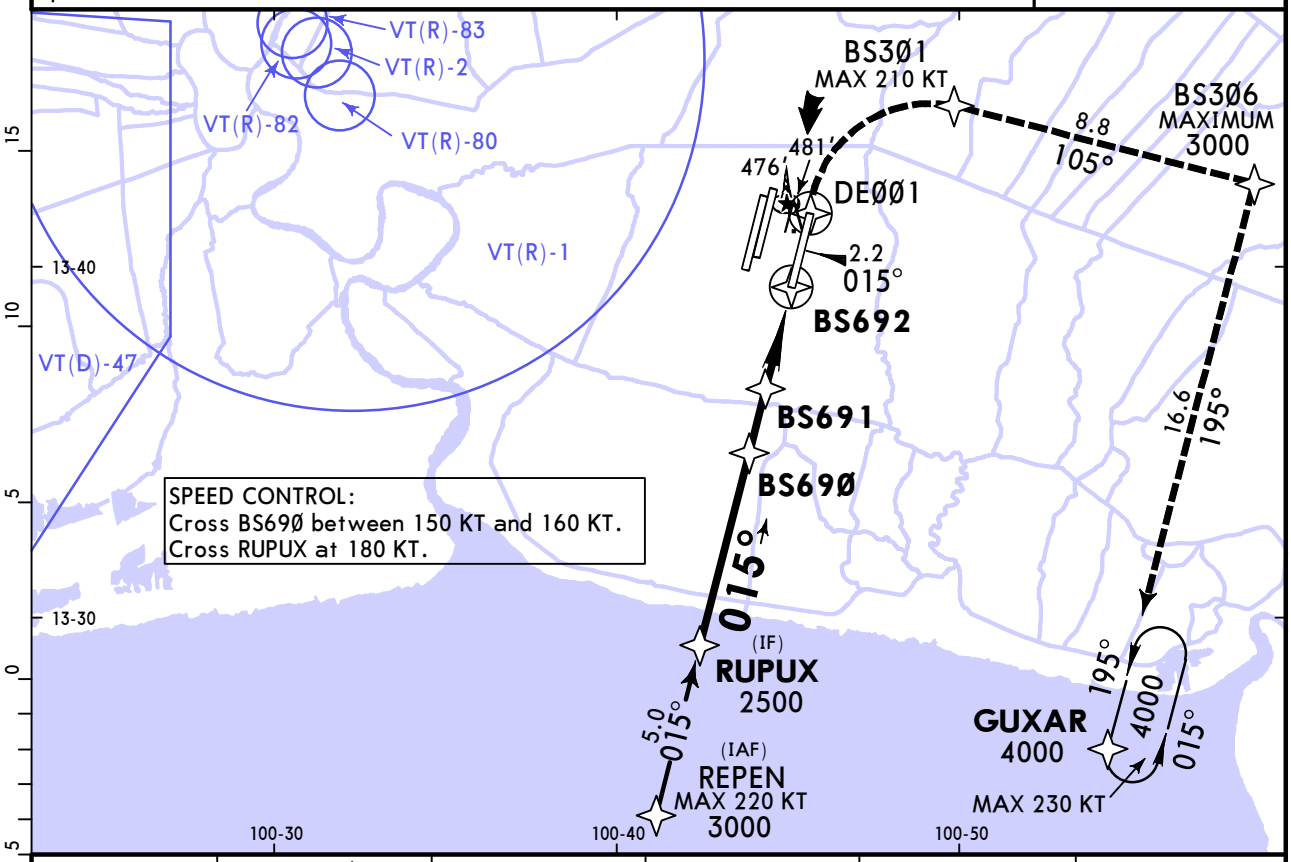
MISSED APCH: At MAP, climb to DEØØ1, then turn RIGHT to BS3Ø1, climb up to 3000' at BS3Ø6, then turn RIGHT and proceed to GUXAR at minimum 4000' and hold or as directed by ATC. No turn before MAP.

RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000'

1. Simultaneous Independent Operation is authorized with Rwy 02L/02R. 2. LNAV procedures not authorized during simultaneous operations. 3. Use of Flight Director (FD) or Autopilot (AP) providing RNP track guidance required during simultaneous operations. 4. Baro-VNAV not authorized below 15°C.

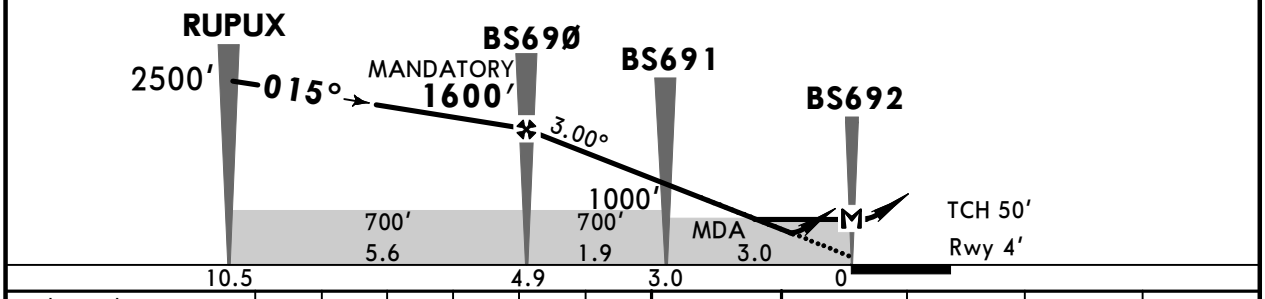


MSA ARP
1 1800 within 20 NM



SPEED CONTROL:
Cross BS69Ø between 150 KT and 160 KT.
Cross RUPUX at 180 KT.

DIST to BS692	BS69Ø	4.0	3.0	2.0	1.7
ALTITUDE	1600'	1320'	1005'	690'	600'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at BS692							

PALS CAT II
PAPI

DEØØ1 | RT | BS3Ø1

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 540'(536')		LNAV CDFA 1 DA/MDA(H) 600'(596')	
		ALS out		ALS out
A	R1500m		R1500m	
B				
C	R1700m	R2400m	R2000m	R2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	800'(792')	V1500m
135	800'(792')	V1600m
180	900'(892')	V2400m
205	900'(892')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed approach.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN

20 DEC 24 (22-2) Eff 26 Dec

BANGKOK, THAILAND
RNP Rwy 02L

BRIEFING STRIP TM

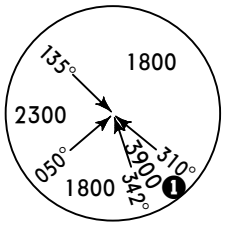
D-ATIS Arrival	SUVARNABHUMI Arrival	BANGKOK Approach	SUVARNABHUMI Tower Rwy 01/19	SUVARNABHUMI Tower Rwy 02R/20L, 02L/20R	Ground
133.6	121.1 126.3	119.1 120.3 133.4 122.35 124.35 125.2	118.2	119.0	121.65 121.7 121.75 121.95

RNAV	Final Apch Crs	BS67Ø MANDATORY	LNAV/VNAV DA(H)	Apt Elev 8' Rwy 8'
	015°	1600'(1592')	540'(532')	

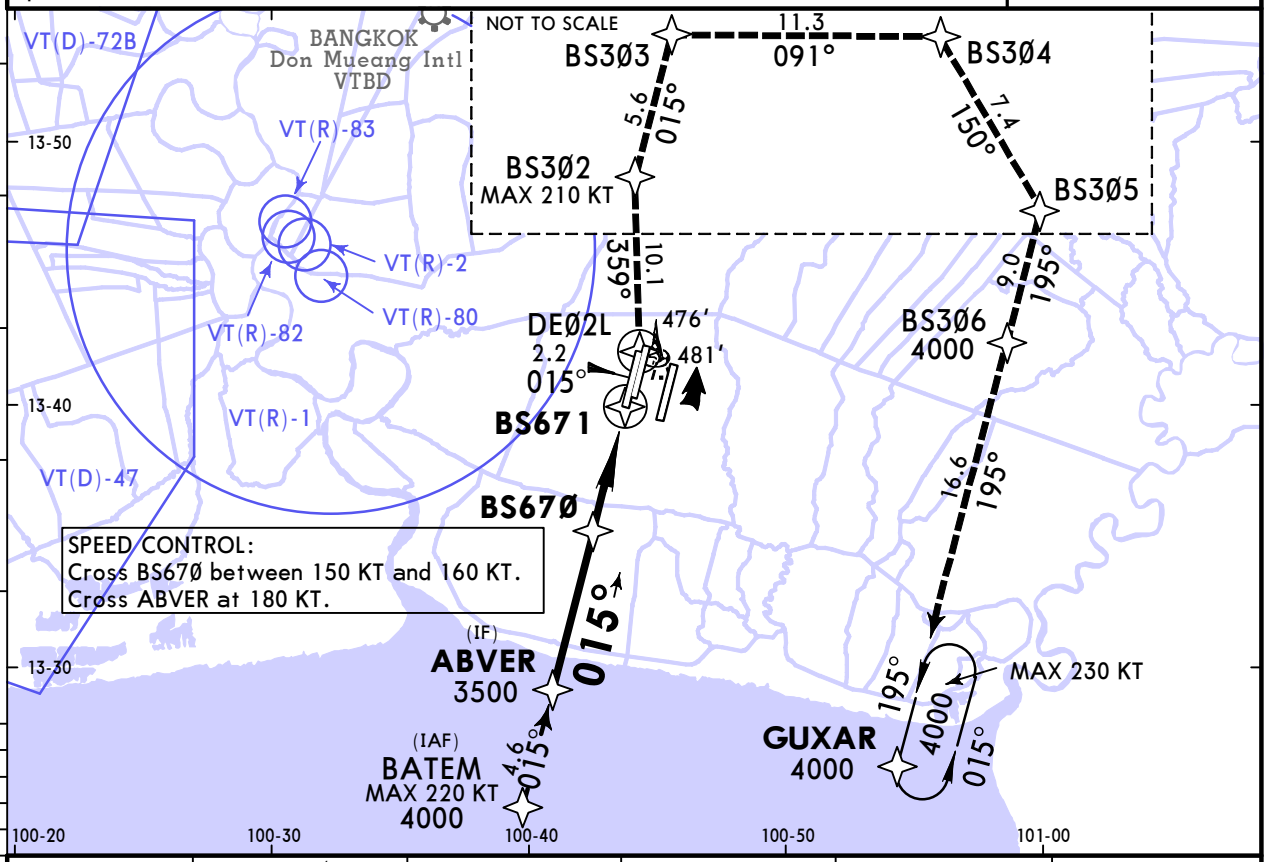
MISSED APCH: At MAP, climb to DEØ2L, then turn LEFT to BS3Ø2, turn RIGHT to BS3Ø3, turn RIGHT to BS3Ø4, turn RIGHT to BS3Ø5, then turn RIGHT to BS3Ø6 at minimum 4000', then proceed to GUXAR and hold or as directed by ATC. No turn before MAP.

RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000'

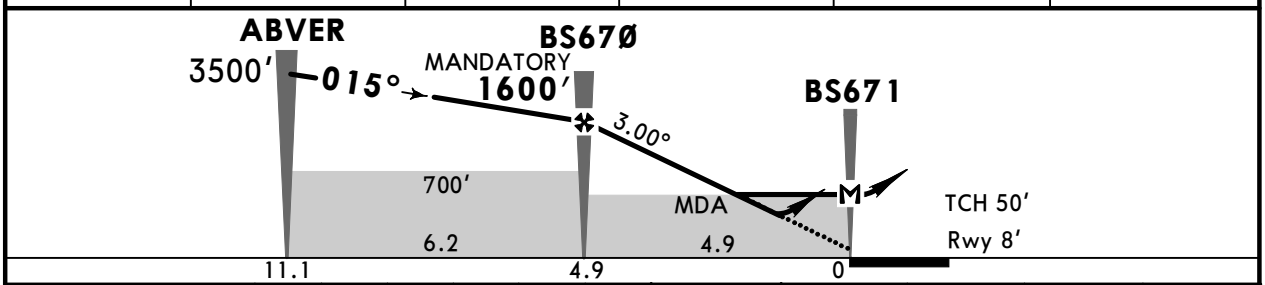
1. Simultaneous Independent Operation is authorized with Rwy 01. 2. LNAV procedures not authorized during simultaneous operations. 3. Use of Flight Director (FD) or Autopilot (AP) providing RNP track guidance required during simultaneous operations. 4. Baro-VNAV not authorized below 15°C.



MSA ARP
1 1800 within 20 NM



DIST to BS671	BS67Ø	4.0	3.0	2.0	1.7
ALTITUDE	1600'	1320'	1005'	690'	600'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at BS671							

PALS CAT II
PAPI

DEØ2L

LT

BS3Ø2

Std

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 540'(532')		LNAV CDFA 1 DA/MDA(H) 600'(592')	
		ALS out		ALS out
A	R1500m		R1500m	
B				
C	R1700m	R2400m	R2000m	R2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	800'(792')	V1500m
135	800'(792')	V1600m
180	900'(892')	V2400m
205	900'(892')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN

20 DEC 24 (22-3) Eff 26 Dec

BANGKOK, THAILAND
RNP Rwy 02R

BRIEFING STRIP TM

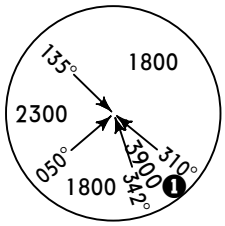
D-ATIS	SUVARNABHUMI	BANGKOK Approach	SUVARNABHUMI Tower	Ground
Arrival 133.6	Arrival 121.1 126.3	119.1 120.3 133.4 122.35 124.35 125.2	Rwy 01/19 118.2 Rwy 02R/20L, 02L/20R 119.0	121.65 121.7 121.75 121.95

RNAV	Final Apch Crs	BS68Ø MANDATORY	LNAV/VNAV DA(H)	Apt Elev 8' Rwy 4'
	015°	1600'(1596')	540'(536')	

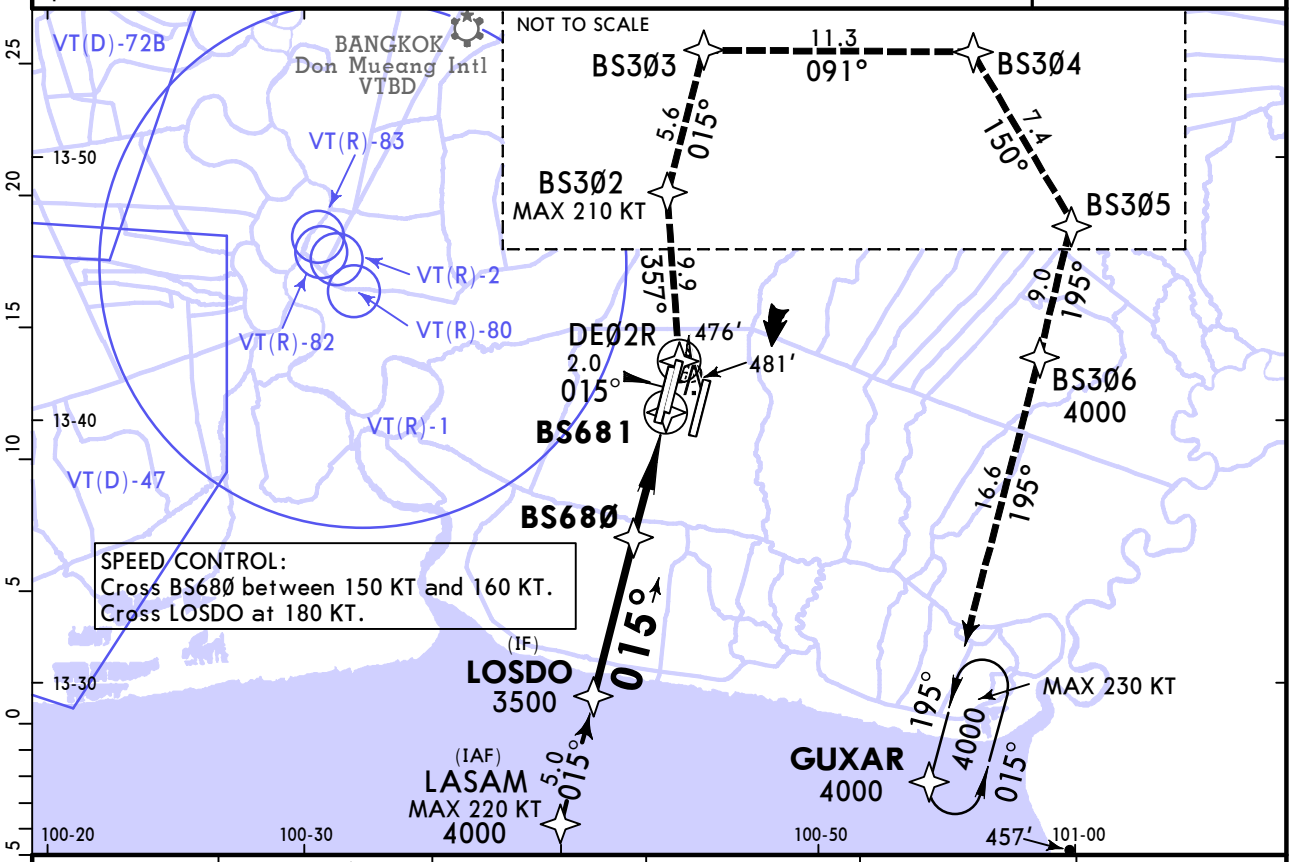
MISSED APCH: At MAP, climb to DEØ2R, then turn LEFT to BS3Ø2, turn RIGHT to BS3Ø3, turn RIGHT to BS3Ø4, turn RIGHT to BS3Ø5, then turn RIGHT to BS3Ø6 at minimum 4000', then proceed to GUXAR and hold or as directed by ATC. No turn before MAP.

RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000'

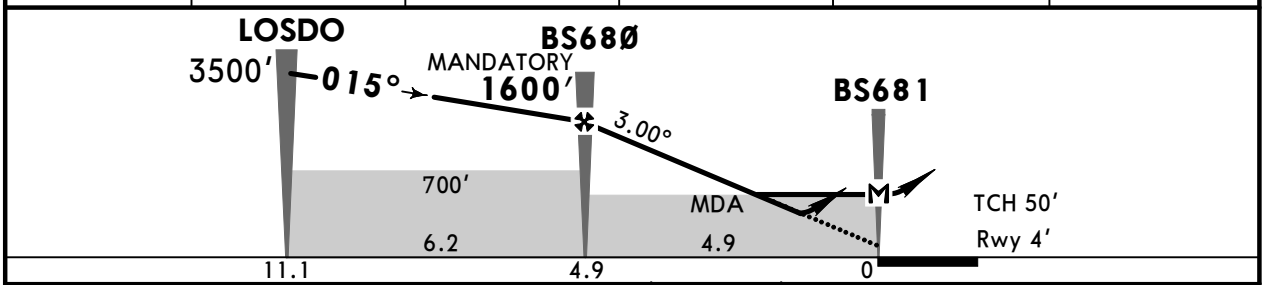
1. Simultaneous Independent Operation is authorized with Rwy 01. 2. LNAV procedures not authorized during simultaneous operations. 3. Use of Flight Director (FD) or Autopilot (AP) providing RNP track guidance required during simultaneous operations. 4. Baro-VNAV not authorized below 15°C.



MSA ARP
1 1800 within 20 NM



DIST to BS681	BS68Ø	4.0	3.0	2.0	1.8
ALTITUDE	1600'	1320'	1005'	690'	620'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at BS681							

PALS CAT II
PAPI
DEØ2R
LT
BS3Ø2

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) 540'(536')		1 DA/MDA(H) 620'(616')	
		ALS out		ALS out
A	R1500m		R1500m	
B				
C	R1700m	R2400m	R2100m	R2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	800'(792')	V1500m
135	800'(792')	V1600m
180	900'(892')	V2400m
205	900'(892')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN

20 DEC 24 (22-4) Eff 26 Dec

BANGKOK, THAILAND
RNP Rwy 19

BRIEFING STRIP ™

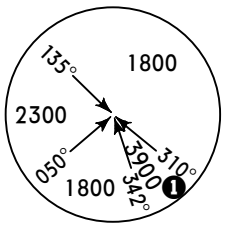
D-ATIS Arrival	SUVARNABHUMI Arrival	BANGKOK Approach	SUVARNABHUMI Tower Rwy 01/19	SUVARNABHUMI Tower Rwy 02R/20L, 02L/20R	Ground
133.6	121.1 126.3	119.1 120.3 133.4 122.35 124.35 125.2	118.2	119.0	121.65 121.7 121.75 121.95

RNAV	Final Apch Crs	BS79Ø MANDATORY	LNAV/VNAV DA(H)	Apt Elev 8' Rwy 4'
	195°	1600'(1596')	600'(596')	

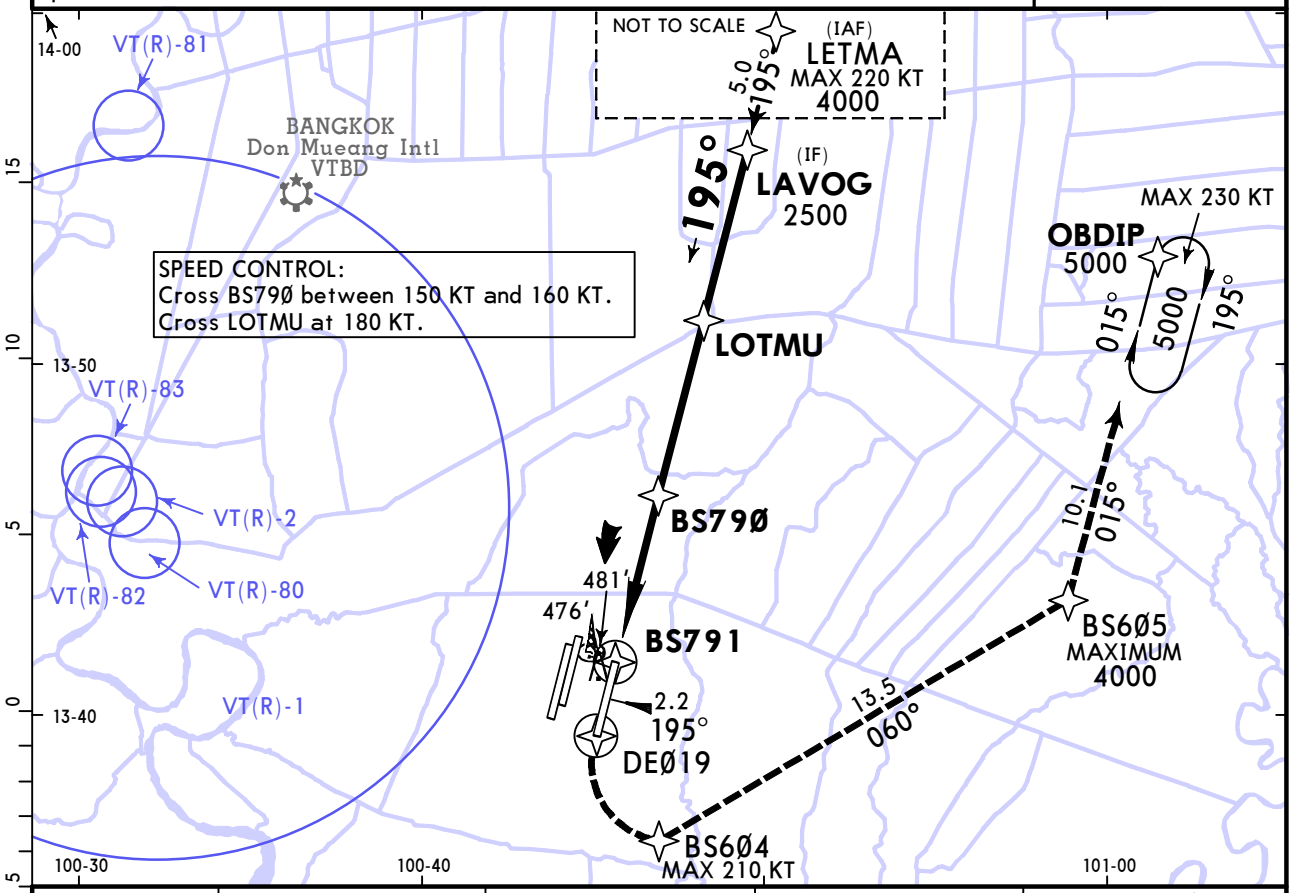
MISSED APCH: At MAP, climb to DEØ19, then turn LEFT to BS6Ø4, turn LEFT climb up to 4000' at BS6Ø5, then turn LEFT and proceed to OBDIP at minimum 5000' and hold or as directed by ATC. No turn before MAP.

RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000'

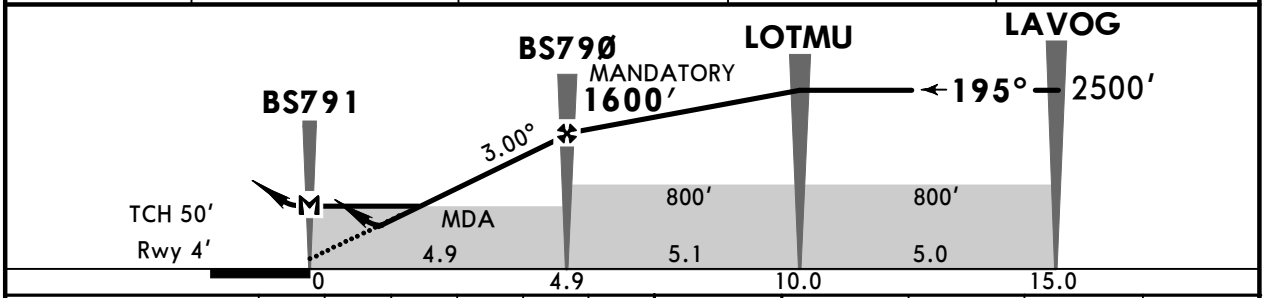
1. Simultaneous Independent Operation is authorized with Rwy 20L/20R. 2. LNAV procedures not authorized during simultaneous operations. 3. Use of Flight Director (FD) or Autopilot (AP) providing RNP track guidance required during simultaneous operations. 4. Baro-VNAV not authorized below 15°C.



MSA ARP
1 1800 within 20 NM



DIST to BS791	2.2	3.0	4.0	BS79Ø
ALTITUDE	750'	1005'	1320'	1600'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at BS791							

PALS CAT II
PAPI
DEØ19
LT
BS6Ø4

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 600'(596')		LNAV CDFA 1 DA/MDA(H) 750'(746')	
		ALS out		ALS out
A	R1500m		R1500m	
B				
C	R2000m	R2400m	R2400m	
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	800'(792')	V1500m
135	800'(792')	V1600m
180	900'(892')	V2400m
205	900'(892')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed approach.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN

27 SEP 24 (22-5) Eff 3 Oct

BANGKOK, THAILAND
RNP Rwy 20L

BRIEFING STRIP™

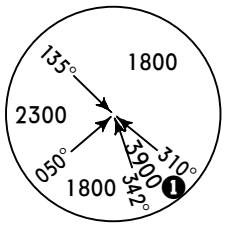
D-ATIS	SUVARNABHUMI	BANGKOK Approach	SUVARNABHUMI Tower	Ground
Arrival 133.6	Arrival 121.1 126.3	119.1 120.3 133.4 122.35 124.35 125.2	Rwy 01/19 118.2 Rwy 02R/20L, 02L/20R 119.0	121.65 121.7 121.75 121.95

RNAV	Final Apch Crs	BS78Ø MANDATORY	LNAV/VNAV DA(H)	Apt Elev 8' Rwy 4'
	195°	1600'(1596')	600'(596')	

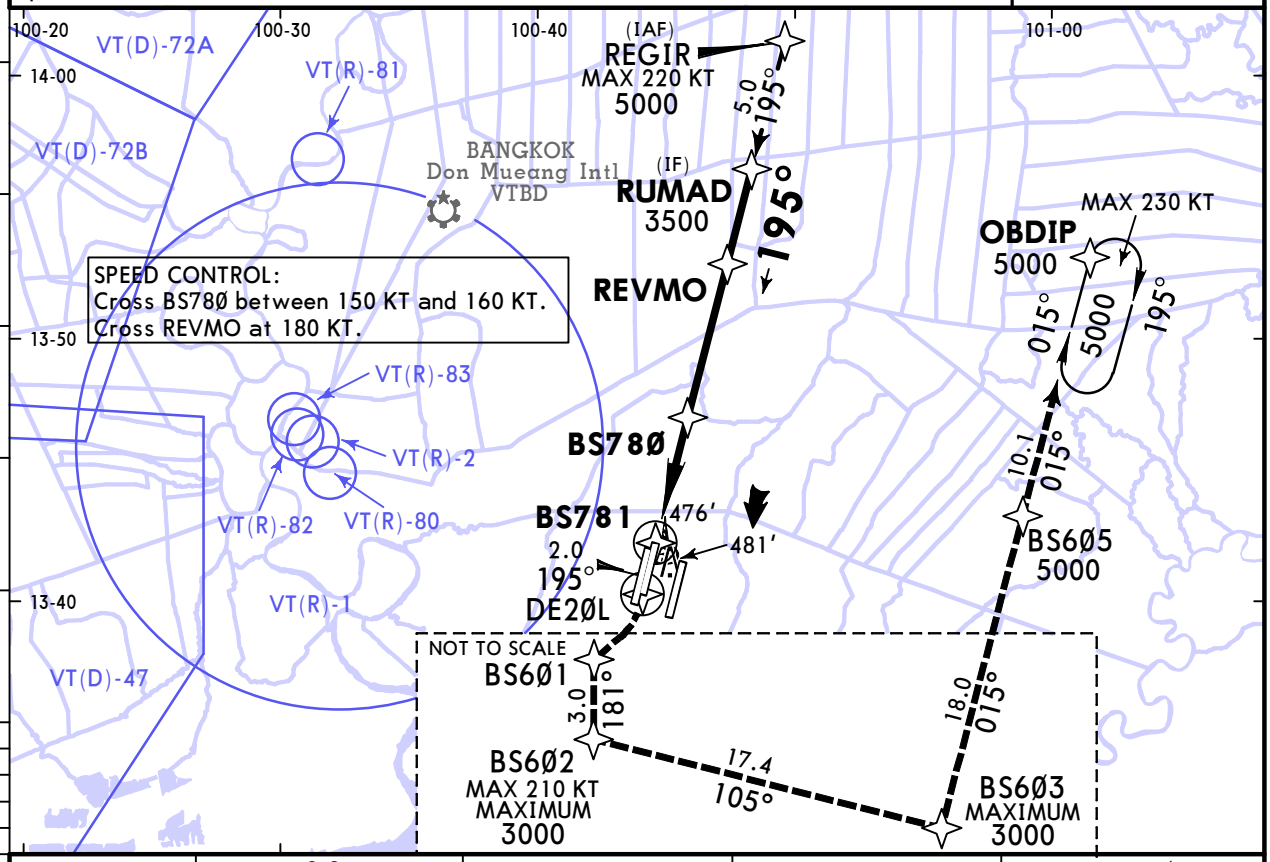
MISSED APCH: At MAP, climb to DE2ØL, then turn RIGHT to BS6Ø1, turn LEFT to BS6Ø2 and climb up to 3000', turn LEFT to BS6Ø3, turn LEFT to BS6Ø5 at 5000', then proceed to OBDIP at 5000' and hold or as directed by ATC. No turn before MAP.

RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000'

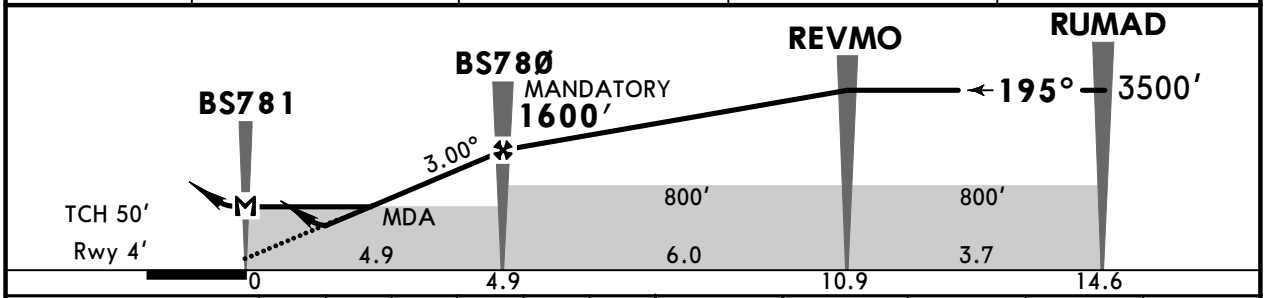
1. Simultaneous Independent Operation is authorized with Rwy 19. 2. LNAV procedures not authorized during simultaneous operations. 3. Use of Flight Director (FD) or Autopilot (AP) providing RNP track guidance required during simultaneous operations. 4. Baro-VNAV not authorized below 15°C.



MSA ARP
❶ 1800 within 20 NM



DIST to BS781	2.2	3.0	4.0	BS78Ø
ALTITUDE	750'	1005'	1320'	1600'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at BS781							

PALS CAT II
PAPI

DE2ØL

RT

BS6Ø1

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 600'(596') ALS out	LNAV CDFA ❶ DA/MDA(H) 750'(746') ALS out
A	R1500m	R1500m
B		
C	R2000m	R2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	800'(792')	V1500m
135	800'(792')	V1600m
180	900'(892')	V2400m
205	900'(892')	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy ID, reindex, procedure revised.

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VTBS/BKK
SUVARNABHUMI INTL

JEPPESEN

27 SEP 24 (22-6) Eff 3 Oct

BANGKOK, THAILAND
RNP Rwy 20R

D-ATIS Arrival	SUVARNABHUMI Arrival	BANGKOK Approach	SUVARNABHUMI Tower Rwy 01/19	SUVARNABHUMI Tower Rwy 02R/20L, 02L/20R	Ground
133.6	121.1 126.3	119.1 120.3 133.4 122.35 124.35 125.2	118.2	119.0	121.65 121.7 121.75 121.95

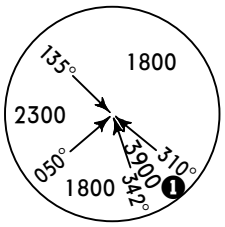
BRIEFING STRIP™

RNAV	Final Apch Crs	BS77Ø MANDATORY	LNAV/VNAV DA(H)	Apt Elev 8' Rwy 8'
	195°	1600'(1592')	600'(592')	

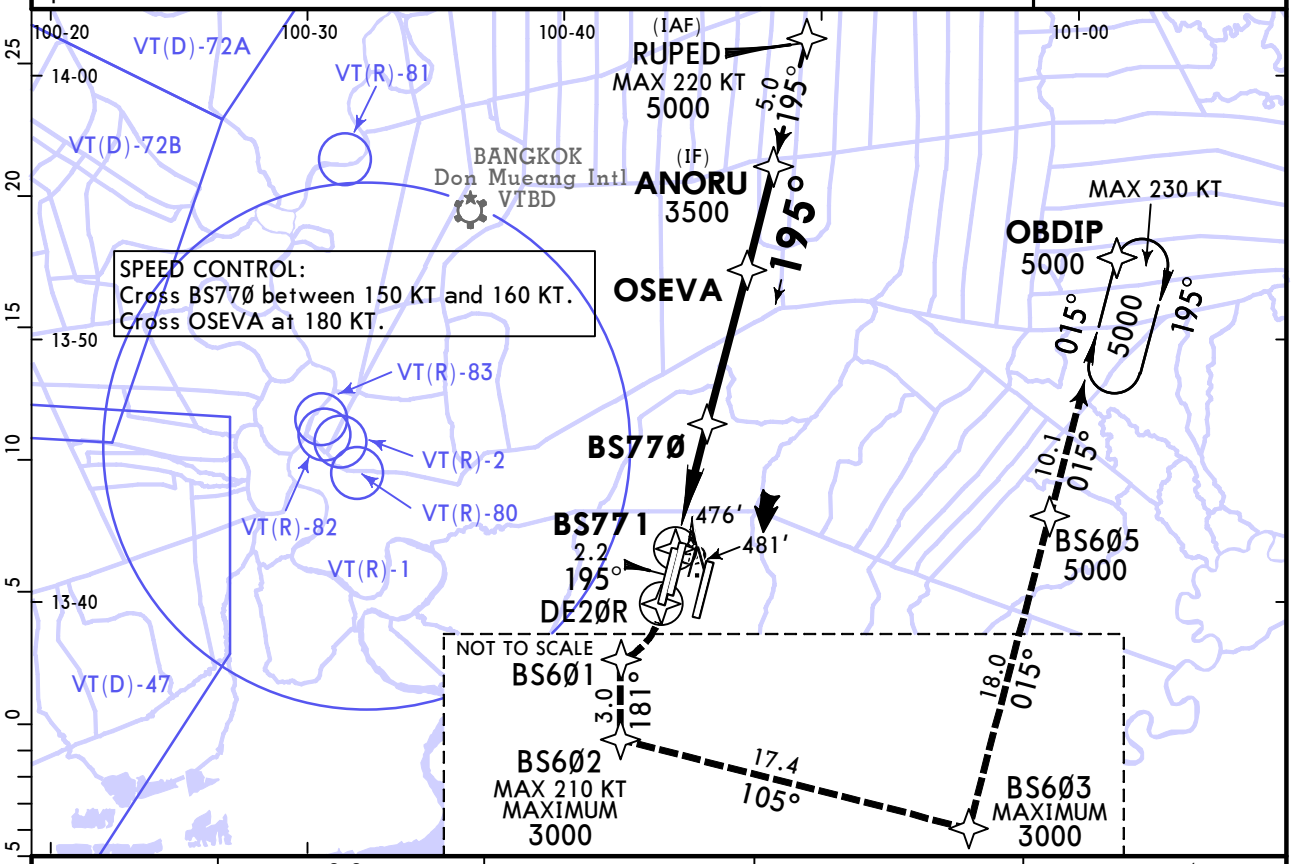
MISSED APCH: At MAP, climb to DE2ØR, then turn RIGHT to BS6Ø1, turn LEFT to BS6Ø2 and climb up to 3000', turn LEFT to BS6Ø3, turn LEFT to BS6Ø5 at 5000', then proceed to OBDIP at 5000' and hold or as directed by ATC. No turn before MAP.

RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000'

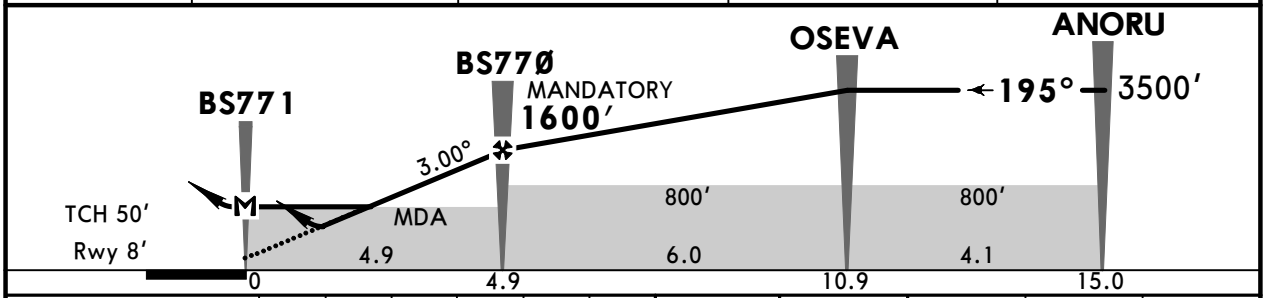
1. Simultaneous Independent Operation is authorized with Rwy 19. 2. LNAV procedures not authorized during simultaneous operations. 3. Use of Flight Director (FD) or Autopilot (AP) providing RNP track guidance required during simultaneous operations. 4. Baro-VNAV not authorized below 15°C.



MSA ARP
1 1800 within 20 NM



DIST to BS771	2.2	3.0	4.0	BS77Ø
ALTITUDE	750'	1005'	1320'	1600'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at BS771							

PALS CAT II
PAPI

DE2ØR | RT | BS6Ø1

Std

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 600'(592') ALS out		LNAV CDFA 1 DA/MDA(H) 750'(742') ALS out
A	R1500m		R1500m
B			
C	R2000m	R2400m	R2400m
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	800'(792')	V1500m
135	800'(792')	V1600m
180	900'(892')	V2400m
205	900'(892')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

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Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BANGKOK, (SUVARNABHUMI INTL - VTBS)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport VTBS

Type: Terminal
Effectivity: Temporary
Begin Date: 20241128
End Date: 20261002

Suvarnabhumi DVOR/DME (SVB) 111.4 MHZ CH51X not available due to relocation from 28 November 2024 at 0001 UTC to 02 October 2026 at 0949 UTC.