

General Info

Bangkok, THA
 N 13° 54.9' E100° 36.3' Mag Var: 0.0°W
 Elevation: 9'

Public, Control Tower, IFR, No Fee, Low Level Wind Shear Alert System,
 Rotating Beacon, No Customs
 Pattern Altitude: 1500 feet AGL
 Fuel: 100LL, Jet A-1
 Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+7:00 no DST

Runway Info

Runway 03L-21R 12139' x 197' concrete
 Runway 03R-21L 11483' x 148' asphalt

Runway 03L (29.0°M) TDZE 7'

Lights: Edge, ALS, Centerline

Stopway Distance 492'

Runway 03R (28.0°M) TDZE 7'

Lights: Edge, ALS

Stopway Distance 164'

Runway 21L (208.0°M) TDZE 8'

Lights: Edge, ALS

Displaced Threshold Distance 1148'

Stopway Distance 328'

Runway 21R (209.0°M) TDZE 7'

Lights: Edge, ALS, Centerline, TDZ

Stopway Distance 492'

Communications Info

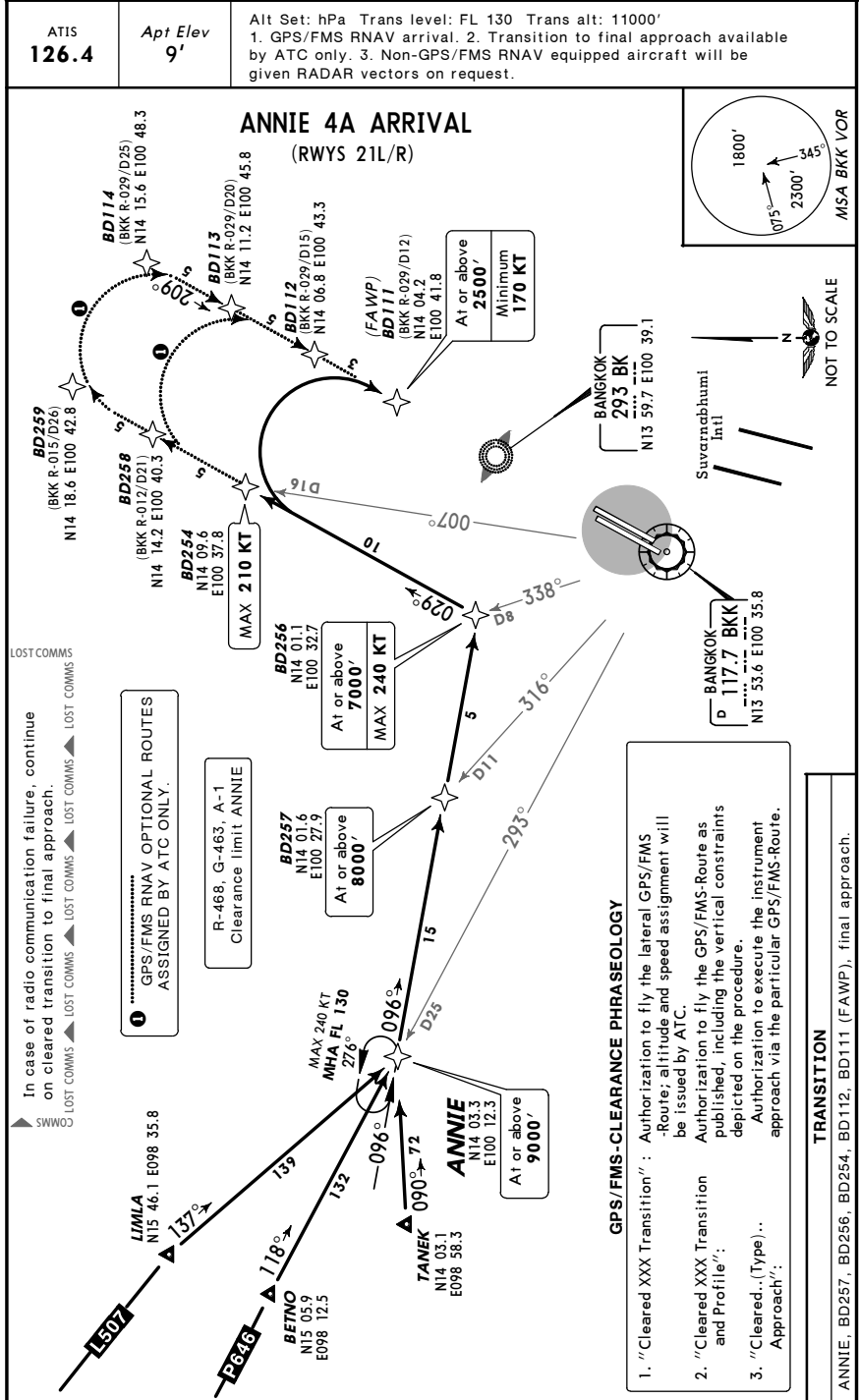
ATIS **126.4**
 Don Mueang Tower Tower **118.1**
 Don Mueang Ground Ground Control **122.5** Secondary
 Don Mueang Ground Ground Control **121.9**
 Bangkok Control Clearance Delivery **128.4**
 Bangkok Control Clearance Delivery **120.4**
 Bangkok Control Clearance Delivery **125.95**
 Bangkok Control Clearance Delivery **133.4**
 Don Mueang Approach Approach Control **121.7** (245°-30°)
 Don Mueang Approach Approach Control **126.7**
 Don Mueang Approach Approach Control **119.4**
 Bangkok Approach Approach Control **125.2**
 Bangkok Approach Approach Control **124.35**
 Bangkok Approach Approach Control **122.35**
 Bangkok Approach Approach Control **121.8**
 Don Mueang Arrival Arrival Control **125.5**

Notebook Info

VTBD/DMK
BANGKOK INTL

JEPPesen
 29 DEC 06 **10-2**

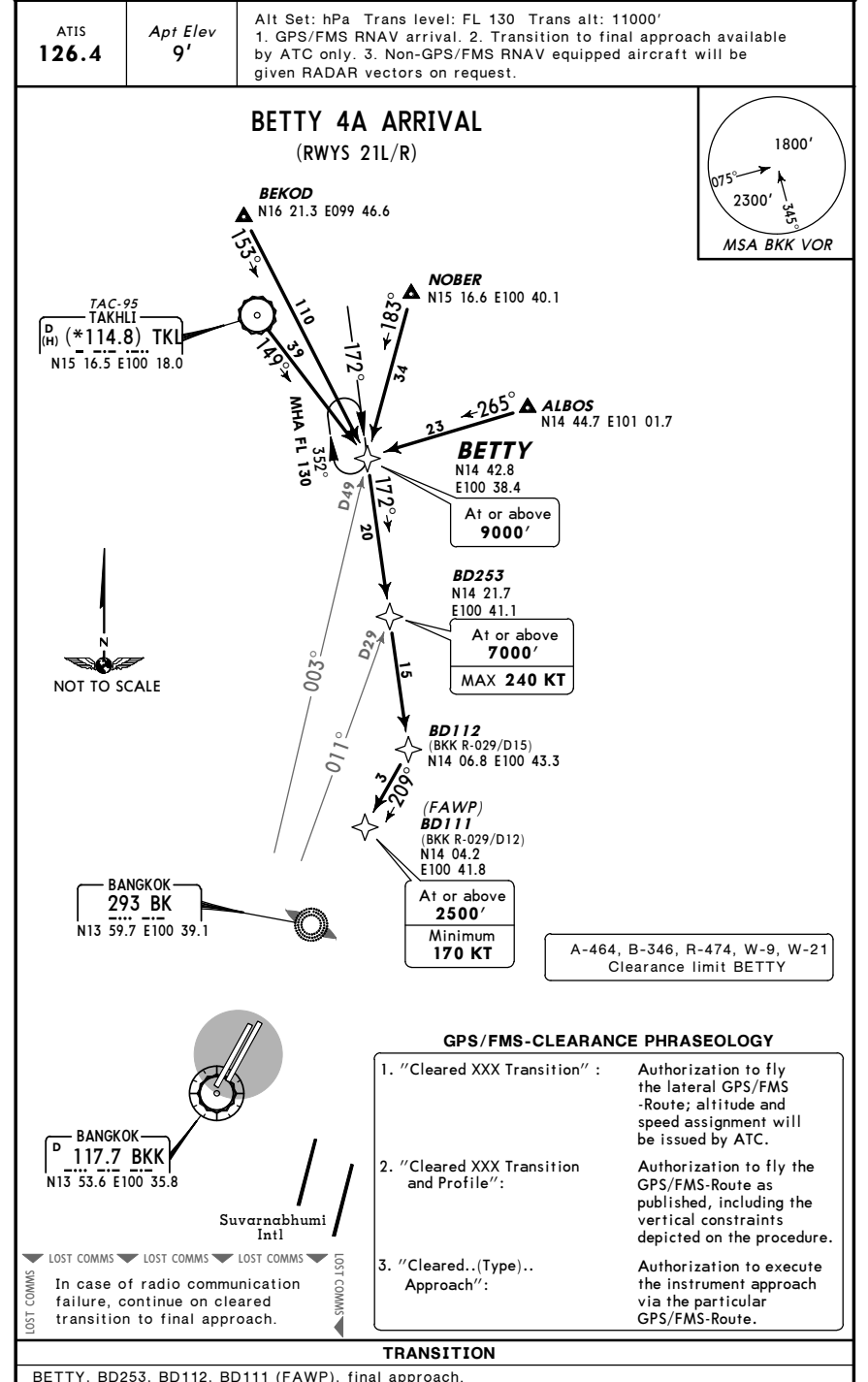
BANGKOK, THAILAND
RNAV STAR



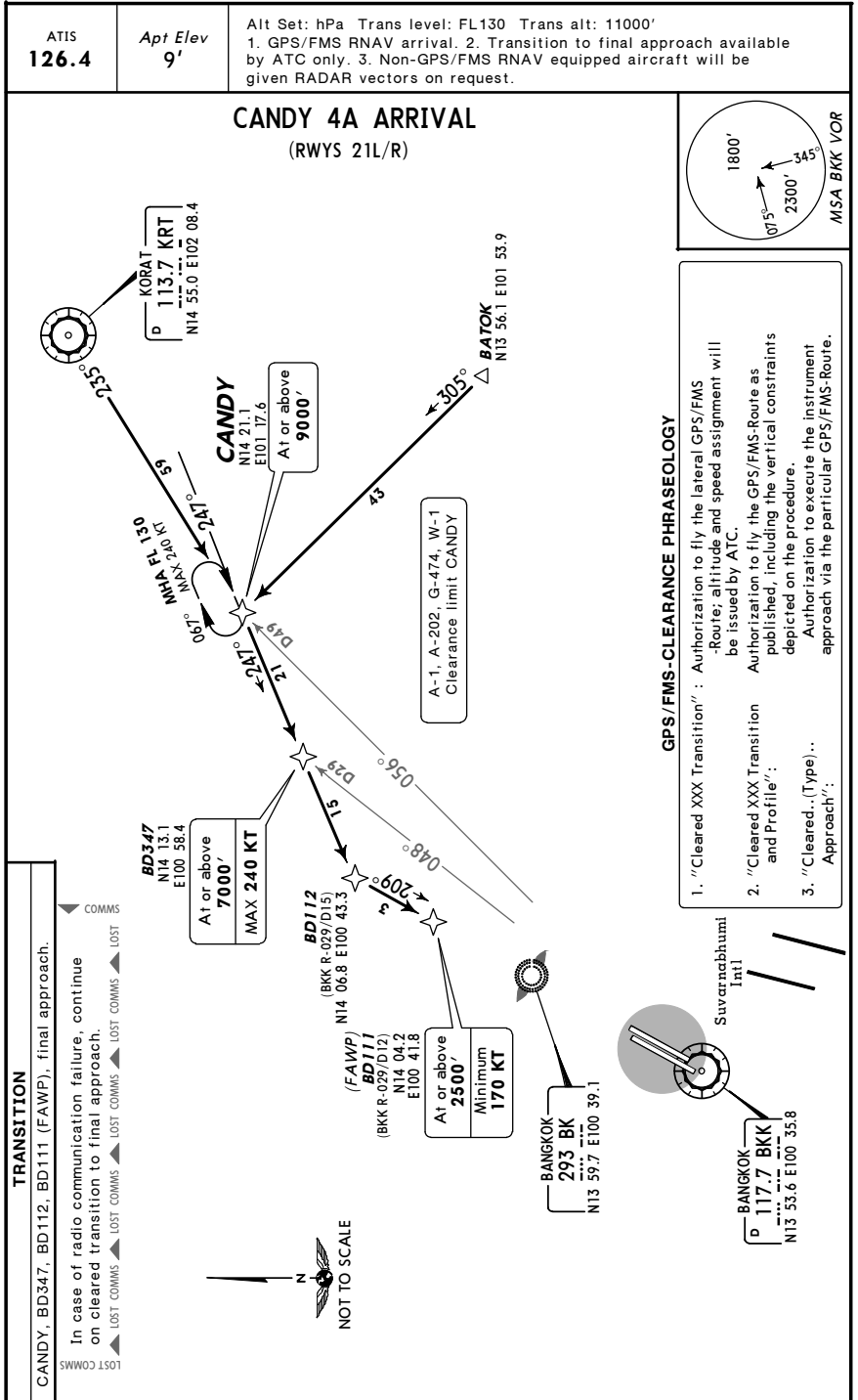
VTBD/DMK
BANGKOK INTL

JEPPesen
 29 DEC 06 **10-2A**

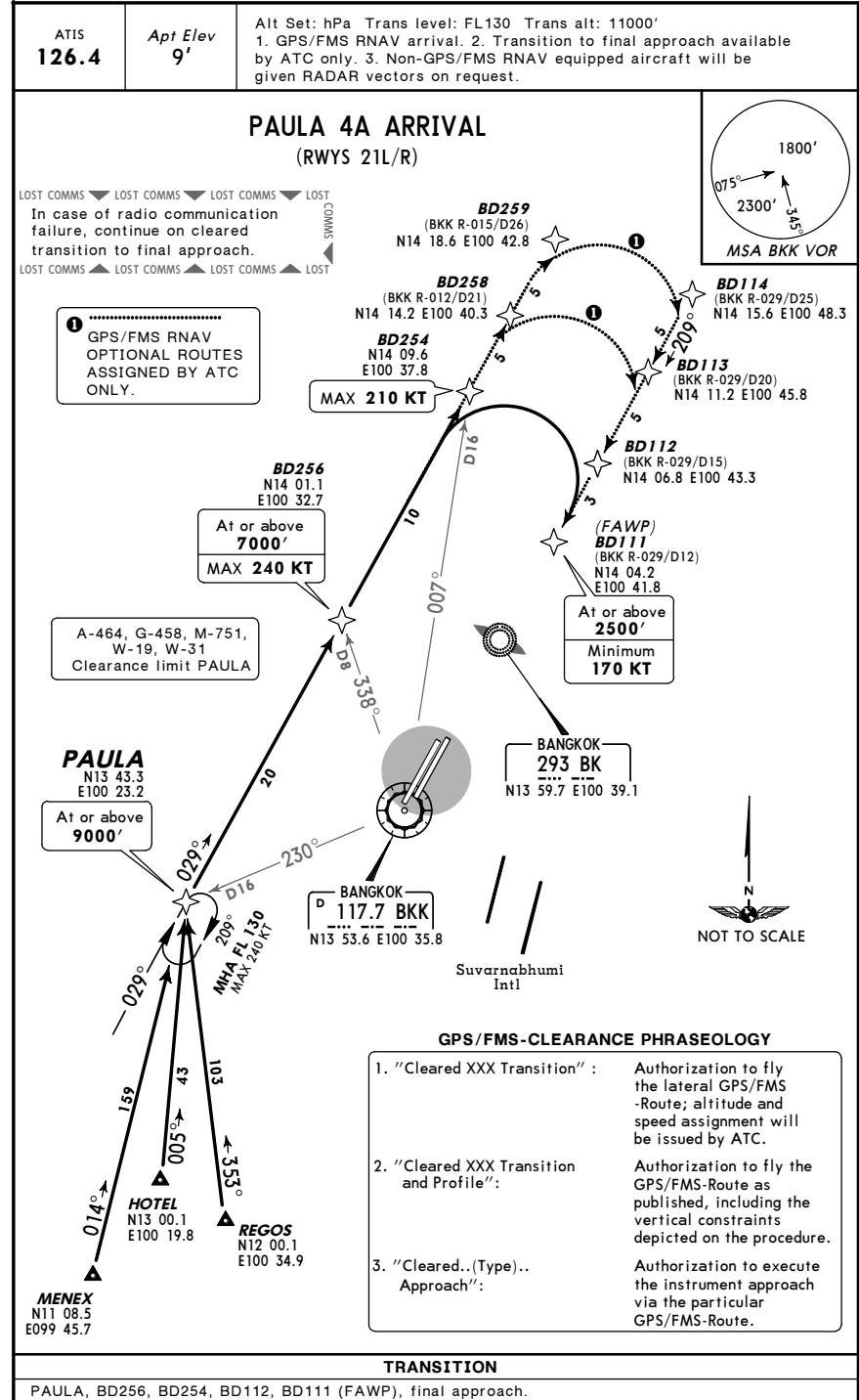
BANGKOK, THAILAND
RNAV STAR



VTBD/DMK BANGKOK, THAILAND
 BANGKOK DON MUEANG INTL (10-2B) 4 MAY 07 Eff 10 May RNAV STAR

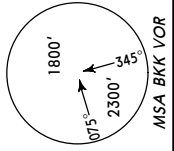


VTBD/DMK BANGKOK, THAILAND
 BANGKOK DON MUEANG INTL (10-2C) 4 MAY 07 Eff 10 May RNAV STAR



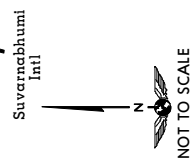
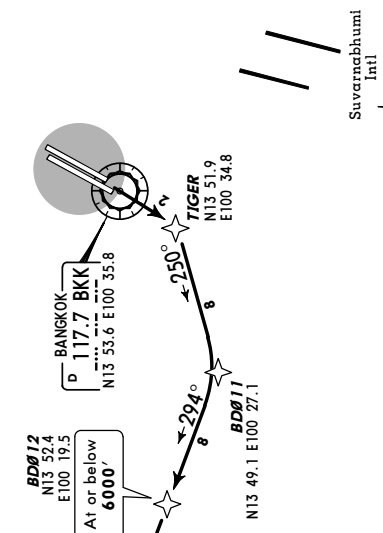
VTBD/DMK BANGKOK, THAILAND
 BANGKOK DON MUEANG INTL **10-3** 4 MAY 07 Eff 10 May **RNAV SID**

BANGKOK Departure (R)	Apt Elev 9'	Trans level: FL130 Trans alt: 11000' 1. RTF frequency when instructed after departure 121.7, call sign Bangkok Approach. 2. En-route cruising level will be issued by "Bangkok Control." Do not climb above SID altitude until cleared. 3. Non-RNAV equipped aircraft will be given RADAR vectors on request.
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CHRIS 2 DEPARTURE
 (RWYS 21L/R)
SPEED: MAX 250 KT BELOW 10000' UNLESS OTHERWISE AUTHORIZED

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

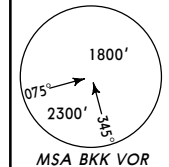


INITIAL CLIMB	ALTITUDE
Straight ahead toward TIGER, then turn RIGHT and track 250° to BD011, then turn RIGHT and track 294° to CHRIS via BD012.	Climb to FL160
TRANSITIONS	
BETNO (G-463, P-646)	From CHRIS track 301°.
TANEK (A-349, R-468)	From CHRIS track 275°.

Comply with last assigned level to CHRIS then continue on CHRIS 2 departure until next reporting point, then climb to flight plan cruising level.

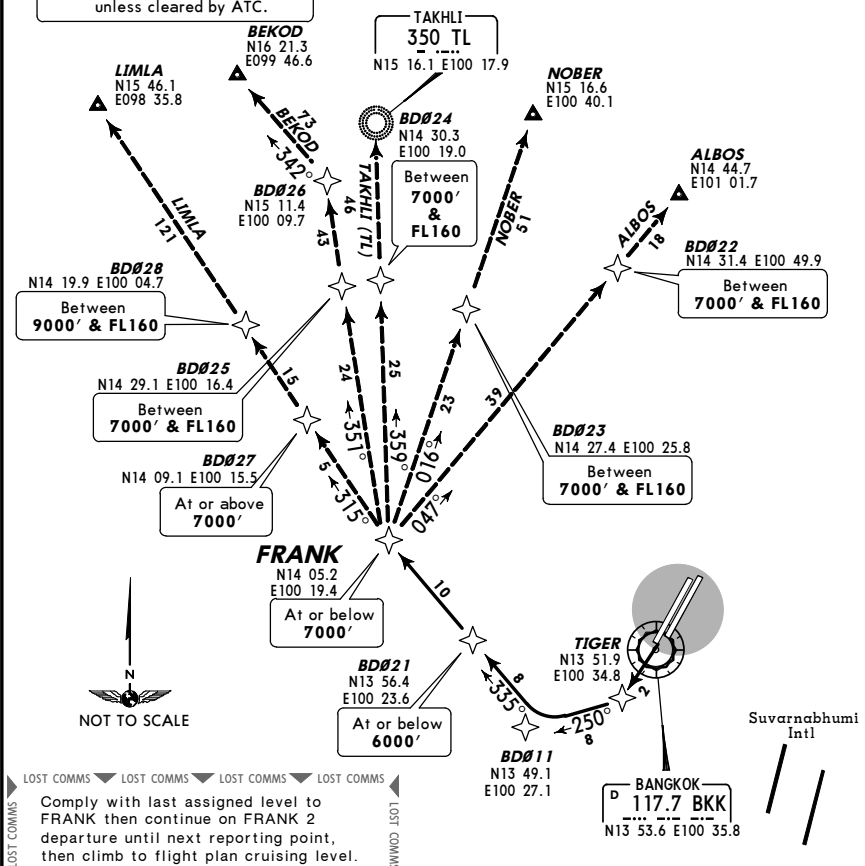
VTBD/DMK BANGKOK, THAILAND
 BANGKOK DON MUEANG INTL **10-3A** 4 MAY 07 Eff 10 May **RNAV SID**

BANGKOK Departure (R)	Apt Elev 9'	Trans level: FL130 Trans alt: 11000' 1. RTF frequency when instructed after departure 121.7, call sign Bangkok Approach. 2. En-route cruising level will be issued by "Bangkok Control." Do not climb above SID altitude until cleared. 3. Non-RNAV equipped aircraft will be given RADAR vectors on request.
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FRANK 2 DEPARTURE
 (RWYS 21L/R)
SPEED: MAX 250 KT BELOW 10000' UNLESS OTHERWISE AUTHORIZED

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



INITIAL CLIMB	ALTITUDE
Straight ahead toward TIGER, then turn RIGHT and track 250° to BD011, then turn RIGHT and track 335° to FRANK via BD021.	Climb to FL160
TRANSITIONS	
ALBOS (R-474)	From FRANK track 047°.
BEKOD (A-464)	From FRANK track 351° to BD026 then track 342°.
LIMLA (A-1)	From FRANK track 315°.
NOBER (B-346, W-21)	From FRANK track 016°.
TAKHLI (TL) (W-9)	From FRANK track 359°.

NOISE

VTBD/DMK

15 JUN 07



10-4

BANGKOK, THAILAND
 BANGKOK DON MUEANG INTL

NOISE ABATEMENT PROCEDURES

GENERAL

In order to alleviate problems of noise within the vicinity of Bangkok/Don Mueang International Airport, the noise abatement procedures in accordance with ICAO DOC 8168-OPS-611(PAN-OPS) shall be applied for all take-off and landings.

ARRIVAL PROCEDURE

Reverse thrust above idle shall not be used between 1800 and 2200 UTC, except for safety reasons.

DEPARTURE PROCEDURES

Pilots are to adopt one of the two procedures listed below for all take-offs:

a. Procedure for alleviating noise close to the airport.

1. The noise abatement procedure is not to be initiated at less than 800 ft above airport elevation.
2. The initial climb speed to the noise abatement initiation point shall not be less than V2 plus 10 knots.
3. On reaching an altitude at or above 800 ft, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule. Maintain a climb speed of V2 plus 10 to 20 knots with flaps and slats in the take-off configuration.
4. At no more than an altitude equivalent to 3000 ft, while maintaining a positive rate of climb, accelerate and retract flaps/slats on schedule; at 3000 ft accelerate to enroute climb speed.

b. Procedure for alleviating noise distant from the airport.

1. The noise abatement procedure is not to be initiated at less than 800 ft above airport elevation.
2. The initial climbing speed to the noise abatement initiation point is V2 plus 10 to 20 knots.
3. On reaching an altitude equivalent to at least 800 ft decrease aircraft body angle/angle of pitch while maintaining a positive rate of climb. Accelerate towards VZF and reduce power with the initiation of the first flaps/slats retraction.
4. Maintain a positive rate of climb and accelerate to maintain a climb speed of VZF plus 10 to 20 knots. On reaching 3000 ft transition to normal enroute climb speed.

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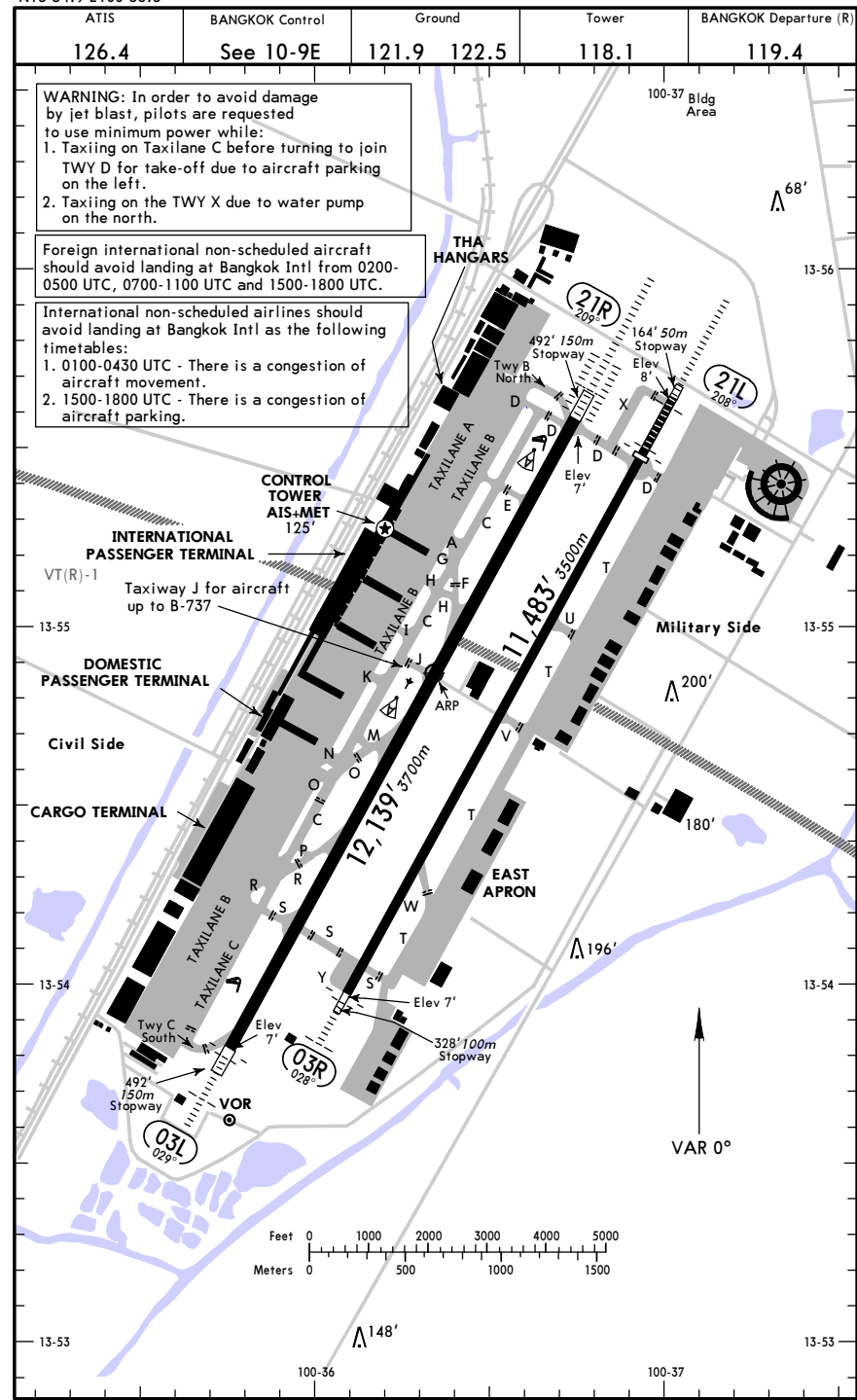
Apt Elev 9'
 N13 54.9 E100 36.3



23 FEB 07 10-9

BANGKOK, THAILAND

BANGKOK INTL



VTBD/DMK

JEPPESEN

BANGKOK, THAILAND

23 FEB 07 (10-9A)

BANGKOK INTL

GENERAL

CAUTION: On approach to Rwy 21R, highway 1/4 mile NW of threshold may be mistaken for Rwy in bad visibility.

Some taxiways may be seasonably unusable.
 Low-level wind shear alert system.

LOW VISIBILITY PROCEDURES (LVP)

- Rwy 21R is equipped with ILS and is approved for Cat II operations and low visibility take-off (LVTO).
- Low visibility procedures will be established when a visibility of less than RVR 550m or cloud base of less than 200 feet.
- Runway Exits:
 - All runway exits are equipped with green/yellow coded taxiway centerline lights to indicate the boundary of the localizer sensitive area.
 - Pilots should select the first convenient exit and continue on the Twy centerline lead-off lights toward to Twy B for a designated parking stand.
 - The following route restrictions shall be used during low visibility operations:
 - When vacating on Twy O, Taxi Route is O-B or O-N and B.
 - When vacating on Twy R, Taxi Route is R-B.
 - When vacating on Twy S, Taxi Route is S-B.
 - When vacating on Twy C (S), Taxi Route is C (S)-B.
 - Pilots are required to make a runway vacated call giving due allowance for the size of the aircraft to ensure that the entire aircraft has vacated the localizer sensitive area.
- Runway-holding positions:
 - Departing aircraft are required to use the Twy D and B (N) which are Cat II holding positions.
 - Intersection take-offs are not permitted.
- CAT II approach and landing:
 - Pilots will be informed by ATIS or RTF when low visibility procedures are in operation.
 - Pilots must request an ILS Cat II approach on first contact with Bangkok Approach. Pilots may carry out a practice ILS Cat II approach if traffic conditions permitted.
 - Aircraft will be vectored to intercept the localizer at least 10 NM from touchdown.
 - Special procedures and safeguarding will be applied during Cat II operations to protect aircraft operating in low visibility and to avoid interference to the ILS signals in accordance with ICAO DOC 9365: Manual of All-Weather Operations.
- Low Visibility Take-off:

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.
- Rwy 21L is not permitted for landing and take-off in low visibility procedures.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			TAKE-OFF	WIDTH
	LANDING BEYOND				
	Threshold	Glide Slope			
03R ① 21L	HIRL SALS PAPI (angle 3.15°)				148' 45m
	HIRL HIALS PAPI (angle 3.15°)	10,335' 3150m	9158' 2791m		

① Prior permission required.

03L 21R	HIRL CL SALS PAPI (angle 3.0°)				197' 60m
	HIRL CL HIALS TDZ PAPI (angle 3.0°) RVR		11,047' 3367m		

TAKE-OFF

	AIR CARRIER		AIR CARRIER (FAR 121)		
	LVP must be in force		Rwy 21R		
	Rwys 03L, 21R	All Rwys	CL & RCLM	Adequate	Adequate
	RL & CL	RCLM (DAY only) or RL	any RVR out, other two req.	Vis Ref	Vis Ref
A			2 Eng	RVR 500m	RVR 500m
B	RVR 200m (150m)	RVR 250m	TDZ RVR 175m	RVR 500m	RVR 500m
C			Mid RVR 175m	VIS 400m	VIS 400m
D	RVR 250m (200m)	RVR 300m	3 & 4 Eng		
			Roll out RVR 175m		

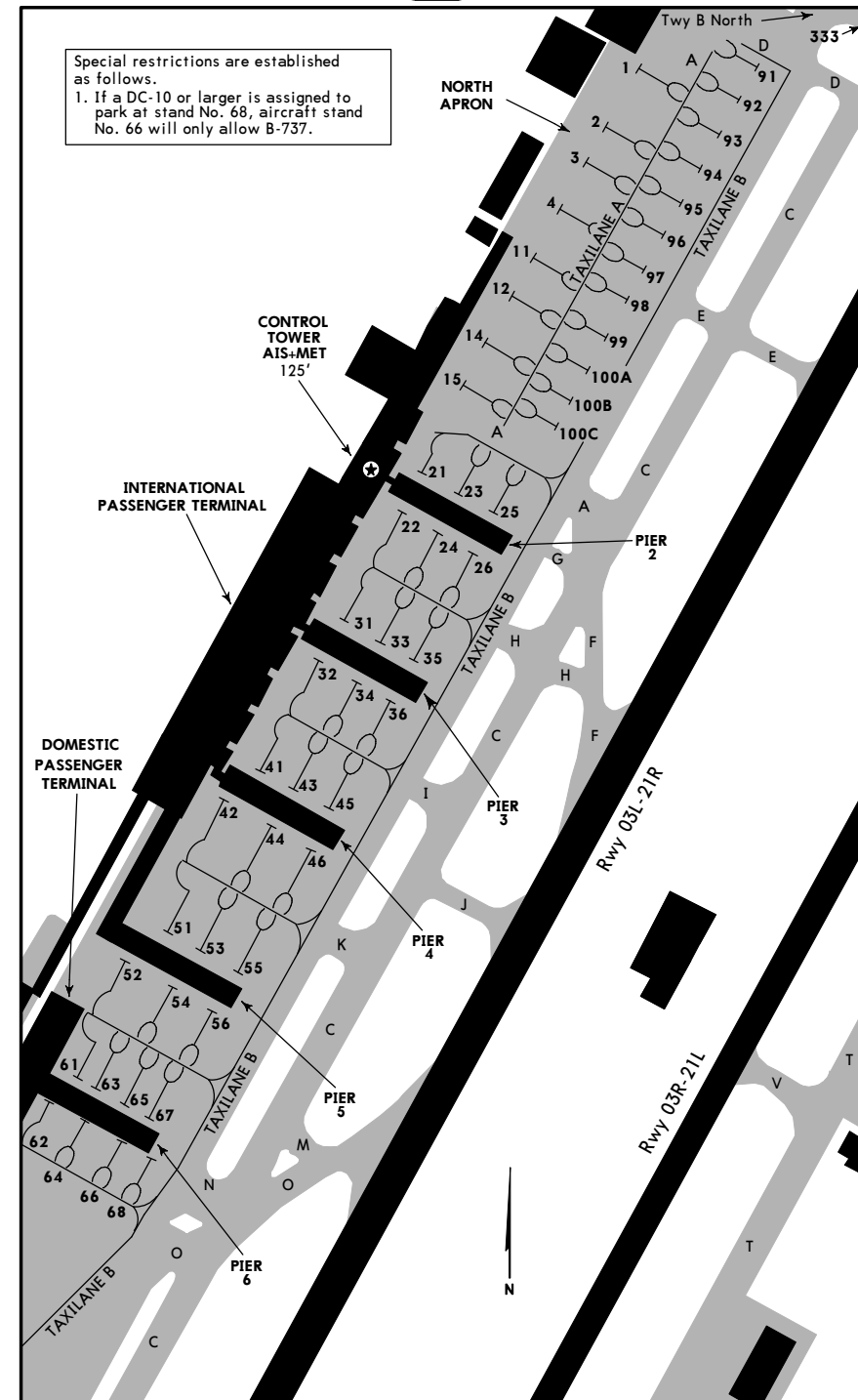
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BANGKOK, THAILAND

3 NOV 06 (10-9B)

BANGKOK INTL



Special restrictions are established as follows.
 1. If a DC-10 or larger is assigned to park at stand No. 68, aircraft stand No. 66 will only allow B-737.

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BANGKOK, THAILAND

3 NOV 06 (10-9C)

BANGKOK INTL

PARKING BAY COORDINATES

BAY No.	COORDINATES	AIRCRAFT CAPACITY
NORTH APRON		
1, 2	N13 55.6 E100 36.4	B747-400
3, 4	N13 55.5 E100 36.4	B747-400
91	N13 55.6 E100 36.6	B767
92	N13 55.6 E100 36.5	B767
93	N13 55.5 E100 36.5	B767
94 thru 96	N13 55.5 E100 36.5	B767
97, 98	N13 55.4 E100 36.5	A300
99, 100A	N13 55.4 E100 36.4	A300
100B, 100C	N13 55.3 E100 36.4	A300
NORTH CORRIDOR		
11	N13 55.5 E100 36.4	B747-400/B777-300/A340-600
12, 14, 15	N13 55.4 E100 36.3	B747-400/B777-300/A340-600
PIER 2		
21	N13 55.3 E100 36.3	B777-200
22	N13 55.2 E100 36.2	B747-400
23	N13 55.3 E100 36.3	B777-200
24	N13 55.2 E100 36.3	B747-400
25	N13 55.2 E100 36.3	B777-200
26	N13 55.2 E100 36.3	B747-400
PIER 3		
31	N13 55.1 E100 36.2	B777-200
32	N13 55.1 E100 36.2	B747-400
33	N13 55.1 E100 36.2	B777-200
34	N13 55.1 E100 36.2	B747-400
35	N13 55.1 E100 36.3	B777-200
36	N13 55.1 E100 36.2	B747-400
PIER 4		
41	N13 55.0 E100 36.1	B777-200
42	N13 55.0 E100 36.1	B747-400/B777-300/A340-600
43	N13 55.0 E100 36.1	B777-200
44	N13 54.9 E100 36.1	B747-400/B777-300/A340-600
45	N13 55.0 E100 36.2	B777-200
46	N13 54.9 E100 36.2	B747-400/B777-300/A340-600
PIER 5		
51	N13 54.9 E100 36.0	B747-400/B777-300/A340-600
52	N13 54.8 E100 36.0	B747-400/B777-300/A340-600
53 thru 56	N13 54.8 E100 36.1	B747-400/B777-300/A340-600
PIER 6		
61	N13 54.7 E100 36.0	A300
62	N13 54.7 E100 35.9	A300
63 thru 65	N13 54.7 E100 36.0	A300
66, 67	N13 54.7 E100 36.0	B737-400
68	N13 54.7 E100 36.0	B747-400/B777-300
Isolated Parking		
333	N13 55.7 E100 36.7	

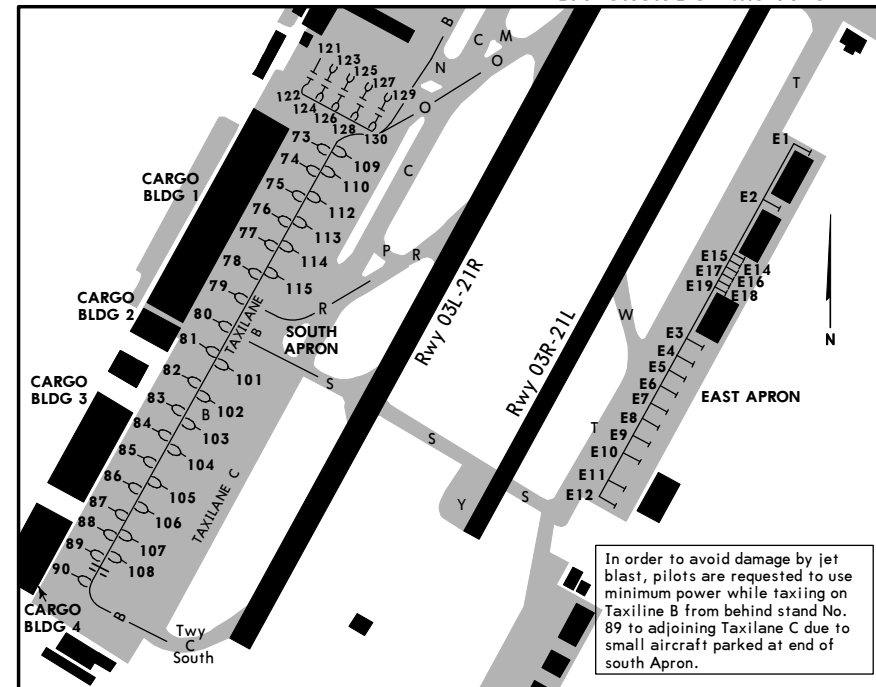
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JEPPESEN

BANGKOK, THAILAND

2 NOV 07 (10-9D)

BANGKOK DON MUEANG INTL



PARKING BAY COORDINATES

BAY No.	COORDINATES	CAPACITY	BAY No.	COORDINATES
SOUTH APRON			EAST APRON	
73	N13 54.5 E100 35.9	B744/B773/A346	E1	N13 54.6 E100 36.6
74, 75	N13 54.5 E100 35.8	B744/B773/A346	E2	N13 54.5 E100 36.5
76, 77, 78	N13 54.4 E100 35.8	B744/B773/A346	E3, E4, E5	N13 54.2 E100 36.4
79, 80	N13 54.3 E100 35.7	B744/B773/A346	E6	N13 54.1 E100 36.4
81, 82, 83	N13 54.2 E100 35.7	B744/B773/A346	E7 thru E9	N13 54.1 E100 36.3
84, 85, 86	N13 54.1 E100 35.6	B744/B773/A346	E10, E11, E12	N13 53.0 E100 36.3
87, 88, 89	N13 54.0 E100 35.6	B744/B773/A346	E14, E15	N13 54.4 E100 36.5
90	N13 53.9 E100 35.5	B744/B773/A346	E16, E17, E18	N13 54.3 E100 36.5
101	N13 54.2 E100 35.8	B747-400	E19	N13 54.3 E100 36.4
102, 103	N13 54.1 E100 35.8	B747-400		
104	N13 54.1 E100 35.7	B747-400		
105, 106, 107	N13 54.0 E100 35.7	B747-400		
108	N13 53.9 E100 35.7	B747-400		
109	N13 54.5 E100 35.0	B772/A333/A346		
110	N13 54.4 E100 35.0	B772/A333/A346		
112, 113	N13 54.4 E100 35.9	B772/A333/A346		
114	N13 54.3 E100 35.9	B772/A333/A346		
115	N13 54.3 E100 35.9	MD-11		
121 thru 130	N13 54.6 E100 35.9	B737-400		

VTBD/DMK

JEPPESEN
2 NOV 07
10-9E

BANGKOK, THAILAND
BANGKOK DON MUEANG INTL

GROUND MOVEMENT CONTROL PROCEDURES

In order to minimize frequency congestion and pilot/controller workload during peak traffic periods, the Ground Control Unit will be separated into two working positions as follows:

- a. Departing Aircraft
 1. Contact Ground on 122.5 MHz for start-up and push-back clearance.
 2. When instructed by ATC, contact Ground on 121.9 MHz for taxi clearance; otherwise remain on 122.5 MHz.
- b. Arriving Aircraft
 1. Contact Ground on 121.9 MHz after vacating the runway.
 2. Contact Ground on 122.5 MHz for taxi into the parking stands.
- c. Aircraft which require towing must contact Ground on 122.5 MHz for approval.
- d. Radio Frequency Transfer Points (RTP)
 1. Departing aircraft for Rwy 21R shall remain on Ground frequency 121.9 MHz until approaching Twy E, and maintain a listening watch on Tower frequency 118.1 MHz while on Twy C to assist with sequencing of aircraft onto the active runway.
 2. Arriving aircraft shall remain on Ground frequency 121.9 MHz until entering the apron area or until a frequency change is instructed.

Caution: Aircraft pushing back are on a different frequency and have the right-of-way over arriving aircraft.

ATC CLEARANCE PROCEDURES

- a. Issuance of en-route clearance
When flight formalities have been completed and the aircraft is ready to start-up, all IFR aircraft are to call Bangkok Control for ATC clearance on the following frequencies, giving parking stand number or location and proposed flight level:
 1. 120.40 MHz for outbound routes - A464 (southbound), G458, M751, W19 and W31
 2. 133.40 MHz for outbound routes - A1 (eastbound), A202 and W1
 3. 125.95 MHz for outbound routes - G474, N891 and R468 (eastbound)
 4. 128.40 MHz for outbound routes - L507/A1 (westbound), A464 (northbound), B346, R474, W9, W21, G463 (westbound), R468 (westbound), R474, W9 and W21, P646/G463 and R468 (westbound)

Except: IFR aircraft departing to VTBU, VTBK, VTBL, VTPI, and VTPH at or below FL 160 are to call Bangkok Approach on 121.80 MHz.

- b. Cancellation of en-route clearance
After ATC clearance is received, pilots are to call Bangkok Ground for push back and start-up (between 0100-1900 UTC frequency 122.5 MHz, between 1900-0100 UTC frequency 121.9 MHz) and should give parking stand number or location and received ATIS information.
 1. Except as specified in Item 2 of this part, the aircraft must be pushed back within 5 minutes. Unless other ATC restriction is imposed, the aircraft must be pushed back within 5 minutes from the time ATC clearance is received; otherwise ATC clearance will be cancelled.
 2. If the ATC clearance includes a departure time restriction in order to establish longitudinal separation, pilots shall:
 - (a) Keep listening watch on Bangkok Ground frequency at all times for additional or revised ATC clearance, and when ready for pushback,
 - (b) Call Bangkok Ground at the appropriate time with the departure restriction. Pilots who fail to comply with (a) and (b) of this part will result in cancellation of ATC clearance.

WARNING FOR TAXIING AIRCRAFT

- a. In order to prevent jet blast damage the aircraft parking on area close to taxiway B (North), all taxiing aircraft have to reduce to minimum power while taxiing along taxiway B (North).
- b. Aircraft landing Rwy 21L, when vacating the Rwy to the right on Twy S, must hold short of Rwy 21R at the holding position and remain on Tower frequency 118.1 MHz for permission to cross the Rwy. Changing of frequency shall not be done unless advised. The aircraft shall continuously guard the VHF emergency frequency 121.5 MHz at all times for reasons of safety.

VTBD/DMK

JEPPESEN
3 NOV 06
10-9F

BANGKOK, THAILAND
BANGKOK INTL

PARKING

RLG AUTOMATED GUIDE-IN SYSTEM

INTRODUCTION

The system enables the pilot seated on the left of the cockpit to position his aircraft on the correct stand centerline and stop position.

All types of the aircraft programmed into the system are as follows:

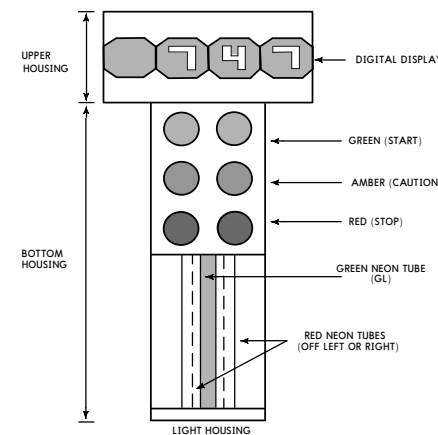
A300	B707	B757	DC9	L1011-5
A320	B737	B767	IL62	MD11
A330	B747SP	B777	IL86	
A340	B747-400	DC8	L1011-1	

PILOT OPERATING INSTRUCTION

- Check aircraft indicator light to be sure that ground crew has set the system for your type of aircraft.
 - If the aircraft indicator light is set correctly and the ROUND-GREEN-CLEAR lamps are illuminated you may enter the gate.
 - Align the aircraft so that the green vertical azimuth tube on the bottom part of the light housing is visible. This must be accomplished from the left hand seat only. If a vertical line of red light can be seen on one side of the green azimuth only, the aircraft is off line in that direction. Re-align the aircraft so that only the green azimuth is visible.
 - ROUND AMBER - CAUTION lamps will illuminate 15 ft (4.57m) prior to reaching the desired stop position. At this time the round-green lights will go out.
 - ROUND RED - STOP lamps will illuminate when the appropriate stopping position is reached. This will allow the rear edge of the aircraft door open to clear the air bridge collar.
- CAUTION:** The aircraft has from 1 ft and 1 inch (0.33m) to 4 ft (1.31m) depending on aircraft type, to its maximum stopping position before the aircraft door will foul the air bridge collar when the door is opened.
- If any lamp fails, the entire system will automatically shut down. This means stop immediately, you will be towed or manually guided into your final parking position.

Your ground crew has a back-up manual switch and can pre-empt all automatic controls should emergency stopping be required or to complete manual Guide-in procedures should the Apron Sensors be inoperative.

DIAGRAM: RLG AUTOMATED GUIDE SYSTEM



PARKING

VTBD/DMK

JEPPESEN

BANGKOK, THAILAND

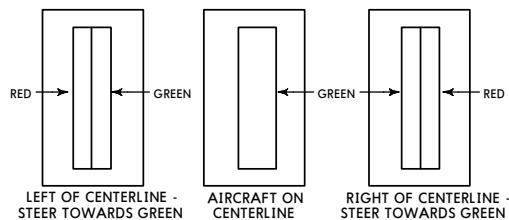
3 NOV 06 (10-9G)

BANGKOK INTL

RLG AUTOMATED GUIDE-IN SYSTEM

CENTERLINE GUIDANCE BOTTOM HOUSING NEON TUBES

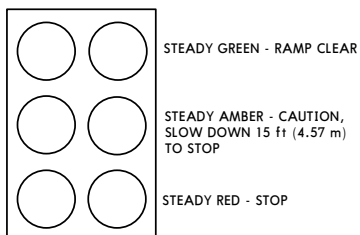
a. Look at bottom housing and interpret vertical neon light as shown:



b. Discontinue docking when light goes off (Apron Marshaller shall marshall aircraft into bay).

STOPPING GUIDANCE

Look at round incandescent lamps on top half of bottom housing and interpret as shown:



ALLOCATION OF AIRCRAFT PARKING BAYS

All aircraft parking bays are allocated by Ground/Apron controller with regard to aircraft type and the prevailing or anticipated traffic situation.

AIRCRAFT MARSHALLING AND TOWING SERVICES

The marshalling of scheduled, non-scheduled and private aircraft into the bays either manually and the pushing out of aircraft for departure shall be under the responsibility of the aircraft operator or its appointed ground handling agency.

TAXIING PROCEDURES

Arriving Aircraft

Aircraft entering the aprons are to follow closely to the taxiway and apron centerlines so as to avoid reducing safety distances between them and parking aircraft.

Departing Aircraft

When start-up clearance is issued by ATC, then push back onto apron centerline and/or abeam centerline of taxiway B.

JEPPESEN

JAA MINIMUMS

VTBD/DMK

9 MAR 07 (10-9X)

BANGKOK, THAILAND

BANGKOK INTL

STRAIGHT-IN RWY		A	B	C	D	
03L	ILS	220'(213')	220'(213')	220'(213')	220'(213')	
	FULL	R700m	R700m	R700m	R700m	
	ALS out	R1000m	R1000m	R1000m	R1000m	
	LOC	300'(293')	300'(293')	300'(293')	300'(293')	
		R1000m	R1100m	R1200m	R1400m	
	ALS out	R1500m	R1500m	R1600m	R1800m	
VOR DME		430'(423')	430'(423')	430'(423')	430'(423')	
	ALS out	R1500m	R1500m	R1800m	R2000m	
	03R	VOR DME	510'(503')	510'(503')	510'(503')	510'(503')
			R1500m	R1500m	R1800m	R2000m
		ALS out	R1500m	R1500m	R2000m	R2000m
		21L	ILS	208'(200')	208'(200')	208'(200')
FULL			R550m	R550m	R550m	R550m
ALS out			R1000m	R1000m	R1000m	R1000m
LOC	430'(422')		430'(422')	430'(422')	430'(422')	
	R900m		R1000m	R1000m	R1400m	
ALS out	R1500m		R1500m	R1800m	R2000m	
VOR		520'(512')	520'(512')	520'(512')	520'(512')	
		R1000m	R1200m	R1200m	R1600m	
	ALS out	R1500m	R1500m	R2000m	R2000m	
	NDB (ADF)	430'(422')	430'(422')	430'(422')	430'(422')	
		R900m	R1000m	R1000m	R1400m	
	ALS out	R1500m	R1500m	R1800m	R2000m	
21R	CAT II ILS	107'(100')	107'(100')	107'(100')	107'(100')	
		RA 100' R350m	RA 100' R350m	RA 100' R350m	RA 100' R350m	
	ILS	207'(200')	207'(200')	207'(200')	207'(200')	
	FULL	R550m	R550m	R550m	R550m	
	ALS out	R1000m	R1000m	R1000m	R1000m	
	LOC	380'(373')	380'(373')	380'(373')	380'(373')	
	R900m	R1000m	R1000m	R1400m		
ALS out	R1500m	R1500m	R1800m	R2000m		
VOR		520'(513')	520'(513')	520'(513')	520'(513')	
		R1000m	R1200m	R1200m	R1600m	
	ALS out	R1500m	R1500m	R2000m	R2000m	
	NDB (ADF)	430'(423')	430'(423')	430'(423')	430'(423')	
		R900m	R1000m	R1000m	R1400m	
	ALS out	R1500m	R1500m	R1800m	R2000m	

VTBD/DMK

JEPPesen
 9 MAR 07 (10-9X1)

JAA MINIMUMS
BANGKOK, THAILAND
BANGKOK INTL

CIRCLE-TO-LAND	100 Kt	135 Kt	180 Kt	205 Kt
After VOR ILS DME 03L	640' (631')	640' (631')	750' (741')	750' (741')
	V1500m	V1600m	V2400m	V3600m
After ILS 21L or ILS 21R, VOR 21L or VOR 21R	700' (691')	700' (691')	800' (791')	800' (791')
	V1500m	V1600m	V2400m	V3600m
After VOR DME 03R	630' (621')	630' (621')	730' (721')	730' (721')
	V1500m	V1600m	V2400m	V3600m
After all other approaches	620' (611')	620' (611')	720' (711')	750' (741')
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF

	AIR CARRIER		
	Rwys 03L, 21R RL & CL	All Rwys RCLM (DAY only) or RL	ALL Rwys RCLM (DAY only) or RL
A	RVR 200m (150m)	RVR 250m	RVR 400m
B			
C			
D	RVR 250m (200m)	RVR 300m	

VTBD/DMK
BANGKOK INTL

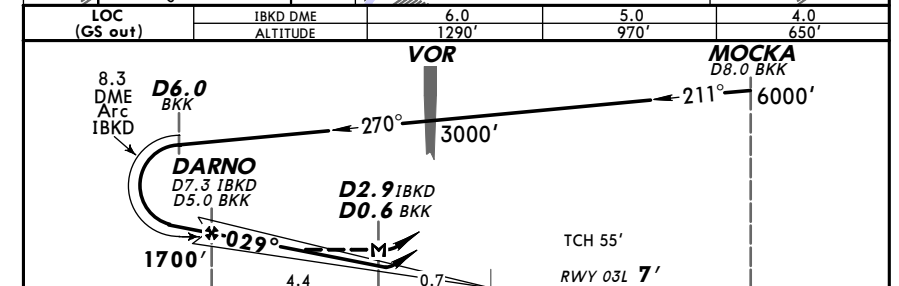
JEPPesen
 23 FEB 07 (11-1)

BANGKOK, THAILAND
VOR ILS DME Rwy 03L

ATIS	BANGKOK Arrival (R)	BANGKOK Approach (R)	BANGKOK Tower	Ground
126.4	125.5	119.4	118.1	121.9 122.5
LOC IBKD 109.7	Final Apch Crs 029°	GS DARNO 1700' (1693')	ILS DA(H) 220' (213')	Apt Elev 9' RWY 03L 7'

MISSED APCH: Climb on track 029° direct to IBKD LOC, then climb on BKK VOR R-029 to 1500', then turn RIGHT to BKK VOR and continue climb on BKK VOR R-240 to 3000' to D15.0 BKK and hold or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000' MSA BKK VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI	SALS
ILS GS	3.00°	377	484	538	646	753	861	
LOC Descent Gradient	5.2%	369	474	527	632	737	843	
MAP at D2.9 IBKD/DO.6 BKK or DARNO to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39		

ILS		LOC (GS out)		CIRCLE-TO-LAND	
DA(H)	220' (213')	MDA(H)	300' (293')	Max Kts	MDA(H)
FULL	ALS out	FULL	ALS out	100	135
	1200m	1200m	1600m		640' (631') - 1600m
A					
B					
C					180 750' (741') - 3600m
D					205 750' (741') - 4000m

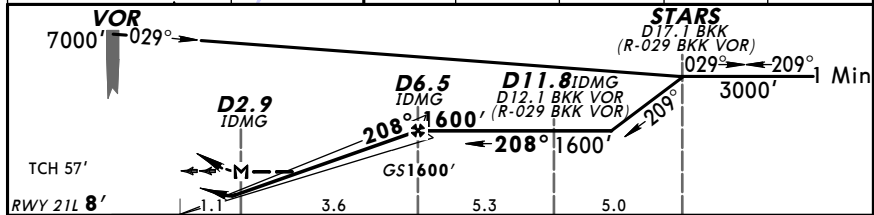
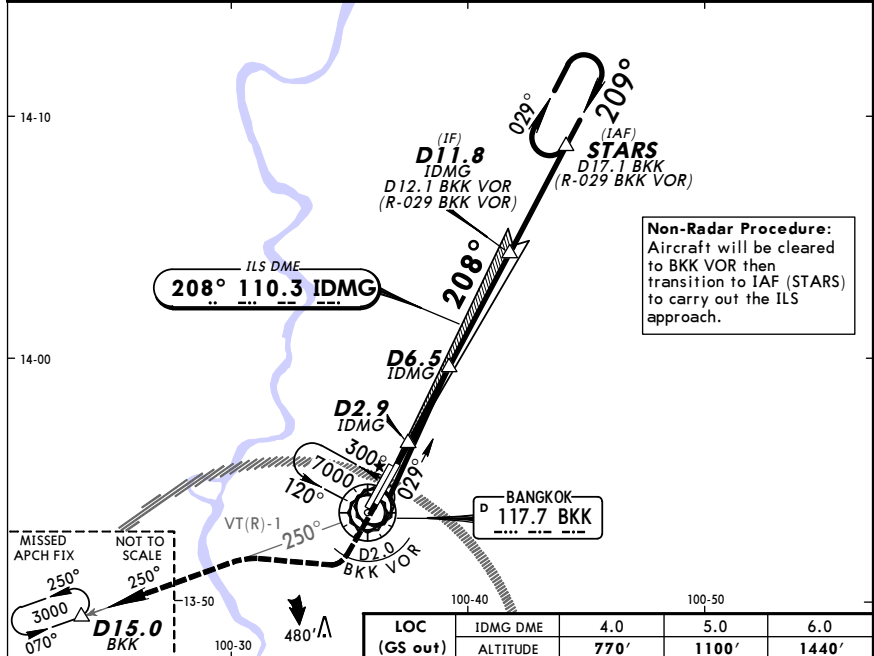
VTBD/DMK BANGKOK INTL **JEPPesen** **BANGKOK, THAILAND**
 23 FEB 07 (11-2) **ILS or LOC Rwy 21L**

ATIS	BANGKOK Arrival (R)	BANGKOK Approach (R)	BANGKOK Tower	Ground
126.4	125.5	119.4	118.1	121.9 122.5
LOC IDMG	Final Apch Crs	GS D6.5 IDMG	ILS DA(H)	Apt Elev 9'
110.3	208°	1600' (1592')	208' (200')	RWY 21L 8'

MISSED APCH: Climb on runway heading until D2.0 BKK outbound then turn RIGHT continue climb outbound on BKK VOR R-250 to 3000' and hold at D15.0 BKK or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'

1. BKK VOR DME and IDMG DME required.



Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS	3000	Rwy hdg	D2.0 BKK
ILS GS	3.15%	395	508	565	678	791	033			
LOC Descent Gradient	5.5%	390	501	557	668	780	081			
MAP at D2.9 IDMG or FAF to MAP	3.6	3:00	2:20	2:06	1:45	1:30	1:19			

STRAIGHT-IN LANDING RWY21L			CIRCLE-TO-LAND		
ILS DA(H) 208' (200')		LOC (GS out) MDA(H) 430' (422')		Max Kts MDA(H)	
FULL	ALS out	ALS out		100	700' (691')-1600m
A		800m	1600m	135	
B	800m	1200m		180	800' (791')-3600m
C			2000m	205	800' (791')-4000m
D		1600m			

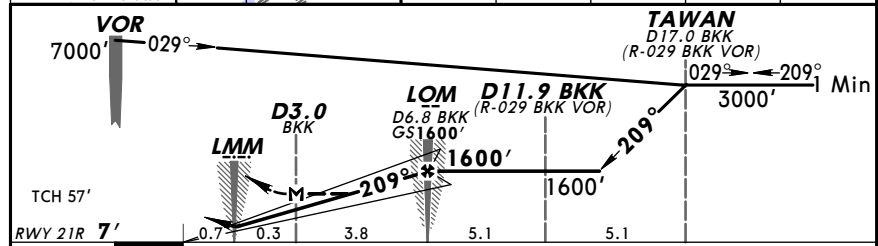
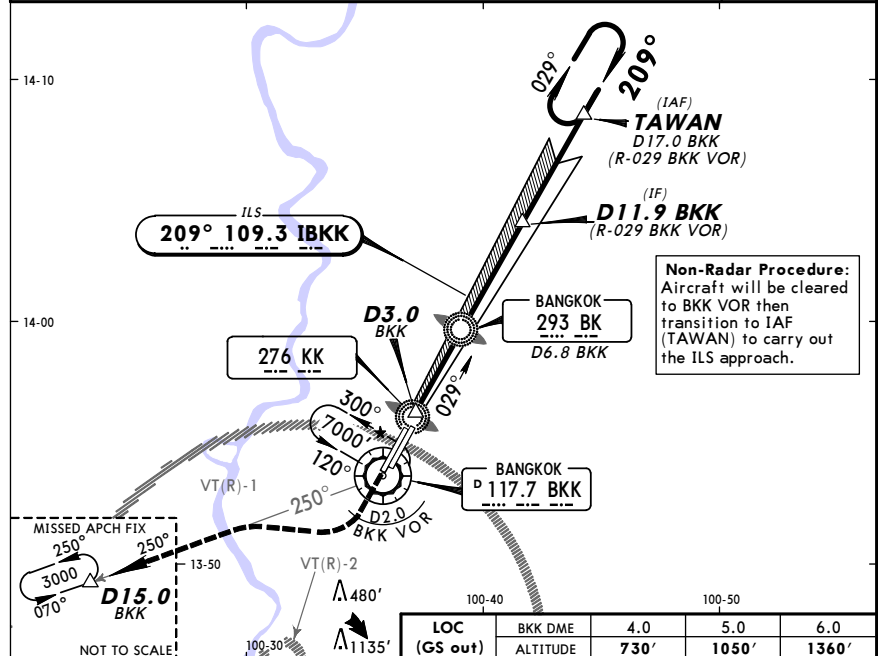
VTBD/DMK BANGKOK INTL **JEPPesen** **BANGKOK, THAILAND**
 23 FEB 07 (11-3) **ILS or LOC Rwy 21R**

ATIS	BANGKOK Arrival (R)	BANGKOK Approach (R)	BANGKOK Tower	Ground
126.4	125.5	119.4	118.1	121.9 122.5
LOC IBKK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 9'
109.3	209°	1600' (1593')	207' (200')	RWY 21R 7'

MISSED APCH: Climb on runway heading until D2.0 BKK VOR outbound, then turn RIGHT continue climb outbound on R-250 BKK VOR to 3000' and hold at D15.0 BKK VOR or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'

1. BKK VOR DME required.



Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS	3000	Rwy hdg	D2.0 BKK
ILS GS	3.00%	377	484	538	646	753	061			
or LOC Descent Gradient	5.2%									
MAP at D3.0 BKK or LOM to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26			

STRAIGHT-IN LANDING RWY21R			CIRCLE-TO-LAND		
ILS DA(H) 207' (200')		LOC (GS out) MDA(H) 380' (373')		Max Kts MDA(H)	
FULL	TDZ or CL out	ALS out	ALS out	100	700' (691')-1600m
A				135	
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	180	800' (791')-3600m
C				205	800' (791')-4000m
D			1200m		

VTBD/DMK BANGKOK INTL **JEPPesen** **BANGKOK, THAILAND**
 23 FEB 07 (11-3A) **ILS Rwy 21R CAT II**

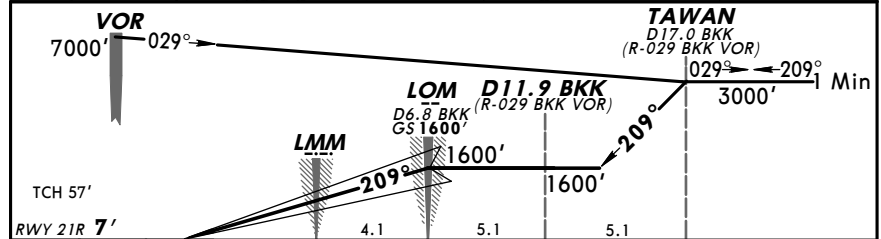
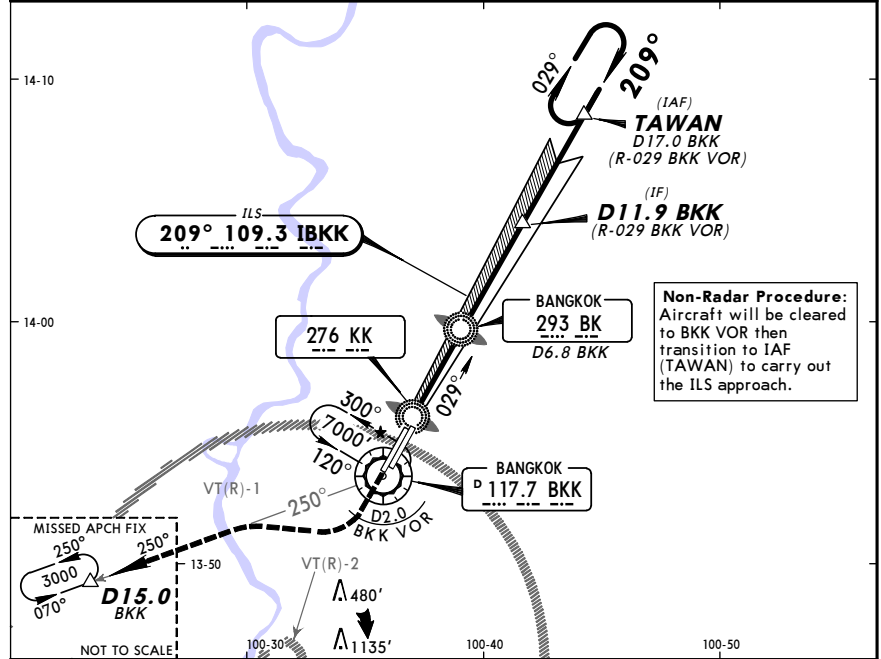
ATIS	BANGKOK Arrival (R)	BANGKOK Approach (R)	BANGKOK Tower	Ground
126.4	125.5	119.4	118.1	121.9 122.5
LOC IBKK	Final Apc Crs	GS LOM	CAT II ILS RA 100'	Apt Elev 9'
109.3	209°	1600' (1593')	DA(H) 107' (100')	RWY 21R 7'

MISSED APCH: Climb on runway heading until D2.0 BKK VOR outbound, then turn RIGHT continue climb outbound on R-250 BKK VOR to 3000' and hold at D15.0 BKK VOR or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'

1. BKK VOR DME required.

MSA BKK VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS	3000'	Rwy hdg	D2.0 BKK
ILS GS	3.00°	377	484	538	646	861				

STRAIGHT-IN LANDING RWY 21R CAT II ILS	
RA 100'	DA(H) 107' (100')
RVR 350m	

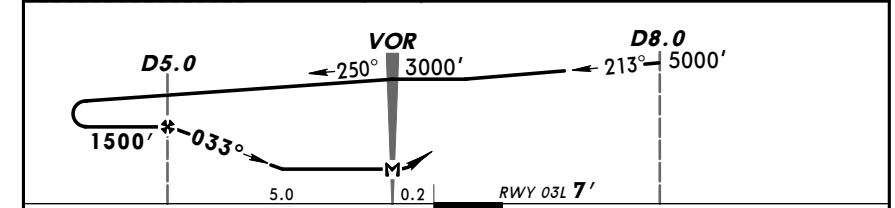
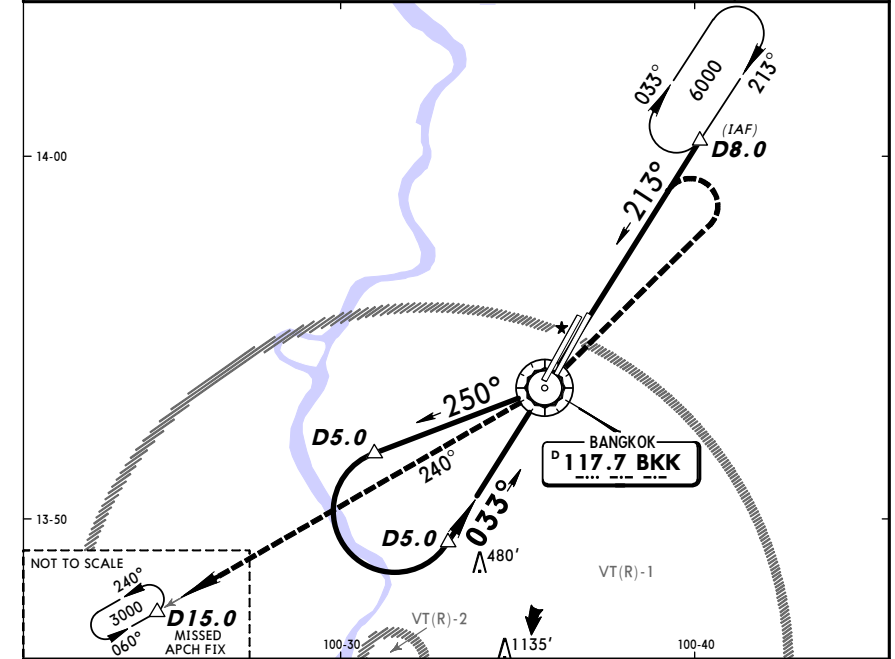
VTBD/DMK BANGKOK INTL **JEPPesen** **BANGKOK, THAILAND**
 23 FEB 07 (13-1) **VOR DME Rwy 03L**

ATIS	BANGKOK Arrival (R)	BANGKOK Approach (R)	BANGKOK Tower	Ground
126.4	125.5	119.4	118.1	121.9 122.5
VOR BKK	Final Apc Crs	Minimum Alt D5.0	MDA(H)	Apt Elev 9'
117.7	033°	1500' (1493')	430' (423')	RWY 03L 7'

MISSED APCH: Climb on runway heading until 1500', RIGHT turn to BKK VOR climb to 3000' outbound on BKK VOR R-240 to D15.0 and hold or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'

MSA BKK VOR

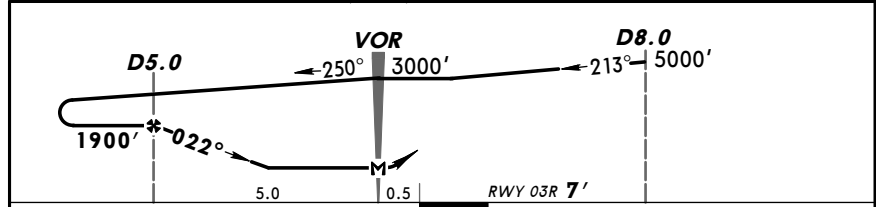
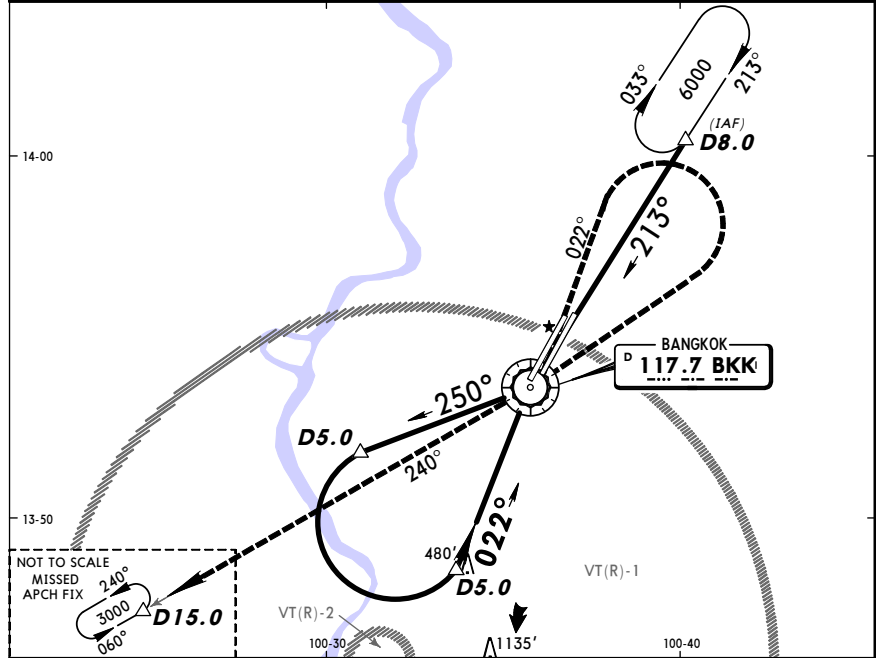


Gnd speed-Kts	70	90	100	120	140	160	PAPI SALS	1500'	RT	BKK 117.7
Descent Gradient	4.9%	347	447	496	595	794				

STRAIGHT-IN LANDING RWY 03L		CIRCLE-TO-LAND	
MDA(H) 430' (423')			
ALS out		Max Kts	
A	1200m	1600m	100
B			135
C			180
D	2000m		205
		MDA(H)	
		620' (611') - 1600m	
		720' (711') - 3200m	
		750' (741') - 4000m	

VTBD/DMK BANGKOK INTL **JEPPESEN** **BANGKOK, THAILAND**
 23 FEB 07 (13-2) **VOR DME Rwy 03R**

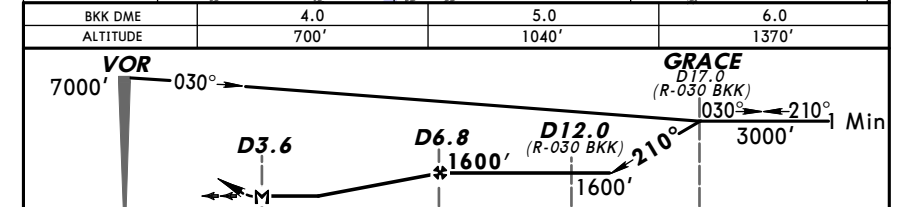
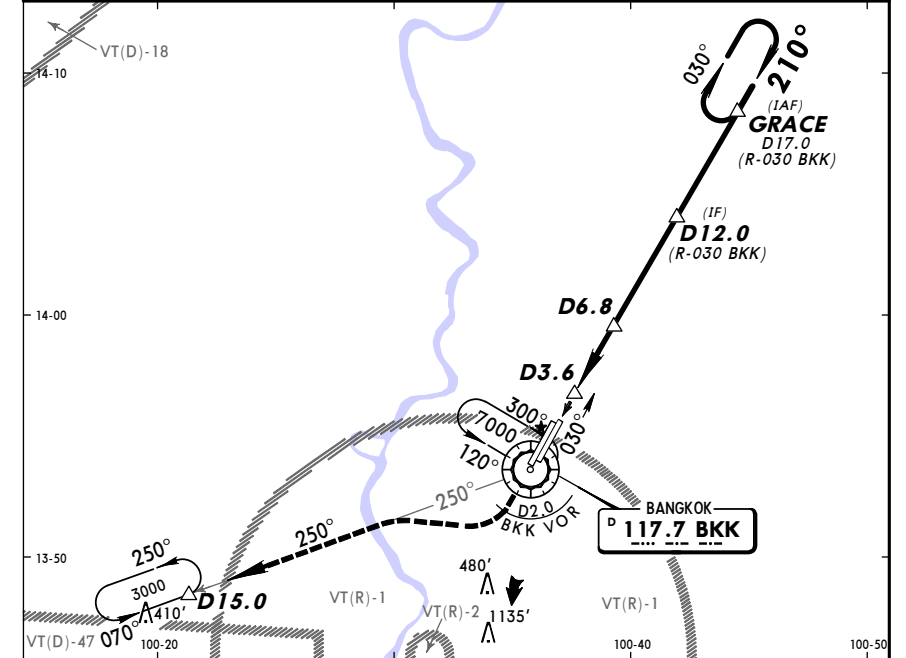
ATIS 126.4	BANGKOK Arrival (R) 125.5	BANGKOK Approach (R) 119.4	BANGKOK Tower 118.1	Ground 121.9 122.5
VOR BKK 117.7	Final Apch Crs 022°	Minimum Alt D5.0 1900' (1893')	MDA(H) 510' (503')	Apt Elev 9' RWY 03R 7'
MISSED APCH: Climb on BKK VOR R-022 until passing 1500', RIGHT turn to BKK VOR climb to 3000' outbound on BKK VOR R-240 to D15.0 and hold or as directed by ATC.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 130	Trans alt: 11000'	MSA BKK VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI SALS	1500' via BKK 117.7 R-022	RT	BKK 117.7
Descent Gradient	5.5%	390	501	557	668	780				
MAP at VOR										
STRAIGHT-IN LANDING RWY 03R						CIRCLE-TO-LAND				
MDA(H) 510' (503')						ALS out				
A						Max Kts. MDA(H)				
B						100 630' (621') - 1600m				
C						135 730' (721') - 3200m				
D						180 730' (721') - 3600m				
2400m						205				

VTBD/DMK BANGKOK INTL **JEPPESEN** **BANGKOK, THAILAND**
 23 FEB 07 (13-3) **VOR Rwy 21L**

ATIS 126.4	BANGKOK Arrival (R) 125.5	BANGKOK Approach (R) 119.4	BANGKOK Tower 118.1	Ground 121.9 122.5
VOR BKK 117.7	Final Apch Crs 210°	Minimum Alt D6.8 1600' (1592')	MDA(H) 520' (512')	Apt Elev 9' RWY 21L 8'
MISSED APCH: Climb straight ahead to BKK VOR until D2.0 BKK VOR outbound, then turn RIGHT continue climb outbound on R-250 BKK VOR to 3000' and hold at D15.0 BKK VOR or as directed by ATC.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 130	Trans alt: 11000'	MSA BKK VOR

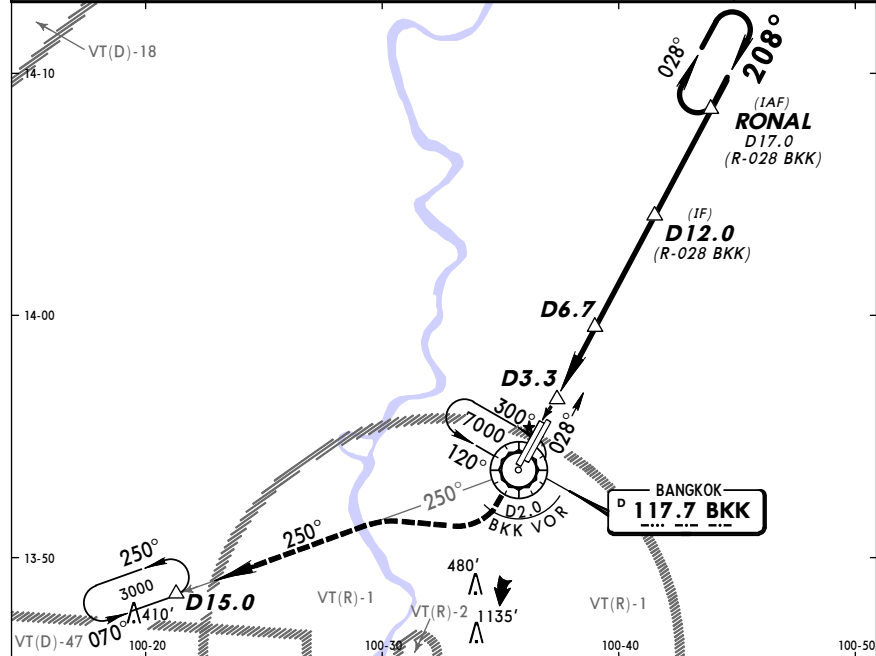


Gnd speed-Kts	70	90	100	120	140	160	PAPI SALS	1500' via BKK 117.7 R-022	RT	BKK 117.7
Descent Gradient	5.5%	390	501	557	668	780				
MAP at D3.6 or FAF to MAP										
STRAIGHT-IN LANDING RWY 21L						CIRCLE-TO-LAND				
MDA(H) 520' (512')						ALS out				
A						Max Kts. MDA(H)				
B						100 700' (691') - 2800m				
C						135 800' (791') - 3600m				
D						180 800' (791') - 4000m				
2000m						2800m				
205										

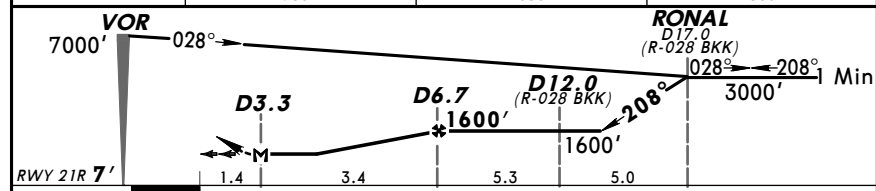
VTBD/DMK BANGKOK INTL
 BANGKOK, THAILAND
 VOR Rwy 21R

JEPPESEN
 23 FEB 07 (13-4)

ATIS 126.4	BANGKOK Arrival (R) 125.5	BANGKOK Approach (R) 119.4	BANGKOK Tower 118.1	Ground 121.9 122.5
VOR BKK 117.7	Final Apch Crs 208°	Minimum Alt D6.7 1600' (1593')	MDA(H) 520' (513')	Apt Elev 9' RWY 21R 7'
MISSED APCH: Climb straight ahead to BKK VOR until D2.0 BKK VOR outbound, then turn RIGHT continue climb outbound on R-250 BKK VOR to 3000' and hold at D15.0 BKK VOR or as directed by ATC. Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000' 1. BKK DME required.				
				1800' 075° 2300' 345° MSA BKK VOR



BKK DME	4.0	5.0	6.0
ALTITUDE	730'	1050'	1360'



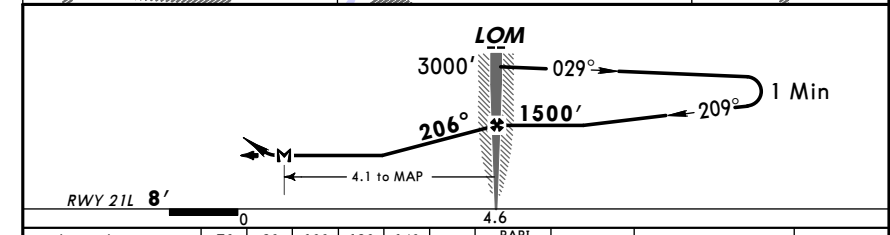
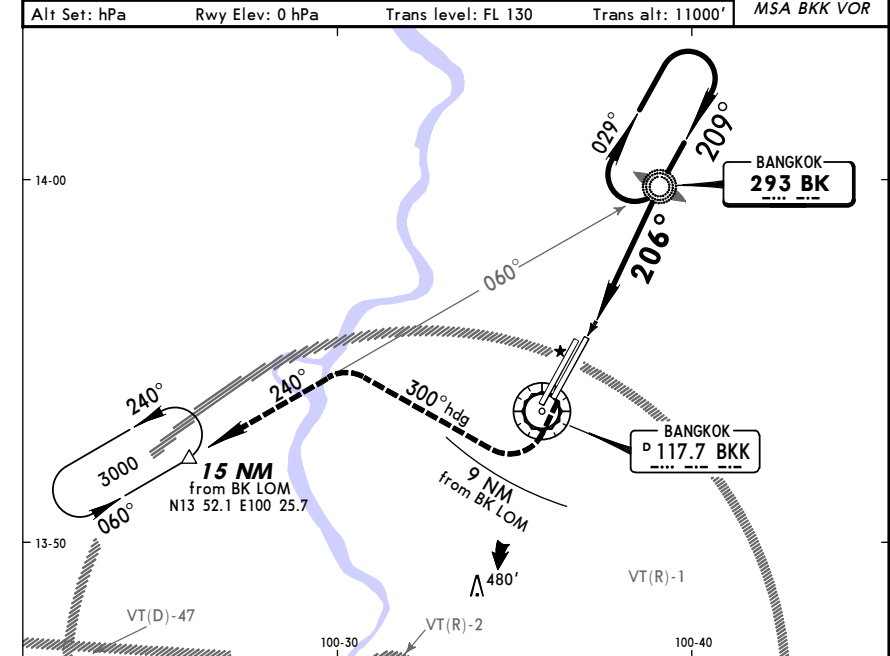
Gnd speed-Kts	70	90	100	120	140	160	PAPI	↑	D→	BKK 117.7
Descent Gradient	5.2%	369	474	527	632	737	843			
MAP at D3.3 or FAF to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:16			

STRAIGHT-IN LANDING RWY 21R			CIRCLE-TO-LAND		
MDA(H) 520' (513')			MDA(H)		
	ALS out	Max Kts			
A		100	700' (691') - 2600m		
B	1800m	135	800' (791') - 3600m		
C		180			
D	2000m	205	800' (791') - 4000m		

VTBD/DMK BANGKOK INTL
 BANGKOK, THAILAND
 NDB (ADF) Rwy 21L

JEPPESEN
 23 FEB 07 (16-1)

ATIS 126.4	BANGKOK Arrival (R) 125.5	BANGKOK Approach (R) 119.4	BANGKOK Tower 118.1	Ground 121.9 122.5
LOM BK 293	Final Apch Crs 206°	Minimum Alt LOM 1500' (1492')	MDA(H) 430' (422')	Apt Elev 9' RWY 21L 8'
MISSED APCH: Climb runway heading until 1000', RIGHT climbing turn within 9 NM from BK LOM on 300° heading to 3000'. Intercept and proceed on 240° bearing from BK LOM to 15 NM from BK LOM and hold or as directed by ATC. Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000' MSA BKK VOR				
				1800' 075° 2300' 345° MSA BKK VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI	↑	Within 9 NM of BK	300° hdg
Descent Gradient	5.0%	354	456	506	608	709	810			
LOM to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32			

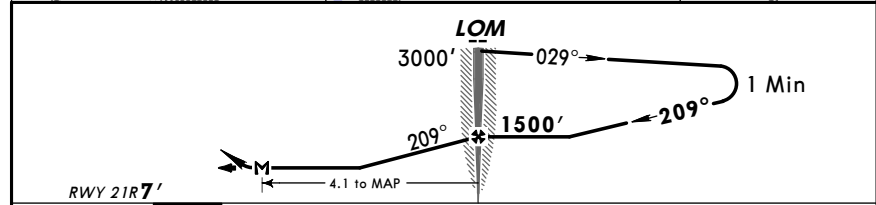
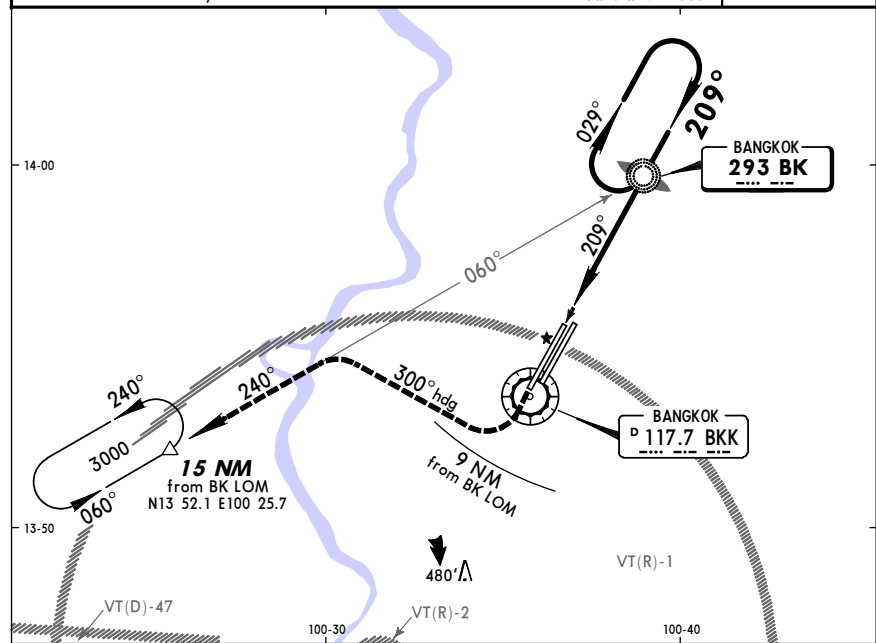
STRAIGHT-IN LANDING RWY 21L			CIRCLE-TO-LAND		
MDA(H) 430' (422')			MDA(H)		
	ALS out	Max Kts			
A		100	620' (611') - 1600m		
B	800m	135	720' (711') - 3200m		
C	1200m	180			
D	1600m	205	750' (741') - 4000m		

VTBD/DMK
BANGKOK INTL

JEPPESEN
23 FEB 07 (16-2)

BANGKOK, THAILAND
NDB (ADF) Rwy 21R

ATIS 126.4	BANGKOK Arrival (R) 125.5	BANGKOK Approach (R) 119.4	BANGKOK Tower 118.1	Ground 121.9 122.5
LOM BK 293	Final Apch Crs 209°	Minimum Alt LOM 1500' (1493')	MDA(H) 430' (423')	Apt Elev 9' RWY 21R 7'
MISSED APCH: Climb runway heading until 1000', RIGHT climbing turn within 9 NM from BK LOM on 300° heading to 3000'. Intercept and proceed on 240° bearing from BK LOM to 15 NM from BK LOM and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'				MSA BKK VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS	1000'	Within 9 NM of BK	300° hdg
Descent Gradient 5.0%	354	456	506	608	709	810				
LOM to MAP	4.1	3:31	2:44	2:03	1:45	1:32			RT	3000'

STRAIGHT-IN LANDING RWY21R		CIRCLE-TO-LAND	
MDA(H) 430' (423')		MDA(H)	
ALS out		Max Kts	
A	RVR 720m VIS 800m	100	620' (611')-1600m
B		135	
C	1200m	180	720' (711')-3200m
D	RVR 1500m VIS 1600m	205	750' (741')-4000m

CHANGES: Approach frequency.

BRIEFING STRIP™

PANS OPS 3