

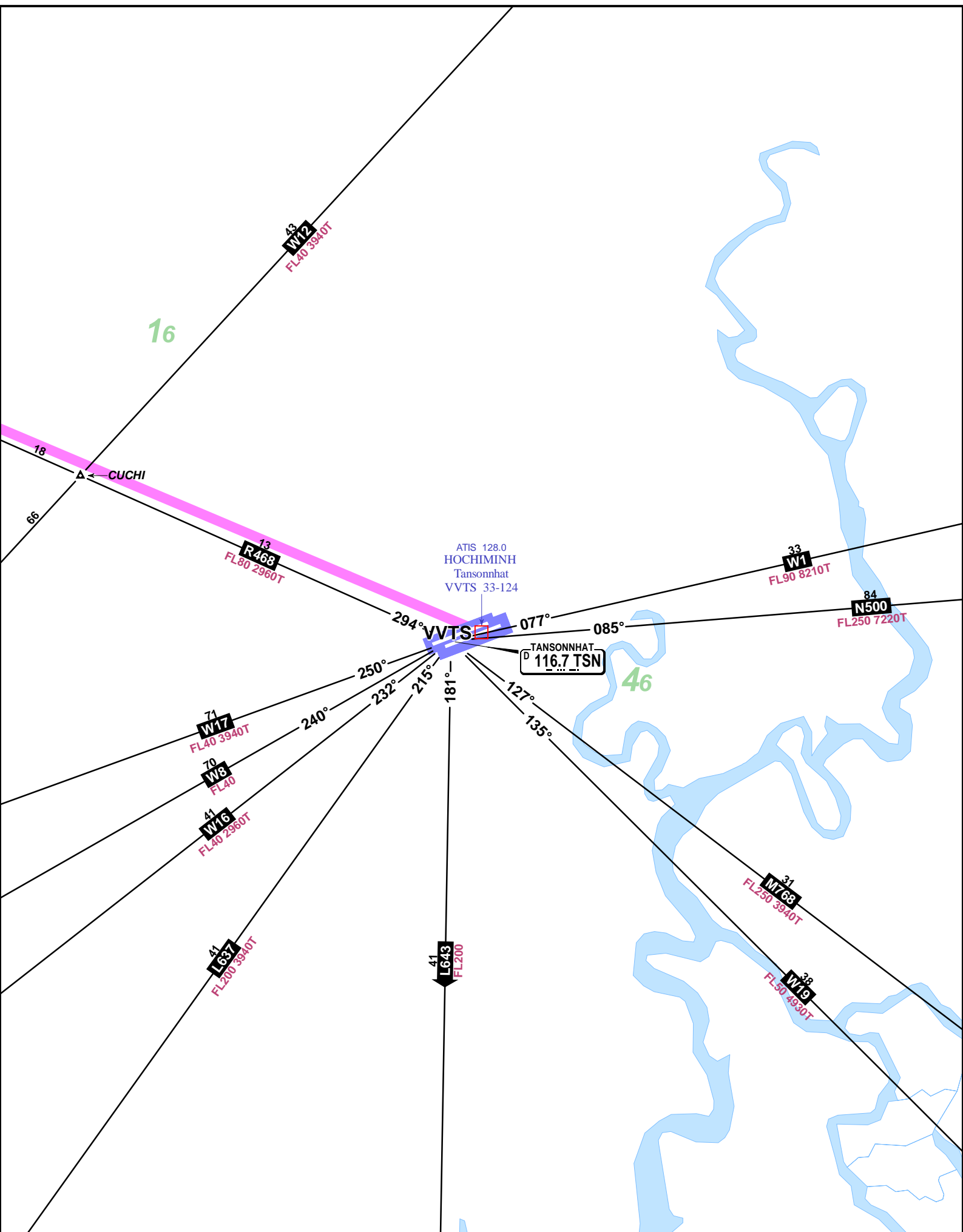
DEPARTURE (VVTS -> VTBD): VVTS (Tansonnhat)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0



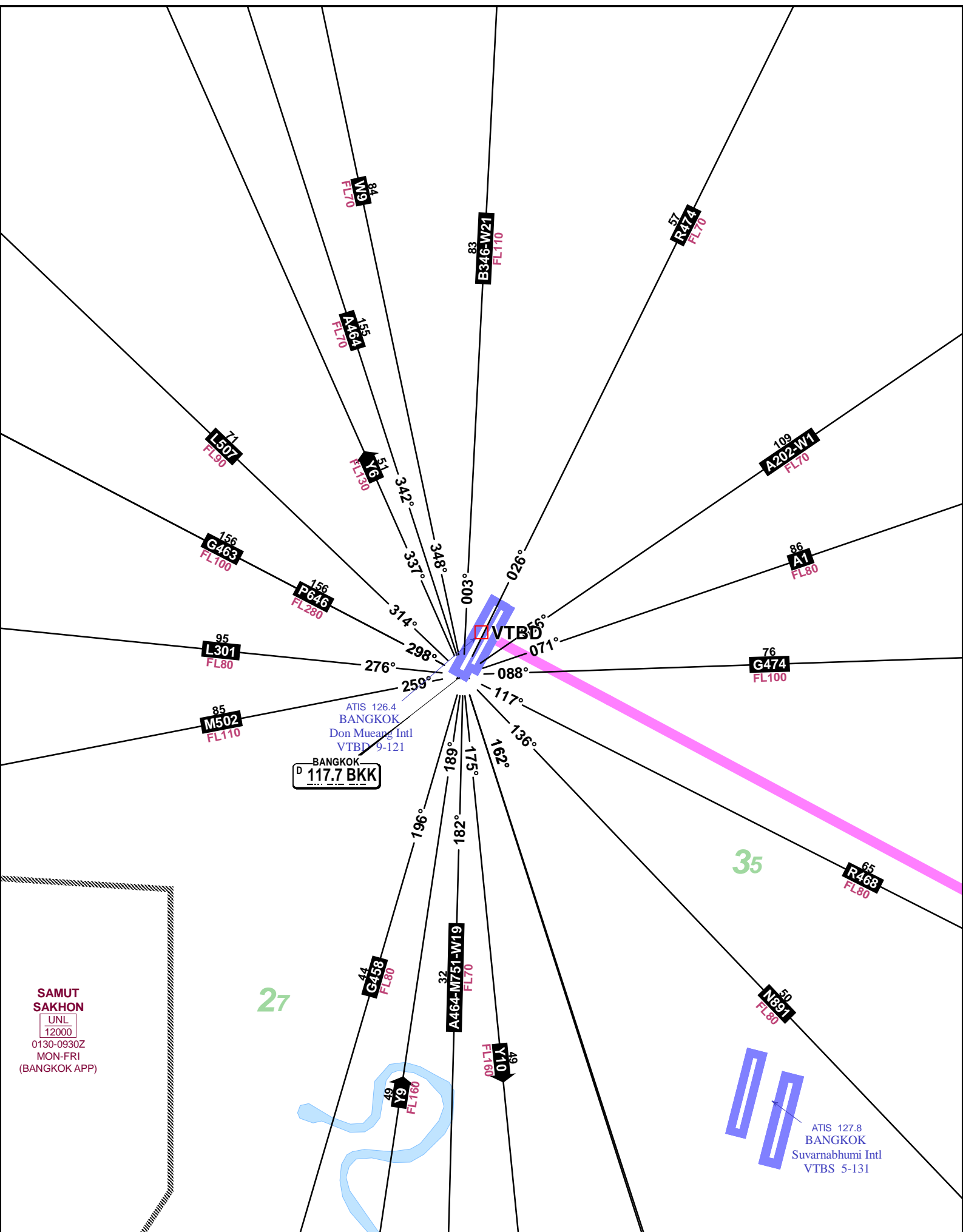
DESTINATION (VVTS -> VTBD): VTBD (Don Mueang Intl)

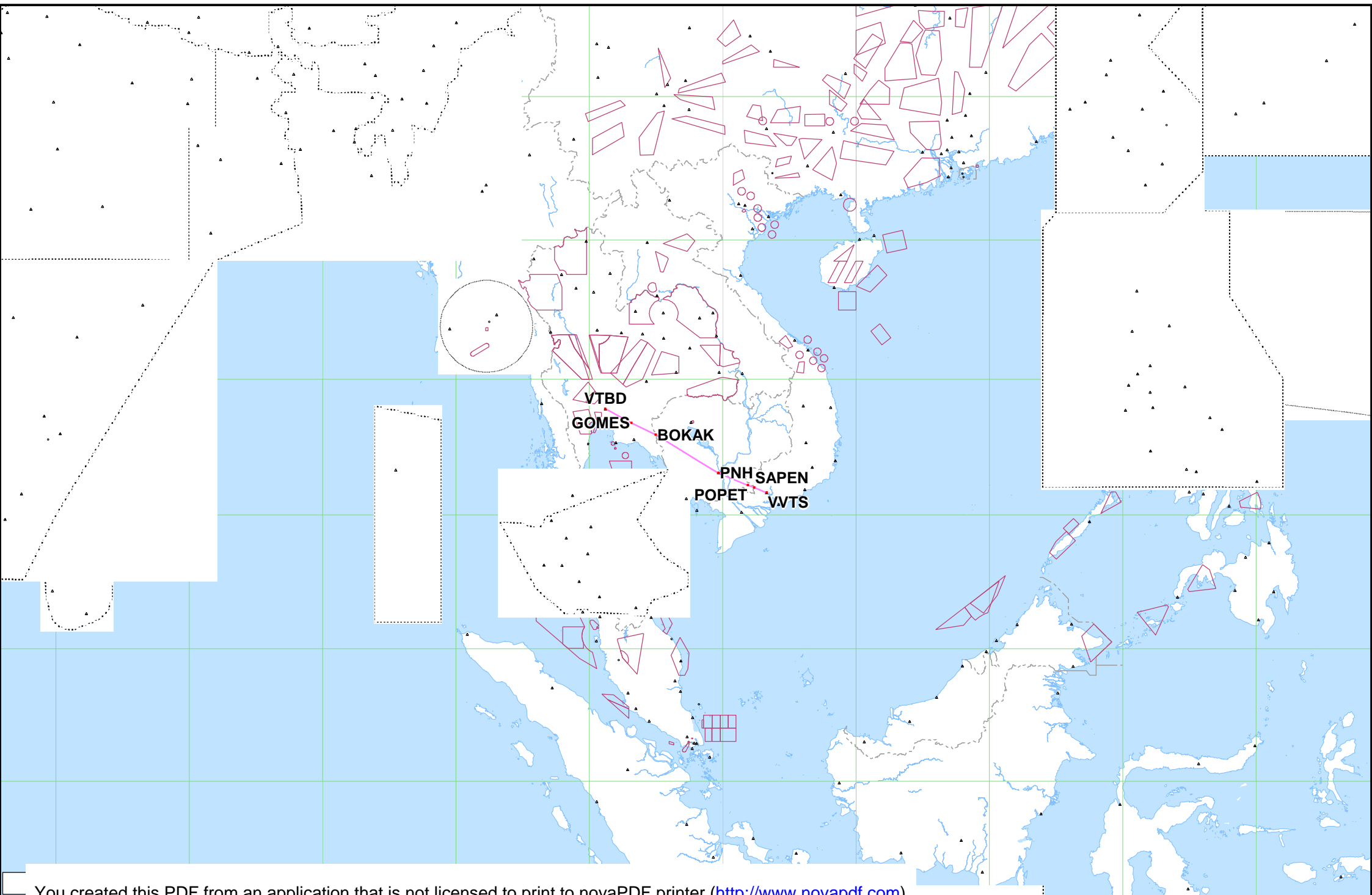
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0





VVTS/SGN

TANSONNHAT INTL

31 JAN 14

JEPPESSEN

10-2

Eff. 6.Feb.

HOCHIMINH, VIETNAM

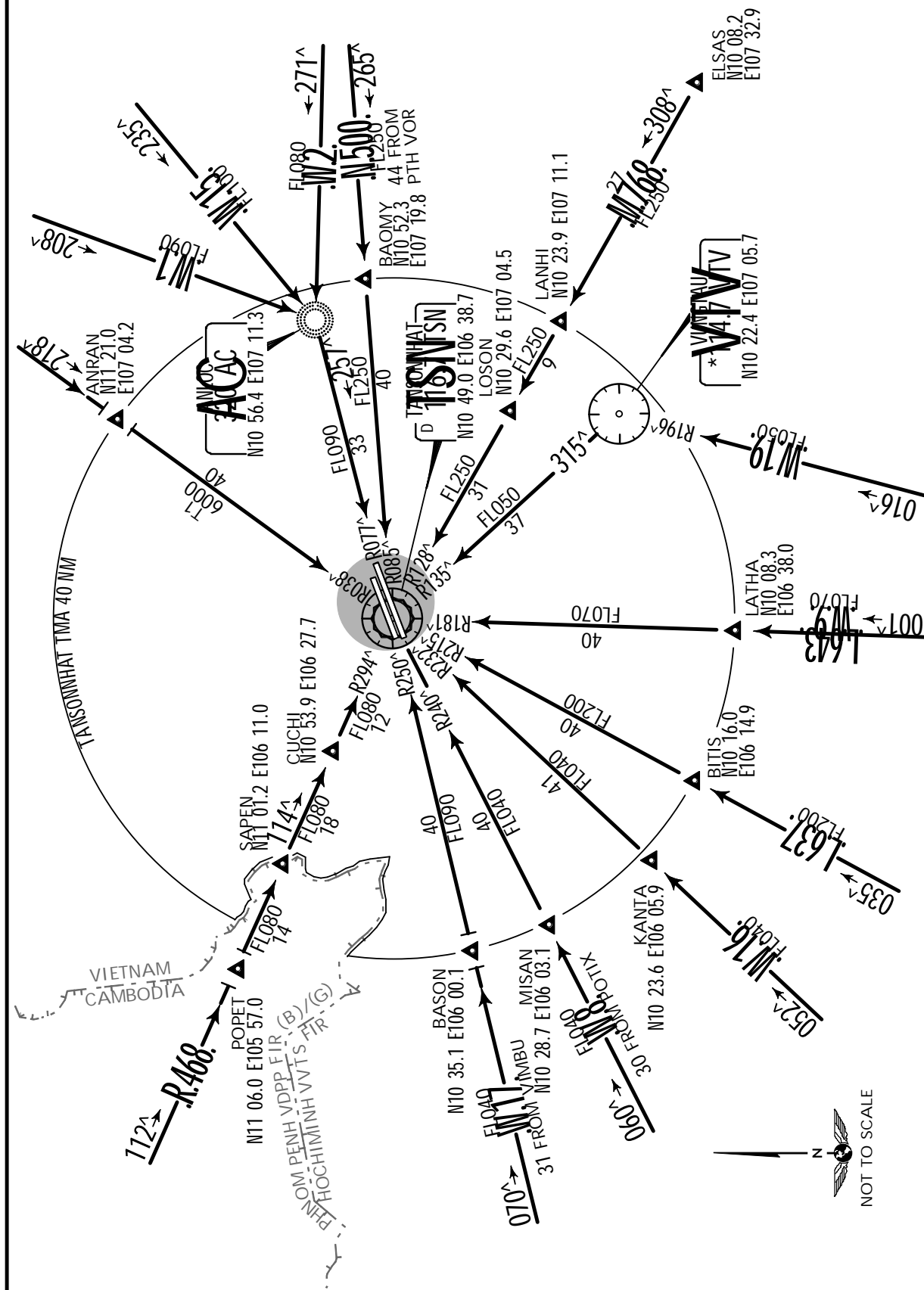
ARRIVAL.

ATIS
128.0

Apt Elev
33'

Alt Set: hPa Trans level: FL 100 Trans alt: 9030'

ARRIVAL AND TRANSIT ROUTES



VVTS/SGN

TANSONNHAT INTL

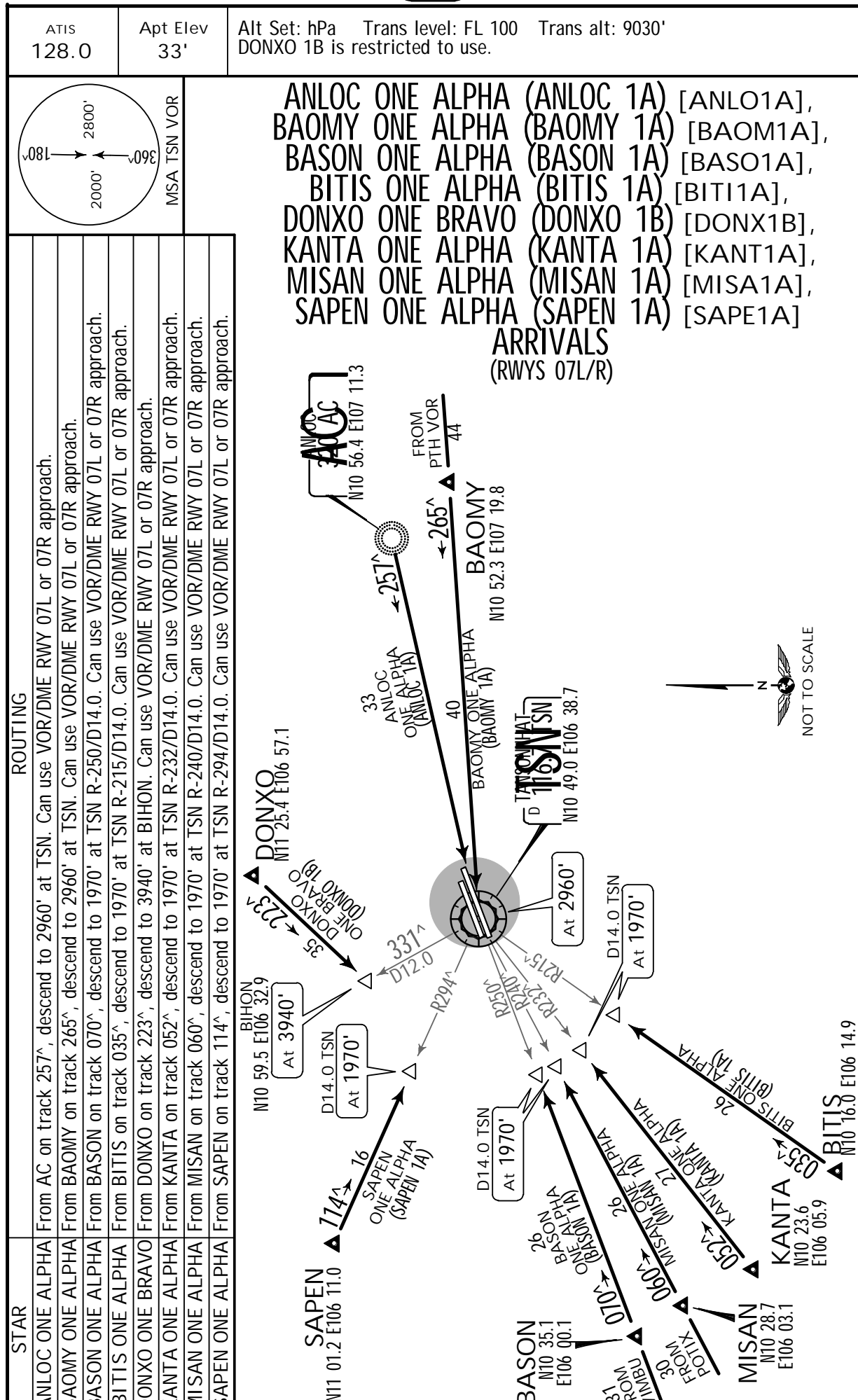
31 JAN 14

10-2A

Eff. 6.Feb.

HOCHIMINH, VIETNAM

.STAR.



VVTS/SGN

TANSONNHAT INTL

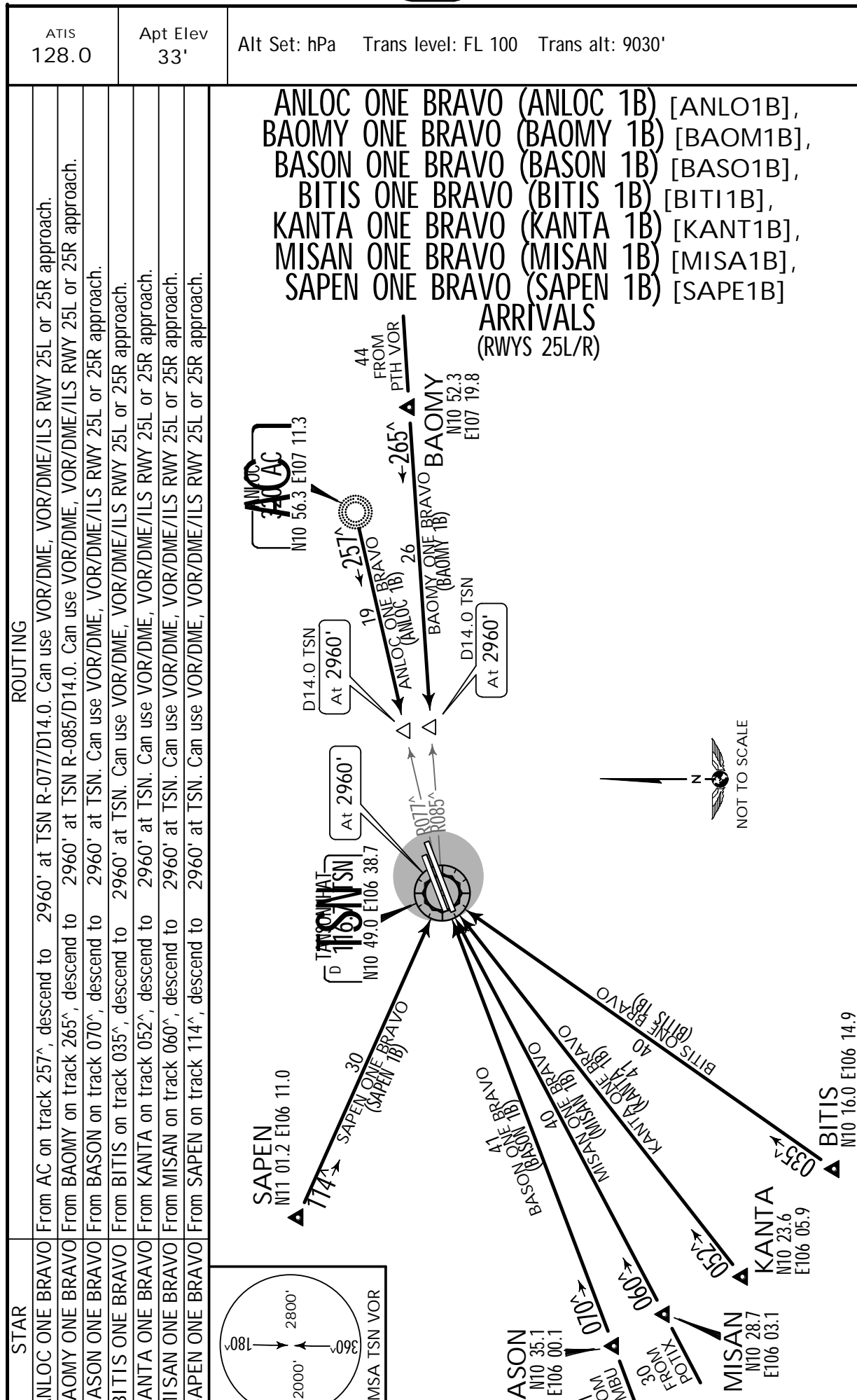
JEPPESEN

9 DEC 11

10-2B

HOCHIMINH, VIETNAM

.STAR.



VVTS/SGN

TANSONNHAT INTL

JEPPESEN

9 DEC 11

10-2C

HOCHIMINH, VIETNAM

.STAR.

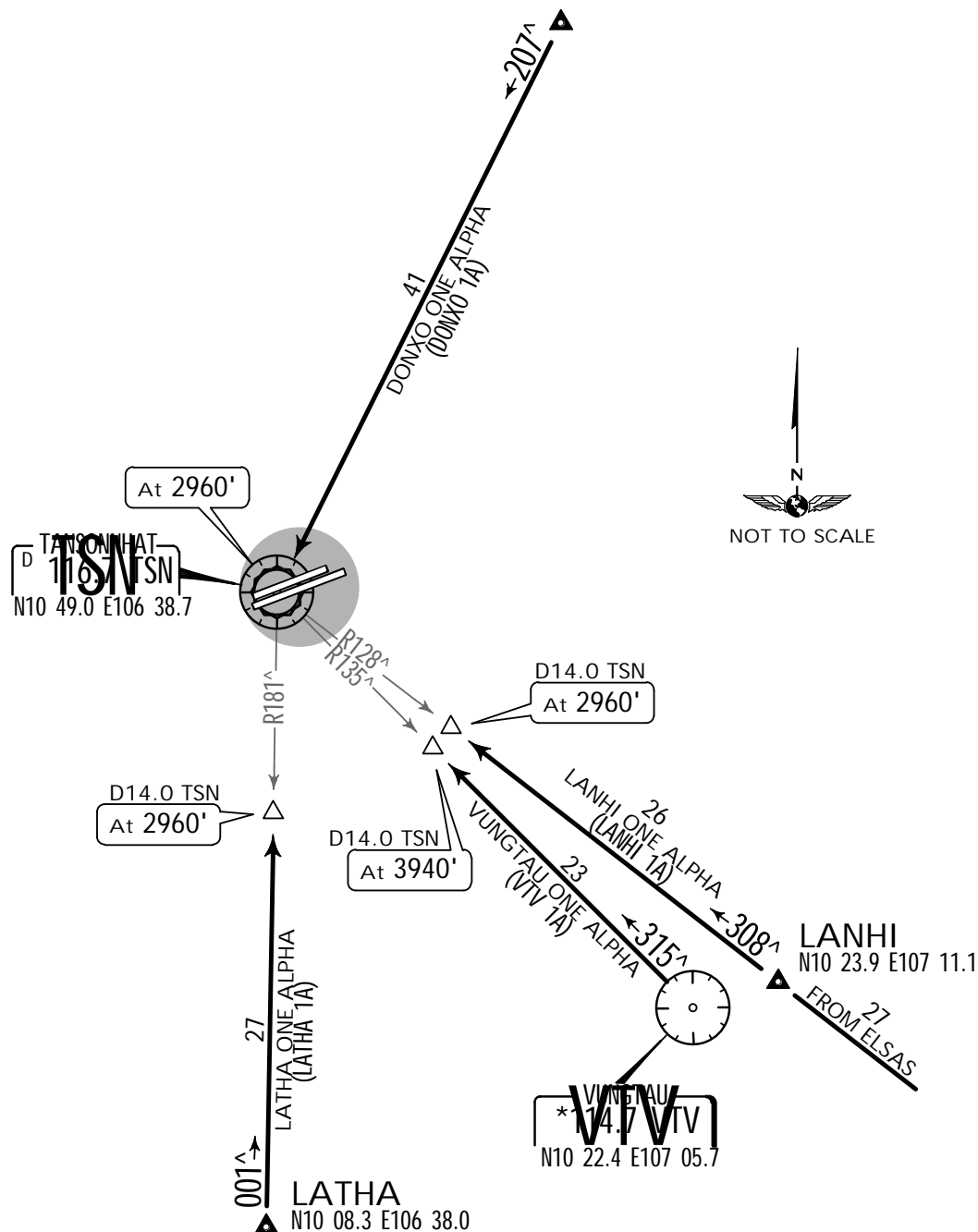
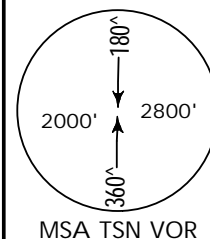
ATIS
128.0

Apt Elev
33'

Alt Set: hPa Trans level: FL 100 Trans alt: 9030'
DONXO 1A is restricted to use.

DONXO ONE ALPHA (DONXO 1A) [DONX1A],
LANHI ONE ALPHA (LANHI 1A) [LANH1A],
LATHA ONE ALPHA (LATHA 1A) [LATH1A],
VUNGTAU ONE ALPHA (VTV 1A) [VTV1A]
ARRIVALS

DONXO
N11 25.4 E106 57.1



STAR	ROUTING
DONXO ONE ALPHA	From DONXO on track 207^, descend to 2960' at TSN. Can use VOR/DME, VOR/DME/ILS RWY 07L, 07R, 25L or 25R approach.
LANHI ONE ALPHA	From LANHI on track 308^, descend to 2960' at TSN R-128/D14.0. Can use VOR/DME, VOR/DME/ILS RWY 07L, 07R, 25L or 25R approach.
LATHA ONE ALPHA	From LATHA on track 001^, descend to 2960' at TSN R-181/D14.0. Can use VOR/DME, VOR/DME/ILS RWY 07L, 07R, 25L or 25R approach.
VUNGTAU	From VTV on track 315^, descend to 3940' at TSN R-135/D14.0. Can use

VVTS/SGN
TANSONNHAT INTL

JEPPESEN

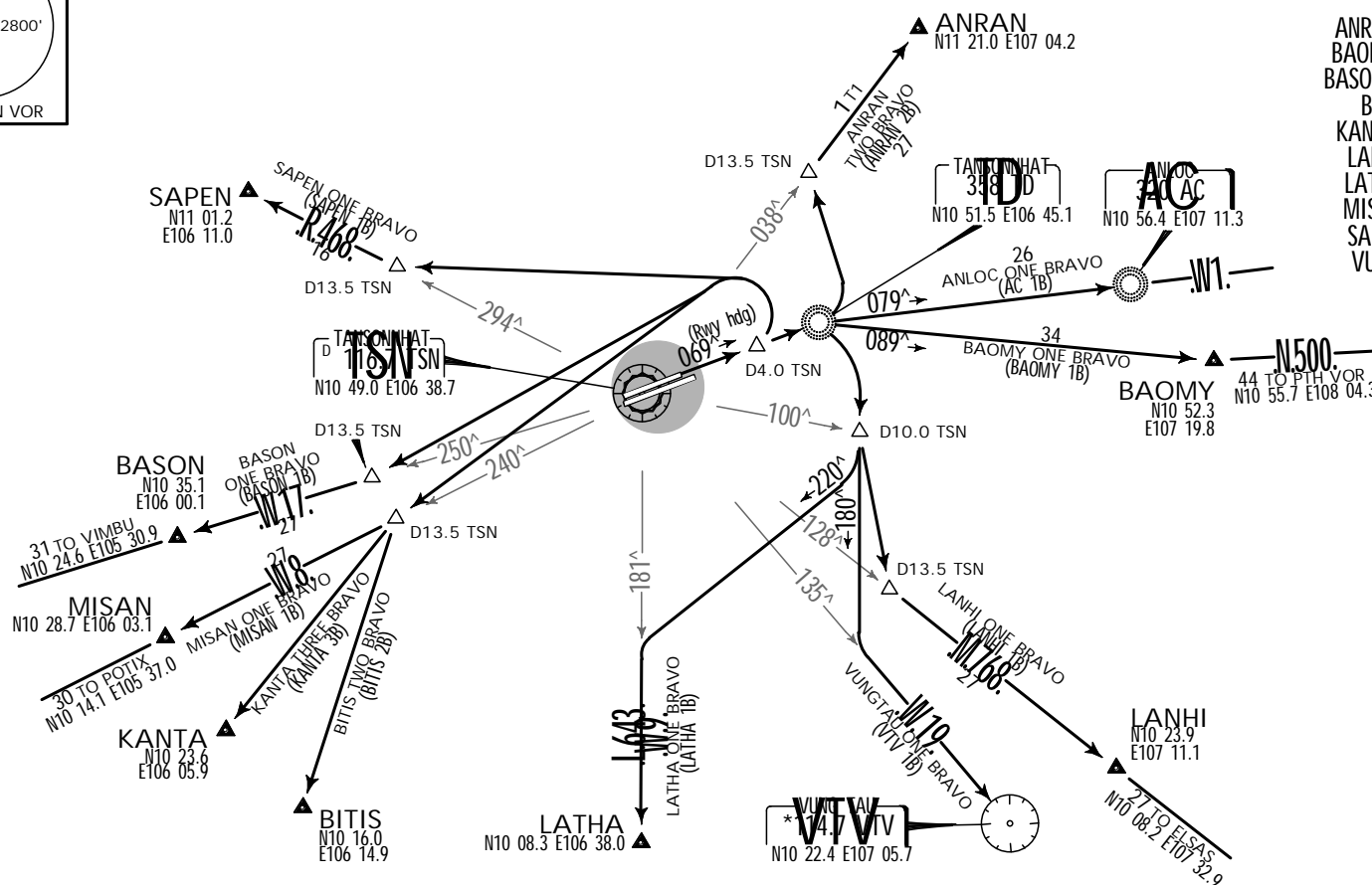
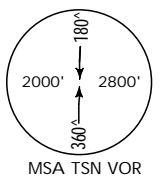
21 JUN 13 10-3 Eff. 27 Jun.

HOCHIMINH
VIETNAM
.SID.

Apt Elev
33'

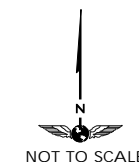
Trans level: FL100 Trans alt: 9030'

1 Track T1 is only used if approved by ATC.



RWY 07L DEPARTURES

ANLOC ONE BRAVO (AC 1B) [AC1B],
ANRAN TWO BRAVO (ANRAN 2B) [ANRA2B],
BAOMY ONE BRAVO (BAOMY 1B) [BAOM1B],
BASON ONE BRAVO (BASON 1B) [BASO1B],
BITIS TWO BRAVO (BITIS 2B) [BITI2B],
KANTA THREE BRAVO (KANTA 3B) [KANT3B],
LANHI ONE BRAVO (LANHI 1B) [LANH1B],
LATHA ONE BRAVO (LATHA 1B) [LATH1B],
MISAN ONE BRAVO (MISAN 1B) [MISA1B],
SAPEN ONE BRAVO (SAPEN 1B) [SAPE1B],
VUNGTAU ONE BRAVO (VTV 1B) [VTV1B]



SID	INITIAL CLIMB
ANLOC ONE BRAVO	After take-off, MAINTAIN runway heading. Over TD fly on track 079° to AC.
ANRAN TWO BRAVO	After take-off, MAINTAIN runway heading. Over TD turn LEFT to intercept T1 (TSN R-038) at D13.5 TSN, continue to ANRAN.
BAOMY ONE BRAVO	After take-off, MAINTAIN runway heading. Over TD fly on track 089° to BAOMY.
BASON ONE BRAVO	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-17 (TSN R-250) at D13.5 TSN, continue to BASON.
BITIS TWO BRAVO	After take-off, MAINTAIN runway heading until D4.0 TSN, turn LEFT to TSN R-240/D13.5, continue to BITIS.
KANTA THREE BRAVO	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-240/D13.5, continue to KANTA.
LANHI ONE BRAVO	After take-off, MAINTAIN runway heading. Over TD turn RIGHT to TSN R-100/D10.0, intercept M-768 (TSN R-128) at D13.5 TSN, continue to LANHI.
LATHA ONE BRAVO	After take-off, MAINTAIN runway heading. Over TD turn RIGHT to TSN R-100/D10.0, fly on track 220° to intercept W-9/L-643 (TSN R-181), continue to LATHA.
MISAN ONE BRAVO	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-8 (TSN R-240) at D13.5 TSN, continue to MISAN.
SAPEN ONE BRAVO	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-10 (TSN R-240) at D13.5 TSN, continue to SAPEN.
VUNGTAU ONE BRAVO	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-10 (TSN R-240) at D13.5 TSN, continue to VTV.

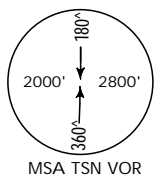
VVTS/SGN
TANSONNHAT INTL

JEPPesen HOCHIMINH, VIETNAM
21 JUN 13 10-3A Eff. 27 Jun. .SID.

Apt Elev
33'

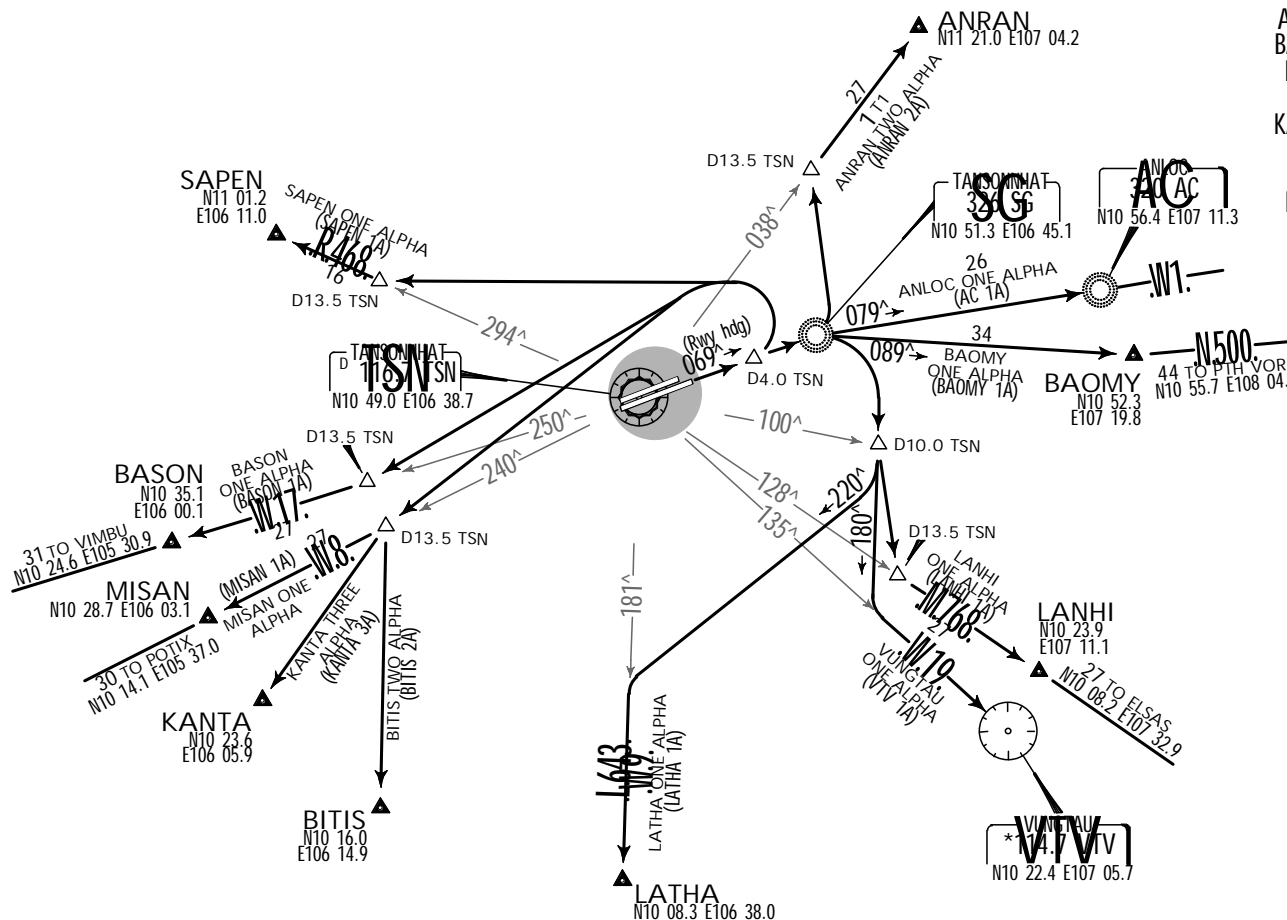
Trans level: FL100 Trans alt: 9030'

1 Track T1 is only used if approved by ATC.



RWY 07R DEPARTURES

ANLOC ONE ALPHA (AC 1A) [AC1A],
ANRAN TWO ALPHA (ANRAN 2A) [ANRA2A],
BAOMY ONE ALPHA (BAOMY 1A) [BAOM1A],
BASON ONE ALPHA (BASON 1A) [BASO1A],
BITIS TWO ALPHA (BITIS 2A) [BITI2A],
KANTA THREE ALPHA (KANTA 3A) [KANT3A],
LANHI ONE ALPHA (LANHI 1A) [LANH1A],
LATHA ONE ALPHA (LATHA 1A) [LATH1A],
MISAN ONE ALPHA (MISAN 1A) [MISA1A],
SAPEN ONE ALPHA (SAPEN 1A) [SAPE1A],
VUNGTAU ONE ALPHA (VTV 1A) [VTV1A]



SID	INITIAL CLIMB
ANLOC ONE ALPHA	After take-off, MAINTAIN runway heading. Over SG fly on track 079° to AC.
ANRAN TWO ALPHA	After take-off, MAINTAIN runway heading. Over SG turn LEFT to intercept T1 (TSN R-038) at D13.5 TSN, continue to ANRAN.
BAOMY ONE ALPHA	After take-off, MAINTAIN runway heading. Over SG fly on track 089° to BAOMY.
BASON ONE ALPHA	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-17 (TSN R-250) at D13.5 TSN to BASON.
BITIS TWO ALPHA	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-240/D13.5, continue to BITIS.
KANTA THREE ALPHA	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-240/D13.5, continue to KANTA.
LANHI ONE ALPHA	After take-off, MAINTAIN runway heading. Over SG turn RIGHT to TSN R-100/D10.0, intercept M-768 (TSN R-128) at D13.5 TSN, continue to LANHI.
LATHA ONE ALPHA	After take-off, MAINTAIN runway heading. Over SG turn RIGHT to TSN R-100/D10.0, fly on track 220° to intercept W-9/L-643 (TSN R-181), continue to LATHA.
MISAN ONE ALPHA	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-8 (TSN R-240) at D13.5 TSN to MISAN.
SAPEN ONE ALPHA	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-16 (TSN R-294) at D13.5 TSN, continue to SAPEN.
VUNGTAU ONE ALPHA	After take-off, MAINTAIN runway heading. Over SG turn RIGHT to TSN R-100/D10.0, intercept W-9/L-643 (TSN R-181), continue to VTV.

VVTS/SGN
TANSONNHAT INTL



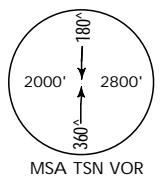
31 JAN 14 (10-3B) .Eff.6.Feb.

HOCHIMINH
VIETNAM
.SID.

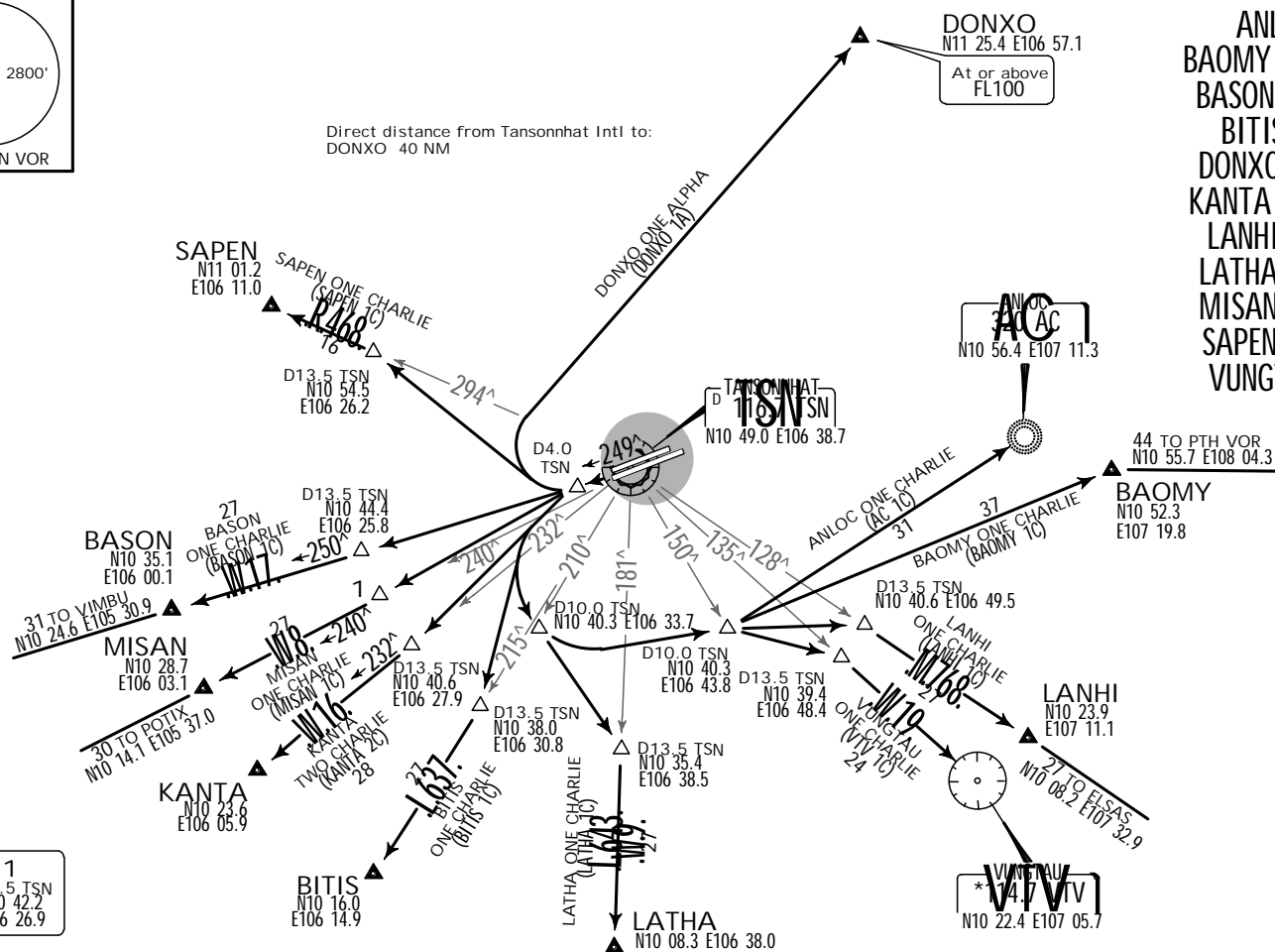
Apt Elev
33'

Trans level: FL 100 Trans alt: 9030'

DONXO 1A is only used if approved by ATC (based on agreement of FLT OPS Management Unit Area III).



Direct distance from Tansonnhat Intl to:
DONXO 40 NM



ANLOC ONE CHARLIE (AC 1C) [AC1C],
BAOMY ONE CHARLIE (BAOMY 1C) [BAOM1C],
BASON ONE CHARLIE (BASON 1C) [BASO1C],
BITIS ONE CHARLIE (BITIS 1C) [BITI1C],
DONXO ONE ALPHA (DONXO 1A) [DONX1A],
KANTA TWO CHARLIE (KANTA 2C) [KANT2C],
LANHI ONE CHARLIE (LANHI 1C) [LANH1C],
LATHA ONE CHARLIE (LATHA 1C) [LATH1C],
MISAN ONE CHARLIE (MISAN 1C) [MISA1C],
SAPEN ONE CHARLIE (SAPEN 1C) [SAPE1C],
VUNGTAU ONE CHARLIE (VTV 1C) [VTV1C]
DEPARTURES
(RWYS 25L/R)

1
D13.5 TSN
N10 42.2
E106 26.9

SID

INITIAL CLIMB

ANLOC ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-210/D10.0, continue turn LEFT to TSN R-150/D10.0, to AC.
BAOMY ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-210/D10.0, continue turn LEFT to TSN R-150/D10.0, to BAOMY.
BASON ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn RIGHT to intercept W-17 (TSN R-250) at D13.5 TSN, to BASON.
BITIS ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept L-637 (TSN R-215) at D13.5 TSN, to BITIS.
DONXO ONE ALPHA	After take-off, MAINTAIN runway heading to D4.0 TSN, turn RIGHT to DONXO.
KANTA TWO CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-16 (TSN R-232) at D13.5 TSN, to KANTA.
LANHI ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-210/D10.0, continue turn LEFT to TSN R-150/D10.0, intercept M-768 (TSN R-128) at D13.5 TSN, to LANHI.
LATHA ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to TSN R-210/D10.0, intercept W-9/L-643 (TSN R-181) at D13.5 TSN, to LATHA.
MISAN ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn LEFT to intercept W-8 (TSN R-240) at D13.5 TSN, to MISAN.
SAPEN ONE CHARLIE	After take-off, MAINTAIN runway heading to D4.0 TSN, turn RIGHT to intercept R-468 (TSN R-294) at D13.5 TSN, to SAPEN.

I.O.O, intercept W-19 (TSN R-135) at D13.5 TSN, to VTV.

VVTS/SGN

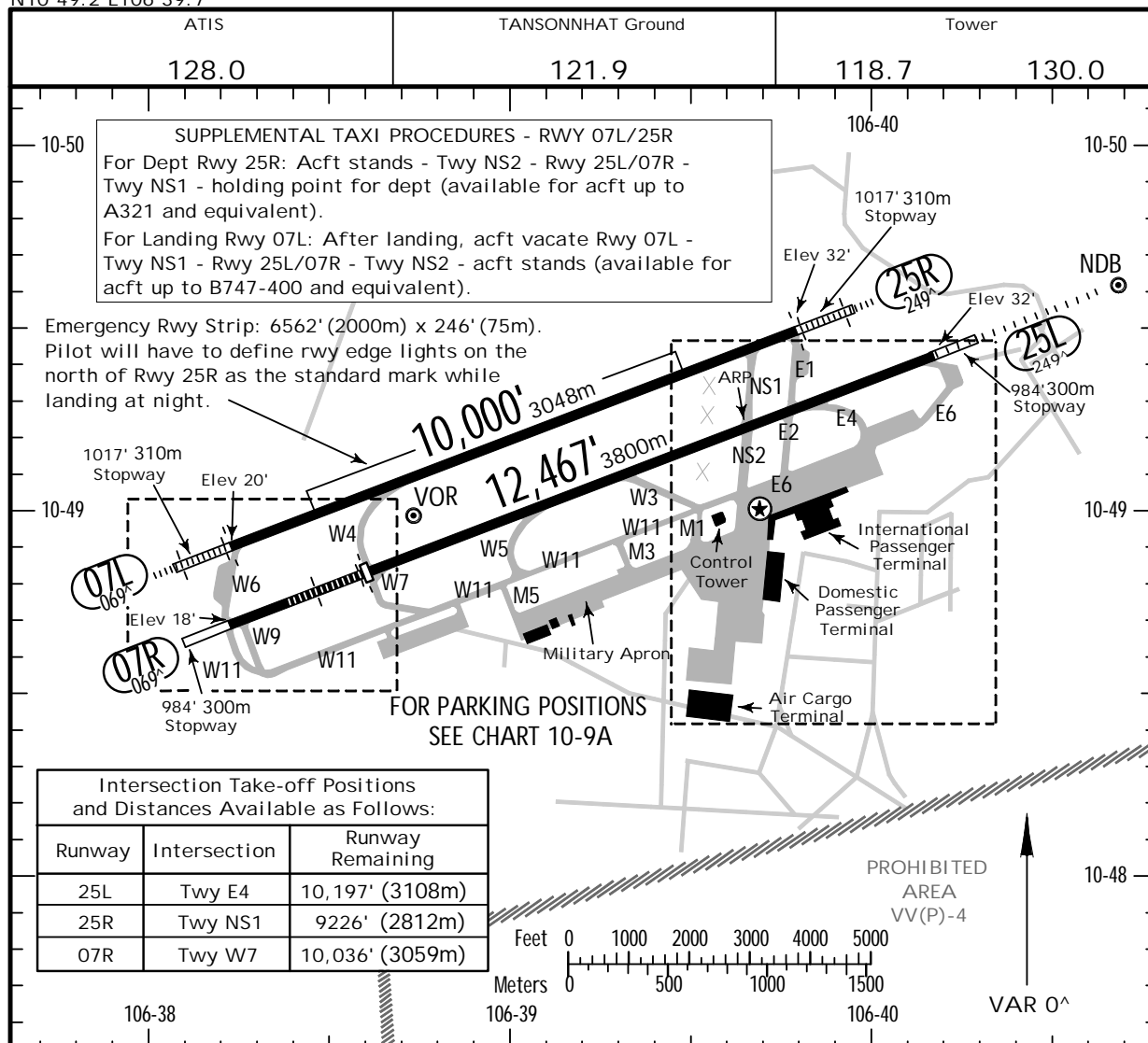
Apt Elev 33'
N10 49.2 E106 39.7

JEPPESSEN

26 SEP 14 (10-9)

HOCHIMINH, VIETNAM

TANSONNHAT INTL



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			Threshold	Glide Slope	
07R	HIRL CL SALS PAPI-L (angle 3.0°)		10,036' 3059m		150' 46m
25L	HIRL CL ALS TDZ PAPI-L (angle 3.0°)	RVR		11,460' 3493m	
07L	HIRL SALS PAPI-L (angle 3.0°)				150' 46m
25R	HIRL SALS PAPI-L (angle 3.0°)	RVR		8970' 2734m	

TAKE-OFF			
1 2 All Rwys			
HIRL available			
Take-Off Alternate Apt. Filed		Take-Off Alternate Apt. Not Filed	
A	400m	Available Landing Minimums	
B			
C	500m		
D	600m		

1 Take-off Alternate Airports:

- For international flights: Da Nang, Noi Bai, Bangkok, Phnom Penh and other appropriate airports.
- For domestic flights: Da Nang, Noi Bai, Buon Ma Thuot, Rach Gia, Cam Ranh.

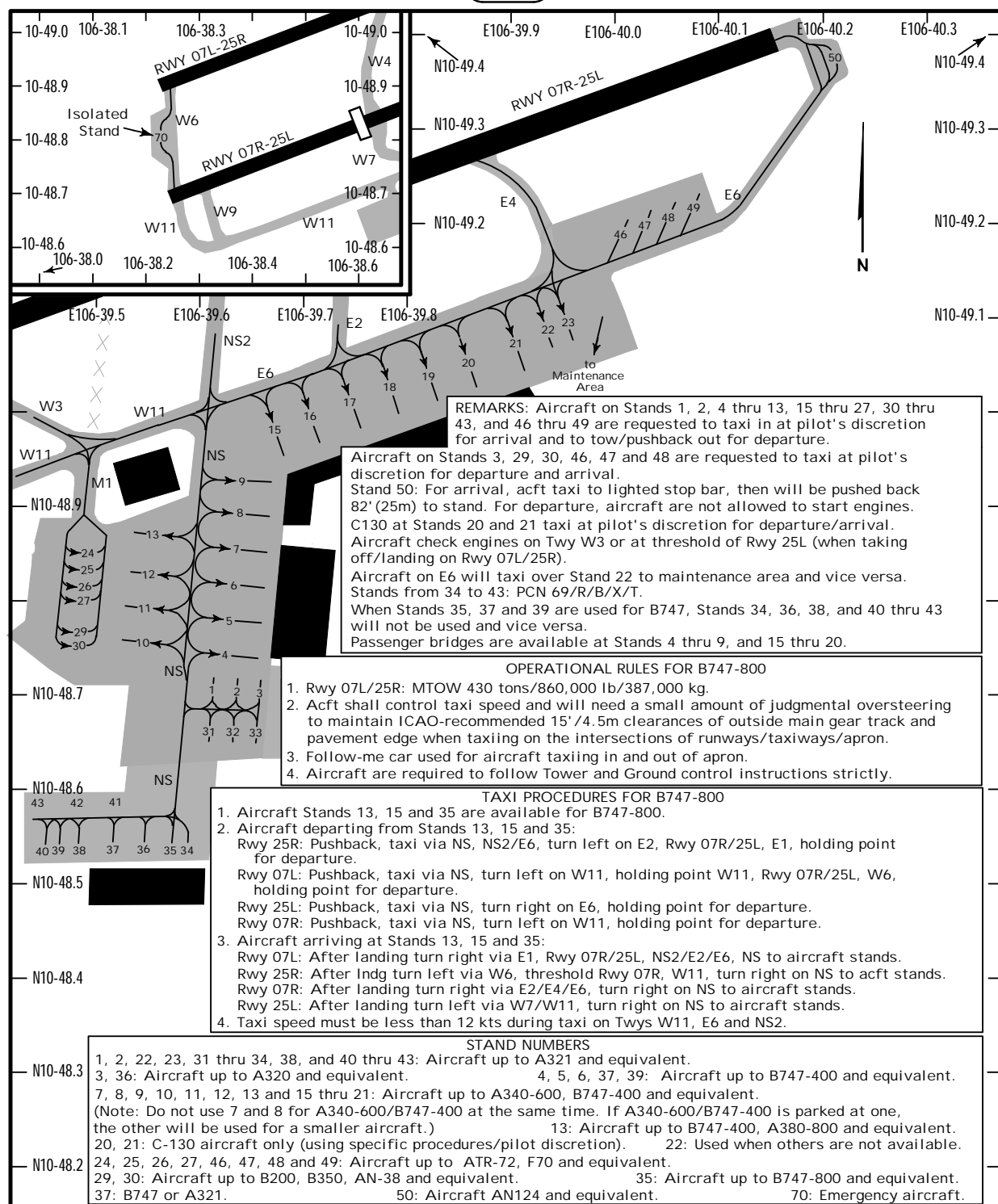
2 When the aircraft cannot choose any take-off alternate airports as mentioned above, lowest weather minima for take-off will equal landing minima for an available instrument approach procedure.

VVT/SGN

JEPPESEN
26 SEP 14 (10-9A)

HOCHIMINH, VIETNAM

TANSONNHAT INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N10 48.7 E106 39.6	29' (9m)	22, 23	N10 49.1 E106 40.0	30' (9m)
2	N10 48.7 E106 39.7	32' (10m)	24 thru 26	N10 48.9 E106 39.5	25' (8m)
3	N10 48.7 E106 39.7	31' (10m)	27, 29, 30	N10 48.8 E106 39.5	25' (8m)
4	N10 48.8 E106 39.7	31' (9m)	31	N10 48.7 E106 39.6	27' (8m)
5, 6	N10 48.8 E106 39.7	30' (9m)	32	N10 48.7 E106 39.7	29' (9m)
7	N10 48.9 E106 39.7	30' (9m)	33	N10 48.6 E106 39.7	30' (9m)
8	N10 48.9 E106 39.7	29' (9m)	34 thru 37	N10 48.5 E106 39.6	29' (9m)
9	N10 49.0 E106 39.7	29' (9m)	38 thru 40	N10 48.5 E106 39.5	30' (9m)
10, 11	N10 48.8 E106 39.6	26' (8m)	41	N10 48.6 E106 39.6	26' (8m)
12, 13	N10 48.9 E106 39.6	26' (8m)	42, 43	N10 48.6 E106 39.5	27' (8m)
15	N10 49.0 E106 39.7	29' (9m)	46	N10 49.2 E106 40.0	26' (8m)
16	N10 49.0 E106 39.8	30' (9m)	47	N10 49.2 E106 40.1	27' (8m)
17, 18	N10 49.0 E106 39.8	31' (9m)	48	N10 49.3 E106 40.1	28' (9m)
19, 20	N10 49.1 E106 39.9	31' (9m)	49	N10 49.3 E106 40.1	27' (8m)
21	N10 49.1 E106 40.0	31' (9m)	50	N10 49.4 E106 40.2	30' (9m)

VVTS/SGN TANSONNHAT INTL

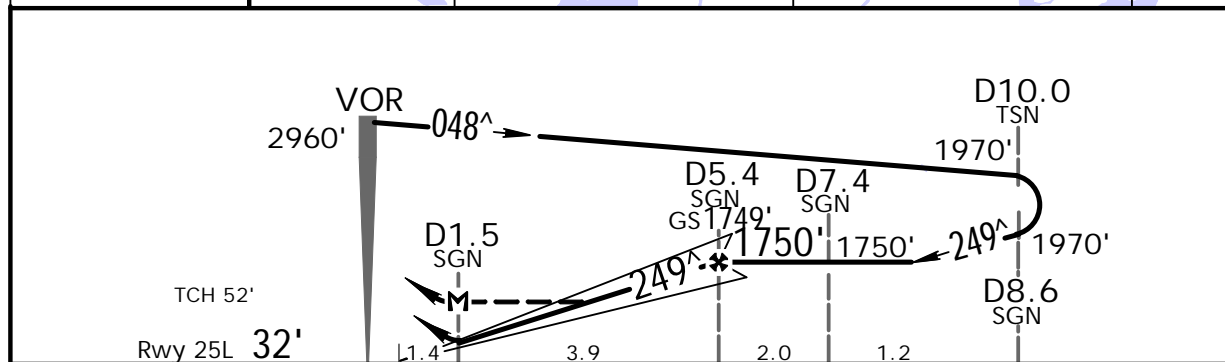
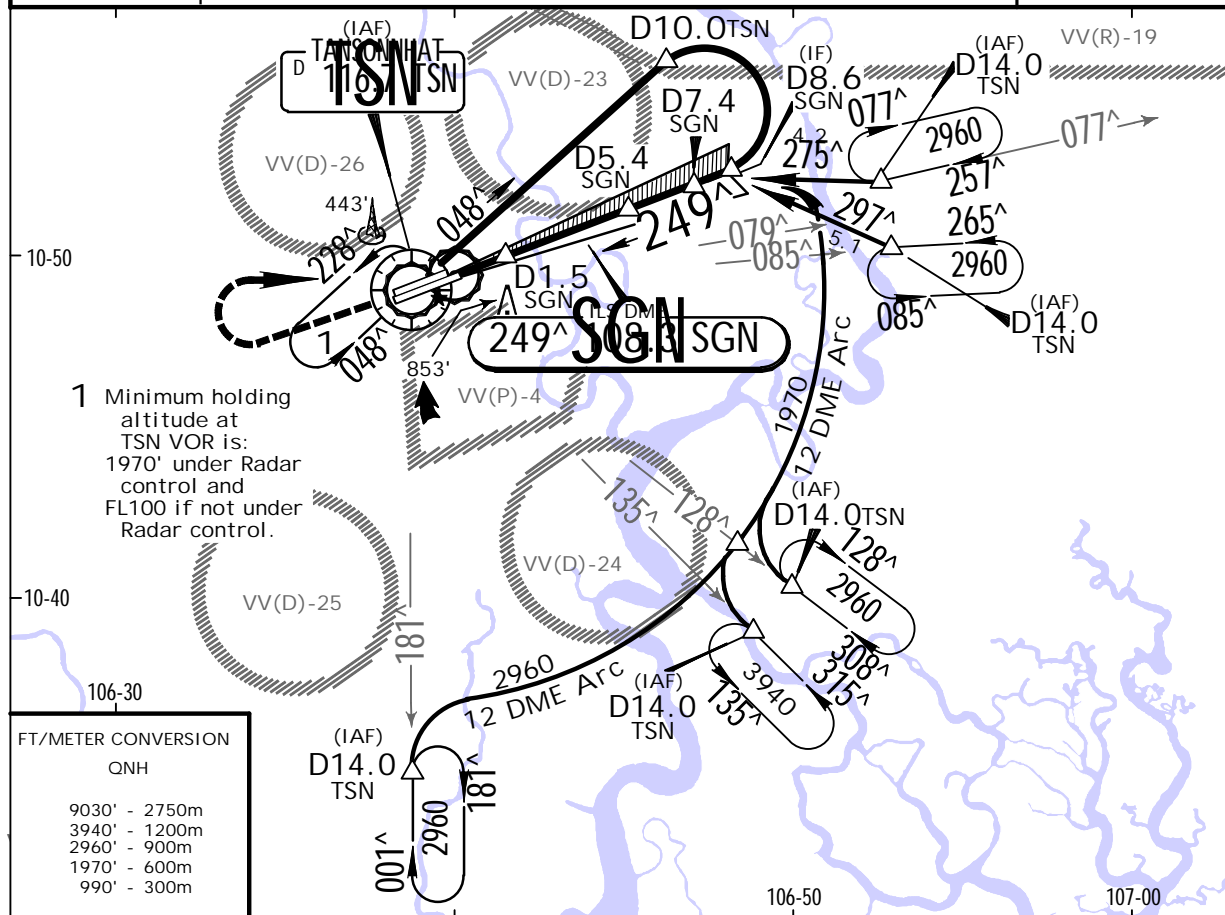
JEPPESSEN
21 JUN 13 (11-1)

Eff. 27 Jun. 0001Z.

HOCHIMINH, VIETNAM ILS Y Rwy 25L

BRIEFING STRIP

ATIS 128.0	TANSONNHAT Approach 125.5	TANSONNHAT Tower 118.7 130.0	Ground 121.9
LOC SGN 108.3	Final Apch Crs 249 [^]	GS D5.4 SGN 1749' (1717')	ILS DA(H) Refer to Minimums
		Apt Elev 33'	Rwy 25L 32'
MISSED APCH: Maintain runway heading, climb to 2960', when passing 990' turn RIGHT to join holding pattern at TSN VOR or follow ATC instructions.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 100	Trans alt: 9030'
1. VOR/DME required.			MSA TSN VOR



Gnd speed-Kts	70	90	100	120	140	160		ALS	990'	2960'	TSN
GS	3.00 [^]	372	478	531	637	743	849	PAPI	↑	RT	116.7
MAP at D1.5 SGN or FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28				

STRAIGHT-IN LANDING RWY 25L				CEILING REQUIRED. CIRCLE-TO-LAND			
DA(H) A: 299' (267') C: 318' (286') B: 308' (276') D: 328' (296')		LOC (GS out) MDA(H) 510' (478') ALS out		Not Authorized South of Rwy			
CEIL-VIS		CEIL-VIS		Max Kts		MDA(H) CEIL-VIS	
A				100		660' (627') 630' - 2400m	
B		300' - 1000m		135			
C		300' - 1200m		180		990' (957') 960' - 4400m	

MS OPS

VVTS/SGN

TANSONNHAT INTL

JEPPESSEN

21 JUN 13

11-2

.Eff.27.Jun.0001Z.

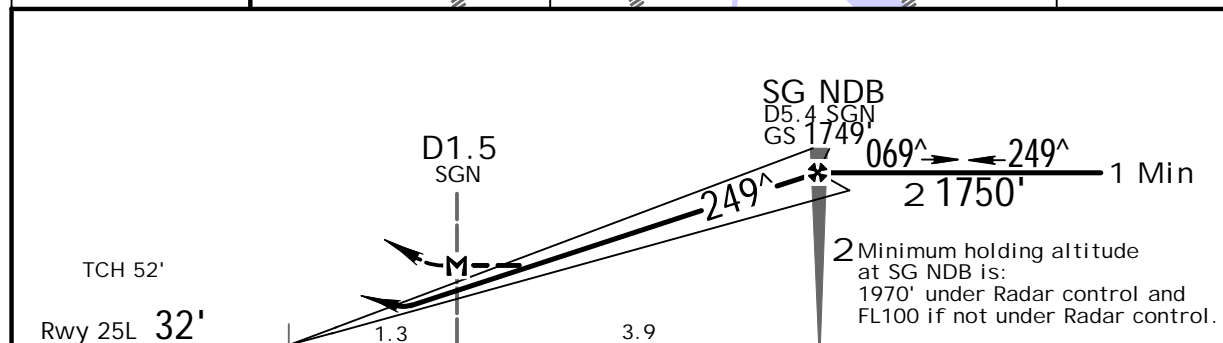
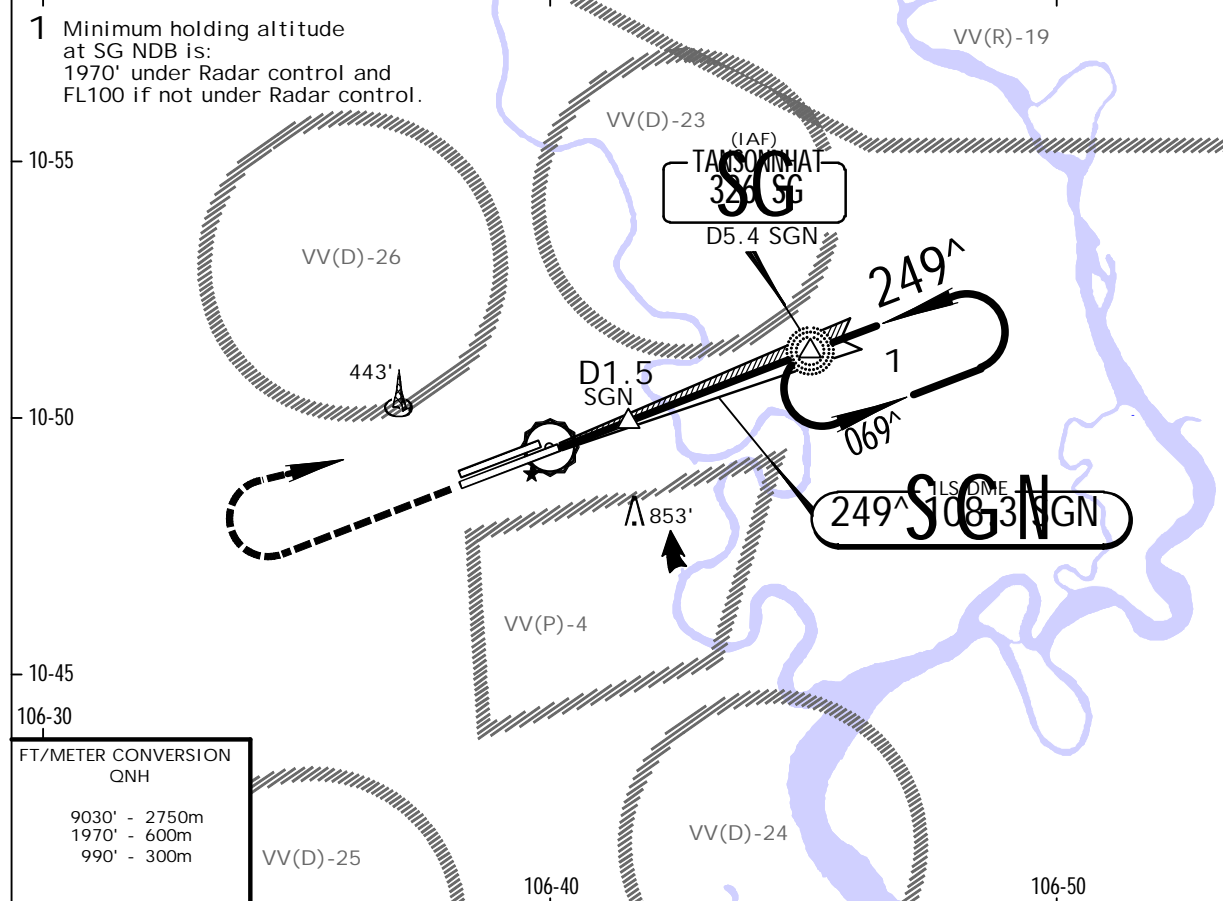
HOCHIMINH, VIETNAM
ILS Z Rwy 25L

BRIEFING STRIP™

ATIS		TANSONNHAT Approach		TANSONNHAT Tower		Ground
128.0		125.5		118.7	130.0	121.9
LOC SGN 108.3	Final Apch Crs 249^	GS SG NDB 1749' (1717')	ILS DA(H) Refer to Minimums	Apt Elev 33' Rwy 25L 32'	<div><div><div>180°</div><div>2000'</div><div>2800'</div><div>360°</div></div><div>MSA SG NDB</div></div>	
MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT to SG NDB, continue climbing to 1970' to join holding pattern or follow ATC instructions.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'						

1. DME, NDB required.

2. Radar vectoring required.



Gnd speed-Kts		70	90	100	120	140	160	<div>ALS</div> <div>PAPI</div>	<div>990'</div> <div>↑</div>	<div>1970'</div> <div>RT</div>	SG 326
GS 3.00^		372	478	531	637	743	849				
MAP at D1.5 SGN or											
FAF to MAP 3.9		3:21	2:36	2:20	1:57	1:40	1:28				
STRAIGHT-IN LANDING RWY 25L .CEILING REQUIRED.											
DA(H)		A: 299' (267')		C: 318' (286')		LOC (GS out)		CIRCLE-TO-LAND			
		B: 308' (276')		D: 328' (296')		MDA(H) 510' (478')		Not Authorized South of Rwy			
FULL		CEIL-VIS		ALS out		CEIL-VIS		ALS out		Max Kts	
A											100
B	300' - 1000m		300' - 1200m		480' - 2000m						135
C											180
								660'(627')		630' - 2400m	
								990'(957')		960' - 4400m	

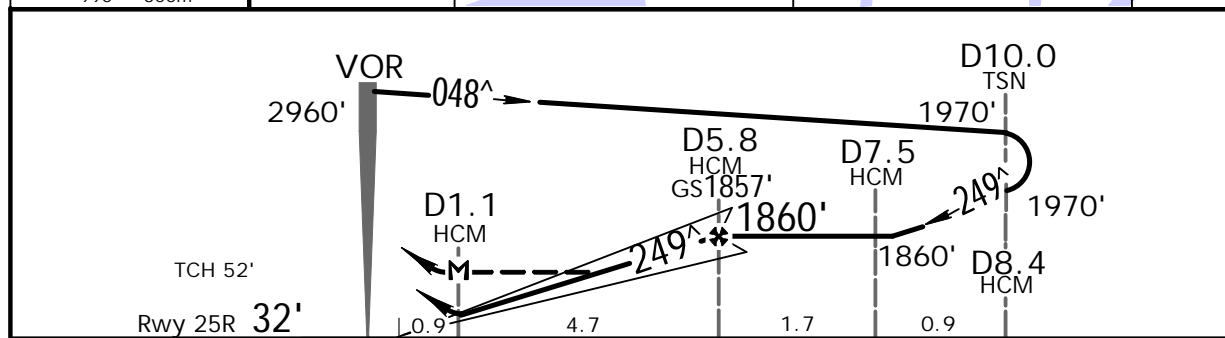
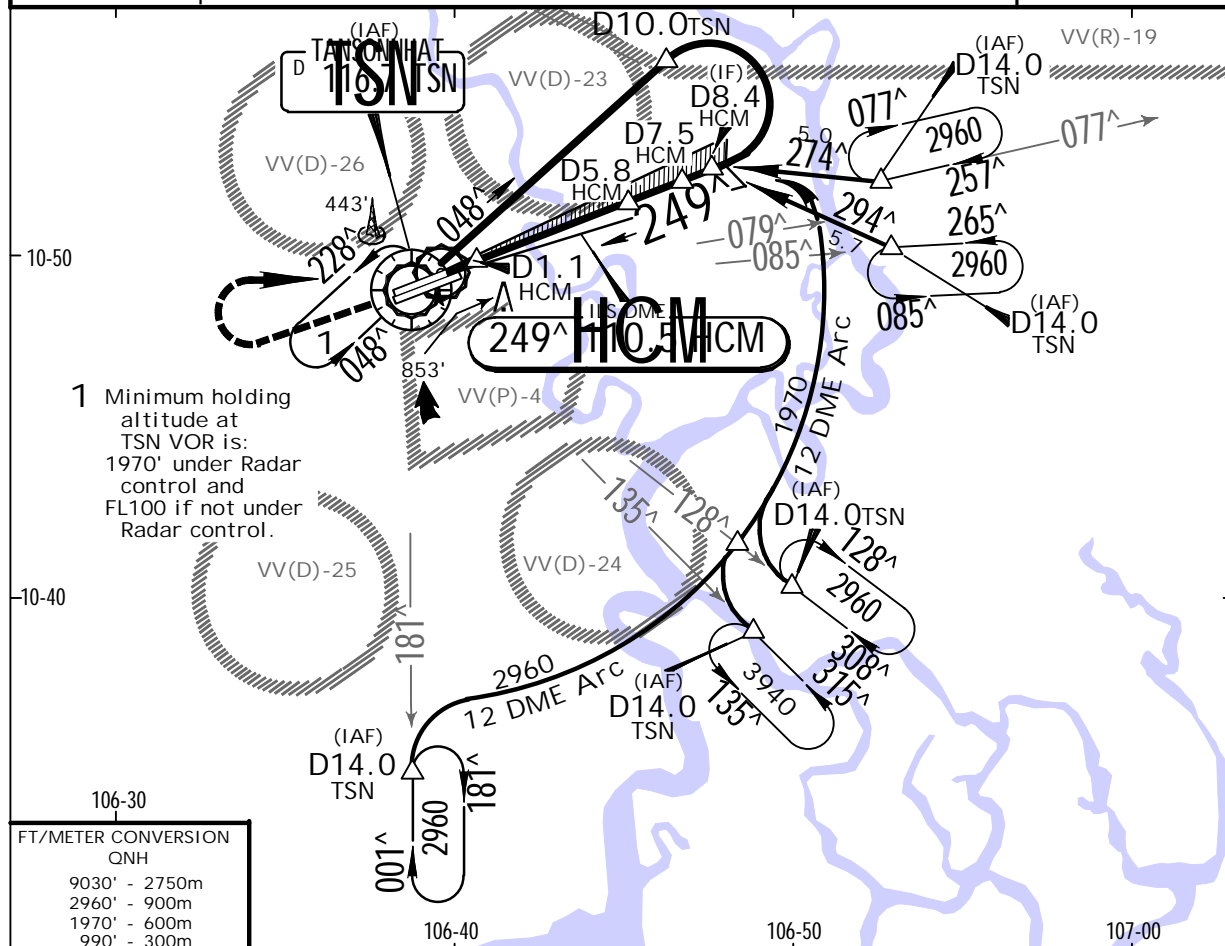
VVTS/SGN TANSONNHAT INTL

JEPPESSEN
21 JUN 13 (11-3) .Eff.27.Jun.0001Z.

HOCHIMINH, VIETNAM ILS Y Rwy 25R

BRIEFING STRIP™

ATIS 128.0	TANSONNHAT Approach 125.5	TANSONNHAT Tower 118.7 130.0	Ground 121.9
LOC HCM 110.5	Final Apch Crs 249°	GS D5.8 HCM 1857' (1825')	ILS DA(H) 232' (200')
		Apt Elev 33'	Rwy 25R 32'
MISSED APCH: Maintain runway heading and climb to 2960', when passing 990' turn RIGHT to join holding pattern at TSN VOR or follow ATC instructions.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 100	Trans alt: 9030'
1. VOR/DME required.			MSA TSN VOR



Gnd speed-Kts	70	90	100	120	140	160	<div><div>SALS</div><div>PAPI</div></div>	990'	2960'	TSN 116.7
GS 3.00^	372	478	531	637	743	849				
MAP at D1.1 HCM or FAF to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46				

STRAIGHT-IN LANDING RWY 25R				CEILING REQUIRED. CIRCLE-TO-LAND			
ILS DA(H) 232' (200')				LOC (GS out) MDA(H) 430' (398')			
FULL				ALS out			
CEIL-VIS				CEIL-VIS			
A				Max Kts			
B				100			
C				135			
200' - 800m				400' - 2000m			
				180			
				660' (627') 630' - 2400m			
				990' (957') 960' - 4400m			

VVTS/SGN
TANSONNHAT INTL

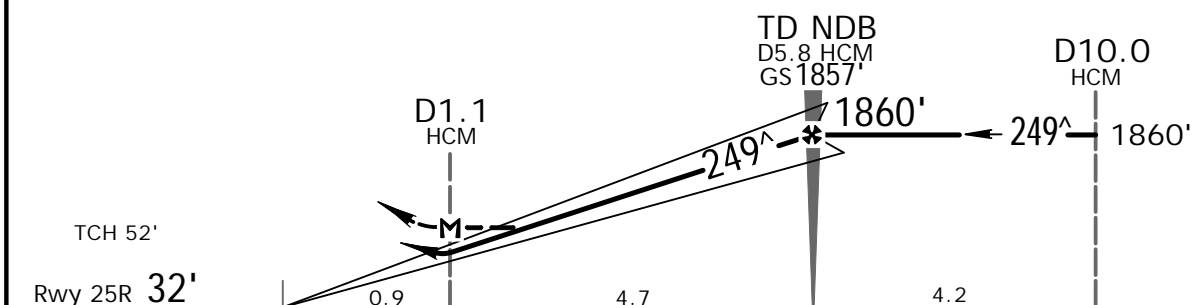
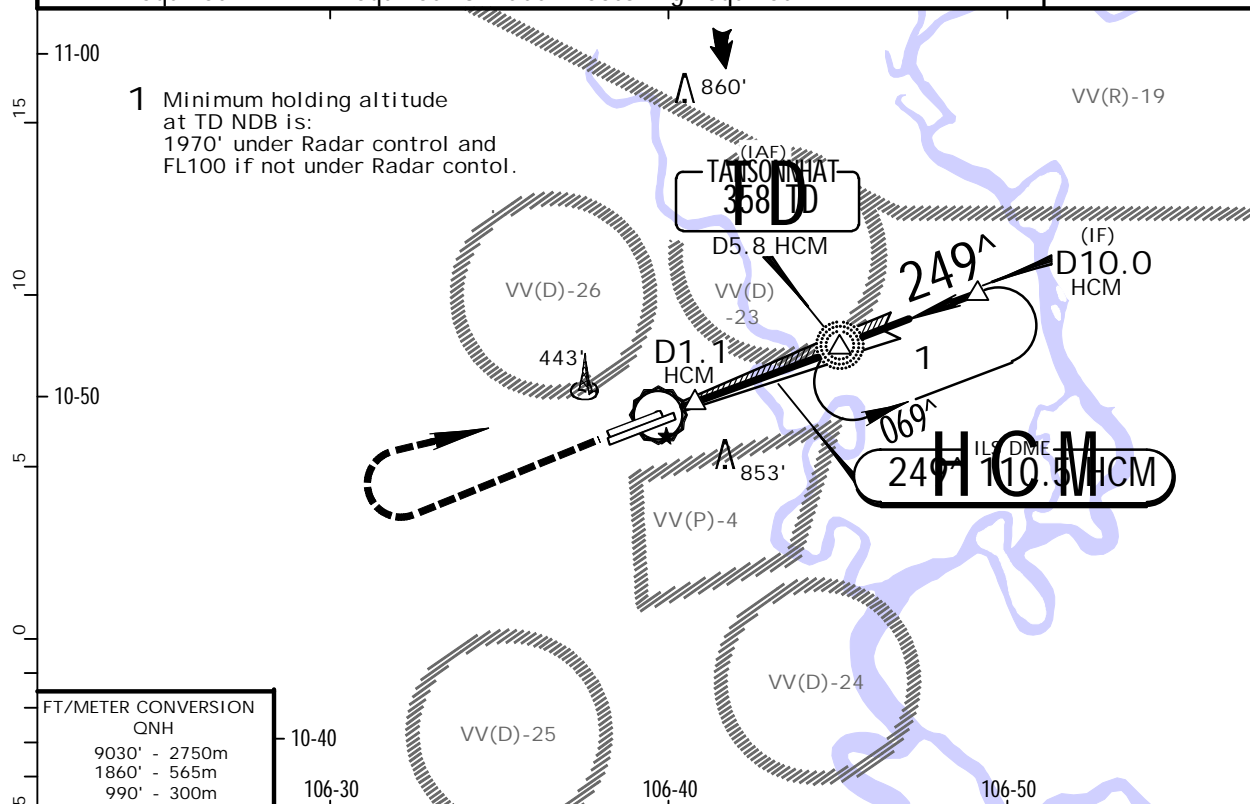






21 JUN 13 (11-4) .Eff.27.Jun.0001Z.

HOCHIMINH, VIETNAM
n.0001Z. ILS Z Rwy 25R

ATIS 128.0		TANSONNHAT Approach 125.5		TANSONNHAT Tower 118.7 130.0		Ground 121.9	
LOC HCM 110.5	Final Apch Crs 249^	GS TD NDB 1857' (1825')	ILS DA(H) 232' (200')	Apt Elev 33' Rwy 25R 32'			
<p>MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT to TD NDB, continue climbing to 1970' to join holding pattern or follow ATC instructions.</p>							
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'</p> <p>1. DME required. 2. NDB required. 3. Radar vectoring required.</p>							

MSA TD NDB



Gnd speed-Kts	70	90	100	120	140	160				
GS 3.00^	372	478	531	637	743	849				
MAP at D1.1 HCM or NDB to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46				

STRAIGHT-IN LANDING RWY 25R .CEILING REQUIRED.				CIRCLE-TO-LAND	
ILS DA(H) 232' (200')		LOC (GS out) MDA(H) 430' (398')		Not Authorized South of Rwy	
FULL CEIL-VIS ALS out		CEIL-VIS ALS out		Max Kts	MDA(H) CEIL-VIS
A	200' - 800m	200' -1200m	400' - 2000m	100	660'(627') 630' - 2400m
B				135	
C				180	990'(957') 960' - 4400m
D				205	990'(957') 960' - 4800m

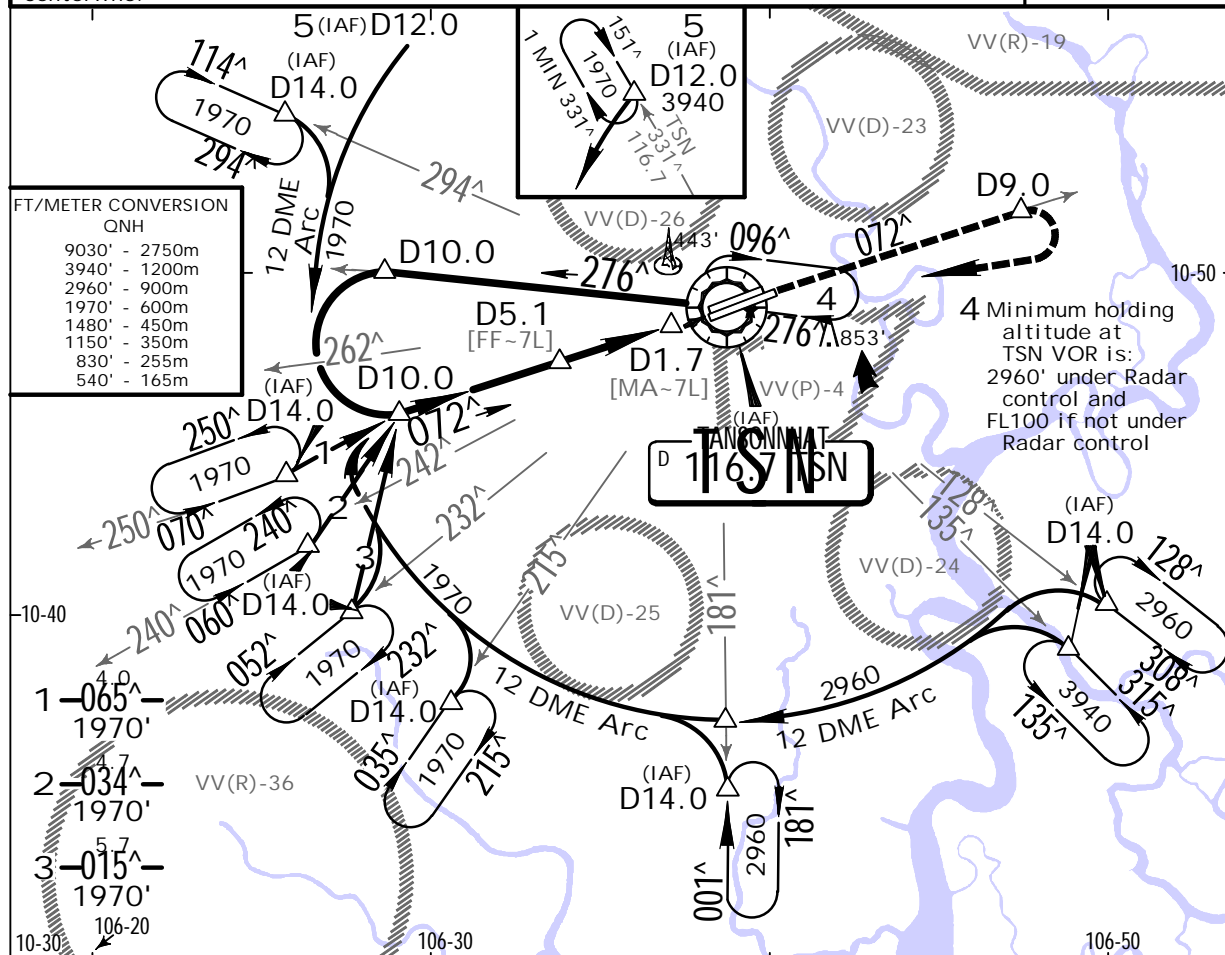
VVTS/SGN TANSONNHAT INTL

JEPPESSEN
31 JAN 14 (13-1) .Eff.6.Feb.

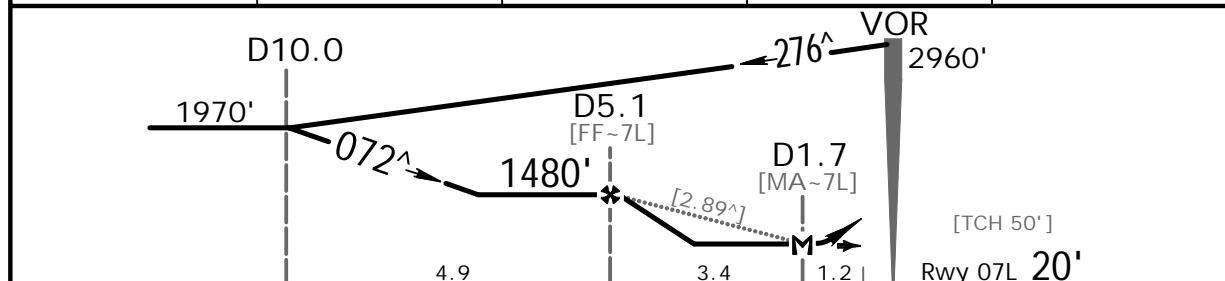
HOCHIMINH, VIETNAM VOR Rwy 07L

BRIEFING STRIP™

ATIS 128.0	TANSONNHAT Approach 125.5	TANSONNHAT Tower 118.7 130.0	Ground 121.9
VOR TSN 116.7	Final Apch Crs 072°	Minimum Alt D5.1 1480' (1460')	MDA(H) 450' (430')
		Apt Elev 33'	Rwy 07L 20'
MISSED APCH: Maintain final apch track, climb to 2960', passing TSN VOR intercept TSN VOR R-072 to D9.0, turn RIGHT to join holding pattern at TSN VOR or follow ATC instructions.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 100	Trans alt: 9030'
1. DME Required. 2. Final approach track is 3° offset from north of the runway centerline.			MSA TSN VOR



TSN DME	5.1	4.0	3.0	2.0
ALTITUDE	1480'	1150'	830'	540'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	[2.89°]	358	460	511	613	716
MAP at D1.7 or FAF to MAP	3.4	2:55	2:16	2:02	1:42	1:16

STRAIGHT-IN LANDING RWY07L		CEILING REQUIRED.		CIRCLE-TO-LAND	
MDA(H) 450' (430')		ALS out		Not Authorized South of Rwy	
A	430' - 1600m	Max Kts 100	MDA(H) 660' (627')	CEIL-VIS	630' - 2400m
B		135			
C	430' - 2000m	180	990' (957')		960' - 4400m

NS OPS

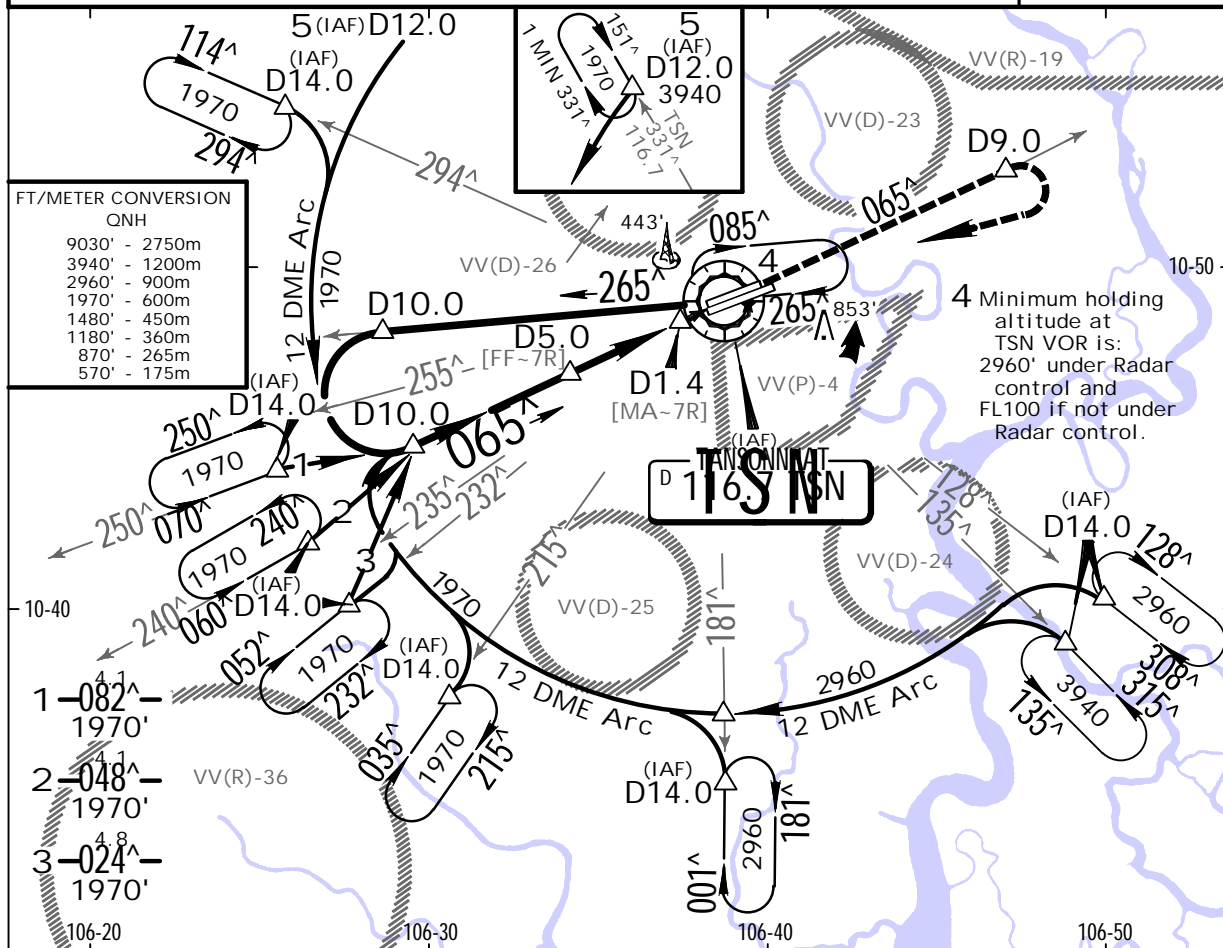
VVTS/SGN TANSONNHAT INTL

JEPPESSEN
31 JAN 14 (13-2) .Eff.6.Feb..

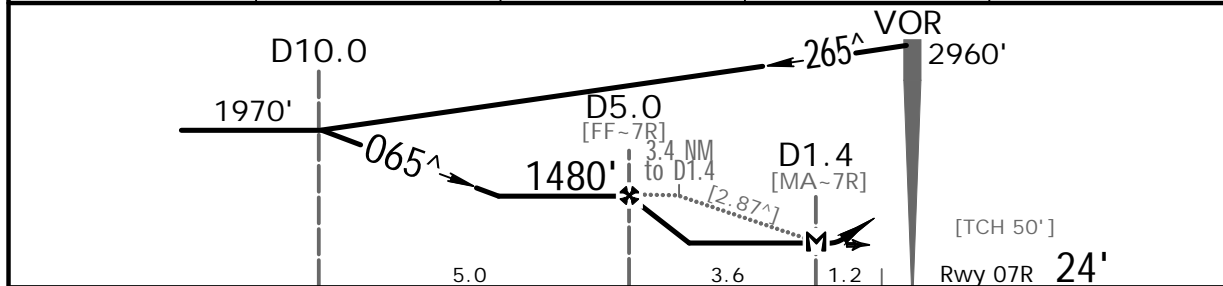
HOCHIMINH, VIETNAM VOR Rwy 07R

BRIEFING STRIP™

ATIS 128.0	TANSONNHAT Approach 125.5	TANSONNHAT Tower 118.7 130.0	Ground 121.9
VOR TSN 116.7	Final Apch Crs 065°	Minimum Alt D5.0 1480' (1456')	MDA(H) 450' (426')
		Apt Elev 33'	Rwy 07R 24'
<p>MISSED APCH: Maintain final apch track, climb to 2960', passing TSN VOR intercept TSN VOR R-065 to D9.0, turn RIGHT to join holding pattern at TSN VOR or follow ATC instructions.</p> <p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'</p> <p>1. DME required. 2. Final approach track is 4° offset from the south of runway centerline.</p>			
			MSA TSN VOR



TSN DME	5.0	4.0	3.0	2.0
ALTITUDE	1480'	1180'	870'	570'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.87°]	355	457	508	609	711	812
MAP at D1.4 or FAF to MAP	3.6	3:05	2:24	2:10	1:48	1:33

STRAIGHT-IN LANDING RWY 07R .CEILING REQUIRED.		CIRCLE-TO-LAND Not Authorized South of Rwy	
MDA(H) 450' (426')			
CEIL-VIS		Max Kts	
ALS out		MDA(H)	
A 420' - 1600m		100 660' (627')	
B 420' - 2000m		135 630' - 2400m	
C 420' - 2000m		180 990' (957')	

NS OPS

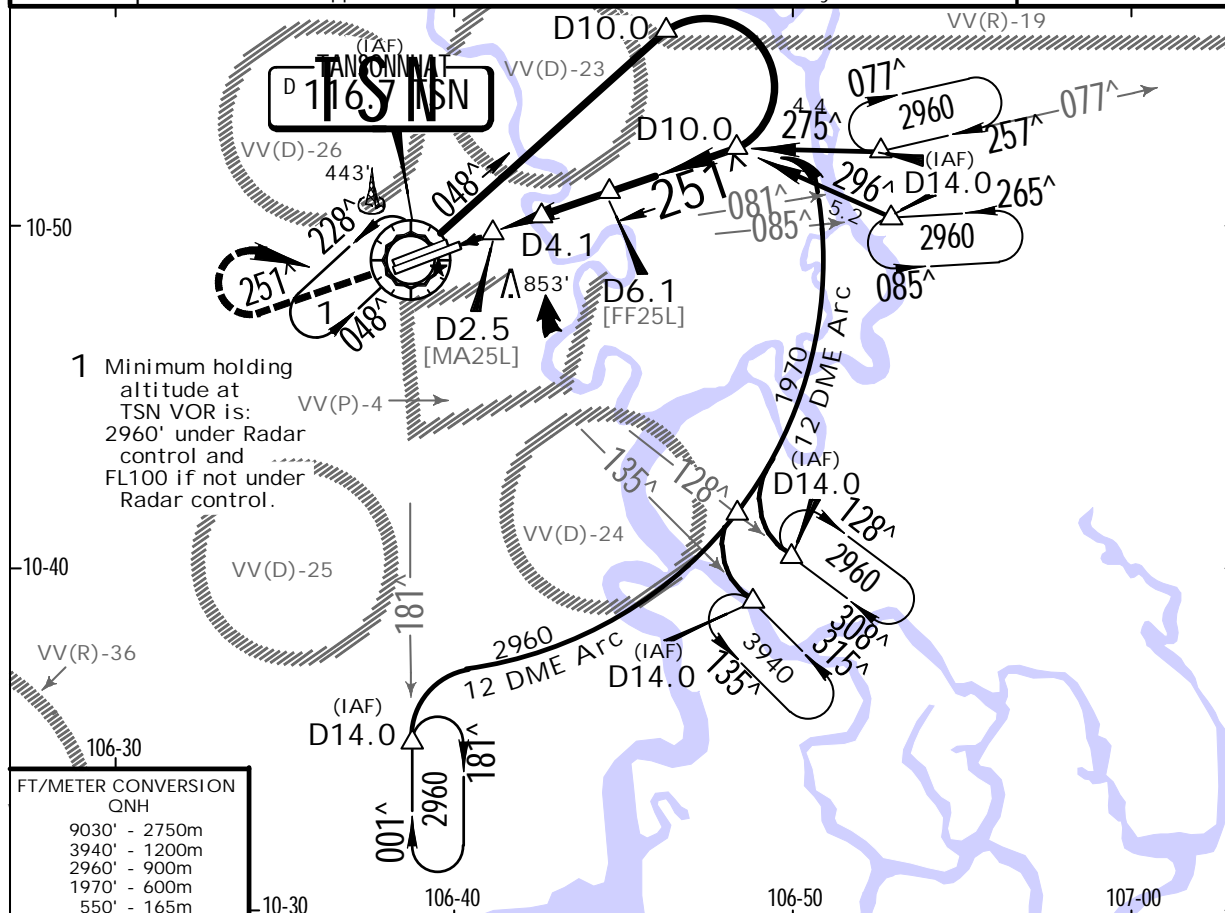
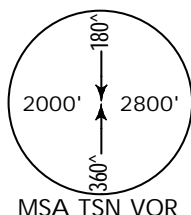
VVTS/SGN
TANSONNHAT INTL

JEPPESEN
21 JUN 13 (13-3) .Eff.27.Jun.0001Z.

HOCHIMINH VIETNAM
VOR Rwy 25L

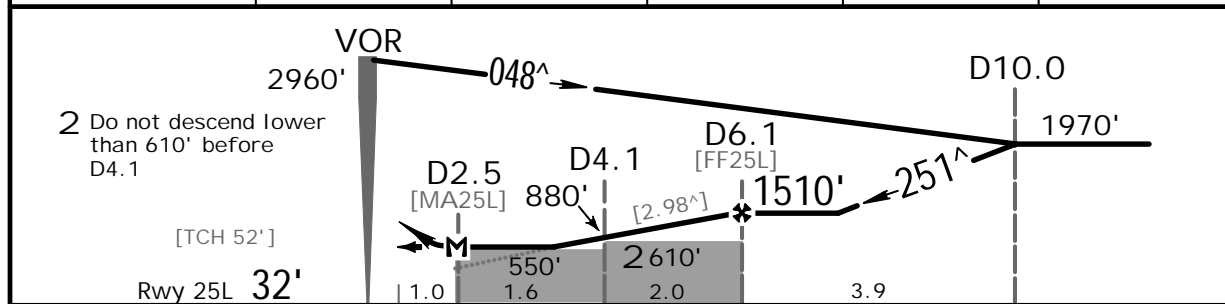
BRIEFING STRIP™

ATIS 128.0	TANSONNHAT Approach 125.5	TANSONNHAT Tower 118.7 130.0	Ground 121.9
VOR TSN 116.7	Final Apch Crs 251 [^]	Minimum Alt D6.1 1510' (1478')	MDA(H) 550' (518')
	Apt Elev 33' Rwy 25L 32'		
MISSED APCH: Maintain final apch track until passing TSN VOR, intercept TSN VOR R-251 and climb to 2960', turn RIGHT to join holding pattern at TSN VOR or follow ATC instructions.			
Alt Set: hPa 1. DME required.	Rwy Elev: 1 hPa 2. Final approach track is 2 [^] offset from the south of rwy centerline.	Trans level: FL 100	Trans alt: 9030'



FT/METER CONVERSION QNH
9030' - 2750m
3940' - 1200m
2960' - 900m
1970' - 600m
550' - 165m

TSN DME	2.5	3.0	4.1	5.0	6.1
ALTITUDE	550'	550'	880'	1160'	1610'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle	[2.98 [^]]	369	474	527	633	738
MAP at D2.5 or FAF to MAP	3.6	3:05	2:24	2:10	1:48	1:21

STRAIGHT-IN LANDING RWY 25L			CEILING REQUIRED.			CIRCLE-TO-LAND		
MDA(H) 550' (518')			Not Authorized South of Rwy					
CEIL-VIS			ALS out			Max Kts		
A			510' - 2000m			100		
B			510' - 2000m			135		
C			510' - 2400m			180		

VS OPS

VVTS/SGN

TANSONNHAT INTL

JEPPESSEN

21 JUN 13

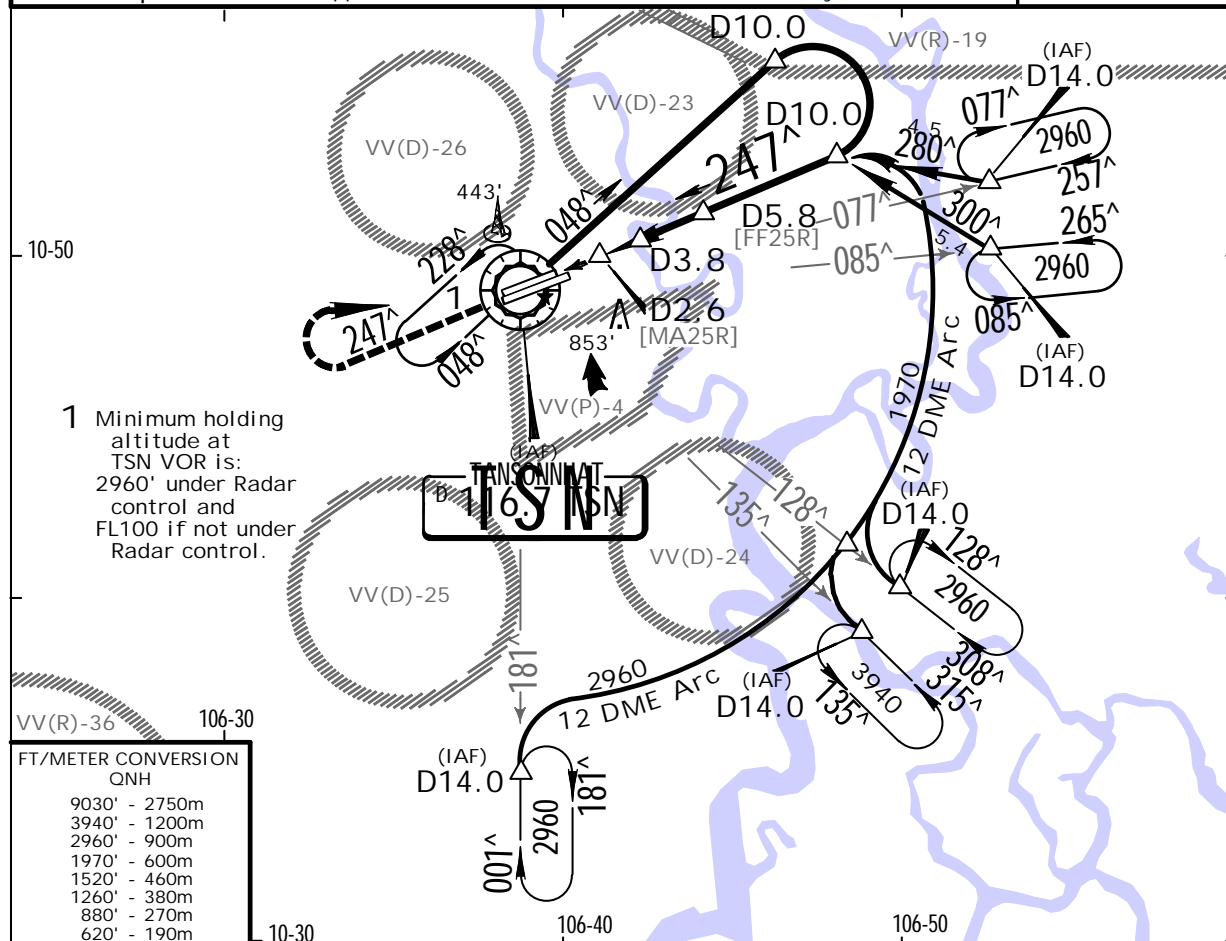
(13-4)

Eff. 27 Jun. 0001Z.

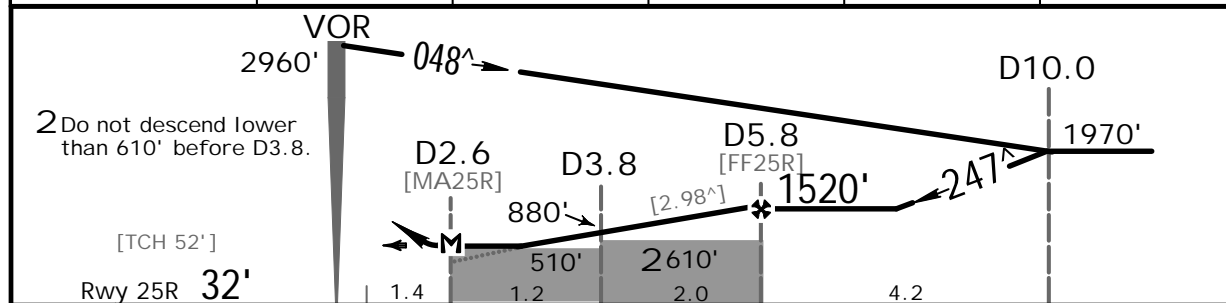
HOCHIMINH, VIETNAM
VOR Rwy 25R

BRIEFING STRIP™

ATIS 128.0	TANSONNHAT Approach 125.5	TANSONNHAT Tower 118.7 130.0	Ground 121.9
VOR TSN 116.7	Final Apch Crs 247°	Minimum Alt D5.8 1520' (1488')	MDA(H) 510' (478')
		Apt Elev 33' Rwy 25R 32'	
MISSED APCH: Maintain final apch track passing TSN VOR, intercept TSN VOR R-247 and climb to 2960', turn to join holding pattern at TSN VOR or follow ATC instructions.			
Alt Set: hPa 1. DME required.	Rwy Elev: 1 hPa 2. Final approach track is 2° offset from the north of rwy centerline.	Trans level: FL 100	Trans alt: 9030'
			MSA TSN VOR



TSN DME	2.6	3.0	3.8	5.0	5.8
ALTITUDE	510'	620'	880'	1260'	1520'



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI	2960' on TSN 116.7 R-247
Descent angle [2.98^]	369	474	527	633	738	843		
MAP at D2.6 or FAF to MAP 3.2	2:45	2:08	1:55	1:36	1:22	1:12		

STRAIGHT-IN LANDING RWY 25R .CEILING REQUIRED.				CIRCLE-TO-LAND			
MDA(H) 510' (478')				Not Authorized South of Rwy			
CEIL-VIS				Max Kts			
ALS out				MDA(H)			
480' - 2800m				660' (627')			
				990' (957')			
				630' - 2400m			
				960' - 4400m			

NS OPS

VVTS/SGN
TANSONNHAT INTL

JEPPESSEN

21 JUN 13

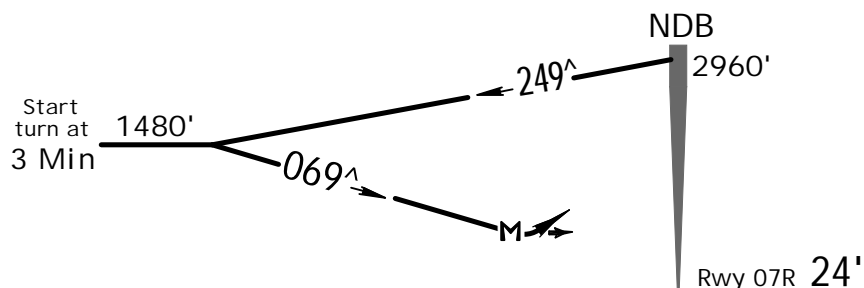
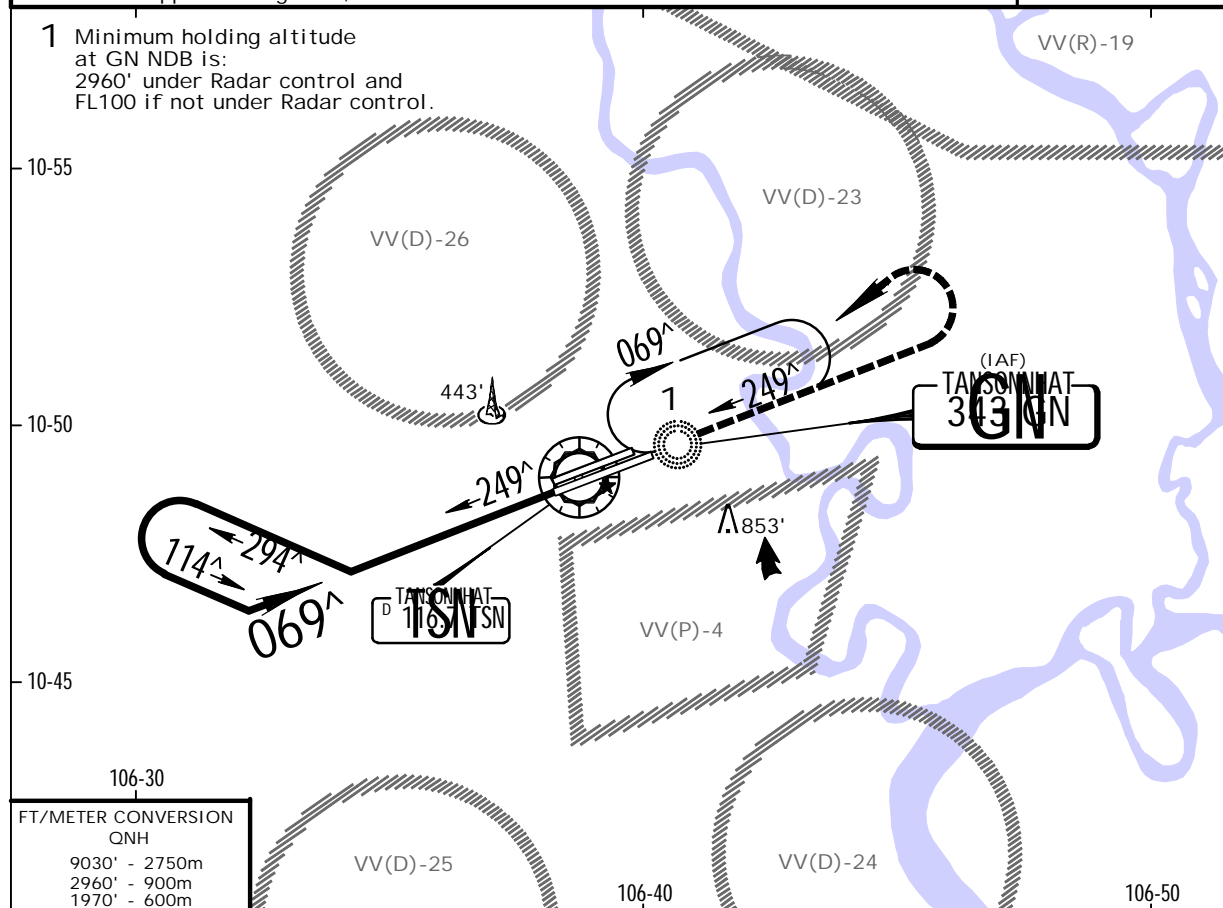
16-1

.Eff.27.Jun.0001Z.

HOCHIMINH, VIETNAM
1.0001Z. NDB Rwy 07R

ATIS 128.0		TANSONNHAT Approach 125.5		TANSONNHAT Tower 118.7 130.0		Ground 121.9	
NDB GN 343	Final ApcH Crs 069^	No FAF	MDA(H) 560' (536')	Apt Elev Rwy 07R	33' 24'		
<p>MISSED APCH: Maintain runway heading, climb to 2960', passing 1970' turn LEFT to GN NDB and join holding pattern or follow ATC instructions.</p>							
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 100 Trans alt: 9030'</p> <p>1. Radar vectoring required.</p> <p>2. In final approach segment, aircraft can descend with normal rate.</p>							

- 1 Minimum holding altitude
at GN NDB is:
2960' under Radar control and
FL100 if not under Radar control.



								SALS	1970'	2960'	GN 343
								PAPI	↑	↩ LT	
MAP at MDA											

STRAIGHT-IN LANDING RWY07R

.CEILING REQUIRED.

CIRCLE-TO-LAND

MDA(H) 560' (536')			Not Authorized South of Rwy	
CEIL-VIS ALS out			Max Kts	
A	540' - 1600m	540' - 1600m	100	660'(627') 630' - 2400m
B			135	
C	540' - 2000m	540' - 2400m	180	990'(957') 960' - 4400m
D		540' - 2800m	205	990'(957') 960' - 4800m

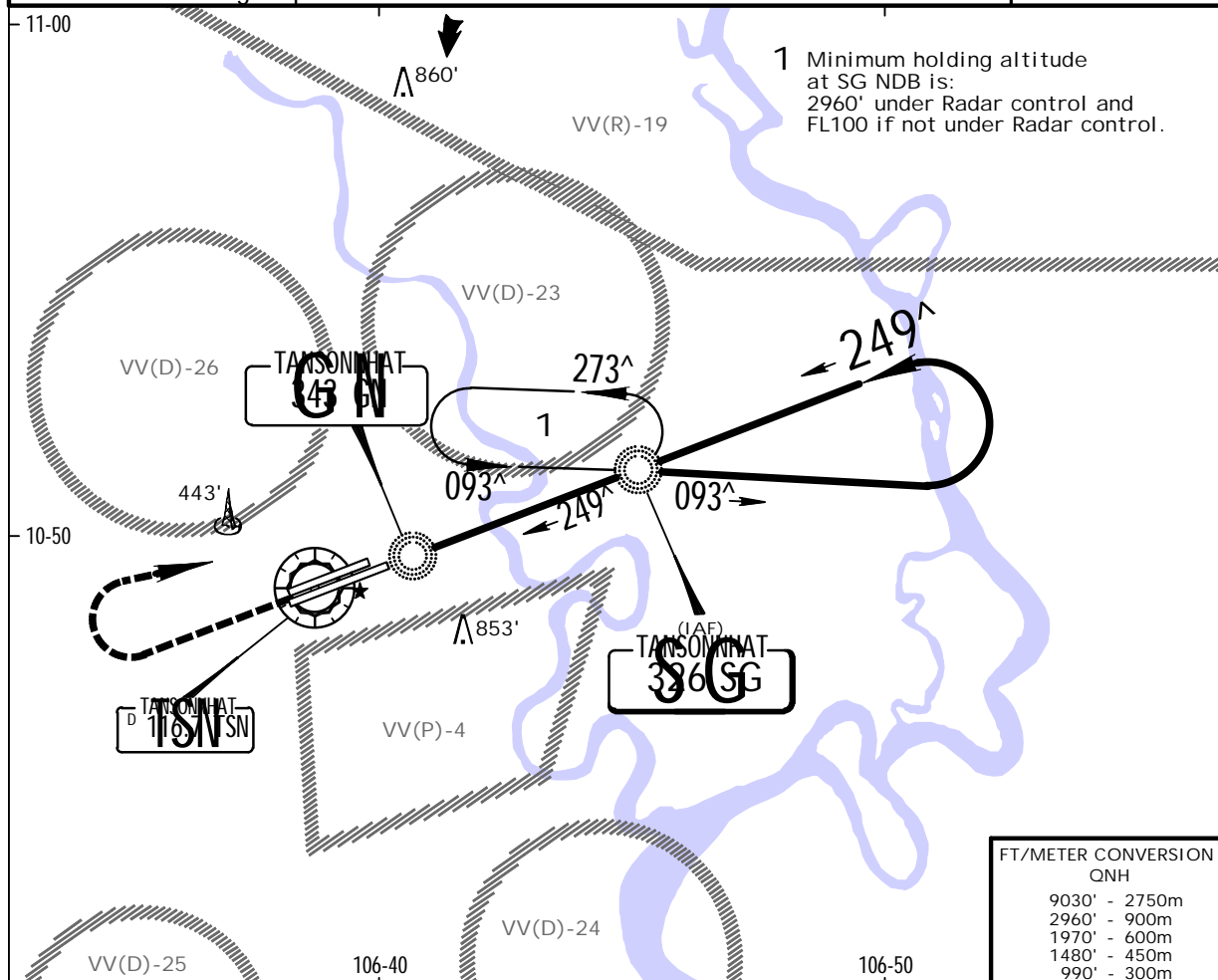
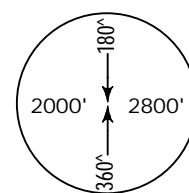
VVTS/SGN
TANSONNHAT INTL

JEPPESSEN
21 JUN 13 (16-2) .Eff.27.Jun.0001Z.

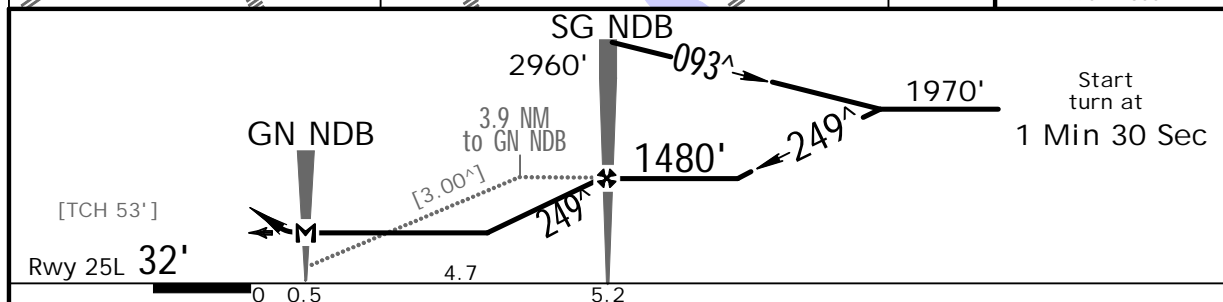
HOCHIMINH, VIETNAM
NDB Rwy 25L

BRIEFING STRIP™

ATIS 128.0	TANSONNHAT Approach 125.5	TANSONNHAT Tower 118.7 130.0	Ground 121.9
NDB SG 326	Final Apch Crs 249°	Minimum Alt SG NDB 1480' (1448')	MDA(H) 430' (398')
		Apt Elev 33'	Rwy 25L 32'
MISSED APCH: Maintain rwy heading, climb to 990', turn RIGHT to SG NDB, continue climbing to 2960' to join holding pattern or follow ATC instructions.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 100	Trans alt: 9030'
1. Radar vectoring required.			MSA SG NDB



FT/METER CONVERSION QNH
9030' - 2750m
2960' - 900m
1970' - 600m
1480' - 450m
990' - 300m



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at GN NDB						

STRAIGHT-IN LANDING RWY 25L .CEILING REQUIRED.			CIRCLE-TO-LAND		
MDA(H) 430' (398')			Not Authorized South of Rwy		
CEIL-VIS			Max Kts		
ALS out			MDA(H)		
			CEIL-VIS		
A			100	660' (627')	630' - 2400m
B	400' - 1600m		135		
C			180	990' (957')	960' - 4400m
D	400' - 2000m		205	990' (957')	960' - 4800m

NS OPS

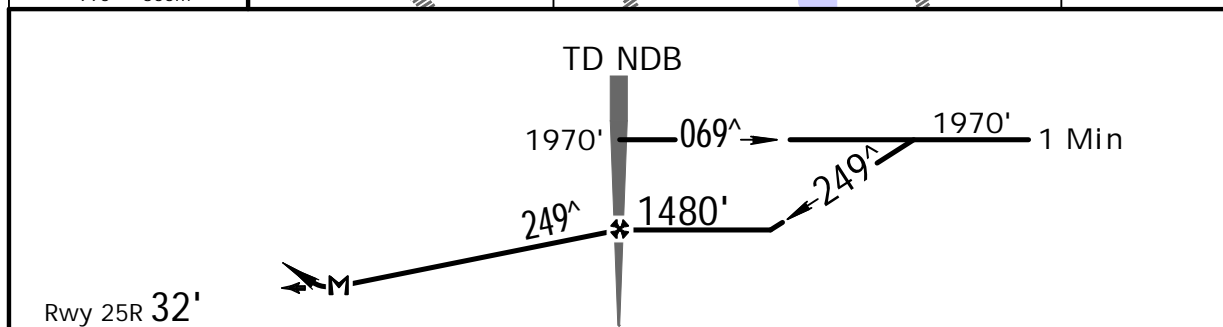
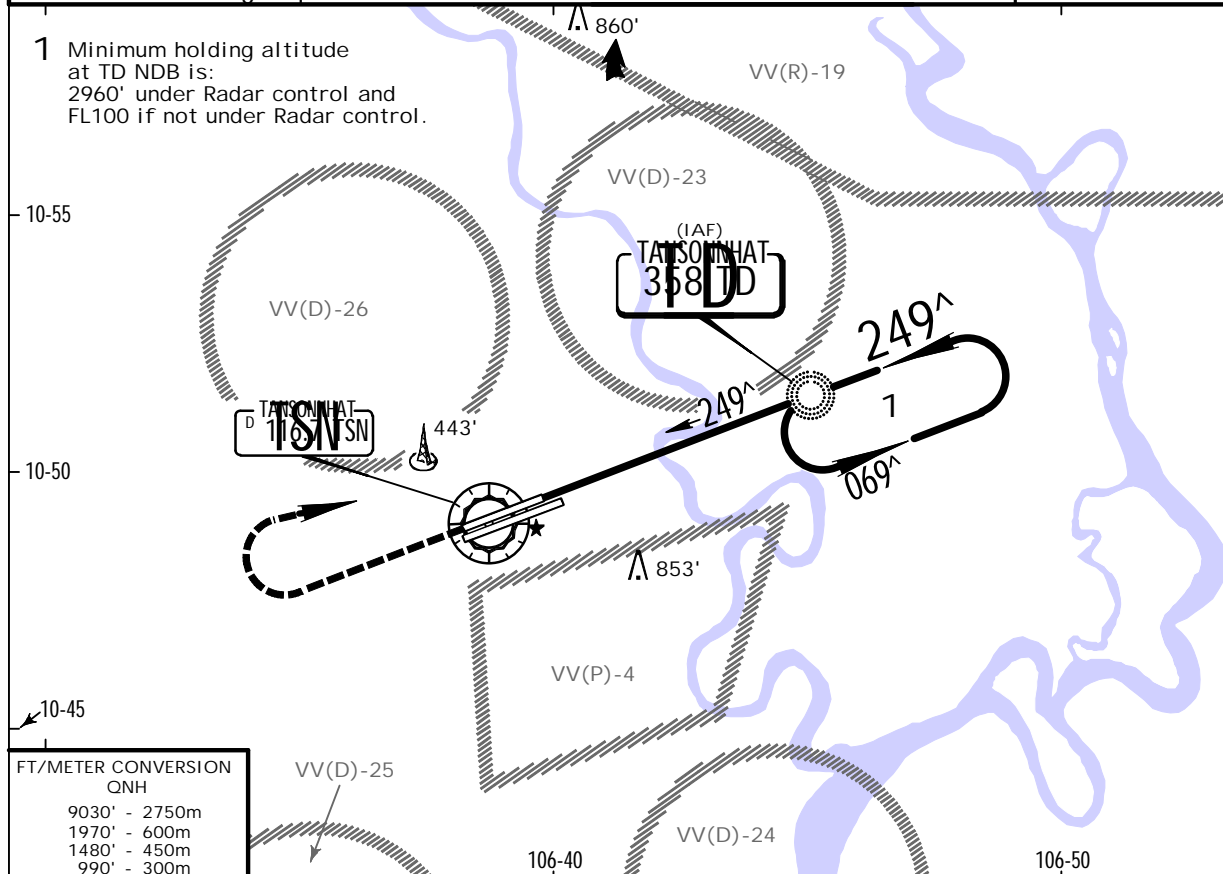
VVTS/SGN
TANSONNHAT INTL

JEPPESEN
21 JUN 13 (16-3) .Eff.27.Jun.0001Z.

HOCHIMINH, VIETNAM
NDB Rwy 25R

BRIEFING STRIP™

ATIS 128.0		TANSONNHAT Approach 125.5		TANSONNHAT Tower 118.7 130.0		Ground 121.9
NDB TD 358	Final Apch Crs 249^	Minimum Alt TD NDB 1480' (1448')	MDA(H) 510' (478')	Apt Elev 33' Rwy 25R 32'		 MSA TD NDB
MISSED APCH: Maintain runway heading, climb to 990', turn RIGHT to TD NDB, continue climbing to 1970' and join holding pattern or follow ATC instructions.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 100		
1. Radar vectoring required.						
Trans alt: 9030'						



MAP at MDA					SALS	990'	1970'	TD 358
					PAPI	↑	RT	

STRAIGHT-IN LANDING RWY25R			CEILING REQUIRED.		CIRCLE-TO-LAND	
MDA(H) 510' (478')			Not Authorized South of Rwy			
CEIL-VIS			Max Kts	MDA(H)	CEIL-VIS	
ALS out			100	660' (627')	630' - 2400m	
480' - 1600m			135	990' (957')	960' - 4400m	
480' - 2000m			180	990' (957')	960' - 4800m	
			205	990' (957')		

NS OPS

VTBD/DMK

JEPPESSEN

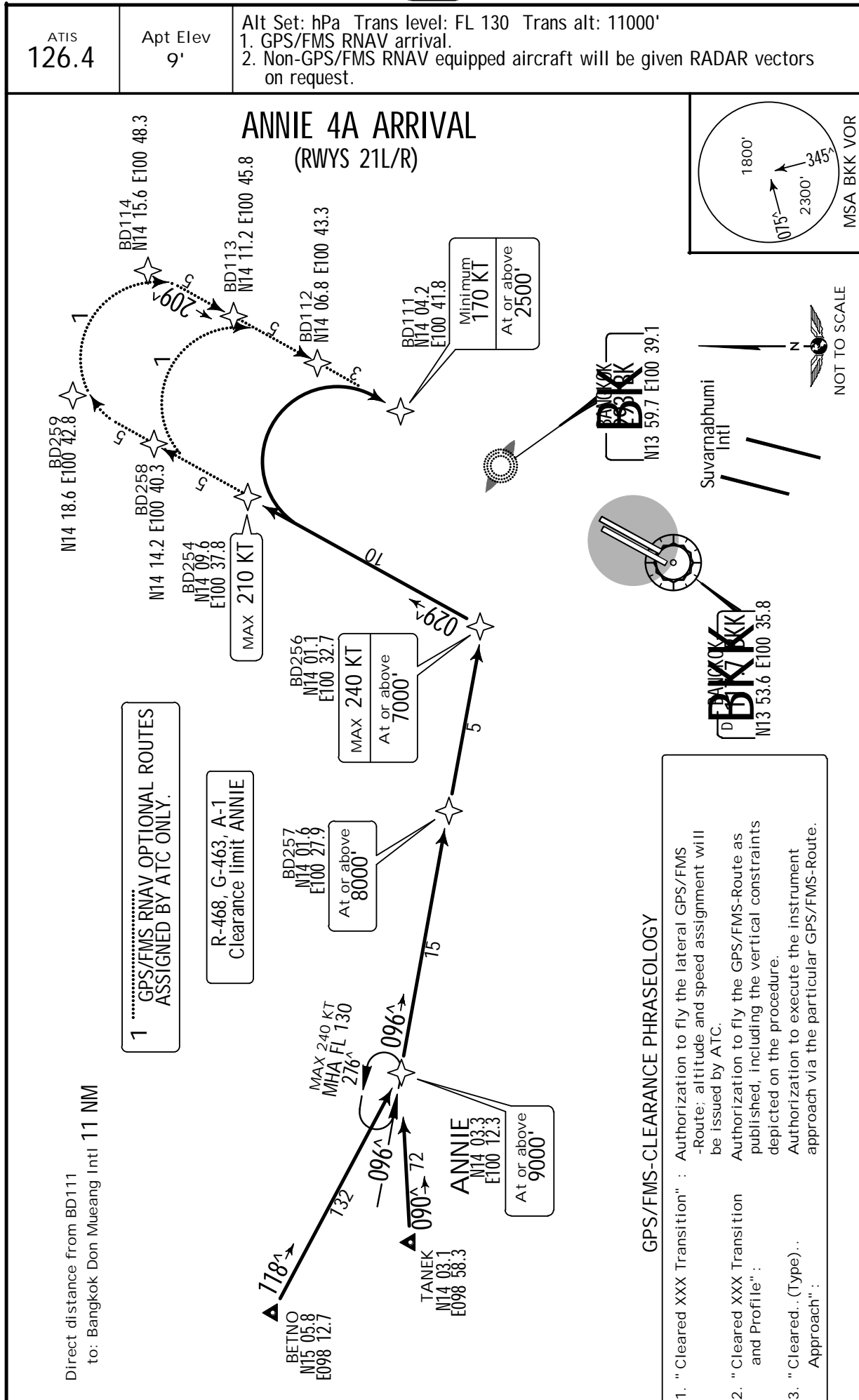
BANGKOK, THAILAND

BANGKOK DON MUEANG INTL

10-2

9 JAN 09

.RNAV.STAR.



VTBD/DMK

BANGKOK DON MUEANG INTL

JEPPESEN

10-2A

9 JAN 09

BANGKOK, THAILAND
.RNAV.STAR.

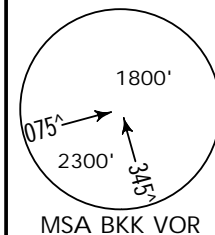
ATIS
126.4

Apt Elev
9'

Alt Set: hPa Trans level: FL 130 Trans alt: 11000'

1. GPS/FMS RNAV arrival.
2. Non-GPS/FMS RNAV equipped aircraft will be given RADAR vectors on request.

BETTY 4A ARRIVAL (RWYS 21L/R)



TAC-95
D(H) (TKL) TKL
N15 16.5 E100 18.0

BEKOD
N16 21.3 E099 46.6

NOBER
N15 16.6 E100 40.1

ALBOS
N14 44.7 E101 01.7

BETTY
N14 42.8
E100 38.4

At or above
9000'

BD253
N14 21.7
E100 41.1

MAX 240 KT
At or above
7000'

BD112
N14 06.8 E100 43.3

BD111
N14 04.2
E100 41.8

Minimum
170 KT
At or above
2500'

Direct distance from BD111
to: Bangkok Don Mueang Intl 11 NM

A-464, B-346, R-474, W-9, W-21
Clearance limit BETTY

BANGKOK
D(H) (BKK) BKK
N13 59.7 E100 39.1

BANGKOK
D(H) (BKK) BKK
N13 53.6 E100 35.8

Suvarnabhumi
Intl

GPS/FMS-CLEARANCE PHRASEOLOGY

1. "Cleared XXX Transition" : Authorization to fly the lateral GPS/FMS -Route; altitude and speed assignment will be issued by ATC.
2. "Cleared XXX Transition and Profile" : Authorization to fly the GPS/FMS-Route as published, including the vertical constraints depicted on the procedure.
3. "Cleared..(Type).. Approach" : Authorization to execute the instrument approach via the particular GPS/FMS-Route.

VTBD/DMK
DON MUEANG INTL

JEPPESSEN
25 OCT 13 10-2B

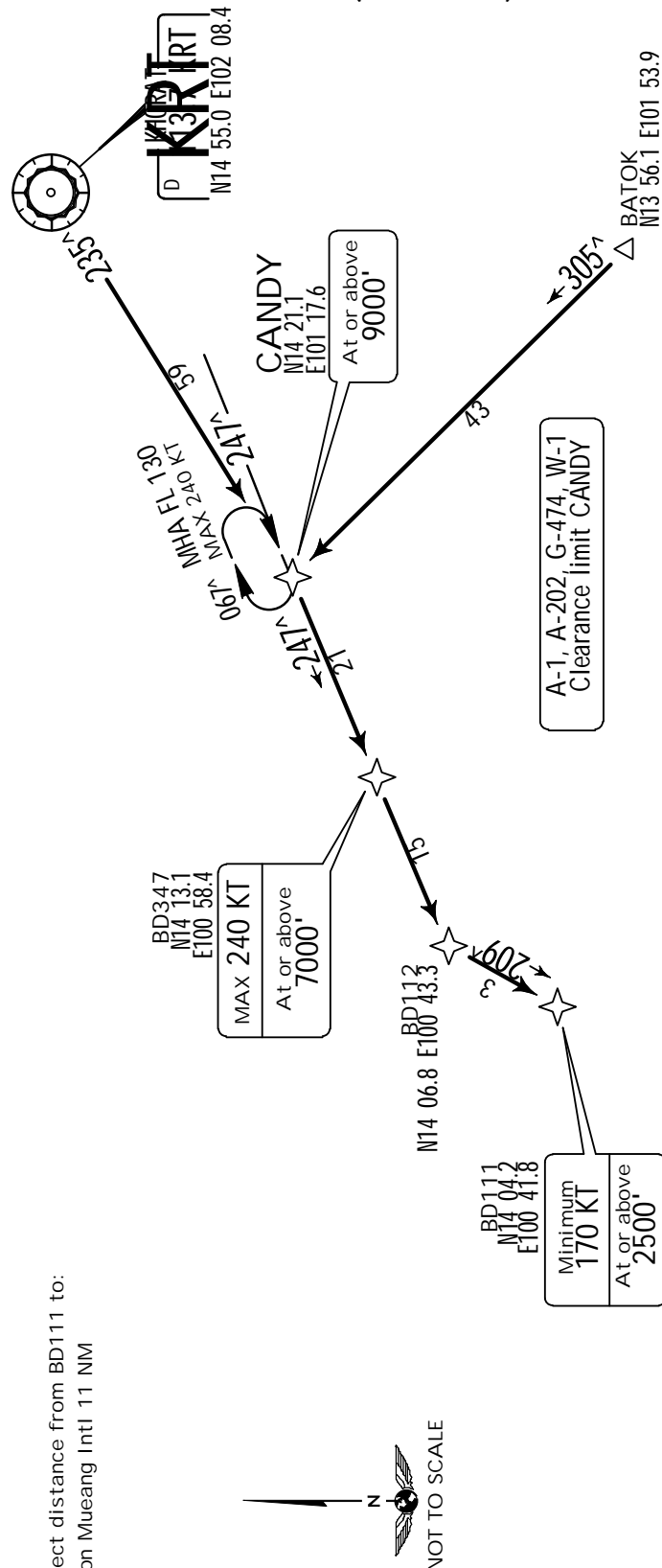
BANGKOK, THAILAND
.RNAV.STAR.

ATIS
126.4

Apt Elev
9'

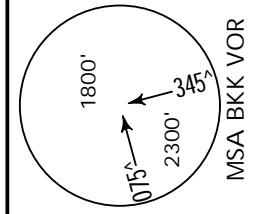
Alt Set: hPa Trans level: FL130 Trans alt: 11000'
1. GPS/FMS RNAV arrival.
2. Non-GPS/FMS RNAV equipped aircraft will be given RADAR vectors on request.
3. Arriving aircraft to Don Mueang Intl via G-474 shall fly after BATOK direct to HELEN for HELEN 5A Arrival.

CANDY 4A ARRIVAL [CAND4A] (RWYS 21L/R)



GPS/FMS-CLEARANCE PHRASEOLOGY

1. "Cleared XXX Transition" : Authorization to fly the lateral GPS/FMS -Route; altitude and speed assignment will be issued by ATC.
2. "Cleared XXX Transition and Profile" : Authorization to fly the GPS/FMS-Route as published, including the vertical constraints depicted on the procedure.
3. "Cleared..(Type).. Approach" : Authorization to execute the instrument approach via the particular GPS/FMS-Route.



VTBD/DMK
DON MUEANG INTL

JEPPESEN
25 OCT 13 (10-2C)

BANGKOK, THAILAND
.RNAV.STAR.

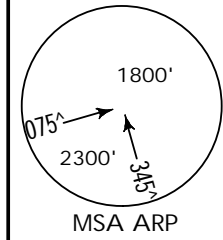
ATIS
126.4

Apt Elev
9'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'
1. RNAV 1 required. 2. GNSS or DME/DME/IRU required.
3. RADAR required. 4. For non-RNAV equipped aircraft, pilot shall inform ATC in order to get RADAR guidance.
5. Actual descent clearance will be given by ATC.
6. Arriving aircraft to Don Mueang Intl via G-474 shall fly after BATOK direct to HELEN for HELEN 5A.

HELEN 5A ARRIVAL [HELE5A] (RWYS 21L/R)

SPEED: WITHIN TMA MAX 250 KT
BELOW 10000'



BD254
N14 09.6 E100 37.8

MAX 210 KT

178°

6.0

BD112
N14 06.8 E100 43.3

270°

3.0

BD111
N14 04.2 E100 41.8

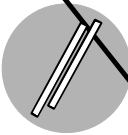
Minimum
170 KT
At or above
2500'

Direct distance from BD111 to:
Don Mueang Intl 11 NM

BD256
N14 01.1 E100 32.7

MAX 240 KT
At 7000'

031°



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST COMMS
Set transponder code 7600.
Continue on cleared transition to final approach,
comply the vertical constraints depicted on the
procedure, then make a straight-in approach
to the nominated runway.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

30.6

HELEN
N13 37.0 E100 52.2

At or above
9000'

Suvarnabhumi
Intl

322°

44.0

288°

GOMES
N13 24.1 E101 35.1

69.0

RAYONG
N12 46.8 E101 40.7

57.1

353°

BUT
N12 40.0 E101 00.0



VTBD/DMK
DON MUEANG INTL

JEPPESSEN

7 DEC 12 (10-2D) .Eff.13.Dec.

BANGKOK, THAILAND
C. RNAV STAR.

ATIS
126.4

Apt Elev
9'

Alt Set: hPa Trans level: FL 130 Trans alt: 11000'

1. GPS/FMS RNAV arrival.
2. Non-GPS/FMS RNAV equipped aircraft will be given RADAR vectors on request.

PAULA 4A ARRIVAL [PAUL4A]
(RWYS 21L/R)

Direct distance from BD111 to
Don Mueang Intl **11 NM**

1
GPS/FMS RNAV
OPTIONAL ROUTES
ASSIGNED BY ATC
ONLY.

MAX 210 KT

BD256
N14 01.1
E100 32.7

MAX 240 KT
At or above
7000'

A-464, G-458, M-751,
W-19, W-31
Clearance limit PAULA

PAULA
N13 43.3
E100 23.2

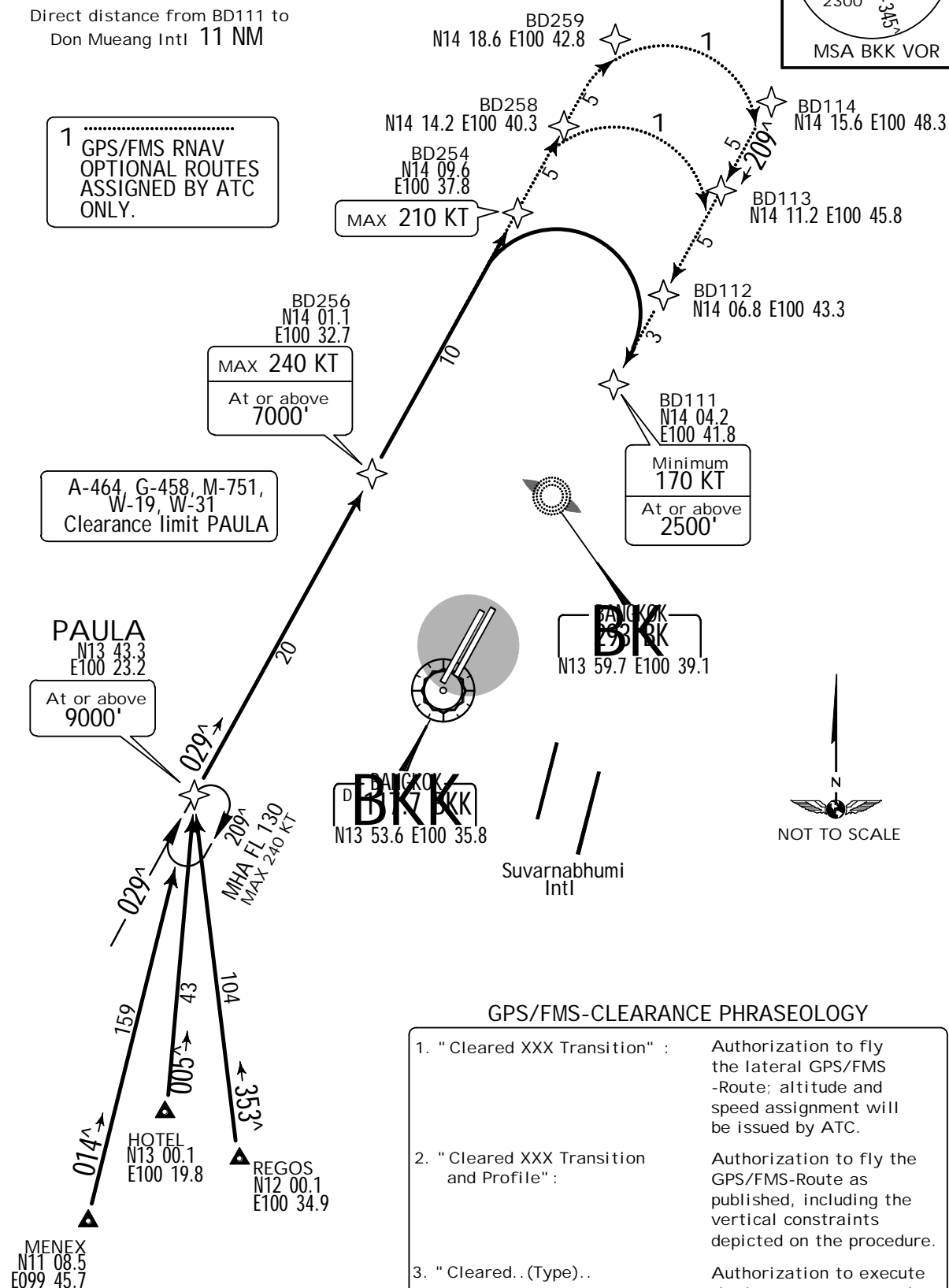
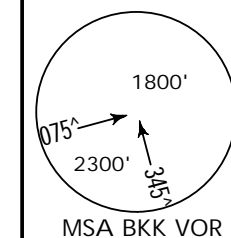
At or above
9000'

Minimum 170 KT	
At or above 2500'	


 BANK
 293 BK
 N13 59.7 E100 39.1

BKK
N13 53.6 E100 35.8

Suvarnabhumi
Intl



GPS/FMS-CLEARANCE PHRASEOLOGY

- | | |
|---|--|
| 1. "Cleared XXX Transition" : | Authorization to fly the lateral GPS/FMS -Route; altitude and speed assignment will be issued by ATC. |
| 2. "Cleared XXX Transition and Profile" : | Authorization to fly the GPS/FMS-Route as published, including the vertical constraints depicted on the procedure. |
| 3. "Cleared..(Type).. Approach" : | Authorization to execute the instrument approach via the particular GPS/FMS-Route. |

VTBD/DMK

DON MUEANG INTL

JEPPESEN

7 DEC 12

10-3

.Eff.13.Dec.

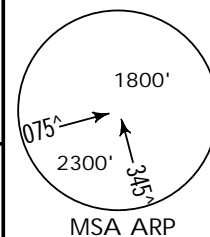
BANGKOK, THAILAND

.RNAV.SID.

Apt Elev
9'

Trans level: FL130 Trans alt: 11000'

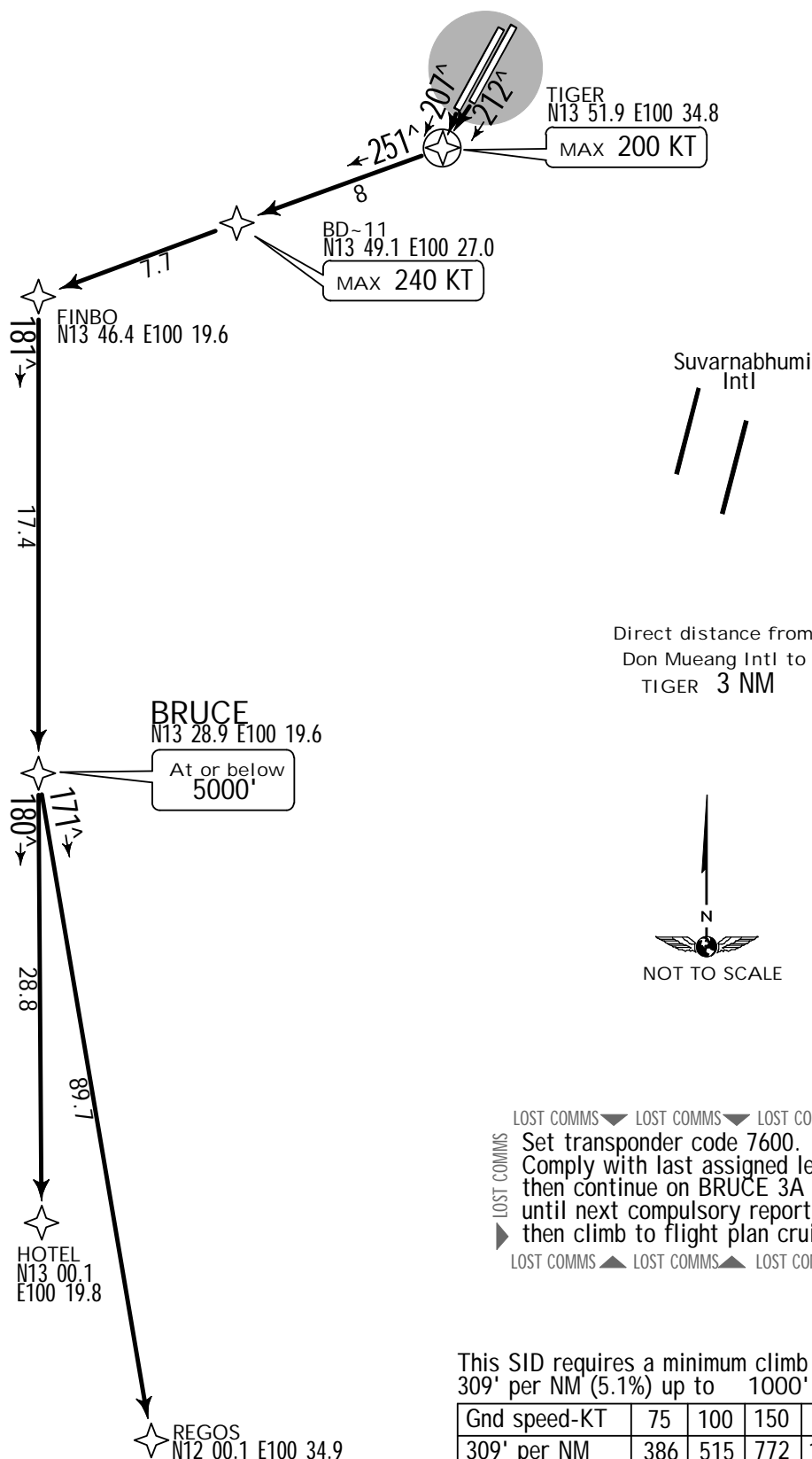
1. RNAV1 required. 2. GNSS or DME/DME/IRU required.
3. RADAR required. 4. For non-RNAV equipped aircraft, pilot shall inform ATC in order to get RADAR guidance.
5. Actual climb clearance will be given by ATC.



BRUCE 3A DEPARTURE [BRUC3A]

(RWYS 21L/R)

SPEED: WITHIN TMA MAX 250 KT BELOW 10000'



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Set transponder code 7600.
Comply with last assigned level to BRUCE then continue on BRUCE 3A departure until next compulsory reporting point, then climb to flight plan cruising level.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

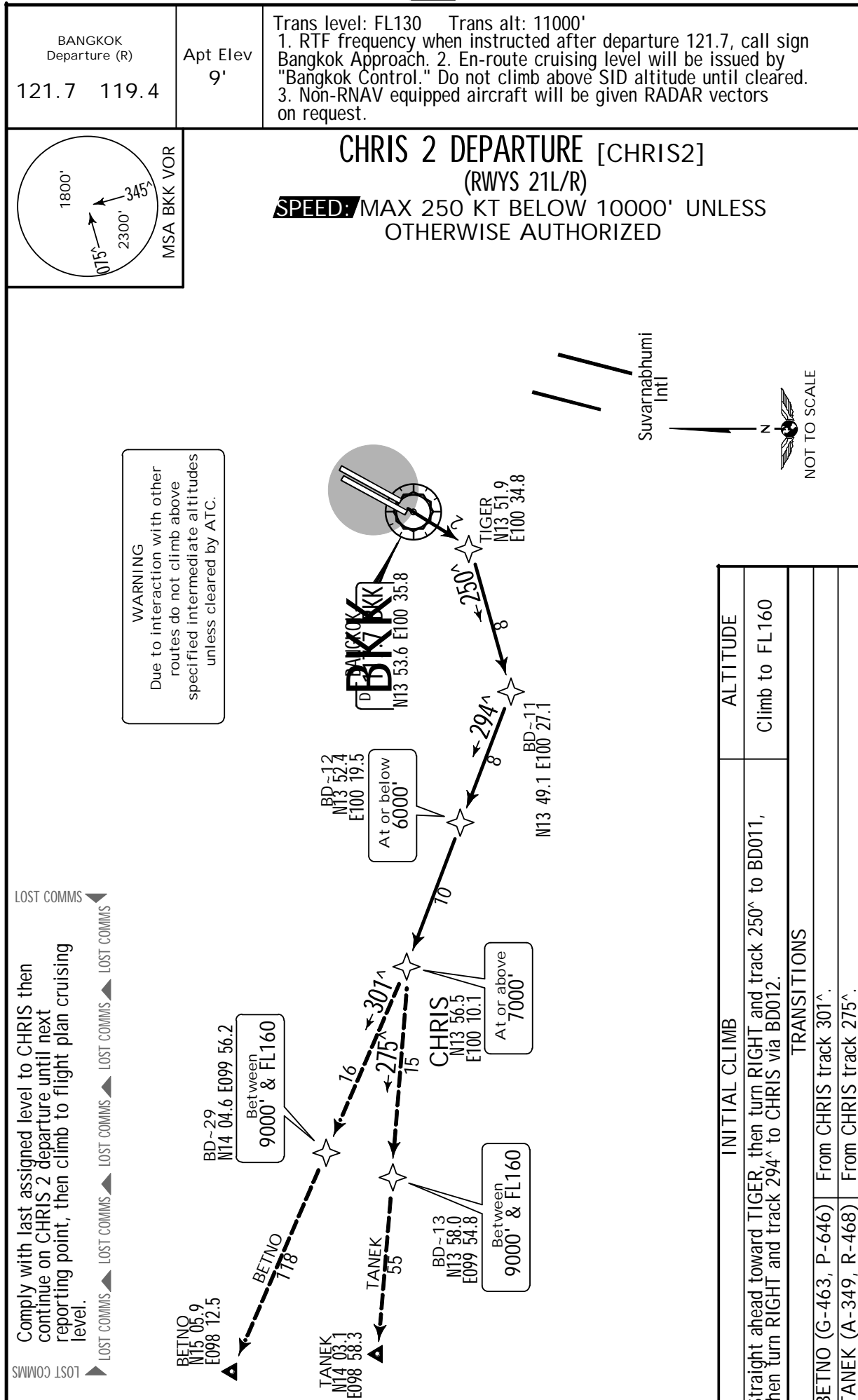
This SID requires a minimum climb gradient of 309' per NM (5.1%) up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
309' per NM	386	515	772	1030	1287	1545

VTBD/DMK
 DON MUEANG INTL

JEPPESEN
 7 DEC 12 10-3A Eff.13.Dec.

BANGKOK, THAILAND
 .RNAV.SID.



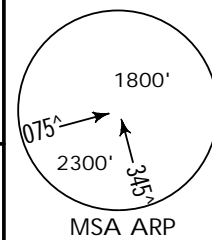
VTBD/DMK
DON MUEANG INTL

JEPPESEN
7 DEC 12 (10-3B) .Eff.13.Dec.

BANGKOK, THAILAND
.RNAV.SID.

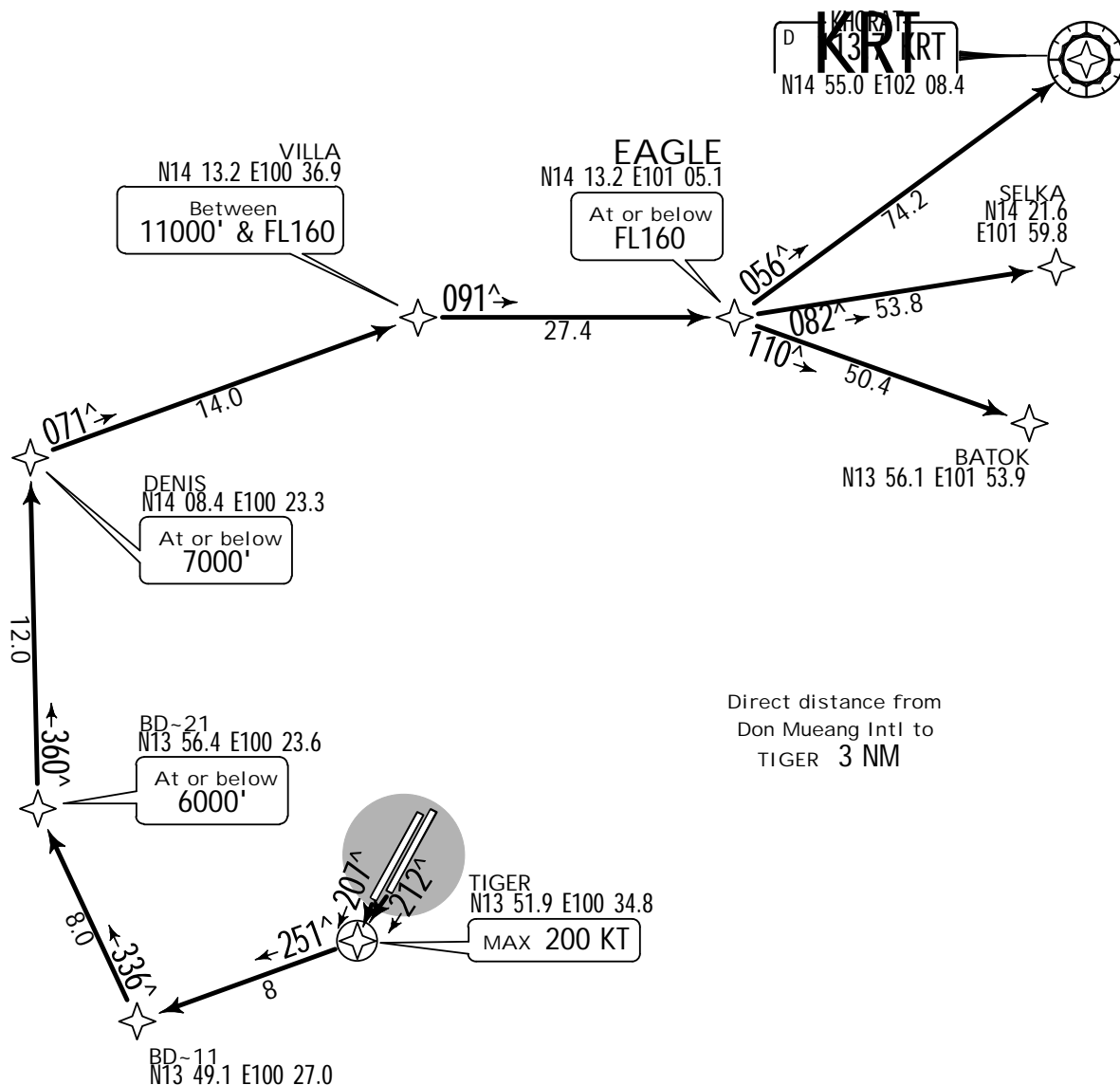
Apt Elev
9'

Trans level: FL130 Trans alt: 11000'
1. RNAV1 required. 2. GNSS or DME/DME/IRU required.
3. RADAR required. 4. For non-RNAV equipped aircraft, pilot shall
inform ATC in order to get RADAR guidance.
5. Actual climb clearance will be given by ATC.



EAGLE 1A DEPARTURE [EAGL1A] (RWYS 21L/R)

SPEED: WITHIN TMA MAX 250 KT BELOW 10000'



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Set transponder code 7600.
Comply with last assigned level to EAGLE
then continue on EAGLE 1A departure
until next compulsory reporting point,
then climb to flight plan cruising level.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Suvarnabhumi
Intl



This SID requires a minimum climb gradient of
309' per NM (5.1%) up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
309' per NM	386	515	772	1030	1287	1545

VTBD/DMK

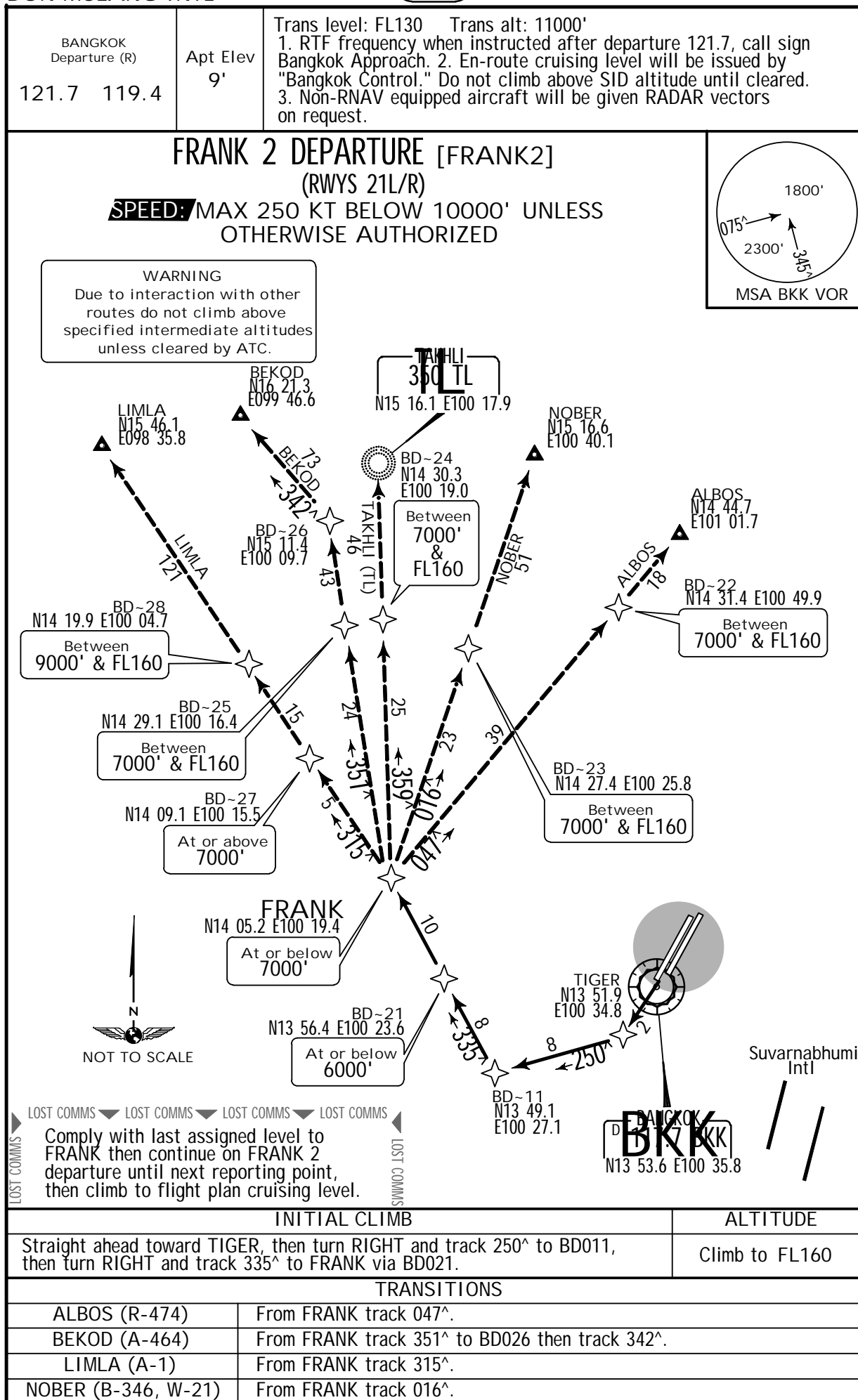
DON MUEANG INTL

JEPPESEN

7 DEC 12 (10-3C) .Eff.13.Dec.

BANGKOK, THAILAND

.RNAV.SID.



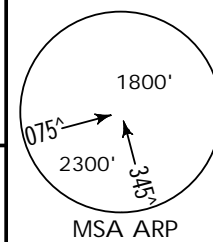
VTBD/DMK
DON MUEANG INTL

JEPPESEN
25 APR 14 (10-3D) .Eff.1.May.

BANGKOK, THAILAND
.RNAV.SID.

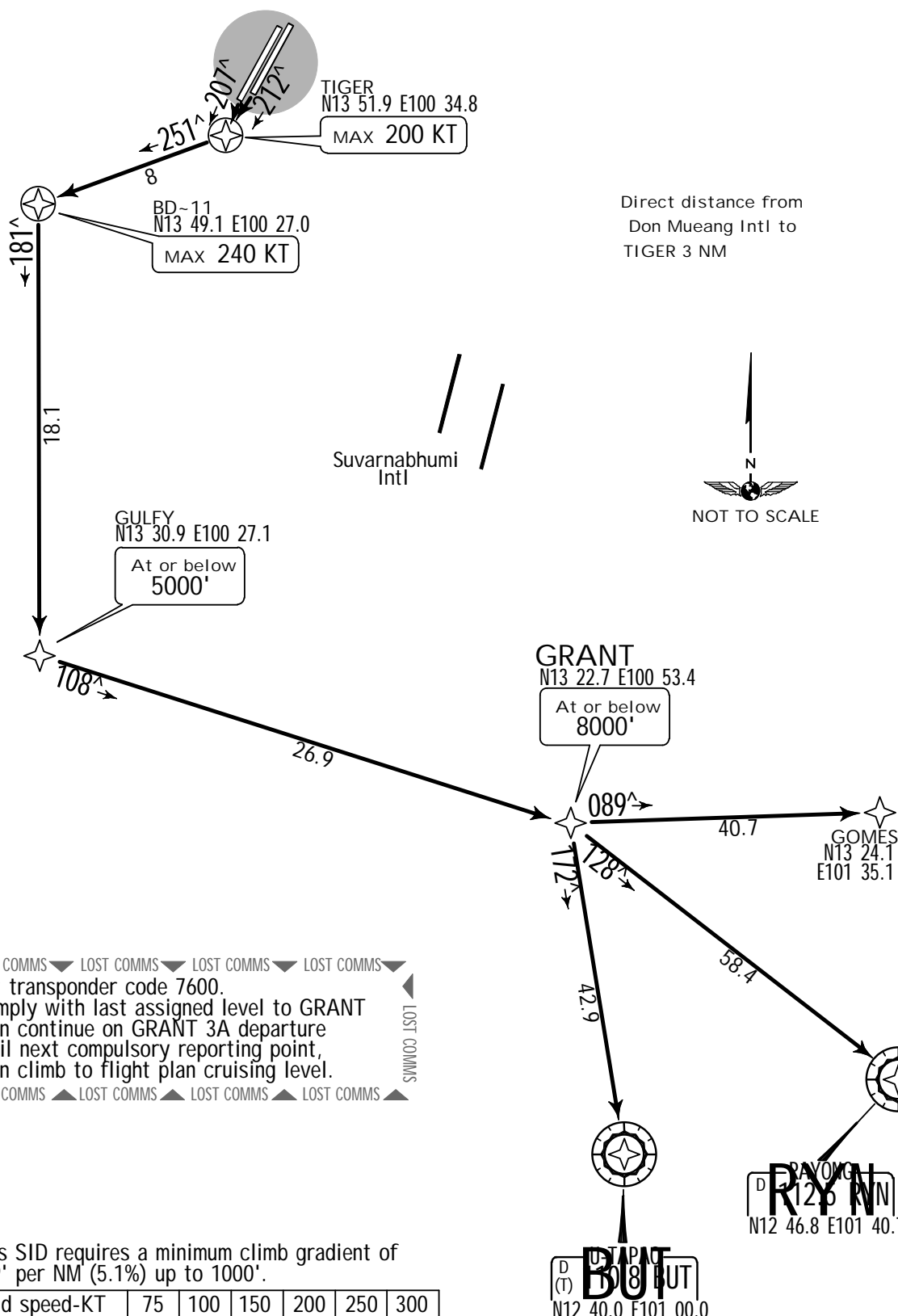
Apt Elev
9'

Trans level: FL130 Trans alt: 11000'
1. RNAV1 required. 2. GNSS or DME/DME/IRU required.
3. RADAR required. 4. Non-RNAV equipped aircraft shall inform
ATC in order to get RADAR guidance.
5. Actual climb clearance will be given by ATC.



GRANT 3A DEPARTURE [GRAN3A] (RWYS 21L/R)

SPEED: WITHIN TMA MAX 250 KT BELOW 10000'



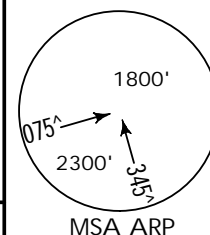
VTBD/DMK
 DON MUEANG INTL

JEPPESEN
 25 APR 14 (10-3E) .Eff.1.May.

BANGKOK, THAILAND
 .RNAV.SID.

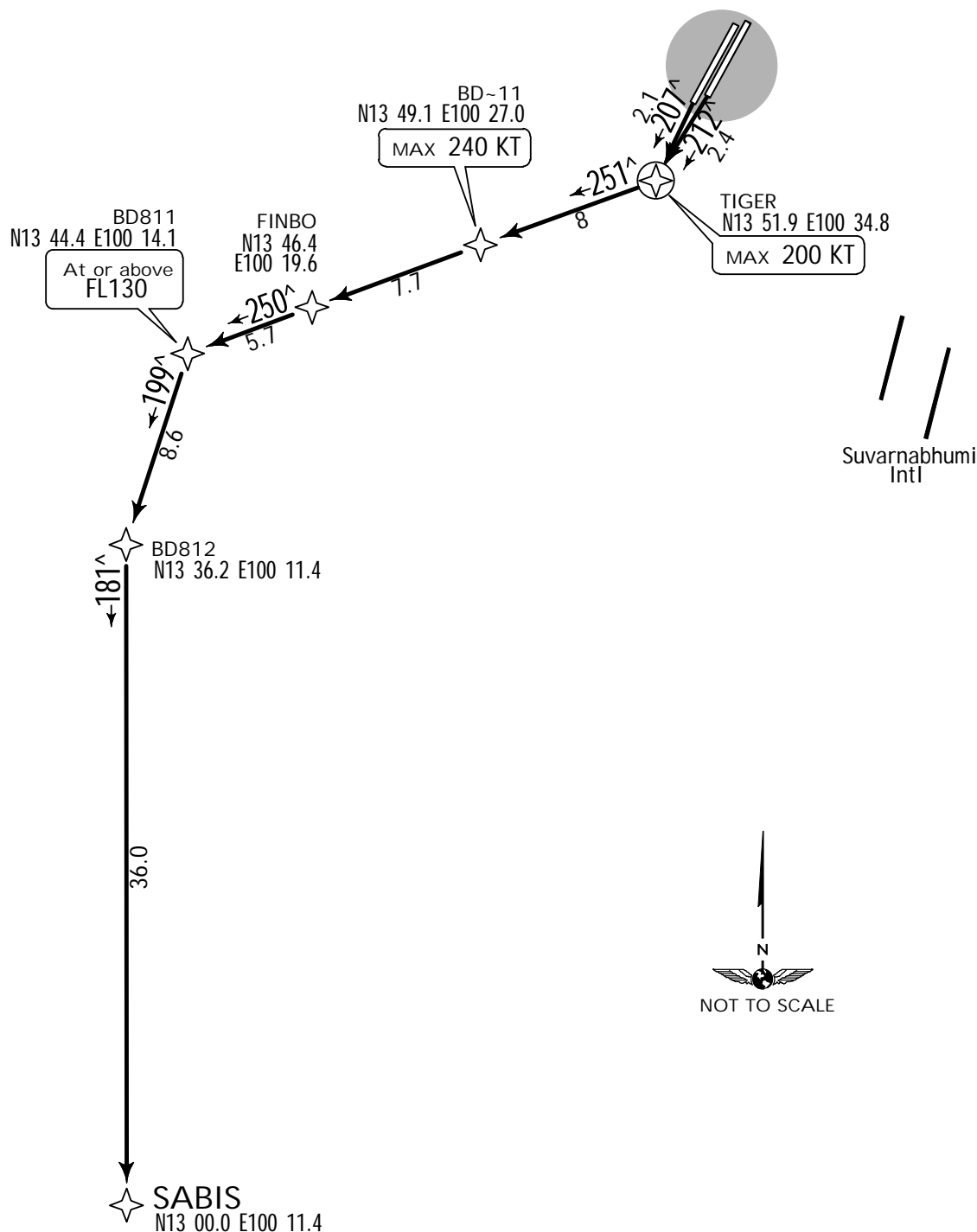
Apt Elev
 9'

Trans level: FL130 Trans alt: 11000'
 1. RNAV 1 required. 2. GNSS or DME/DME/IRU required.
 3. RADAR required.
 4. Non-RNAV equipped aircraft shall inform ATC in order to get
 RADAR guidance. 5. Actual climb clearance will be given by ATC.
 6. If unable to comply with flight restrictions, request alternative
 instructions from "Don Mueang Delivery" on 127.7.



SABIS 1A DEPARTURE [SAB1A] (RWYS 21L/R)

SPEED: WITHIN TMA MAX 250 KT BELOW 10000'



Minimum climb gradient of 553' per NM (9.1%)
 required until FL130 for airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
553' per NM	691	922	1383	1843	2304	2765

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Set transponder code 7600. Comply
 with last assigned level to SABIS,
 then continue on SABIS 1A departure
 until next compulsory reporting point,
 then climb to flight plan cruising level

VTBD/DMK

15 JUN 07

+JEPPESEN

10-4

.NOISE.
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.

VTBD/DMK

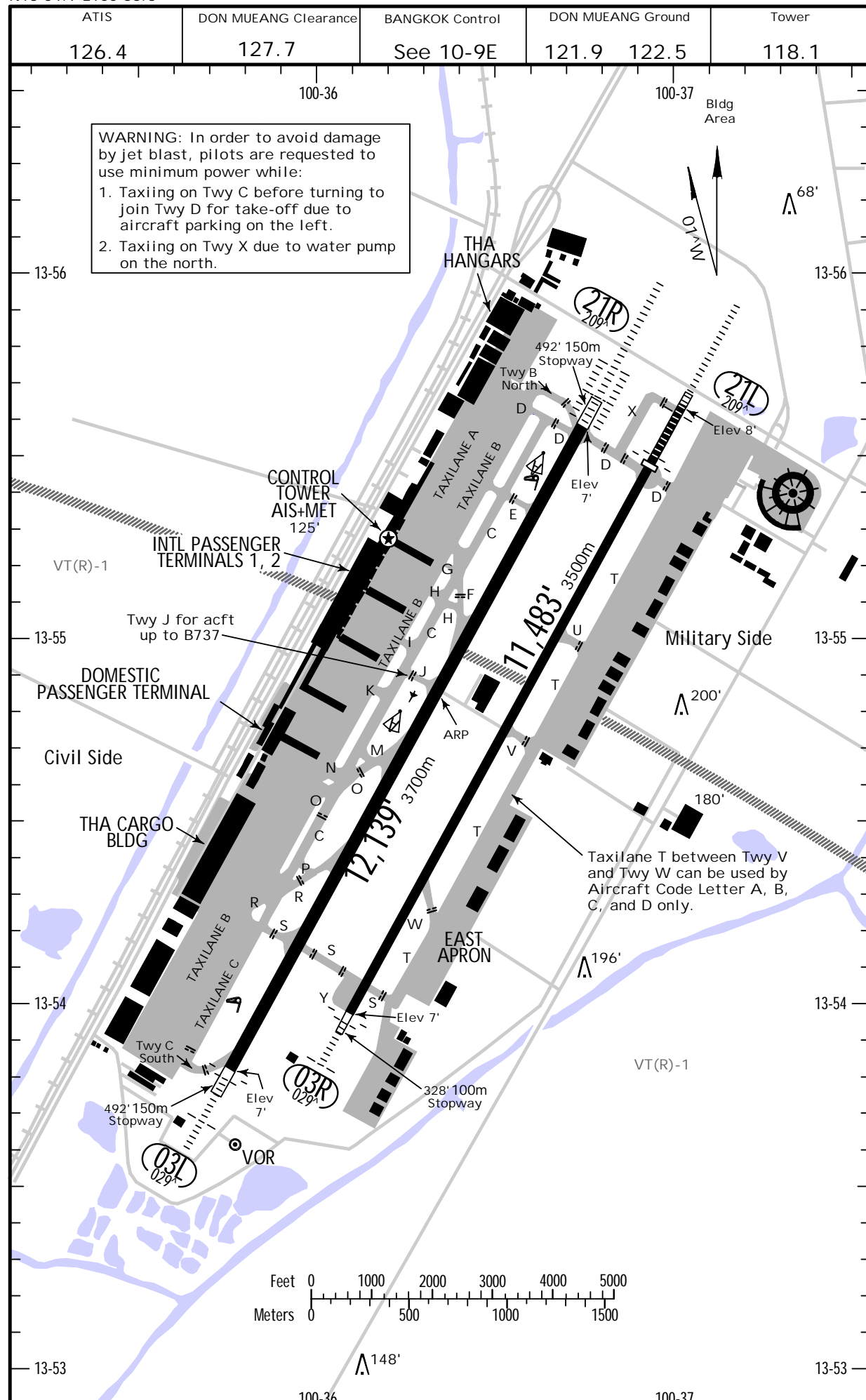
JEPPESEN

BANGKOK, THAILAND

Apt Elev 9
N13 54.9 E100 36.3

30 AUG 13 (10-9)

DON MUEANG INTL



VTBD/DMK



30 AUG 13

10-9A

BANGKOK, THAILAND
DON MUEANG INTLGENERAL

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

Some taxiways may be seasonably unusable.

Low-level wind shear alert system.

PILOT PROCEDURE TO ENHANCE RUNWAY CAPACITY

Departing Aircraft:

1. Commensurate with safety and standard operating procedure, on receipt of line up clearance, pilots should ensure that they are able to taxi into the correct hold and line up position on the runway as soon as the preceding aircraft has commenced its take-off roll.
2. Cockpit checks should be completed before line up; any further checks requiring completion while on the runway shall be kept to a minimum. Pilots shall ensure that they are able to commence the take-off roll immediately after a take-off clearance is issued.
3. Pilots unable to comply with these procedures shall inform ATC prior to passing the runway holding position.

Arriving Aircraft:

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 as well as minimize the occurrence of go-arounds.

ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
03R1 21L	HIRL	SALS	PAPI-B (angle 3.0°)					148' 45m
	HIRL	HIALS	PAPI-B (angle 3.0°)		10,335' 3150m	9295' 2833m		
1 Prior permission required.								
03L 21R	HIRL	CL	SALS	PAPI-B (angle 3.0°)			11,091' 3381m	197' 60m
	HIRL	CL	HIALS	TDZ	PAPI-B (angle 3.0°)	RVR	11,045' 3367m	

TAKE-OFF

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

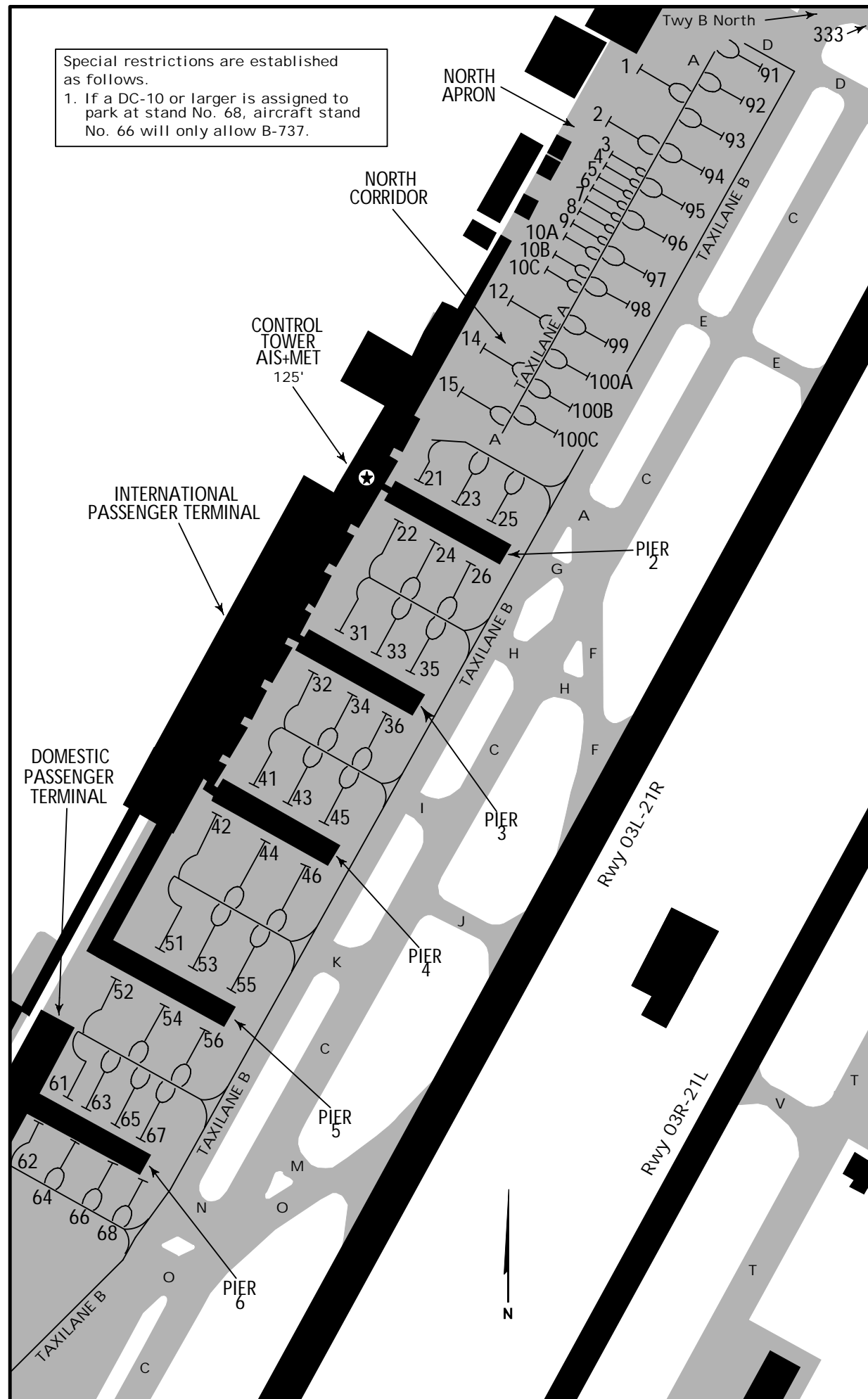
VTBD/DMK

JEPPESEN

25 JUN 10 10-9B

BANGKOK, THAILAND

DON MUEANG INTL



VTBD/DMK

 JEPPESEN

25 JUN 10

10-9C

BANGKOK, THAILAND

DON MUEANG INTL

PARKING STAND COORDINATES

STAND No.	COORDINATES	FOR AIRCRAFT UP TO
NORTH APRON		
1, 2	N13 55.6 E100 36.4	B747-400
3 thru 9	N13 55.6 E100 36.4	Wingspan 49' (15m)
10A, 10B, 10C	N13 55.5 E100 36.4	Wingspan 79' (24m)
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	N13 55.4 E100 36.4	A300
NORTH CORRIDOR		
12, 14, 15	N13 55.4 E100 36.3	B747-400/B777-300/A340-600
100A	N13 55.4 E100 36.4	A300
100B, 100C	N13 55.3 E100 36.4	A300
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	

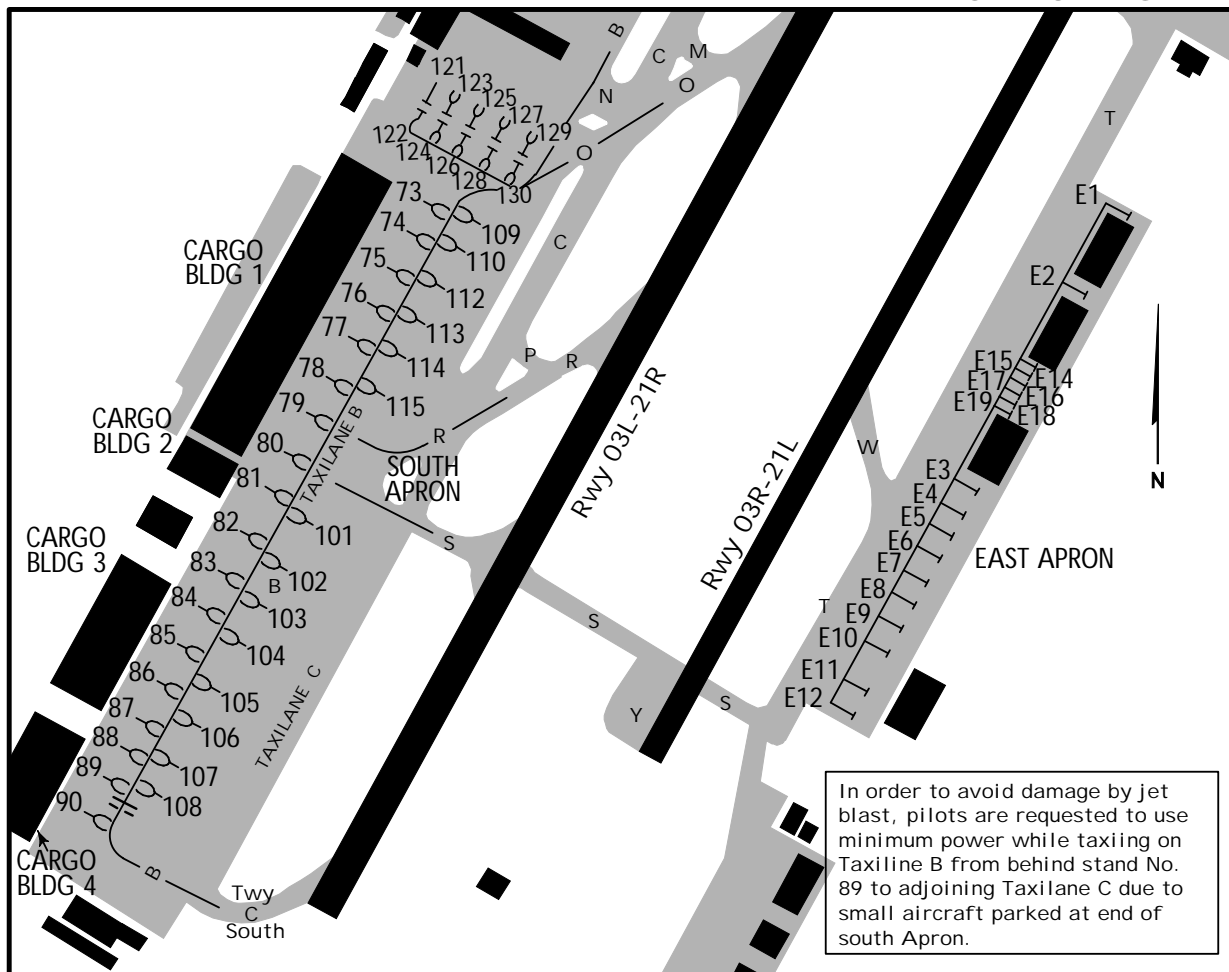
VTBD/DMK

JEPPESEN

BANGKOK, THAILAND

23 NOV 12 (10-9D)

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
 23 NOV 12 (10-9E)

BANGKOK, THAILAND
 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 AND 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 Don Mueang Delivery for ATC clearance on frequency 127.7, giving parking stand number or location and proposed flight level.

b. Cancellation of en-route clearance

After ATC clearance is received, pilots are to call Don Mueang 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 Don Mueang Ground frequency at all times for additional or revised ATC clearance, and when ready for pushback,
 - (b) Call Don Mueang 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
27 SEP 13 (10-9F)

PARKING.
BANGKOK, THAILAND
DON MUEANG INTL

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.

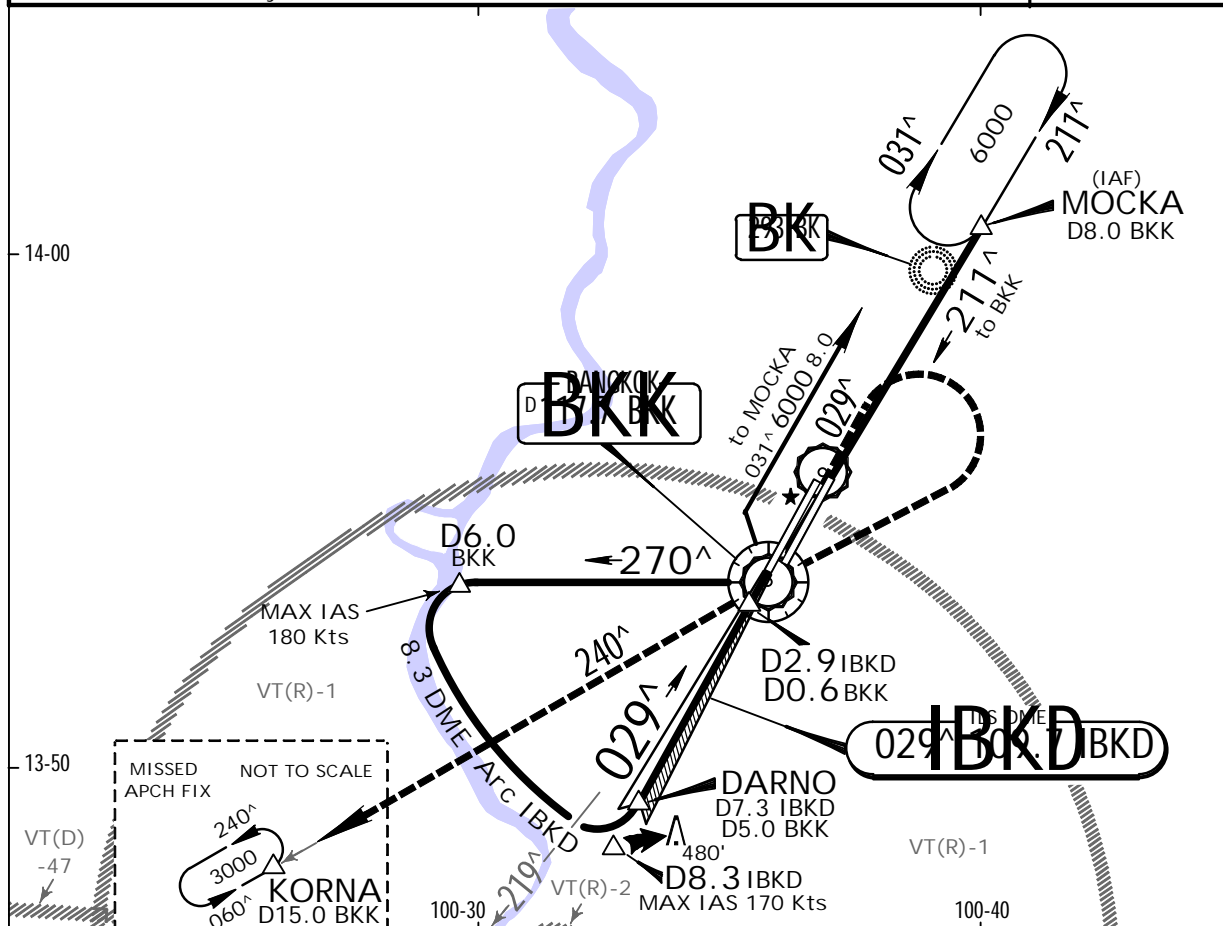
VTBD/DMK
DON MUEANG INTL

JEPPESEN
30 OCT 09 (11-1)

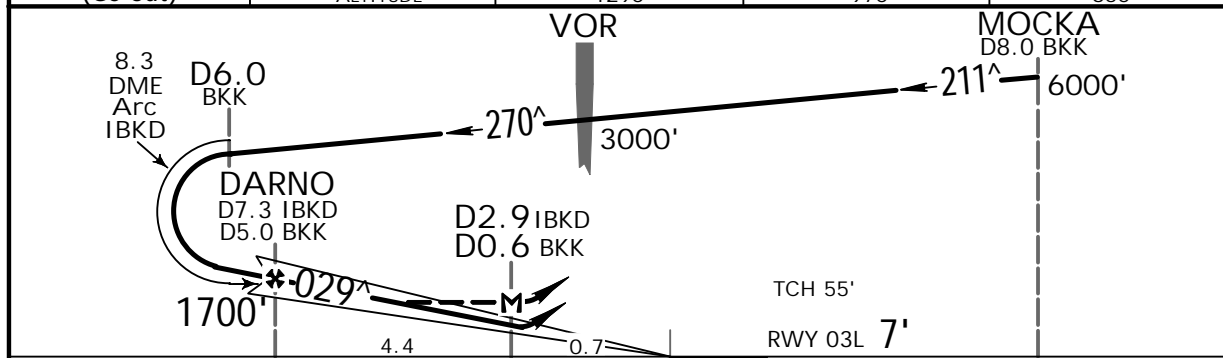
BANGKOK, THAILAND
VOR ILS DME Rwy 03L

BRIEFING STRIP™

ATIS	DON MUEANG Arrival (R)	DON MUEANG Approach (R)	DON MUEANG 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'
<p>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.</p>				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 130	Trans alt: 11000'	MSA BKK VOR



LOC (GS out)	IBKD DME	6.0	5.0	4.0
ALTITUDE		1290'	970'	650'



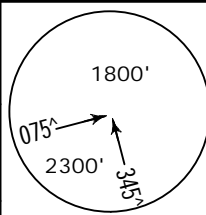
Gnd speed-Kts	70	90	100	120	140	160	PAPI	SALS	on 029°	IBKD
ILS GS	3.00°	377	484	538	646	753	861			109.7
LOC Descent Gradient	5.2%	369	474	527	632	737	843			
MAP at D2.9 IBKD/D0.6 BKK or DARNO to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39				

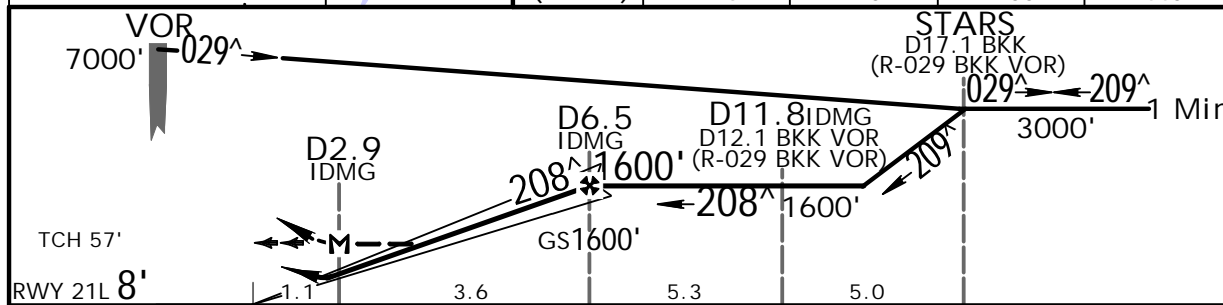
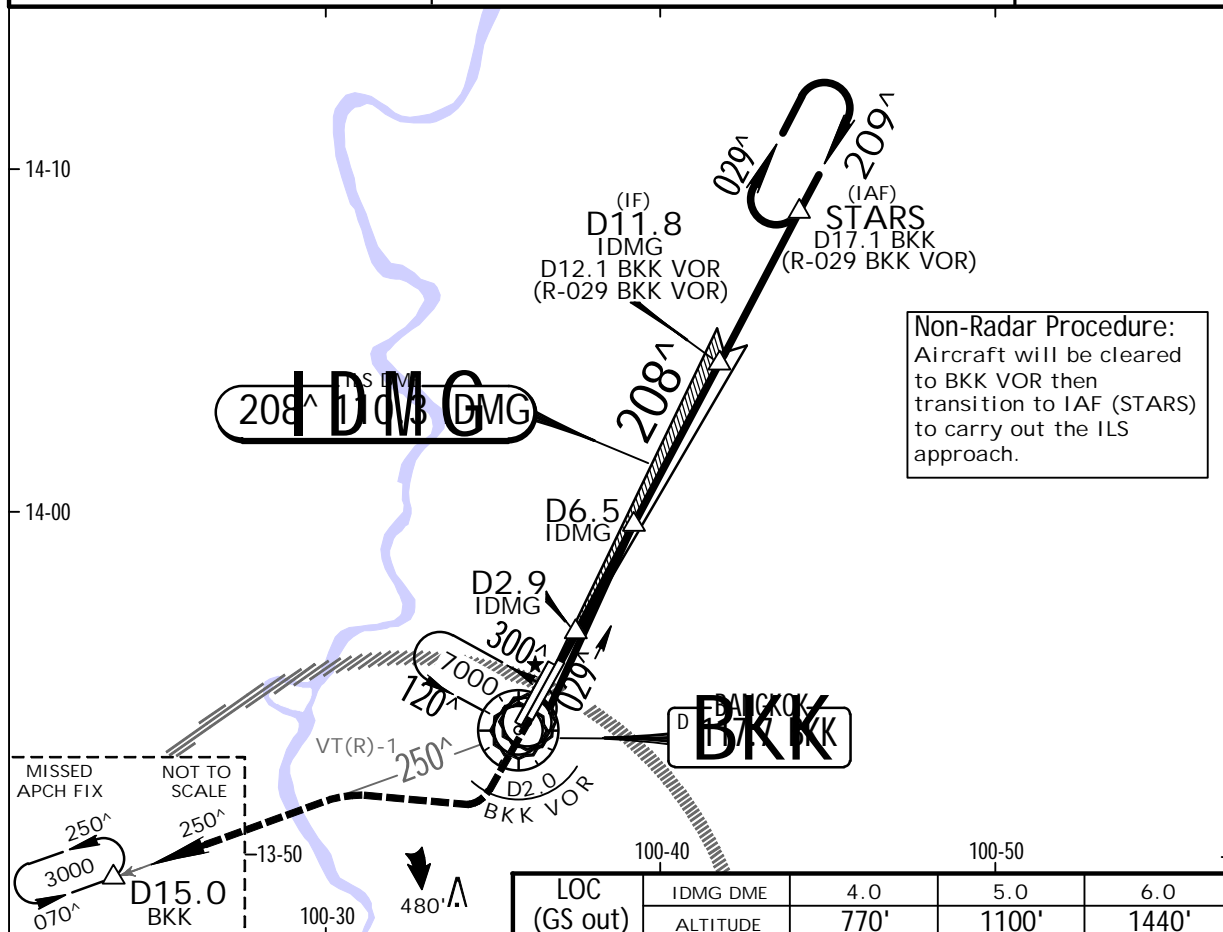
STRAIGHT-IN LANDING RWY 03L				CIRCLE-TO-LAND			
ILS 220' (213')		LOC (GS out) 300' (293')		Max Kts		MDA(H)	
FULL	ALS out	MDA(H)	ALS out	100	135	640' (631') - 1600m	
1200m		1200m	1600m	180		750' (741') - 3600m	

IS OPS 3

VTBD/DMK
DON MUEANG INTLJEPPESEN
30 OCT 09 (11-2)BANGKOK, THAILAND
ILS or LOC Rwy 21L

BRIEFING STRIP™

ATIS	DON MUEANG Arrival (R)	DON MUEANG Approach (R)	DON MUEANG Tower	Ground	
126.4	125.5	119.4	118.1	121.9	122.5
LOC IDMG 110.3	Final Apch Crs 208^	GS D6.5 IDMG 1600' (1592')	ILS DA(H) 208' (200')	Apt Elev 9' 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 on Rwy hdg	D2.0 BKK
ILS GS	3.15 [^]	395	508	565	678	791			
LOC Descent Gradient	5.5%	390	501	557	668	780			
MAP at D2.9 IDMG or FAF to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21			

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

VS OPS 3

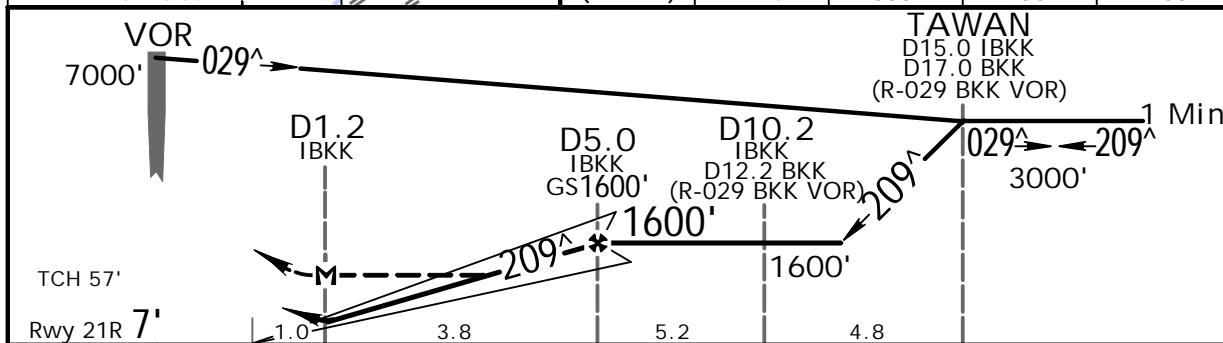
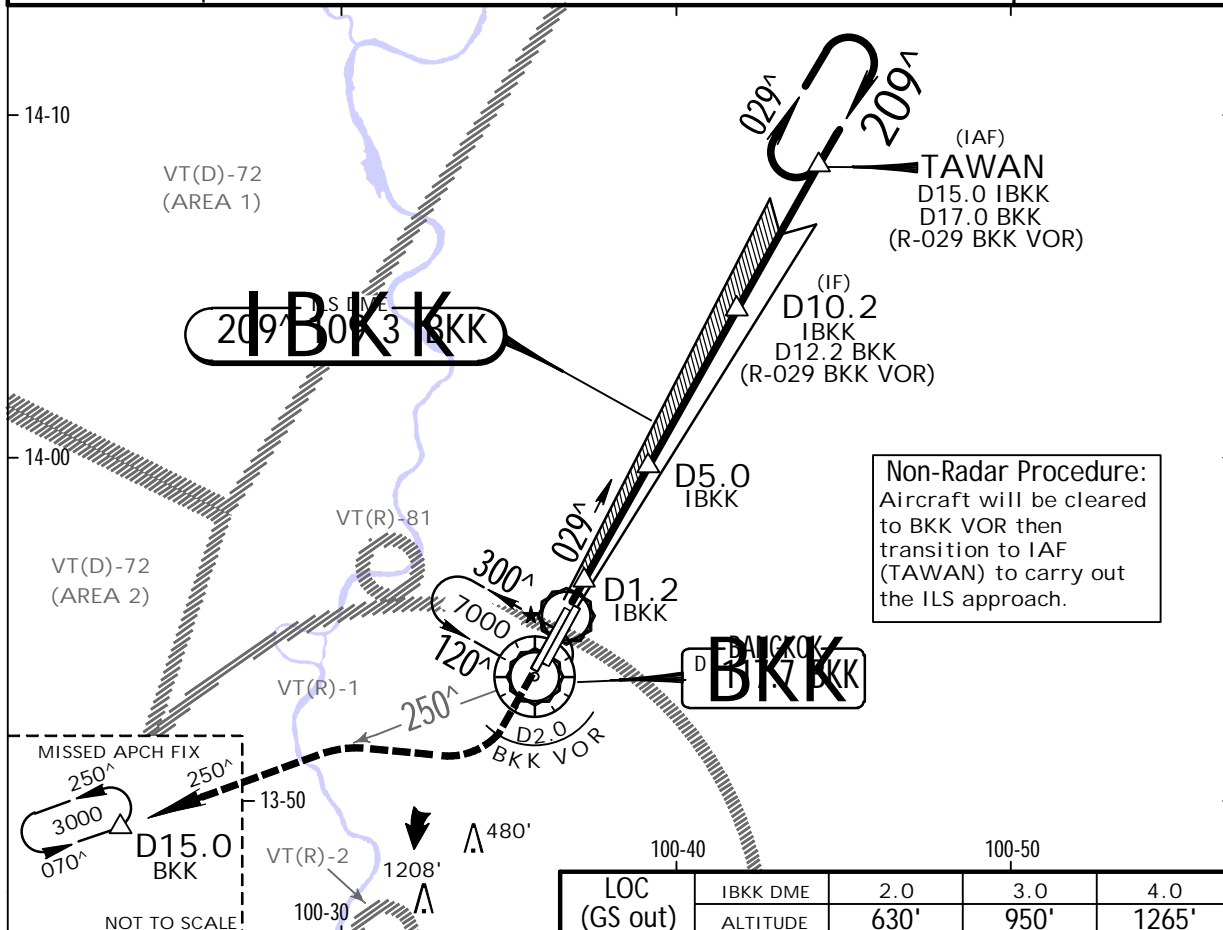
VTBD/DMK
DON MUEANG INTL

JEPPESSEN
29 AUG 14 (11-3)

BANGKOK, THAILAND
ILS or LOC Rwy 21R

BRIEFING STRIP™

ATIS	DON MUEANG Arrival (R)	DON MUEANG Approach (R)	DON MUEANG Tower	Ground
126.4	125.5	119.4	118.1	121.9 122.5
LOC IBKK 109.3	Final Apch Crs 209°	GS D5.0 IBKK 1600' (1593')	ILS DA(H) 207' (200')	Apt Elev 9' 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'	MSA BKK VOR
1. VOR DME required.				



Gnd speed-Kts	70	90	100	120	140	160	<div><div>PAPI</div><div>HIALS</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div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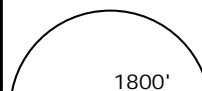
STRAIGHT-IN LANDING RWY21R				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 207' (200')		MDA(H) 380' (373')			
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
A				100	700' (691')-1600m
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	135	
C				180	800' (791')-3600m

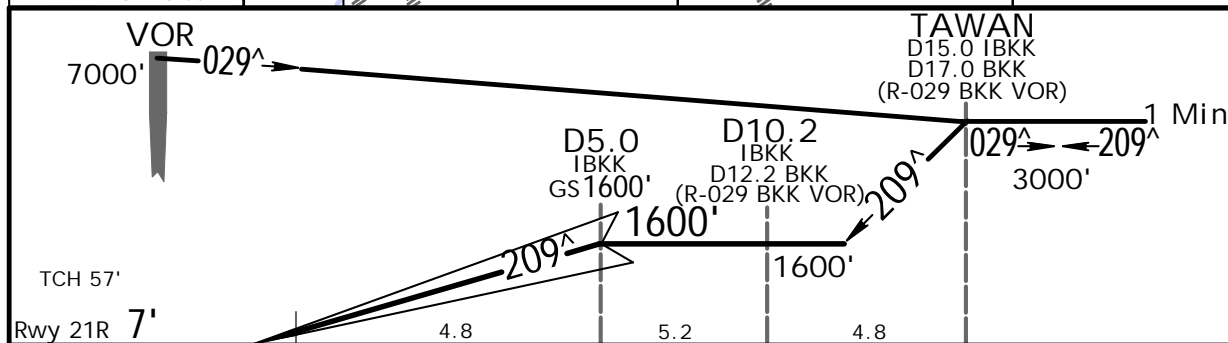
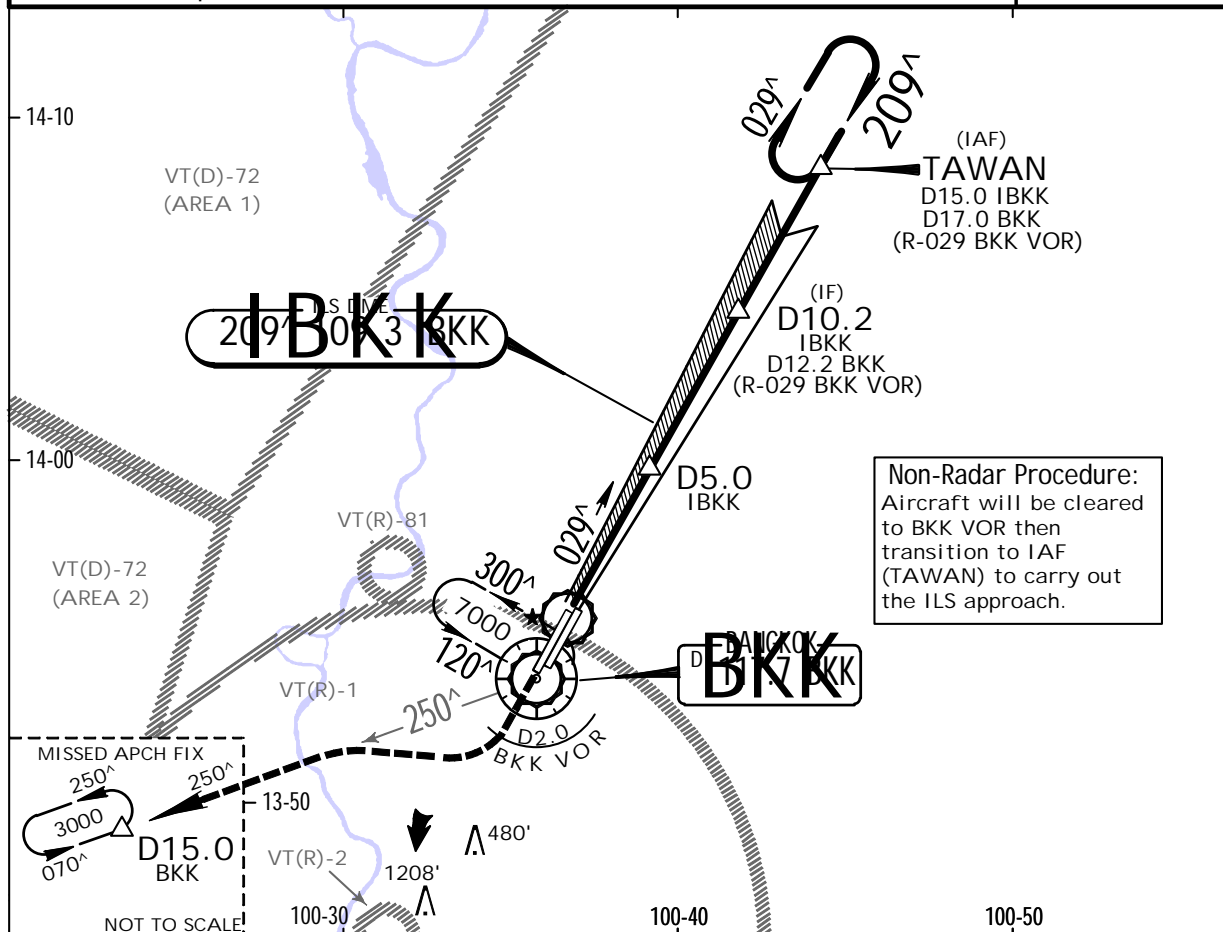
VS OPS 3

VTBD/DMK
DON MUEANG INTL

JEPPESEN
29 AUG 14 (11-3A)

BANGKOK, THAILAND
ILS Rwy 21R CAT II

ATIS 126.4		DON MUEANG Arrival (R) 125.5		DON MUEANG Approach (R) 119.4		DON MUEANG Tower 118.1		Ground 121.9 122.5	
LOC IBKK 109.3		Final Apch Crs 209^		GS D5.0 IBKK 1600' (1593')		CAT II ILS RA 100' DA(H) 107'(100')		Apt Elev 9' 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.									 <p>MSA BKK VOR</p>
Alt Set: hPa 1. VOR DME required.		Rwy Elev: 0 hPa		Trans level: FL 130		Trans alt: 11000'			



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

PAP
HIALS

3000
▲

Rwy
hda

D2.0
BKK

STRAIGHT-IN LANDING RWY 21R
CAT II ILS

RA 100'
DA(H) 107' (100')

RVR 350m

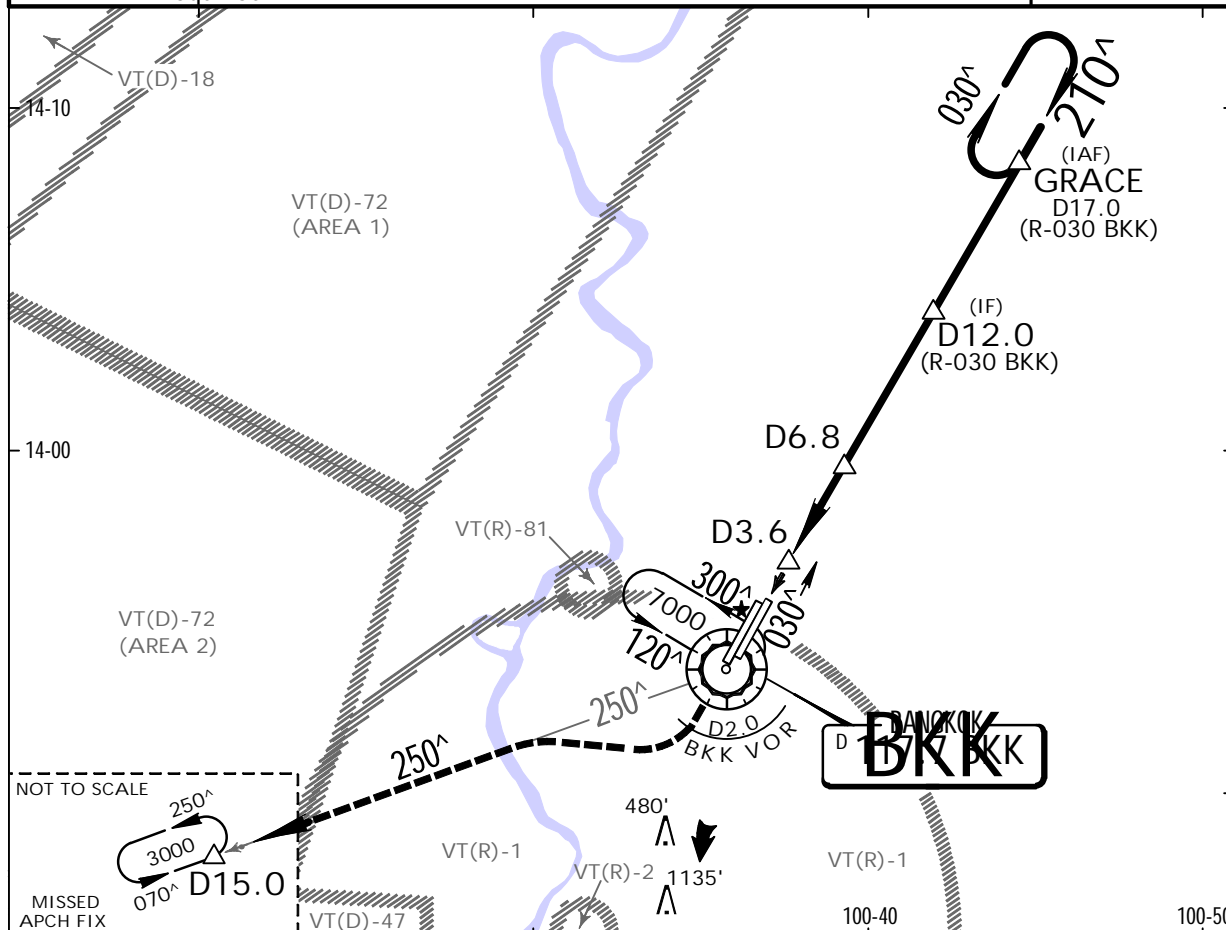
VTBD/DMK
DON MUEANG INTL

JEPPESSEN
15 OCT 10 (13-1)

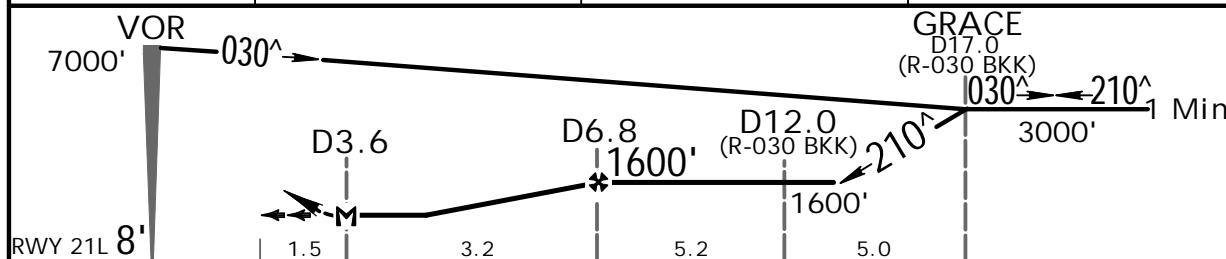
BANGKOK, THAILAND
VOR Rwy 21L

BRIEFING STRIP

ATIS 126.4	DON MUEANG Arrival (R) 125.5	DON MUEANG Approach (R) 119.4	DON MUEANG 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



BKK DME	4.0	5.0	6.0
ALTITUDE	700'	1040'	1370'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient	5.5%	390	501	557	668	780
MAP at D3.6 or FAF to MAP	3.2	2:45	2:08	1:55	1:36	1:22

STRAIGHT-IN LANDING RWY 21L			CIRCLE-TO-LAND		
MDA(H) 520' (512')			MDA(H)		
ALS out			Max Kts		
			100		
			135		
			180		
2000m			700' (691') - 2800m		
2800m			800' (791') - 3600m		

IS OPS 3

VTBD/DMK
DON MUEANG INTL

JEPPESSEN
15 OCT 10 (13-2)

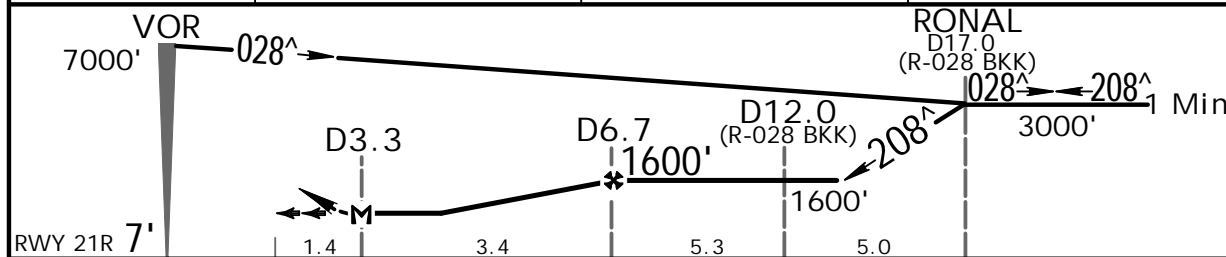
BANGKOK, THAILAND
VOR Rwy 21R

BRIEFING STRIP™

ATIS 126.4	DON MUEANG Arrival (R) 125.5	DON MUEANG Approach (R) 119.4	DON MUEANG 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.				MSA BKK VOR



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



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

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

IS OPS 3

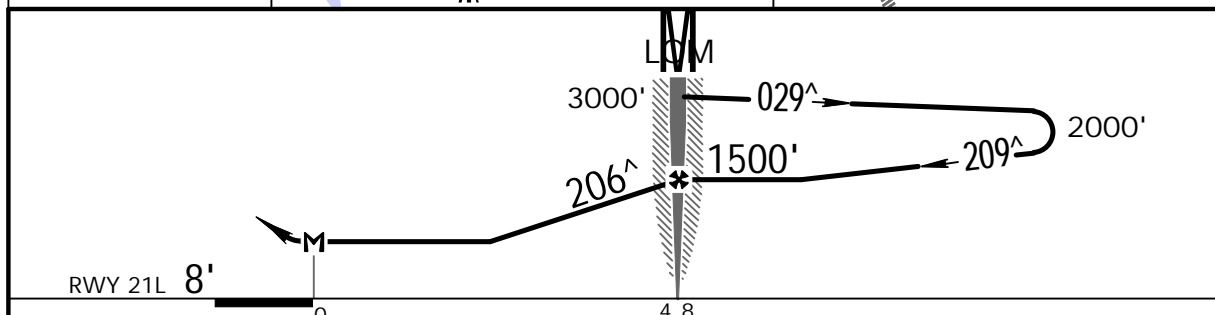
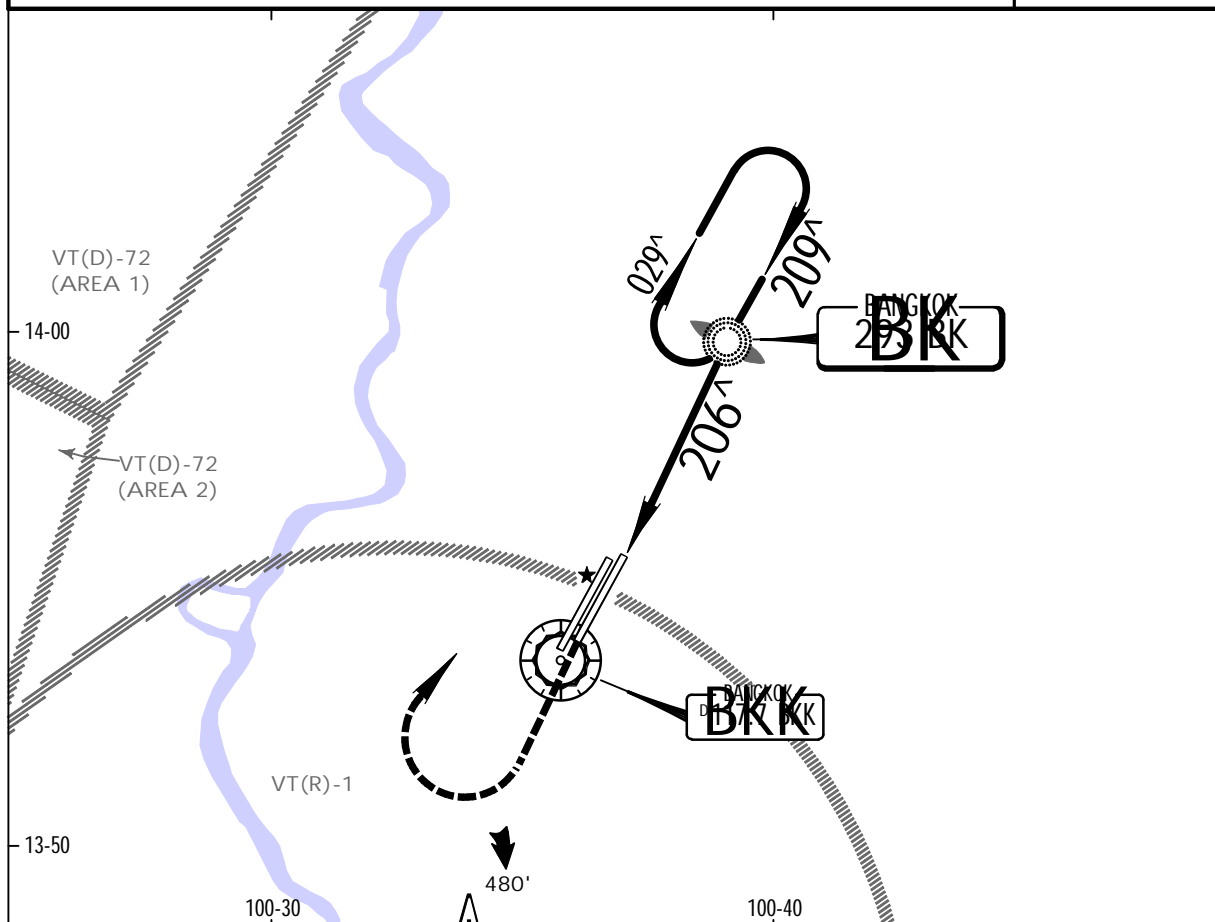
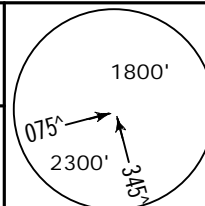
VTBD/DMK
DON MUEANG INTL

JEPPESEN
23 JAN 09 (16-1)

BANGKOK, THAILAND
NDB Rwy 21L

BRIEFING STRIP

ATIS 126.4	DON MUEANG Arrival (R) 125.5	DON MUEANG Approach (R) 119.4	DON MUEANG Tower 118.1	Ground 121.9 122.5
LOM BK 293	Final Apch Crs 206 [^]	Minimum Alt LOM 1500' (1492')	MDA(H) 470' (462')	Apt Elev 9' RWY 21L 8'
MISSED APCH: Climb STRAIGHT AHEAD to 800', then turn RIGHT continue climbing to 3000' and hold at BK LOM.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 130	Trans alt: 11000'	MSA BK LOM



Gnd speed-Kts	70	90	100	120	140	160	<div><div></div><div>PAPI HIALS</div><div><div></div><div></div><div></div><div></div></div></div>	<div>800'</div> <div><div></div></div>	<div>3000'</div> <div><div></div><div>RT</div></div>	<div>BK 293</div>
Descent Gradient 5.2%	369	474	527	632	737	843				
LOM to MAP	4.8	4:07	3:12	2:53	2:24	2:03				

STRAIGHT-IN LANDING RWY 21L				CIRCLE-TO-LAND			
MDA(H) 470' (462')				MDA(H)			
ALS out				Max Kts			
A	1200m	1600m		100	700' (691') - 1600m		
B				135			
C	1600m	2000m		180	800' (791') - 3600m		
D	2000m	2400m		205			

VS OPS 3

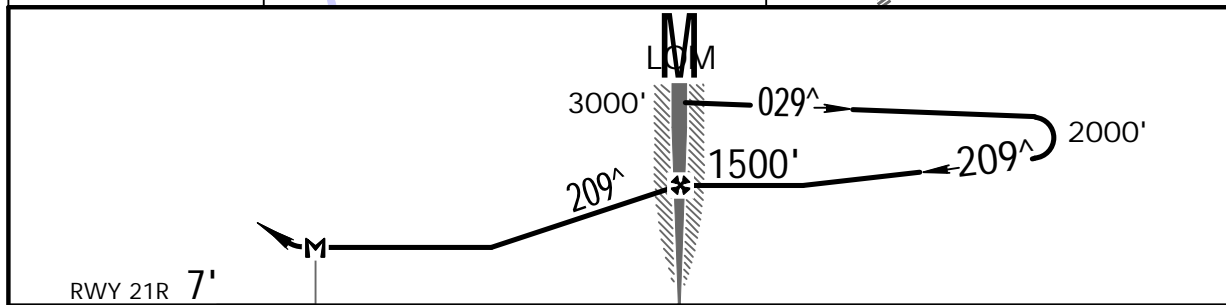
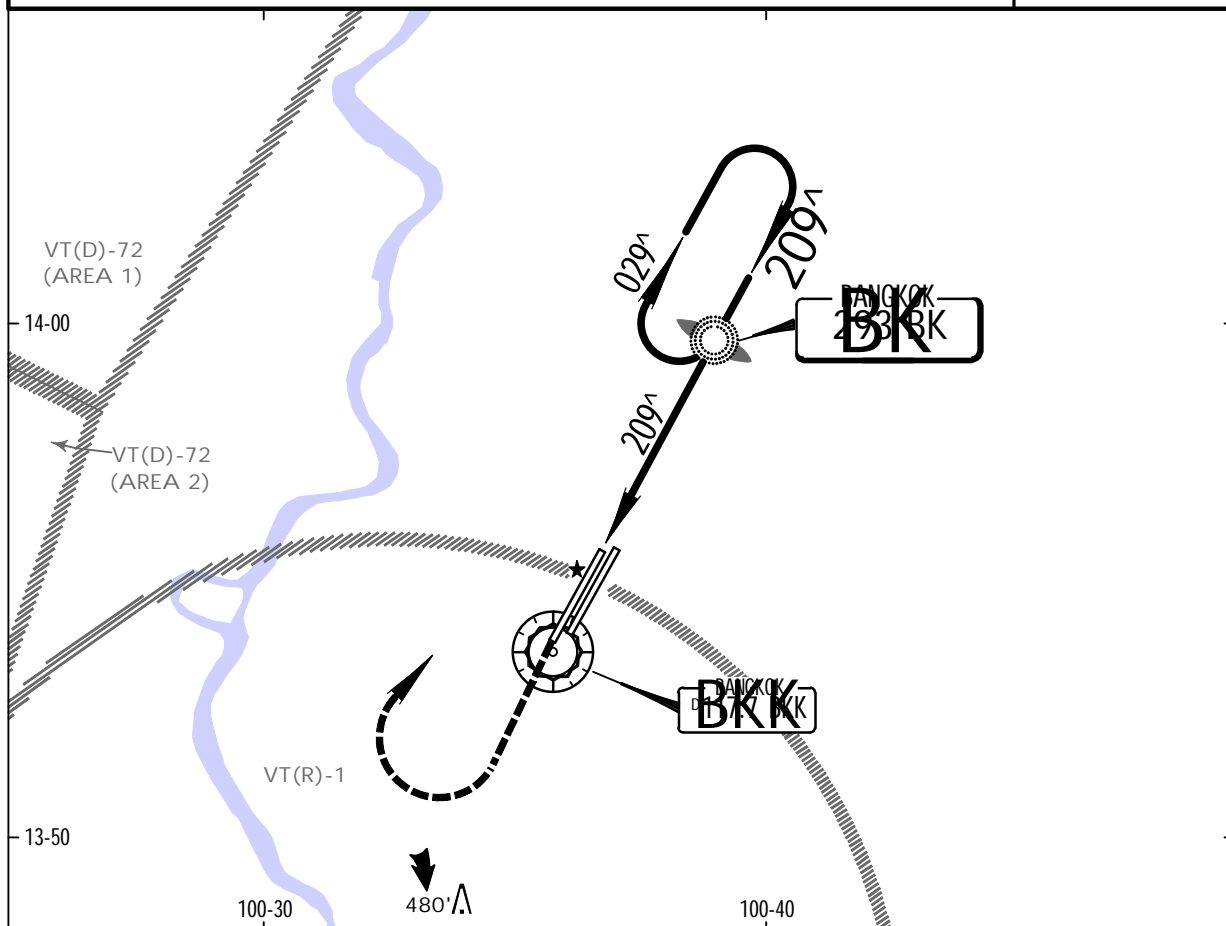
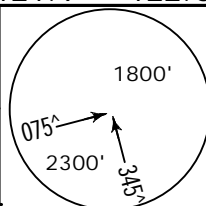
VTBD/DMK
DON MUEANG INTL

JEPPESEN
23 JAN 09 (16-2)

BANGKOK, THAILAND
NDB Rwy 21R

BRIEFING STRIP™

ATIS 126.4	DON MUEANG Arrival (R) 125.5	DON MUEANG Approach (R) 119.4	DON MUEANG Tower 118.1	Ground 121.9 122.5
LOM BK 293	Final Apch Crs 209 ^Λ	Minimum Alt LOM 1500' (1493')	MDA(H) 470' (463')	Apt Elev 9' RWY 21R 7'
MISSED APCH: Climb STRAIGHT AHEAD to 800', then turn RIGHT continue climbing to 3000' and hold at BK LOM.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 130	Trans alt: 11000'	MSA BK LOM



0							4.8							
Gnd speed-Kts	70	90	100	120	140	160	<div>PAPI HIALS</div> <div><div></div><div></div><div></div><div></div></div>	800'	3000'	BK 293				
Descent Gradient 5.2%	369	474	527	632	737	843								
LOM to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48							

STRAIGHT-IN LANDING RWY 21R				CIRCLE-TO-LAND			
MDA(H) 470' (463')				MDA(H)			
ALS out				700' (691') - 1600m			
A	RVR 1200m	RVR 1500m	Max Kts	800' (791') - 3200m			
B	VIS 1200m	VIS 1600m	100				
C	RVR 1500m	RVR 1800m	135				
D	VIS 1600m	VIS 2000m	180				
	RVR 1800m	2400m	205				
	VIS 2000m						

VS OPS 3