



VTBD – DON MUEANG INTERNATIONAL AIRPORT FLIGHT PROCEDURES

1. Aerodrome Information

City	Bangkok
State/Province	-
Country	THA
Latitude	N 13° 54' 52.00"
Longitude	E 100° 36' 32.00"
Elevation	9 ft
Longest Runway	3700 m
Magnitude Variance	W 0.6°
Time Zone Conversion	-7:00=UTC
Daylights Saving Time	Airport does not observe DST

2. Runway Information

Runway	Length and Width	Surface Type	TDZ-Elevation	Lighting
03L	3700 m x 60 m	Asphalt	7 ft	Edge,ALS Centerline
03R	3500 m x 45 m		5 ft	Edge,ALS
21L	3500 m x 45 m		6 ft	Edge
21R	3700 m x 60 m		7 ft	Edge,ALS Centerline TDZ

TDZ – Touchdown Zone
ALS – Approach Lighting System

Normally, commercial aircraft use 21R for departure or landing. Military and General Aviation use 21L.

In case of high traffic over the aerodrome, commercial aircraft can use 21L for departure via taxiway D or taxiway X

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3. Normal ATS Communication Facilities

Service designation	Callsign	Frequency	Remarks
VTBD_DEL	Don Mueang Delivery	127.700	
VTBD_GND	Don Mueang Ground	121.900	
VTBD_TWR	Don Mueang Tower	118.100	GND – ALT 3,000 ft.
VTBD_APP	Don Mueang Approach	119.400	ALT 3,000 ft. – FL160
VTBB_CTR	Bangkok Control	120.500	ALT 11,000 FT – FL 460

3.1. Full ATS Communication Facilities

Service Designation	Callsign	Frequency	Remarks
VTBD_DEL	Don Mueang Delivery	127.700	
VTBD_E_GND	Don Mueang Ground	121.900	East Side, Military apron
VTBD_W_GND		122.500	Civil side Control area Include Taxiway K to Bay 51 53 55
VTBD_TWR	Don Mueang Tower	118.100	
VTBD_APP	Don Mueang Approach	119.400	Departure Aircraft from Don Mueang until 6000 ft
VTBD_ARR	Don Mueang Arrival	125.500	Arrival Aircraft to Don Mueang
VTBS_N_APP	Bangkok Approach	121.700	
VTBS_NE_APP		119.100	
VTBS_SE_APP		122.350	
VTBS_S_APP		120.300	
VTBS_SW_APP		124.350	
VTBS_NW_APP		125.200	

If there is no VTBD_APP available but VTBS_APP is available, all departing and arriving aircraft at VTBD must contact VTBS_APP.

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4. Parking Stand

Parking Stand Capacity	
Stand No.	For ACFT up to
<u>North Apron</u>	
1,2 3 thru 9 10A,10B,10C 91 92	B747-400 Wingspan 49' (15m) Wingspan 79' (24m) B767 B767
93 94 thru 96 97,98 99	B767 B767 A300 A300
<u>North Corridor</u>	
12,14,15 100A 100B,100C	B747-400/B777-300/A340-600 A300 A300
<u>Pier 2</u>	
21 22 23 24 25 26	B777-200 B747-400 B777-200 B747-400 B777-200 B747-400
<u>Pier 3</u>	
31 32 33 34 35 36	B777-200 B747-400 B777-200 B747-400 B777-200 B747-400
<u>Pier 4</u>	
41 42 43 44 45 46	B777-200 B747-400/B777-300/A340-600 B777-200 B747-400/B777-300/A340-600 B777-200 B747-400/B777-300/A340-600

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Pier 5

51
52,53,55
54
56

A320/A330/B777-200/B747
A320/A330/B767-300/B777-200/B747
A320/A330/B767/B777-200
A320/A330/B767/B777-200/B747

Pier 6

61 thru 65
66,67
68

A300
B737-400
B747-400/B777-300

Isolated Parking

333

South Apron

73 thru 90
101 thru 108
109 thru 114
115
121 thru 130

B747-400/B777-300/A340-600
B747-400
B777-200/A330-300/A340-600
MD-11
B737-400

East apron is for military/VIP Transportation/VFR use only. Commercial operation shall not be use unless approved by appropriate authority

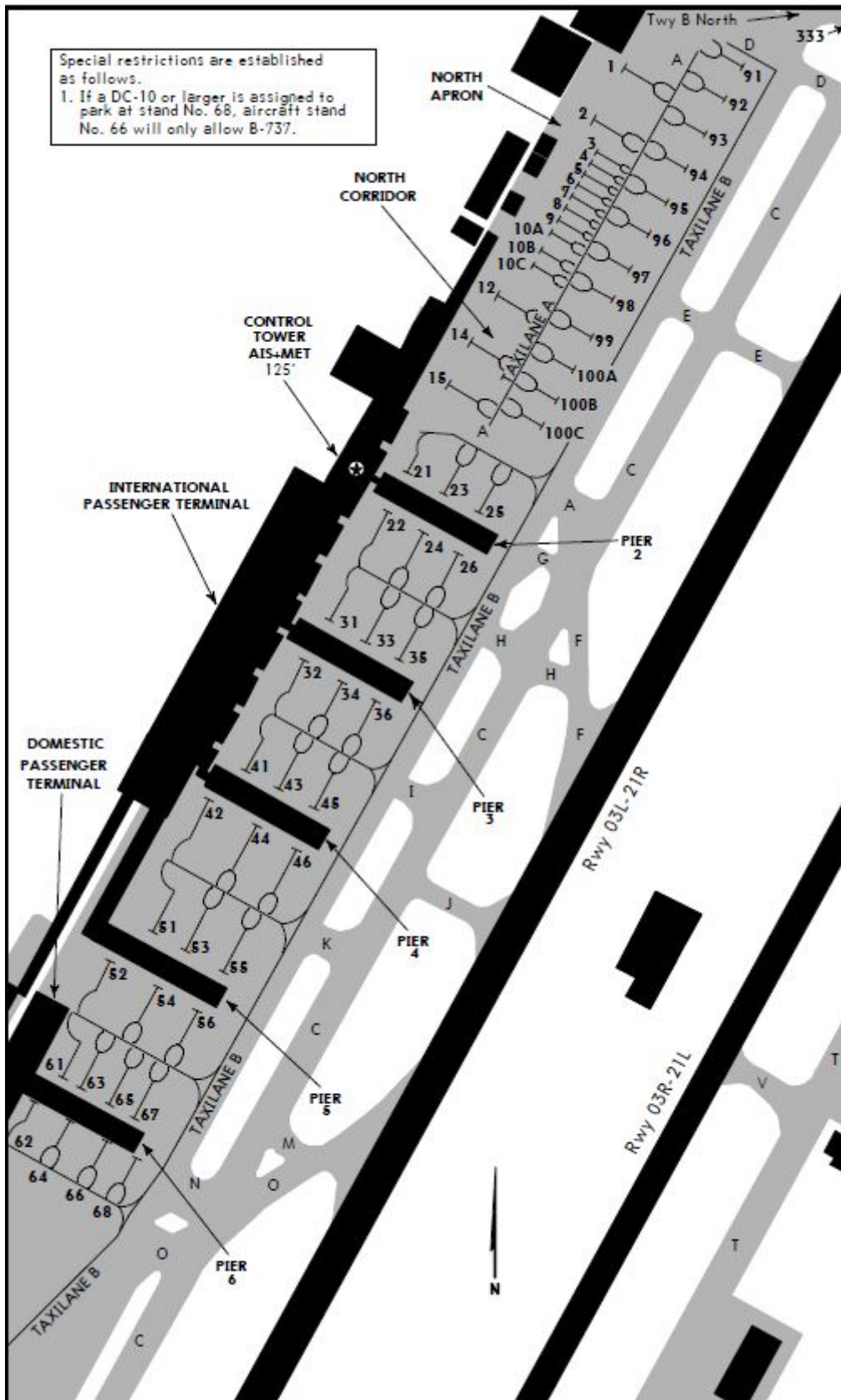
Stand 12-15, 21-26 for international traffic only
Stand 31,33,35 are swing gate for international arrival and domestic departure
Turboprop aircraft can park only 121-130. Stand 3-10 for private aircraft

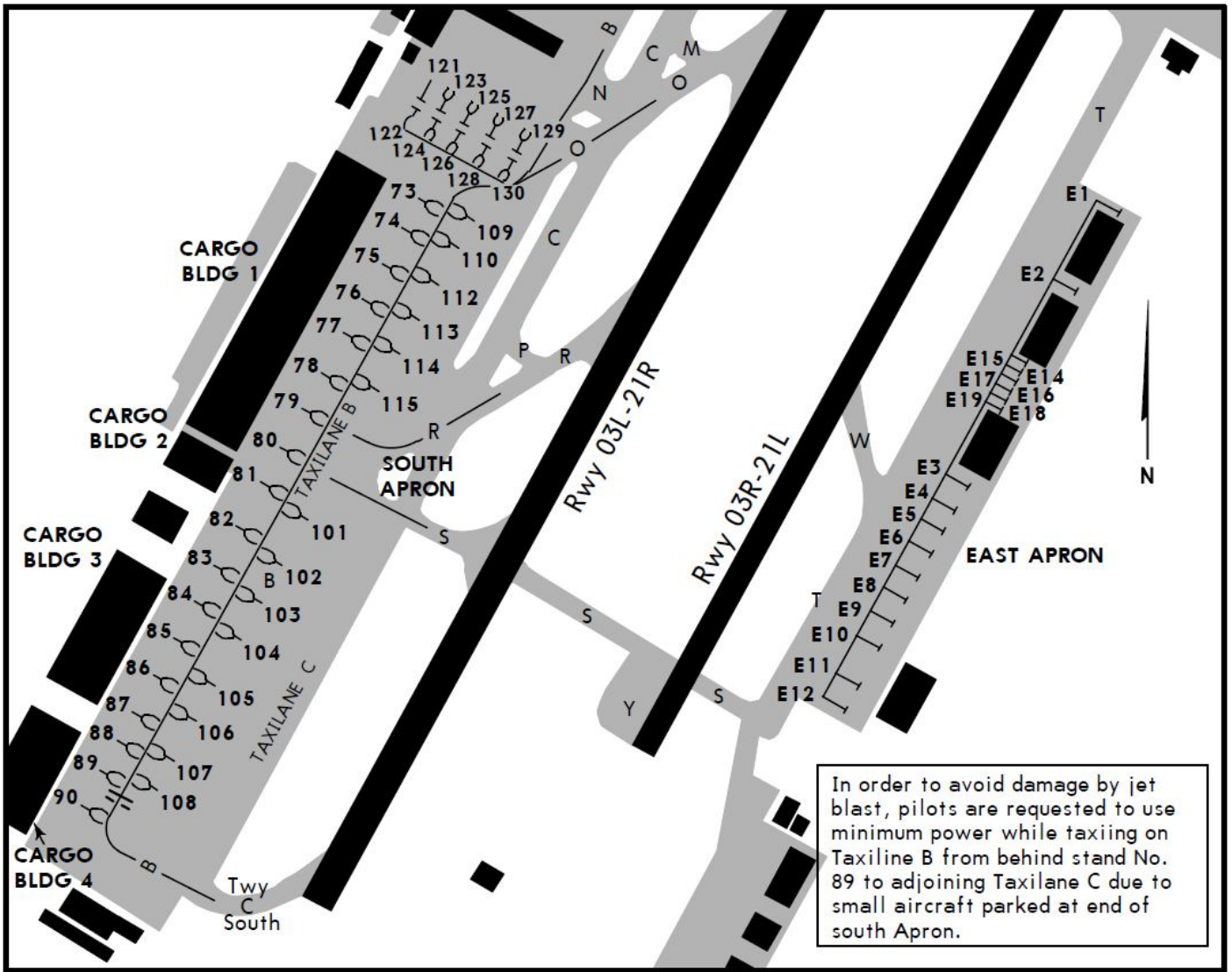
Stand 51-56, Boeing 737 cannot park at these gates.

If a DC-10 or larger is assigned to park at stand No.68, No.66 will only allow B737

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5. Airport Terminal Charts





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6. ATC Clearance

1. Pilot of all aircraft, other than VFR domestic flight, shall contact Don Mueang Delivery on frequency 127.700 MHz **5 minutes before start up engine** for request ATC Clearance, as appropriate information, of the following:
 - a. Aircraft call sign
 - b. Type of aircraft and category, if HEAVY
 - c. Parking stand number / Location
 - d. Identified of the latest ATIS received
 - e. Destination
 - f. Proposed flight level, *if it is different from the filed flight plan*
2. After received ATC Clearance, Pilot shall readback the following information:
 - a. Call sign
 - b. Destination
 - c. SID and route
 - d. Level
 - e. Transponder Code, and
 - f. Any restriction
3. Pilot shall contact Don Mueang Ground Control on frequency 121.900 MHz for push back and start-up, after ATC Clearance has been received.
4. Unless other ATC restriction is imposed, the aircraft must be push back within 5-10 minutes from the time ATC clearance is received otherwise the ATC clearance will be cancelled. Additionally, in order to provide a more flexible ground traffic movement, all domestic departures shall no longer be required to push back within 5 minutes after clearance received
5. **Communication failure procedure:** If unable to contact Don Mueang Delivery Control, Pilot of all aircraft shall contact Don Mueang Ground Control on frequency 121.900 MHz for request ATC clearance

Phrase Example:

THA120 : Don Mueang Delivery, THA120 Good Evening

VTBD_DEL : THA120, Don Mueang Delivery Good Evening, go ahead

THA120 : THA120, B777 heavy, Parking stands 24, information Delta, request clearance to Chiang Mai

VTBD_DEL : THA120, information Delta correct, clearance is available, are you ready to copy?

THA120 : Ready to copy, THA120

VTBD_DEL : THA120 is cleared to Chiang Mai aerodrome via TANGO1A departure, Y6 flight planned route
Initially climb 6000ft, squawk 4201

THA120 : THA120 is cleared to Chiang Mai aerodrome via TANGO1A departure, Y6 flight planned route
Initially climb 6000ft, squawk 4201

VTBD_DEL : THA120, read back is correct, contact Don Mueang Ground on 121.900 for push back and
Start-up

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THA120 : Contact Don Mueang Ground on 121.900, THA120

Initial climb clearance 6000 feet, further climb when instructed by ATC

7. Pushback Procedures

Push back may be approved 15 minutes before and after EOBT (Slot Time Management)

Note: Example EOBT 1100z, push back must be requested in range 1045z to 1115z (30 minutes). Exceeding current slot time, flight plan revision of new EOBT required for clearance

EOBT: Estimated Off Block Time

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

Taxi route depends on runways in use and NOTAMs.

Phrase Example:

THA120 : Don Mueang Ground, THA120 Good Evening
VTBD_GND : THA120, Don Mueang Ground Good Evening, go ahead
THA120 : THA120, parking stand 24, request push back and start-up
VTBD_GND : THA120, pushback and start-up approved heading north at B
THA120 : Pushback and start-up approved heading north at B, THA120

8. Taxi and Line-up Procedure

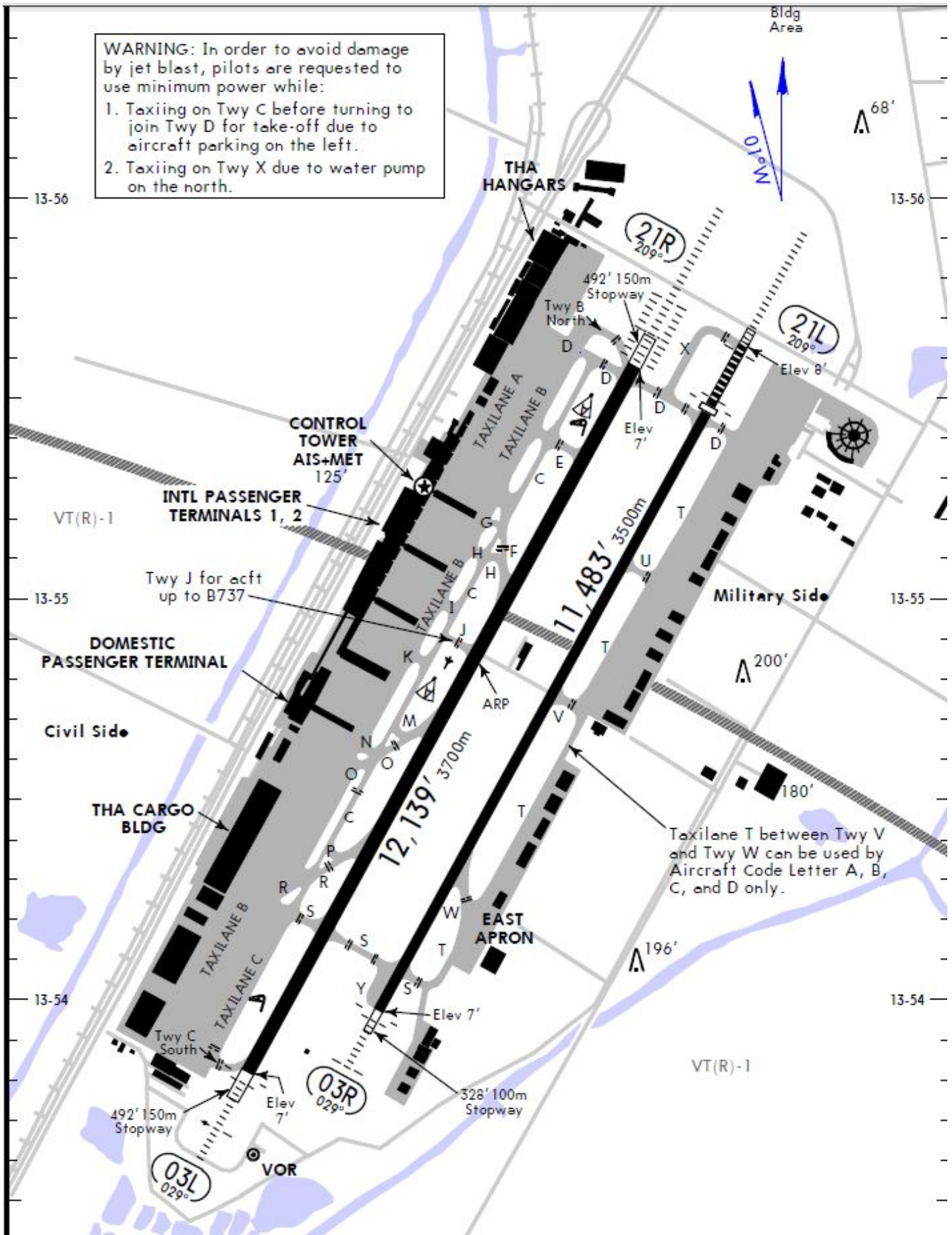
Always use runway 21 except tailwind of runway 21 is more than 15 knots. This because of the route to enter 03L/03R overly high-populated area and skyscraper.

If runway 21R becomes unavailable for departure due to high number of arriving aircraft, runway 21L can be used for departure

Phrase Example:

THA120 : Don Mueang Ground, THA120 ready to taxi
VTBD_GND : THA120, taxi to holding point runway 21R via taxiway B D
THA120 : Taxi to holding point runway 21R via taxiway B D, THA120

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WARNING: In order to avoid damage by jet blast, pilots are requested to use minimum power while:

1. Taxiing on Twy C before turning to join Twy D for take-off due to aircraft parking on the left.
2. Taxiing on Twy X due to water pump on the north.

Taxiway T between Twy V and Twy W can be used by Aircraft Code Letter A, B, C, and D only.

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9. Departure Procedure

1. Departure clearance as instructed by ATC
2. Route to be used for departure for Chiang Mai International Airport is TANGO Y6 MARNI

Phrase Example

THA120 : Now at holding point runway 21R, THA120
VTBD_GND : THA120, Contact Don Mueang Tower on 118.100
THA120 : Contact Tower on 118.100, THA120
THA120 : Don Mueang Tower, Good Evening, THA120 at holding point runway 21R, ready for departure
VTBD_TWR : THA120, Don Mueang Tower, Good Evening, wind calm, runway 21R, clear for take-off, report when airborne
THA120 : Clear for take-off runway 21R and will reported when airborne, THA120
THA120 : THA120, airborne
VTBD_TWR : THA120, contact Don Mueang Approach on 119.400
THA120 : Approach on 119.400, THA120

THA120 : Don Mueang Approach, Good Evening, THA120 with you climbing to 6000
VTBD_APP : THA120, Don Mueang Approach, Good Evening continued climb to FL160 via TANGO1A Departure, reported when passing FL140
THA120 : Continued climb to FL160 via TANGO1A Departure and will report when passing FL140, THA120
(Passing FL140)
THA120 : Now passing FL140, THA120
VTBD_APP : THA120, contact Bangkok Control on 120.500
THA120 : Switch to Bangkok Control on 120.500, THA120

THA120 : Bangkok Control, Good Evening, THA120 with you climbing to FL160
VTBB_CTR : THA120, Bangkok Control, Good Evening, continued climb to FL300 reported when reaching
THA120 : Continued climb to FL300 and will reported when reaching, THA120

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10. Flight Procedure

10.1. Standard Instrument Departures

ATS/RNAV Routes	RNAV SIDs			
	Runway 21R	Runway 03L	Runway 21L	Runway 03R
A1	ROBKA 1A	ROBKA 1B	ROBKA 1C	ROBKA 1D
G474	BATOK 1A	BATOK 1B	BATOK 1C	BATOK 1D
R468	GORSI 1A	GORSI 1B	GORSI 1C	GORSI 1D
N891	RYN 1A	RYN 1B	RYN 1C	RYN 1D
M904, R201, Y11	KIGOB 1A	KIGOB 1B	KIGOB 1C	KIGOB 1D
A464, M751, W19	REGOS 1A	REGOS 1B	REGOS 1C	REGOS 1D
M757	KASNI 1A	KASNI 1B	KASNI 1C	KASNI 1D
G458	UKERA 1A	UKERA 1B	UKERA 1C	UKERA 1D
W31	HHN 1A	HHN 1B	HHN 1C	HHN 1D
Y8	SABIS 2A	SABIS 2B	SABIS 2C	SABIS 2D
M502	BONVO 1A	BONVO 1B	BONVO 1C	BONVO 1D
L301	PASTO 1A	PASTO 1B	PASTO 1C	PASTO 1D
G463, P646	TARED 1A	TARED 1B	TARED 1C	TARED 1D
L507	OSUKA 1A	OSUKA 1B	OSUKA 1C	OSUKA 1D
Y6	TANGO 1A	TANGO 1B	TANGO 1C	TANGO 1D
A464	SEMBO 1A	SEMBO 1B	SEMBO 1C	SEMBO 1D
W9	TL 1A	TL 1B	TL 1C	TL 1D
B346, W21	NOBER 1A	NOBER 1B	NOBER 1C	NOBER 1D
R474	ALBOS 1A	ALBOS 1B	ALBOS 1C	ALBOS 1D
Y16	UPKUP 1A	UPKUP 1B	UPKUP 1C	UPKUP 1D

10.2. Standard Terminal Arrival Routes

Airways	Transition Waypoint	RNAV STARs	
		Runway 21L/R	Runway 03L/R
W1, Y1, Y2	UBLOD	ENDUU 1A	ENDUU 1B
A464	SEMBO	NAKON 1A	NAKON 1B
Y7,W9	TL		
W21,B346	NOBER		
R474	ALBOS		
M502	BONVO	WEHHA 1A	WEHHA 1B
L301	PASTO		
L524	IBETO		
G463,P646	TARED		
L507	OSUKA		
A464,M751,W19	GUTSO	SABAI 1A	SABAI 1B
R201	BUT		
M769	SURMA		
G458,W31,Y5	HOTEL		
R468	GOMES	SEHNA 1A	SEHNA 1B
G474	BATOK		
N891	RYN		
Y12	ALEMI		

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11. Additional Information

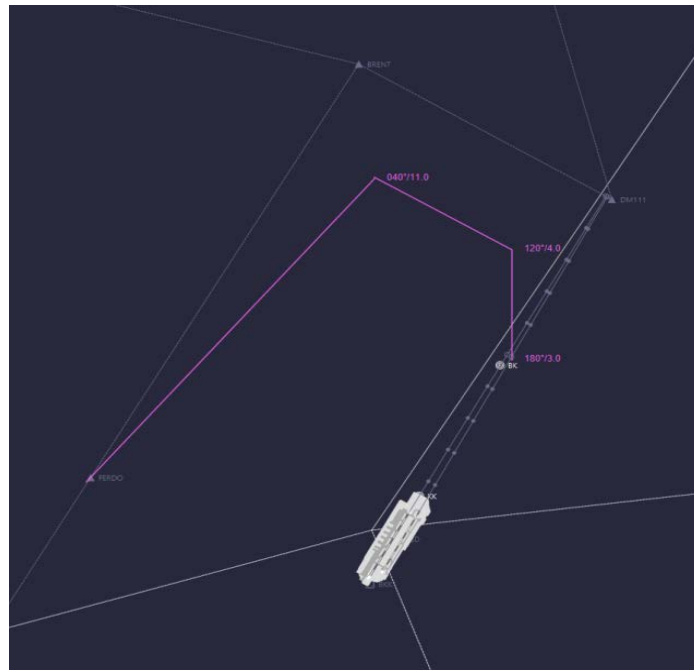
Ground Movement Control Procedure

1. Departing aircraft for Runway 21R shall remain on Ground frequency 121.900 MHz until approaching taxiway E, and maintain a listening watch on Tower frequency 118.100 MHz while on Taxiway C to assist with sequencing of aircraft onto the active runway.
2. Arriving aircraft shall remain on Ground frequency 121.900 MHz until entering the apron area or until a frequency change is instructed.

Special Procedures

At NAKON WEHHA OPERA and LARGO, pilots are expected to cross these waypoints 2 minutes after preceding traffic. Time constraints will be issued by Bangkok Control. Pilots shall adjust their speed to meet the criteria. If pilot unable to cross these waypoints at the specified time, pilots shall advise ATC as soon as possible, and expect to hold as published on chart at these positions.

Normally, after FERDO there are 30 miles to touchdown. If traffic permitted, pilot can expect radar vector for short approach 23-25 track miles from touchdown



Warning For Taxiing Aircraft

Aircraft landing Runway 21L, when vacating the Runway to the right on Taxiway S, must hold short of Runway 21R at the holding position and remain on Tower frequency 118.1 MHz for permission to cross the Runway. Changing of frequency shall not be done unless advised.

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